Black Country | Plan

Planning for the future of the Black Country

Draft Black Country Plan

July 2021

Dudley Metropolitan Borough Council

Sandwell Metropolitan Borough Council

Walsall Council

City of Wolverhampton Council

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1 Introduction

Purpose of the document

1.1 The Draft Black Country Plan (referred to as the BCP throughout this document) contains planning policies and land allocations to support the growth and regeneration of the Black Country over the years to 2039. It has been prepared and approved for consultation by the four Black Country Authorities (Dudley, Sandwell, Walsall, and City of Wolverhampton), referred to in this document as the BCA.

1.2 The draft BCP contains a Vision for the Black Country in 2039. This is underpinned by strategic objectives and priorities designed to deliver the Vision and associated outcomes. The proposed policy framework will guide and shape development across the Black Country and will set clear parameters for growth and transformation.

1.3 Once adopted, the BCP will provide a strategy for bringing land forward with a clear presumption in favour of sustainable development. It will provide certainty and transparency to residents, businesses and developers about how the sub-region is expected to grow to 2039.

Why does the Black Country need a Strategic Plan?

1.4 The government requires all local authorities to develop a long-term plan that sets out how and where land can be developed over the next 15 years, to meet the growing needs of local people and businesses. The BCP, which sets out strategic policies[1] for the BCA, will provide a policy framework to:

a) facilitate the delivery of the right development types to meet identified and emerging needs in the most sustainable places;

b) prevent uncoordinated development;

c) provide certainty over the types of development that is likely to be approved;

d) to meet housing needs between now and 2039;

e) attract new businesses and jobs and offer existing businesses the space to grow by meeting employment land needs;

[1] See NPPF paragraph 21 for definition

f) increase employment opportunities to support the delivery of the Black Country and West Midlands Combined Authority Strategic Economic Plans (SEP), the Local Industrial Strategy and Covid-19 recovery plans;

g) address the issue of climate change;

h) promote and enhance health and well-being in accordance with the four local authorities' health and well-being strategies;

i) protect and enhance designated areas;

j) ensuring infrastructure, such as roads, public transport, new schools, new healthcare facilities, upgraded utilities and broadband, waste and sewage disposal, is provided at the right time to serve the new homes and employment provision it supports;

What will the Local Plan replace?

1.5 When adopted the Black Country Plan will replace the Black Country Core Strategy (2011) and significant elements of 'Tier 2' plans in the form of Area Action Plans and Site Allocations Documents, as set out in Appendix 15.

The Context of the Local Plan

1.6 This consultation draft plan has been prepared in the context of national and local guidance and strategies. A range of evidence has been commissioned / undertaken by the BCA to justify the draft spatial strategy and draft policies within this plan, which will be available to view on the BCP website alongside the consultation documents.

National Planning Policy Framework (NPPF)

1.7 The revised NPPF sets out the Government's planning policies for England and how these should be applied. It provides the framework within which locally-prepared plans for housing and other development can be produced.

1.8 Planning law requires that applications for planning permissions are determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must be taken into account when preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and other statutory requirements.

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Duty to co-operate

1.9 The Localism Act (2011) introduced a requirement on all local authorities to co-operate with neighbouring local authorities and other bodies with a regulatory or strategic interest in Local Plan issues. The duty requires ongoing, constructive, and effective engagement on areas of plan-making, which may have strategic cross-boundary implications.

1.10 The Duty to Co-operate Statement included in the Draft Black Country Plan Statement of Consultation documents how the BCA have fulfilled the duty through the plan preparation process, and how the bodies referred to in the Act have helped to shape the draft BCP. It is intended to draft and agree Statements of Common Ground with relevant authorities and bodies on key duty to co-operate issues at the BCP's publication stage.

Black Country Local Enterprise Partnership

1.11 The Black Country Local Enterprise Partnership (LEP) has the overall aim of transforming the sub-regional economy by creating the conditions for enterprise to flourish, resulting in greater economic prosperity across the Black Country.

1.12 The Black Country Strategic Economic Plan (SEP) sets out the vision, objectives, strategy, and actions to improve the quality of life for everyone who lives and works in the Black Country, an area with unique assets, challenges, and opportunities. In May 2019 the West Midlands Combined Authority, in partnerships with the region's three Local Enterprise Partnerships (Black Country, Coventry and Warwickshire and Greater Birmingham and Solihull), published the West Midlands Local Industrial Strategy[2], building on local Strategic Economic Plans.

West Midlands Combined Authority

1.13 The West Midlands Combined Authority (WMCA) seeks to deliver a vision of a more prosperous West Midlands. The Strategic Economic Plan (SEP) sets out the vision, objectives, strategy and actions needed to improve the quality of life for everyone who lives and works in the West Midlands

[2] Industrial Strategy (wmca.org.uk)

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1.14 To deliver success for the West Midlands, the West Midlands Local Industrial Strategy was agreed with government and published in May 2019. It sets out a number of priorities intended to help increase the productivity of the West Midlands.

1.15 The adopted Black Country Core Strategy and the forthcoming BCP provide a basis for public and private investment decisions, particularly the Housing Deal agreed with Government in March 2018 and other devolved housing and land funds. The BCA and the WMCA are working together to ensure that investment and delivery in the Black Country continues beyond the existing Core Strategy and into the plan period of the new Black Country Plan.

Previous consultations on the Black Country Plan

1.16 The preparation of the draft BCP commenced in 2016 and included an Issues and Options Consultation in 2017. This used both traditional and online mechanisms to support consultation and drew responses from residents, the development industry and statutory bodies.

1.17 There was concern from residents around the possibility of building on the Green Belt, although developers questioned the brownfield-first approach and whether it was capable of delivering sufficient capacity based upon past trends.

1.18 The consultation demonstrated that there was support for housing to be built in sustainable locations and a desire to protect the environment of the Black Country.

1.19 A summary of the issues and options responses and how they have been addressed in the Draft Plan are detailed within this document, under the relevant policy themes.

Existing Black Country Core Strategy

1.20 The Black Country encompasses the areas administered by Dudley Metropolitan Borough Council (MBC), Sandwell MBC, Walsall Council, and the City of Wolverhampton Council. The four authorities worked together to produce the existing Black Country Core Strategy, which was adopted in 2011. The existing Core Strategy provides the framework for various Site Allocation Documents and Area Action Plans, which themselves set out local policies and site allocations for individual authority areas.

1.21 The existing Core Strategy covers the period between 2006 and 2026. From the outset there was a clear intention to review it five years after adoption, to ensure the

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spatial objectives and strategy were being effectively delivered and to keep the plan up to date. This is in line with national planning guidance. Rolling the plan forward will also enable the longer-term needs of the Black Country to be addressed. The most contentious issues the Black Country is facing is that both its population and economy are set to continue to grow and as a result there is a need to identify additional housing and employment sites, which are currently beyond the capacity of' the existing Strategy.

1.22 The need for a review has been given even greater urgency by new challenges that have emerged since 2011. The national economic situation has also changed. The existing Core Strategy was prepared as the country was emerging from the global recession of 2008, and the Black Country was recovering from a period of economic and population decline. This was reflected in the Core Strategy in a clear emphasis on the recycling of land previously in industrial use to provide for housing and newer employment activities such as offices. In reality, the manufacturing and industrial markets of the Black Country have remained stable and have expanded in some cases, meaning that the expected surplus of vacant brownfield land has not occurred in practice.

1.23 Looking to the future, the opening of HS2 and the extension to the Midland Metro are likely to have a significant impact on the Black Country within the timeframe of this Plan. There have also been several changes to national policy, especially a revised national planning policy framework and guidance.

1.24 More recently, the COVID19 pandemic in 2020 – 2021 caused a significant shift in the way Black Country residents work, shop and access services. There are likely to be some longer-term changes in the way communities operate that may have implications for land uses, and the BCP will seek to address those issues through the use of robust yet suitably flexible and sensitive policies.

Black Country Spatial Portrait

1.25 **Sub-regional Context:** the Black Country forms a distinctive sub-region on the western side of the West Midlands conurbation, close to the City of Birmingham. It shares an eastern boundary with Birmingham and to the north, west and south it is bounded by districts within Staffordshire, Shropshire and Worcestershire and is in relative proximity to centres such as Cannock and Bromsgrove. It has a unique

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economic history, settlement form and topography and is very much shaped by its industrial past.

1.26 The four local authorities have a shared set of social, economic, and environmental challenges and have found it effective to tackle strategic issues on a cross-boundary basis. The authorities have worked closely together for 14 years to establish a clear and collective set of ambitions and directions of travel, expressed in an agreed economic and spatial strategy. This joint working has strengthened and deepened over time – moving from establishing a 30-year Vision in 2003, to adopting a joint Core Strategy in 2011, through to securing funding through the Black Country LEP and the West Midlands Combined Authority in 2017 to deliver priority projects.

1.27 **Demographic Trends**: the population of the Black Country currently stands at just over one million people and is anticipated to grow further. The Black Country population is extremely diverse, and therefore has the capacity to harness the talents of different groups of people to make for a more robust and resilient economy. The BCP will provide a basis for opportunity for its residents, ensuring the development of skills and learning are linked to communities and growth.

1.28 **Economy and Skills**: the Black Country has a long industrial history, especially in manufacturing. Until the 1980s the Black Country, together with neighbouring Birmingham, was the powerhouse of Britain's manufacturing economy.

1.29 A legacy of the decline in heavy industry, and the jobs associated with it, has been the difficult ground conditions left behind. Recently however, the economy has grown, and residents' wages have increased. At the same time the employment rate has grown at a faster pace than in England generally (3.5% growth compared to 0.9%) and Gross Value Added in the Black Country was £21.7bn in 2020, an eight-year high (Black Country Consortium, 2020).

1.30 The challenge is to keep that momentum, particularly in the light of the Covid-19 pandemic, ensuring growth is sustainable and that the Black Country Plan is part of that process through providing the right sites for economic growth.

1.31 The West Midlands was one of the hardest hit parts of the UK during the collapse in the economy in the first wave of the Covid-19 pandemic, official figures have shown. The BCP therefore needs to provide the basis for delivery, making sure that

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development is sustainable and that the Plan is part of that process through providing the right sites for economic growth.

1.32 **Skills:** a long-standing skills challenge exists in the Black Country, with too many people having no qualifications and not enough holding higher qualifications. This leads to sustained weaker employment and lower earnings. However, latest data shows that our average earnings are growing faster than national average and so gap is reducing. Black Country residents working full-time earn £27,839 as of April 2020 (+£1,505 from April 2019), which is a 5.7% increase compared to 3.5% nationally. Data has also shown that the percentage of Black Country residents with NVQ4+ qualifications is increasing. The percentage of those with no formal qualifications fell by over 30% between 2007 and 2019. More recently, the number of people with no qualifications decreased from 121,800 in 2019 to 91,600 in 2020. Whilst employment and earnings in the Black Country have remained below the national and regional average, the gap has closed recently. In line with national trends, the number of apprentices has decreased. Several further and higher education opportunities are available, including the expansion of Wolverhampton University, the Elite Centre for Manufacturing Skills - National Foundry Training centre in Tipton, a specialist Music Institute at Cable Plaza and the Very Light Rail National Innovation Centre training college and test facility in Dudley. These and other outlets are providing a diversifying and expanding portfolio of training and upskilling opportunities.

1.33 **Housing:** the Black Country is continuing to see new homes built – an increase of 2,500 this year to a total of 493,000 for the growing population, which is expected to reach 1.2 million in 2039.

1.34 **Health and Wellbeing**: the Black Country has lower rates of physical activity and higher rates of obesity than the rest of England. In addition, the Black Country has issues with alcohol abuse, depression and social isolation.

1.35 It also has lower life expectancy and higher rates of multiple deprivation, of children living in poverty and of unemployment than the average for England. Life expectancy is lower than both the West Midlands as a whole and England and higher mortality rates are suffered by the population.

1.36 These and other issues, which negatively affect the physical and mental health and wellbeing of residents of the Black Country, are all influenced by the built and natural environment.

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1.37 **Transport**: there are 25 towns and four major strategic centres in the Black Country (Brierley Hill, Walsall, West Bromwich, and Wolverhampton). The denseness of the urban area and the number of centres create particularly complex movement patterns and have led to a complicated transport network. Buses are the most important method of public transport travel in the Black Country, but they face challenges especially from declining speeds due to congestion.

1.38 The Black Country is connected to the main line rail network at Wolverhampton and Sandwell and Dudley Stations. Improvements in the public transport network (especially the Wednesbury to Brierley Hill Midland Metro Extension) will better connect the Black Country into the national and local rail network and improve mobility across the Black Country.

1.39 For work, travel by car remains very important in the Black Country, reflecting in part the complexity of the urban area and declining bus speeds.

1.40 **Centres**: centres play a crucial role in the priorities identified in para 1.2 by sustainably providing services to meet the needs of communities from shopping and leisure to housing and education. The Black Country's four Strategic Centres provide the focus for shopping, particularly non-food, commercial, leisure and employment; complemented by its town centres (including Walsall's district centres) and network of local centres, serving the Black Country's communities. Changing shopping patterns are presenting many challenges, such as vacancy levels, which mean many centres are struggling.

1.41 By ensuring future growth in the Black Country, particularly housing, can be served by the existing network of centres, this can help ensure their future vitality and viability.

1.42 **Black Country Broadband**: the Black Country is part of the West Midlands 5G testbed. This is the UK's first large-scale multi-city test bed (with a hub in Wolverhampton) centred on using 5G technology in the health, construction and automotive sectors to assist in the drive for economic growth and to benefit the population through new digital technologies and digitally transformed public services. The Black Country performs very well, when compared to the rest of the Midlands – in large due to successful Black Country Superfast Broadband investment where over 60,000 premises were enabled to access superfast broadband.

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Challenges and Issues

1.43 The following summarises the key strategic challenges and opportunities that have arisen since the Core Strategy was adopted in 2011. These issues are the main reasons why a review is needed, and form the main opportunities and challenges which the Plan Strategy, objectives and suite of policies and proposals seek to address:

a) ***Providing good quality housing that meets the needs of a growing population*** - the Plan needs to identify sufficient land for housing to meet the needs of people who are likely to live in the area over the period of the plan.

b) ***Supporting a resurgent economy, which provides access to employment and opportunities for investment*** - the Plan should provide for a range of employment sites capable of meeting a wide variety of investment needs.

c) ***Reviewing the role and extent of the Green Belt*** - evidence suggests that there will be significant housing and employment needs and a deficit in the brownfield land supply within the Black Country, which has resulted in the need for an assessment of the Green Belt to help identify potential areas for growth.

d) ***Supporting strong and competitive centres*** - to address the health and enhance the vitality and viability of our centres and ensure we have realistic ambitions for growth. The Plan should provide a flexible policy framework to allow centres to serve the future growth identified in the Black Country (particularly Housing and Employment), diversify and provide strict tests to defend against proposals that could undermine centres, such as out-of-centre developments.

e) ***Climate change and protecting and enhancing the environment*** - the Plan needs to address the challenge of mitigating and adapting to the impacts of climate change in ensuring sustainability principles are embedded across all areas. It will also need to create a strategy for the enhancement and protection of the Black Country's environment and make provision for new environmental infrastructure required to support sustainable growth across the Black Country.

f) ***Keeping the Black Country connected*** - a balanced approach to transport investment is required that recognises the need to invest in all modes of transport but identifies a priority in increasing the proportion of people using public transport, walking and cycling.

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g) ***Providing infrastructure to support growth*** - physical and social infrastructure is required to enable and support the growth required over the plan period. New housing and economic development will put pressure on existing services and utilities but may also create opportunities to provide infrastructure solutions.

h) ***Health and Wellbeing*** - The role of the environment in shaping the social, economic and environmental circumstances that determine health and wellbeing is increasingly recognised and understood (see Figure 3, chapter 5). The BCP seeks to help address this.

Draft Black Country Plan

1.44 The Plan is structured as follows:

- Section 1 sets out how the Plan has been prepared and establishes the local context, highlighting the strategic challenges the Black Country faces.
- Section 2 provides the spatial vision, strategic objectives and priorities of the Plan that provide the basis for the policy and spatial approach.
- Section 3 sets out the overall spatial strategy for the Black Country, containing overarching policies intended to deliver the vision and objectives of the Plan.
- Sections 4-12 set out the detailed policies, organised by themes and reflecting the role of the Vision in delivering sustainable growth for the Black Country.
- Section 13 is divided into four chapters related to each of the four Black Country authorities (Dudley, Sandwell, Walsall and Wolverhampton) and identifies the site allocations for each authority.
- Section 14 outlines how the Councils will monitor and manage the Plan in terms of the delivery of the spatial visions, strategic objectives and implementation of the strategy.

1.45 The Appendices provide detail on proposed changes to existing plans as a result of the Draft Plan, further information in relation to the Black Country's centres and the Black Country Nature Recovery Network and a glossary of terms.

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2 The Black Country 2039: Spatial Vision, Strategic Objectives and Strategic Priorities

What is driving the Vision for the Black Country?

2.1 The Vision reflects what the Black Country will be like in the future if the needs and aspirations of those who live, work in or visit the area are to be met, whilst also ensuring that it retains the characteristics that make it attractive and distinctive. It also needs to be flexible, to allow authorities to respond to future challenges in a way that is right for the Black Country, its residents and its businesses.

2.2 The Vision has been written in the context of the national, regional and local policy frameworks.

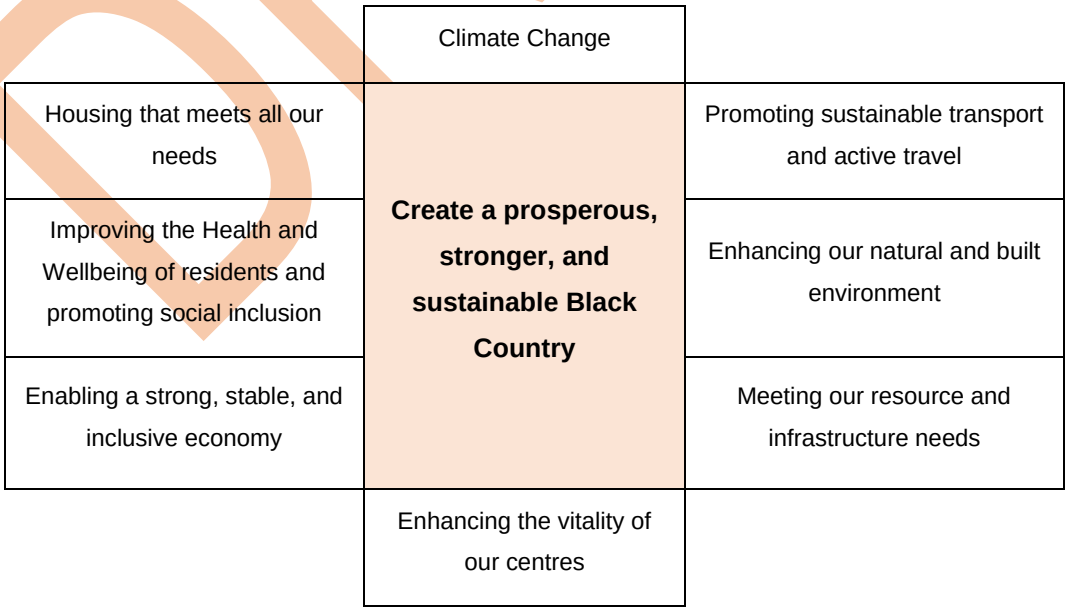
Vision for the Black Country

2.3 The Black Country Plan is the spatial planning document for the wider ambitions and goals of the BCA and their partners. By implementing the policies in the Black Country Plan, the Councils will guide investment and development to 2039 by:

"Creating a prosperous, stronger and sustainable Black Country"

2.4 The Vision will be delivered via progress towards the achievement of eight objectives. The relationship between these objectives is illustrated in Figure 1 below.

Figure 1 Relationship between Vision and Objectives



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2.5 To assist in the delivery of the vision and objectives, the following strategic priorities have been identified, which then form the basis of individual policies contained in the BCP. These priorities directly address the key strategic challenges and opportunities that have arisen since the Core Strategy was adopted in 2011, as outlined in paragraph 1.40.

Table 1 – Black Country Plan - Objectives and Strategic Priorities

Objective	Strategic Priority	Policy
Climate Change	Strategic Priority 1: To mitigate and adapt to climate change to protect the people, environment and economy of the Black Country and meet wider national and international obligations	CSP1; CSP4; HOU1; ENV2; ENV4; ENV8; ENV9; CC1 – CC6; HW1; HW3
	Strategic Priority 2: To adapt to and minimise the impact of Climate Change by reducing carbon emissions, maximising the use of low carbon energy solutions, seeking to reduce the impact of flooding, and enhancing the Black Country's Green and Blue Infrastructure	CSP1; GB1; TRAN3; TRAN5; TRAN6; TRAN8; ENV3; ENV4; ENV8; CC1 – CC6; HW1; HW3
Housing that meets all our needs	Strategic Priority 3: to provide a range and choice of accommodation, house types and tenures to meet the needs of current and future residents	HOU2; HOU3; HOU4; HOU6
	Strategic Priority 4: to improve and diversify the Black Country housing offer	HOU2; HOU6
Improving the Health and Wellbeing of residents and	Strategic Policy 5: To provide a built and natural environment that supports the making of healthier choices through provision for physical activity and recreation, active travel, encouraging social interaction.	CSP1; CSP5; HW1 – HW3; CEN5; TRAN5; TRAN8; ENV8; ENV9; CC4;

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Objective	Strategic Priority	Policy
promoting social inclusion	Strategic Policy 6: To provide a built and natural environment that protects health and wellbeing through minimising pollution (air, noise and other forms), providing healthy homes, reducing the negative health effects of climate change and providing streets safe for active, low emission travel for all.	CC4; W3; W4; MIN4
Enabling a strong, stable and inclusive economy	Strategic Priority 7: To provide a balanced portfolio of employment sites and to protect and enhance existing sustainable employment areas to support the development of key employment sectors and enable existing businesses to expand	CSP1; DEL1; DEL2; EMP1 – EMP5; TRAN1; TRAN2; TRAN4;
	Strategic Priority 8: to enable communities to share the benefits of economic growth through securing access to new job opportunities and enhanced skills and training programmes.	DEL3; HOU5; EMP5
Enhancing the vitality of our centres	Strategic Priority 9: To enhance the vitality, diversification and performance of town centres, to serve the current and future needs of communities as places to live, shop, work and visit.	CSP2; CSP5; CEN1 – CEN6;
Promoting sustainable transport & active travel	Strategic Priority 10: To prioritise sustainable and active travel and seek to improve transport infrastructure to ensure efficient and sustainable accessibility within an integrated network	TRAN1 – TRAN8; HW1; HW3
	Strategic Priority 11: To protect and enhance the natural environment, biodiversity, wildlife corridors geological resources, countryside, and	ENV1 – ENV9; HW1; HW3

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Objective	Strategic Priority	Policy
Enhancing our natural & built environment	landscapes, whilst ensuring that residents have good access to interlinked green infrastructure	
	Strategic Priority 12: To protect, sustain and enhance the quality of the built and historic environment whilst ensuring the delivery of distinctive and attractive places	CSP4; GB2; ENV5; ENV6; ENV9
Meeting our resource and infrastructure needs	Strategic Priority 13: To manage waste as a resource and minimise the amount produced and sent to landfill	W1 – W5
	Strategic Priority 14: To safeguard and make the most sustainable use of the Black Country's mineral resources without significantly compromising environmental quality	MIN1 – MIN4
	Strategic Priority 15: To ensure the Black Country has the infrastructure in place to support its existing and future growth and prosperity	DEL1, HW2

Ensuring delivery of the vision, objectives, and strategic priorities

2.6 Primarily, the Vision, objectives and strategic priorities set out above will be delivered via the application of the policies of this Plan. Table 1 above sets out which policies will be most important in delivering each strategic priority. The monitoring section at the end of each chapter identifies targets for key indicators that will need to be achieved if these policies are to be successful.

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3 Spatial Strategy

Introduction

3.1 The Plan can help achieve sustainable development by ensuring that the Black Country benefits from the right development in the right place at the right time. This development will meet the needs of people living and working in the Black Country, while protecting and enhancing the environment and the unique character of the area.

3.2 The Spatial Strategy as set out in Policies CSP1, CSP2, CSP3 and CSP4, and illustrated on the Key Diagram (Figure 2) provides the overarching basis for the Plan's proposals for growth and infrastructure improvements. This diagram is supplemented by thematic key diagrams for housing, economy, transport, environment, waste and minerals.

3.3 These policies address all the Plan Objectives and Strategic Priorities, but particularly Priorities 3, 4, 5, 7, 10 and 11.

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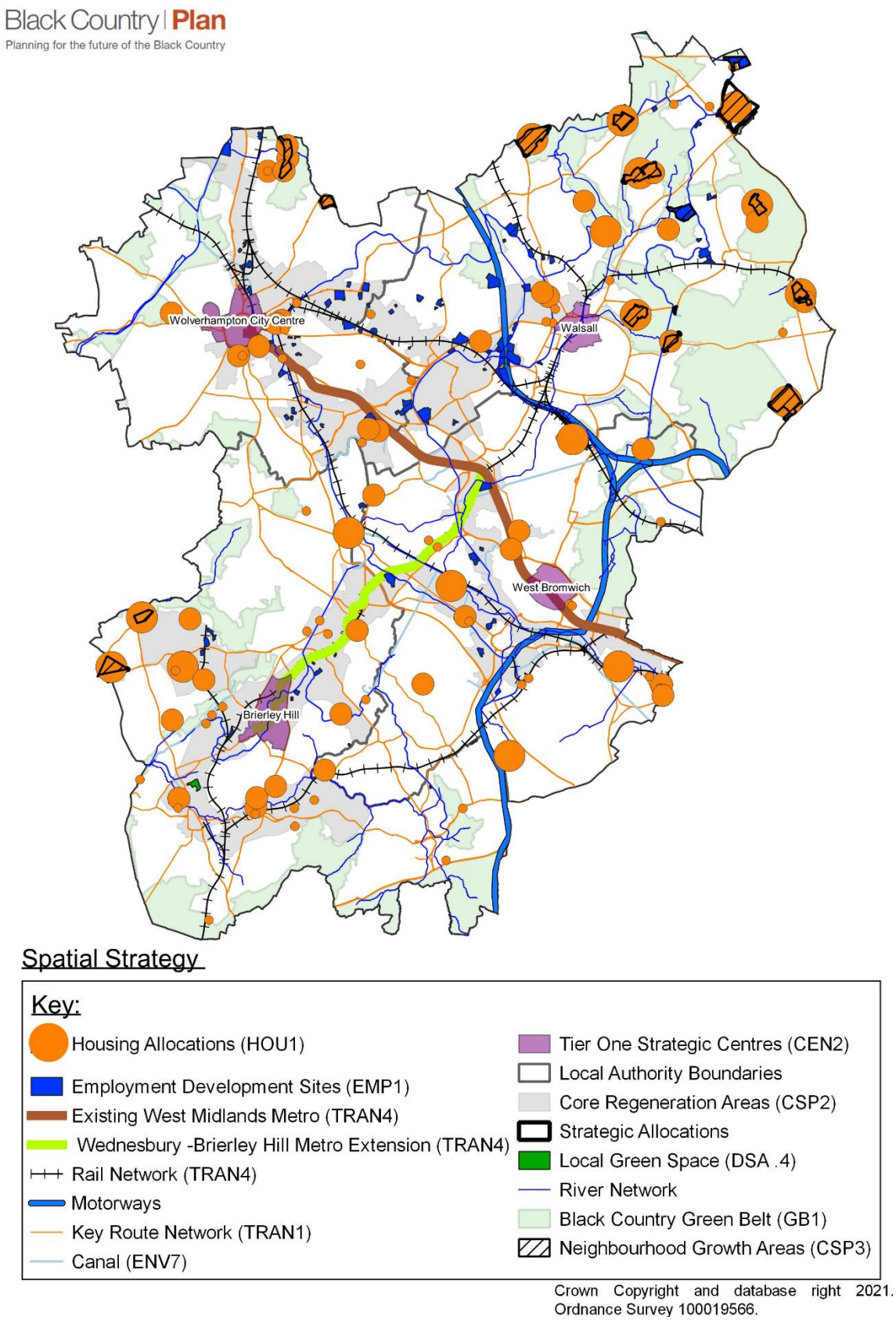
Figure 2 - Key Spatial Diagram



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Development Strategy

3.4 Policy CSP1 provides the overarching spatial strategy for the Black Country, setting out the scale and distribution of new development for the Plan period to 2039.

Policy CSP1 – Development Strategy

1) To deliver sustainable economic and housing growth and to meet strategic planning targets based on the needs of local communities and businesses, the BCA, working with local communities, partners and key stakeholders, will:

- **a) Deliver at least 47,837 net new homes and create sustainable mixed communities that are supported by adequate infrastructure.**
- **b) Deliver the development of at least 355ha of employment land.**
- **c) Ensure that sufficient physical, social, and environmental infrastructure is delivered to meet identified needs.**

2) The spatial strategy seeks to deliver this growth and sustainable patterns of development by:

- **a) Delivering the majority of development in the existing urban area.**
- **b) Supporting and enhancing the sustainability of existing communities through the focussing of growth and regeneration into the Growth Network made up of the Strategic Centres and Core Regeneration Areas;**
- **c) Protecting and enhancing the quality of existing towns and Neighbourhood Areas and re-balancing the housing stock by delivering homes supported by jobs and local services;**
- **d) Delivering a limited number of Neighbourhood Growth Areas in highly sustainable locations on the edge of the Urban Area;**
- **e) Protecting the openness, integrity and function of the Black Country's designated and retained Green Belt by resisting inappropriate development;**
- **f) Protecting the Black Country's character and environmental assets including heritage assets, natural habitats and open spaces;**
- **g) Minimising and mitigating the likely effects of climate change**

Justification

3.5 The economy and population of the Black Country are growing. The BCA need to plan for economic recovery and growth, enhanced business productivity and 47,837 new homes within the plan period. To accommodate this future growth, locations that are both sustainable and deliverable have been identified for development, at levels and in locations that do not breach the environmental capacity of the area.

3.6 The Development Strategy is based on a number of considerations, including:

a) National planning policy.

b) The Plan's Vision, objectives and aims.

c) Environmental constraints,

d) The availability and viability of land for development.

3.7 The Development Strategy has been developed through a comprehensive assessment of a range of alternative options. It is one of 11 Spatial Options considered through this process and corresponds to Spatial Option J – Balanced growth, as set out in the Spatial Options Paper. The Sustainability Appraisal shows that this Option will enable the BCA to meet most of the growth needs within the Black Country in a broad development and delivery focussed manner that takes full account of environmental, climate change, accessibility and social requirements. By promoting the right type and amount of development in the most sustainable locations, the Strategy therefore plays a crucial role in delivering an inclusive Black Country that supports communities to achieve their goals.

3.8 The distribution of growth as proposed in the Development Strategy is summarised in Table 2 below.

Table 2 - Black Country Development Strategy 2020 - 2039

Location	Housing (net new homes) *	Employment Land development (ha)
The Growth Network		
Strategic Centres	9,561	0
Core Regeneration Areas	11,208	192

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Location	Housing (net new homes) *	Employment Land development (ha)
Total	**20,769**	**192**
Towns and Neighbourhoods Areas		
Neighbourhood Growth Areas	6,792	36
Towns and Neighbourhoods Areas	12,625	53
Total	**19,417**	**89**
Small windfall housing and employment sites (outside Strategic Centres)	7,651	74
Total Black Country	**47,837**	**355**
To be exported through Duty to Co-operate	28,239	210
Grand Total	**76,076**	**565**

*Following appropriate discounts

3.9 The Growth Network – made up of the Strategic Centres and Core Regeneration Areas (Policy CSP2) - is the primary focus for co-ordinated and sustained regeneration and infrastructure investment to support the delivery of regionally significant growth and promote wider benefits to local communities. The Growth Network is the focus for the delivery of these objectives and contains most of the areas where regeneration and land-use change will be concentrated over the plan period. Although this plan does not make development allocations within the Strategic Centres, it sets out deliverable development targets for each centre, based on up-to-date evidence, which will be met through other local plan documents to be prepared alongside or immediately following adoption of this plan.

3.10 The four strategic centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton, and the eight Core Regeneration Areas are already served by an extensive transport system and therefore provide the most suitable locations for

economic and housing growth, although improvements are required to enhance connectivity, accessibility and environmental quality.

3.11 While most change and intervention will be focussed on the Growth Network, some large-scale developments will be brought forward outside the network within the Towns and Neighbourhoods Areas (Policy CSP3), to enable vibrant and diverse communities to thrive and prosper. The Towns and Neighbourhoods Areas make up most of the existing urban area and are where most residents live. The overall land use-pattern within the Towns and Neighbourhoods Areas is not expected to alter greatly by 2039, but there will be some incremental change through a mix of permitted and allocated sites, windfall developments and town centre regeneration activity. On the edges of the Towns and Neighbourhoods Areas the Plan identifies a number of employment and housing-led Neighbourhood Growth Areas.

3.12 Strong links will be created between the Growth Network and the Towns and Neighbourhoods Areas, through high-quality design, green infrastructure and transport investment, to help spread regeneration benefits, improve community cohesion and create an effective network of centres.

3.13 The BCA are aiming to utilise land efficiently through the use of previously developed land, vacant properties and surplus industrial land, and maximising housing densities where appropriate, but there is a shortage of deliverable sites to meet housing and economic growth needs. The BCA attach great importance to the ongoing protection of the Black Country Green Belt; however, the green belt boundary is drawn tightly around the urban edges. In order to help meet objectively assessed needs for housing and employment land development, exceptional circumstances to alter green belt boundaries need to be demonstrated.

3.14 Paragraph 137 of the NPPF (2019) states that before exceptional circumstances can be demonstrated, local authorities should be able to show that they have considered and explored all other reasonable alternatives to the use of green belt for development. The BCA have identified and made effective and extensive use of brownfield and urban sites and have also undertaken density uplifts in relation to both existing and new allocations. Sites have been assessed in terms of their accessibility by all modes of transport. There is a significant need to provide for the continued managed growth of the Black Country, to enable it to provide capacity for economic prosperity while recognising and protecting the most sensitive

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environmental resources and ensuring that proposed development does not adversely affect certain areas unduly.

3.15 Land should therefore be fully assessed not just against its suitability for green belt status but also with regard to the sustainability of the development it might accommodate relative to various issues important to the BCP or the wider area. In this context, the BCA feel they have demonstrated that exceptional circumstances exist to justify the redrawing of green belt boundaries around the urban edge to release land for development.

3.16 The BCA have undertaken an extensive Green Belt and landscape sensitivity assessment to identify land that, if developed, would cause the least harm to the purposes of the Green Belt and to landscape character, is suitable and available for development and that could create long-term and defensible Green Belt boundaries. The Site Assessment Report sets out the details of the methodology used to assess the suitability of sites for development, and the results of that assessment process.

3.17 The overall effect of the strategy is that most housing growth and employment land development will be located in the existing built-up area; this will include 40,117 new homes and 307ha of employment land. An additional 7,720 homes and 48ha of employment land are allocated on sites that have been removed from the Green Belt. Most of these homes and employment land sites are provided in the Neighbourhood Growth Areas and the remainder on smaller sites at the edge of the Towns and Neighbourhoods Areas in the form of rounding-off or through the redevelopment of previously developed land.

3.18 This will allow the BCA to maximise deliverable housing land supply as required by the NPPF, and to ensure land is available in a variety of locations and at a range of scales to meet needs over the whole plan period. The housing trajectory (Appendix 17) demonstrates that the plan will be able to deliver an even supply of housing development land over the Plan period to meet a consistent housing target of 2,517 homes per annum (Policy HOU1).

3.19 The spatial strategy also seeks to protect green spaces within the Black Country, the extensive green belt on the edges of the urban area and the ‘wedges’ of open land providing both valuable open breaks between settlements and access to the wider countryside, including for wildlife.

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Duty to Co-operate

3.20 This Plan will provide for the great majority of housing and employment land needs arising in the Black Country to be met within the Black Country. However, the capacity of the Black Country is finite; it is not possible to provide for all the Black Country's housing and employment land needs within its administrative boundaries, given the circumstances around land deliverability, justifiable constraints and the need to protect the unique character of the area.

3.21 This plan sets a housing target for the Black Country of 47,837 new homes over the period 2020-39, compared to a local housing need for 76,076 homes, creating a shortfall of 28,239 homes.

3.22 For employment land, the EDNA establishes a need for 565ha of land for employment development, an anticipated supply of 355ha and a shortfall of 210ha.

3.23 National planning policy requires this unmet housing and employment land need to be provided for across the Housing Market Area, Functional Economic Market Area (FEMA) and other areas with which the Black Country has a physical or functional relationship.

3.24 As a result, the BCA have worked openly and constructively with neighbouring authorities to help provide as much certainty as possible about how and where the Black Country's full housing and employment land needs will be delivered. The current position is set out in the Draft Plan Statement of Consultation and will be elaborated on in more detail in Statements of Common Ground at Publication stage.

3.25 The BCA recognise that this approach may only address a proportion of the housing and employment shortfall, as it is inappropriate and beyond the powers of the BCA to establish the limits of sustainable development in neighbouring authorities.

3.26 Notwithstanding, the BCA are committed to continued and constructive engagement, through the Duty to Co-operate, with their neighbours to secure the most appropriate and sustainable locations for housing and employment growth to meet Black Country needs. In terms of housing, the engagement will extend beyond the adoption of this plan and will build on the partnership approach developed across the Greater Birmingham and Black Country Housing Market Area to address the combined housing shortfalls of the Birmingham and Black Country authorities in particular.

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3.27 Reflecting the efforts of those neighbouring authorities who are supporting the delivery of the Black Country's wider housing and employment land need, where it is shown to be desirable, appropriate, sustainable and deliverable the BCA will support their neighbours in bringing forward land for housing and employment that sits adjacent to the existing administrative boundaries, and will work in partnership to ensure infrastructure needs are met in full across administrative boundaries.

Evidence

- Dudley, Sandwell, Walsall and Wolverhampton SHLAAs (2021)
- Black Country Urban Capacity Review Update (2021)
- Black Country Employment Areas Review (2021)
- Black Country Viability and Delivery Study (2021)
- Black Country Green Belt Study (2019)
- Black Country Landscape Sensitivity Assessment (2019)
- Black Country Economic Development Needs Assessment (2017 and 2021)
- Strategic Transport Evidence
- Strategic Environmental Evidence.
- Draft Black Country Plan Statement of Consultation

Delivery

- Annual update of SHLAAs
- Dudley, Sandwell, Walsall and Wolverhampton Authority Monitoring Report
- Review of Local Plans covering the four Strategic Centres
- Housing renewal will be delivered through local authority intervention
- Securing funding to facilitate delivery
- Working with key partners and delivery agencies.

Issues and Options Consultation Responses

3.28 A large number of responses were made to the Spatial Strategy elements of the Issues and Options consultation. In summary, the majority of representations from

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residents and community groups supported the focus on brownfield sites and objected to the principle of removing land from the Green Belt for housing and employment development.

3.29 By contrast, the representations from developers and landowners suggested that the BCCS 'brownfield only' strategy will not provide sufficient land to meet future development needs. Instead, the strategy should facilitate removal of land from the green belt for development and move away from the focus on Regeneration Corridors.

3.30 Most respondents agreed that Policy CSP1 of the BCCS should be retained but it needed to be reviewed in the light of new evidence and reflect the location of the new sites allocated through the BCP

Strategic Centres and Core Regeneration Areas

3.31 Policy CSP2 sets out the strategic approach for the growth network.

Policy CSP2 – The Strategic Centres and Core Growth Regeneration Areas

1) The Growth Network, consisting of the Strategic Centres and Core Regeneration Areas, is the primary focus for regeneration and infrastructure investment to support the delivery of regionally significant growth and promote wider benefits to Black Country communities.

2) The Strategic Centres and Core Regeneration Areas are the primary focus for new development, regeneration, and infrastructure investment.

3) The Strategic Centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton will provide:

- **a. Re-energised core commercial areas providing a rich mix of uses and facilities, set in a high quality built and natural environment;**
- **b. The principal locations for major commercial, cultural, leisure, entertainment and community facilities, providing the widest possible range of such facilities appropriate for their catchments;**
- **c. 9,561 new homes of mixed type and tenure - the majority built at high densities as part of mixed-use developments;**

Policy CSP2 – The Strategic Centres and Core Growth Regeneration Areas

d. Excellent public transport links, making the centres highly accessible to their catchment areas;

e. Green infrastructure

4) The Core Regeneration Areas linking the Strategic Centres will provide:

a. The principal concentrations of strategic employment areas. These are high-quality employment areas that will be safeguarded and enhanced for manufacturing and logistics activity to support the long-term success of the Black Country's economy (see Policy EMP2);

b. The main clusters of local employment land that are vital in providing for local jobs (see Policy EMP3);

c. The principal locations for new industrial and logistics development - providing 192ha of developable employment land to meet growth needs;

d. 11,208 new homes in sustainable locations well-supported by community services and local shops, set within and linked by comprehensive networks of attractive green infrastructure with cycling and pedestrian routes;

e. The focus for investment in existing, new, and improved transportation infrastructure with a focus on public transport routes and hubs which will maximise use of the public transport network by residents, workers and visitors;

f. 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.

g. Green infrastructure

Justification

3.32 The re-energising and repurposing of the Strategic Centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton is of fundamental importance to 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 and are best-placed to provide all sections of the community with easy access to comparison shopping, leisure, entertainment and cultural facilities and office-based employment.

3.33 Much of the housing growth taking place up to 2039 will be concentrated into the Strategic Centres (and locations within the Core Regeneration Areas close to the Strategic Centres), providing an 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. The existing suite of Area Action Plans for Brierley Hill, West Bromwich, Walsall and Wolverhampton will be subject to an early review, to reflect the development targets and strategic objectives and policies within this Plan.

3.34 The Core Regeneration Areas broadly reflect the distribution of large parcels of employment land across the Black Country and accommodate the clear majority of manufacturing and logistics businesses and jobs. The backbone of this network is a system of sustainable transport routes (including rail, metro, bus and for walking and cycling) and the extensive canal system. The key characteristics of the Core Regeneration Areas are:

a) recognised as priority locations for existing or programmed multi-agency public sector intervention;
b) existing or programmed multi-modal transport infrastructure as identified in Strategic Priority 10;
c) clusters of housing / employment development opportunities providing at least 500 homes or 50ha of employment land and / or major concentrations Strategic or Local Employment Areas of at least 100ha.

3.35 The Core Regeneration Areas represent an update of the network of Regeneration Corridors identified in the 2011 Core Strategy. These Regeneration Corridors served the Black Country well, providing a clear focus for concerted intervention and growth. The BCP took the opportunity to review the Regeneration Corridors in the light of more up-to-date information on the deliverability of previously allocated development opportunities, changing infrastructure priorities and to reflect where planned investment and growth has already taken place.

3.36 The strategy for the Core Regeneration Areas reflects two key issues arising from the evidence base – firstly, the need to provide for economic growth through the protection and enhancement of sustainable employment land and premises; and

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secondly, delivering housing growth through the release of poor quality and underused land to support the ongoing regeneration of the Black Country.

3.37 Achieving the right balance of jobs and housing by 2039 is a key aim of the Spatial Strategy. The Black Country Economic Development Needs Assessment (EDNA) and Black Country Employment Area Review (BEAR) provide key evidence on demand and supply of employment land to 2039 and this work has directly informed the employment land and housing allocations in this Plan.

Evidence

- Dudley, Sandwell, Walsall and Wolverhampton SHLAAs (2021)
- Black Country Urban Capacity Review Update (2021)
- Black Country Employment Areas Review (2021)
- Black Country Viability and Delivery Study (2021)
- Black Country Economic Development Needs Assessment (2017 and 2021)
- Strategic Transport Evidence
- Strategic Environmental Evidence

Delivery

- Annual update of SHLAAs
- Dudley, Sandwell, Walsall and Wolverhampton Authority Monitoring Reports
- Review of Local Plans covering the four Strategic Centres
- Housing renewal will be delivered through local authority intervention
- Securing funding to facilitate delivery

Working with key partners and delivery agencies Issues and Options Consultation Responses

3.38 Policy CSP2 is the equivalent of Policy CSP1 in the BCCS. Most respondents agreed that Policy CSP1 of the BCCS should be retained but it needed to be reviewed in the light of new evidence and reflect the location of the new sites allocated through the Plan.

Towns and Neighbourhood Areas and the Green Belt

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3.39 Policy CSP3 sets the strategic approach for the Towns and Neighbourhoods Areas and the Green Belt.

Policy CSP3 – Towns and Neighbourhood Areas and the green belt

1) The areas outside the Strategic Centres and Regeneration Corridors will provide:

a) A mix of good quality residential areas where people choose to live;

b) 27,068 new homes through:

i. A network of new Neighbourhood Growth Areas providing 6,792 homes, in highly sustainable locations on the edge of the Urban Area;

ii. A limited supply of large-scale brownfield sites providing new homes within the urban area through the repurposing of redundant employment sites and other surplus land;

iii. A supply of small-scale residential development opportunities;

iv. Housing renewal areas;

c) Clusters of Local Employment Land that provide an important source of land and premises to meet more localised business needs.

d) 89ha of additional employment land to meet employment needs, of which 36ha will be provide on sites within Neighbourhood Growth Areas.

e) An integrated and continuous (where possible) network of green infrastructure, walking and cycling routes, as well as a network of centres, health, leisure and community facilities;

f) Strong and seamless links to regenerated areas in Core Regeneration Areas and Strategic Centres, via access and design improvements to spread regeneration benefits and ensure integration of existing and new communities;

g) A defensible green belt to help promote urban renaissance within the urban area and that provides easy access to the countryside for local residents; with the landscape safeguarded and enhanced where

Policy CSP3 – Towns and Neighbourhood Areas and the green belt
possible for its heritage, recreation, agricultural and nature conservation value.

Justification

3.40 The towns and Neighbourhoods Area form the majority of the built-up area of the Black Country and this is where most of its residents live.

3.41 As identified in Figure 2, these areas include housing and employment-led Neighbourhood Growth Areas, as well as a number of existing Local Employment Areas. They are supported by a range of town, district and local centres, as defined in Policy CEN1.

3.42 A key spatial priority of the Plan is to support the delivery of a constant supply of new housing development. A significant amount of new housing development will be accommodated in Towns and Neighbourhoods Areas.

3.43 These locations are intended to be places of choice for living, supported by sustainable access to job opportunities and a range of other services and facilities to meet the day to day needs of residents. They will provide housing choice for people, regardless of age and income, to help underpin the areas' economic competitiveness and support the working population.

Housing renewal

3.44 An essential requirement of any strong and stable community is for residents to have access to decent and secure homes. In the past, significant housing market renewal and regeneration programmes have taken place across the Black Country to address poor quality housing and living environments.

3.45 These interventions have been successful, and there are now a limited number of areas where housing market intervention activity is likely to be targeted over the plan period. In particular, housing renewal, involving some demolition and rebuild, is being reviewed in parts of Dudley

Neighbourhood Growth Areas

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3.46 Neighbourhood Growth Areas (NGAs) are large sites, or clusters of smaller sites, which have been released from the green belt in sustainable locations on the edge of the urban area (as set out in the Site Assessment Report) for housing or employment development. The housing development NGAs provide at least 250 homes each, creating opportunities to deliver homes of various sizes, types and tenures to meet a variety of needs. The employment NGAs provide at least 36ha of land to provide for a range of investment requirements.

3.47 Neighbourhood Growth Areas have been allocated in a range of locations to provide a reasonable level of choice and to enable several sites to be developed simultaneously. This will help to sustain the rate of housing delivery needed across the Black Country to meet local requirements.

3.48 Given that the new development will generate the need for new infrastructure it is important that the individual sites (as defined in Policy CSP3) in each of the Neighbourhood Growth Areas are master-planned together, regardless of ownership. Phasing plans will be required that set out the triggers for the provision of required infrastructure and legal agreements will need to be put in place to deliver that infrastructure. Where appropriate, masterplans may be prepared through a collaborative process involving the landowner / developer(s) and the relevant BCA. The masterplanning and development requirements of these sites are set out in Chapter 13.

Green belt

3.49 The Black Country is predominantly surrounded by open countryside on its northern, southern and western fringes. This is complemented by a network of green wedges and corridors which effectively bring the countryside and its landscape into the heart of the built-up area. Much of this is green belt and it provides a valuable contribution through a variety of uses. A strong green belt is critical to the Strategy in order to promote urban renaissance within the urban area and provide easy access to the countryside for local residents. The landscape, nature conservation and agricultural land will be protected and enhanced where practical and possible. Policies GB1 and GB2 provide a detailed policy framework for the Black Country Green Belt.

Evidence

- Dudley, Sandwell, Walsall and Wolverhampton SHLAAs (2021)

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- Black Country Urban Capacity Review Update (2021)
- Black Country Employment Areas Review (2021)
- Black Country Viability and Delivery Study (2021)
- Black Country Economic Development Needs Assessment (2017 and 2021)
- Strategic Transport Evidence
- Strategic Environmental Evidence

Delivery

- Annual update of SHLAAs
- Dudley, Sandwell, Walsall and Wolverhampton Authority Monitoring Reports
- Black Country Plan Annual Monitoring Report
- Review of Local Plans covering the four strategic centres
- Housing renewal will be delivered through local authority intervention
- Securing funding to facilitate delivery
- Working with key partners and delivery agencies.

Issues and Options Consultation Responses

3.50 Policy CSP3 is the equivalent of Policy CSP2 in the BCCS. Most respondents agreed that Policy CSP2 of the BCCS should be retained but it needed to be reviewed in the light of new evidence and reflect the location of the new sites allocated through the Plan.

Placemaking – achieving well-designed places

3.51 The environmental transformation of the Black Country is one of the fundamental principles of the renaissance agenda. Placemaking and high-quality urban design are key mechanisms through which this transformation will be achieved

Policy CSP4 - Achieving well-designed places
1) The Black Country's ongoing transformation will be supported by the development of places and buildings providing a range of functions, tenures, facilities, and services, intended to support the needs of diverse local communities. The design

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Policy CSP4 - Achieving well-designed places

of spaces and buildings will be influenced by their context; development should enhance the unique attributes of the Black Country's character and heritage whilst responding to locally identified community needs, changes in society and cultural diversity.

2) Building designs will be sought that are appropriate to the Black Country, of a size, scale and type to integrate into their neighbourhood. Wherever possible, development proposals will employ sustainable modern technologies to help climate change mitigation and adaptation. The use of carbon-based products, energy and non-renewable resources will be minimised through the efficient design of buildings, choice of materials, layout and site orientation.

3) All development will be required to demonstrate a clear understanding of the historic character and local distinctiveness of its location and show how proposals make a positive contribution to Black Country place-making and environmental improvement.

4) The Black Country will move through a permeable street network that gives maximum freedom of movement and a choice of means of transport, including ongoing support for the provision and extension of walking and cycling infrastructure. To facilitate this, transport proposals of a high design quality and utility will be sought. These should, among other aspects, include connections to and between transport hubs, ensure that interventions make a positive contribution to place-making and increase accessibility and connectivity.

5) The Black Country will be a safe and secure place to live and work in, through organising the urban environment in ways that encourage people to act in a civil and responsible manner. Development proposals will be required to provide active frontages, well-located, safe and accessible pedestrian and cycle infrastructure and an appropriate intensity of use in centres and elsewhere. Designs should promote natural surveillance and defensible spaces.

6) An integrated and well-connected multifunctional open space network will be pursued throughout the Black Country, including through the design and layout of new residential and employment developments. This will deliver opportunities for sport and recreation and will help establish and support a strong natural

Policy CSP4 - Achieving well-designed places

environment. Properly designed and well-located open spaces will help mitigate flood risk, provide space for wildlife and encourage informal recreation for local people

7) The protection and enhancement of the Black Country's historic canal network and the area's natural waterways will be sought wherever possible through the design and layout of appropriately located housing and employment development and wherever possible by the integration of waterways into those proposals to create attractive waterside development. This will act as a unifying characteristic within the Black Country's urban structure and landscape.

Justification

3.52 The aim of the Black Country Plan is to create the conditions for economic and social growth, which will take place within a safe, attractive and accessible built and natural environment. The BCP also encourages and supports the growth of locations that encourage participation and community engagement. Successful placemaking in the Black Country will foster community stability and incorporate elements that create resilience to adverse economic and environmental impacts. The Black Country enjoys a unique heritage, reflected in its urban structure, which requires a sensitive approach to place-making and an insistence on a high quality of design for proposals that affect the historic built and natural environment.

3.53 Vibrant streets and spaces, defined by surrounding buildings and with their own distinct character, will provide the framework for a coherent and interconnected network of places. These will support ease of movement, social interaction and a sense of personal wellbeing, and will display a clear hierarchy of private, commercial and civic functions

3.54 The Black Country's hierarchy of centres will provide a focus and concentration for essential local services and activities with easy access by walking, cycling and public transport to residential areas, as detailed in policies in the Centres and Transport Chapters and Policy HOU2 – Housing Density, Type and Accessibility. Its 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.

3.55 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 local policy. The Government have published national design guidance[3] that supports paragraph 130 of the National Planning Policy Framework (2019), which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

3.56 The opportunity exists to transform the Black Country's strategic centres and core regeneration areas into distinctive places that provide a good quality of life for all who live in, work in 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.

3.57 The importance of high-quality design and place-making is central to the ambitions of the Local Enterprise Partnership and WMCA. The Black Country Garden City concept was launched by the LEP in 2017 and seeks to utilise existing green, cultural and economic assets to develop attractive places where people want to live, transforming the reality and perception of the Black Country, The West Midlands Design Charter, launched by WMCA in 2020, confirms the commitment of the West Midlands region as a place to drive design innovation and creativity. The Charter aims to secure high-quality design in housing, civic architecture, urban spaces, parks and transport infrastructure. The key themes from the Black Country Garden City concept and Regional Design Charter are reflected in Policy CSP4.

3.58 The BCA 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

[3] https://www.gov.uk/government/publications/national-design-guide

local artists. Thresholds for eligible development and the value of contributions will be set out in Local Development Documents.

Evidence

- HLC Report (2019)
- Art in the Public Realm Strategy & Action Plan 2020 – 2025
- Black Country Garden City Prospectus 2015
- West Midlands Design Charter 2020

Delivery

- DM, legal and funding mechanisms.

Issues and Options Consultation Responses

3.59 The proposed retention of an updated version of Black Country Core Strategy Policy CSP4: Place-Making was broadly supported.

Cultural Facilities and the Visitor Economy

3.60 The Vision for the Black Country involves the delivery of transformational change whilst respecting and promoting the area's unique heritage. The protection, promotion and expansion of existing cultural facilities, visitor attractions and associated activities will ensure their role as key economic drivers stimulating and regenerating the local economy is supported and enhanced, in line with Strategic Priority 9.

3.61 As well as contributing directly to the Black Country's economy, the visitor economy generates additional demand and growth in supporting services and facilities, which will also benefit residents and businesses.

Policy CSP5 - Cultural Facilities and the Visitor Economy

Development proposals

1) Major cultural, tourist and leisure facilities within the Black Country will be protected, enhanced and expanded (where appropriate) in partnership with key delivery partners and stakeholders.

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Policy CSP5 - Cultural Facilities and the Visitor Economy

2) Proposals for new development or uses that contribute to the attractiveness of the Black Country as a visitor destination will be supported in principle, subject to national guidance and policy requirements elsewhere in this Plan.

3) Proposals for new or expanded facilities or uses should: -

- **i. be of a high-quality design,**
- **ii. be highly accessible, particularly within centres,**
- **iii. not adversely impact on residential amenity or the operation of existing businesses,**
- **iv. be designed to be flexible, adaptable, and where possible be capable of alternative or community use.**

4) Well-designed and accessible ancillary facilities will be supported in appropriate locations. Additional facilities that support the visitor economy and business tourism sectors[4] will be encouraged and promoted within centres, in line with policies CEN1 - CEN4

5) Development that would lead to the loss of an existing cultural / tourism facility in the Black Country will be resisted unless:

- **i. the intention is to replace it with a facility that will provide an improved cultural or tourist offer; or,**
- **ii. it can be demonstrated that there would be significant benefits to the local and wider community in removing the use and / or redeveloping the site.**

The Visitor Economy

6) Improvement and further development of visitor attractions will be supported where appropriate, to ensure that accessibility is maximised and to continue to raise the quality of the visitor experience throughout the Black Country. This can be achieved by: -

- **i. enhancing / extending current attractions,**

[4] This will include the provision of hotels and other accommodation with strong links to key destinations and associated facilities.

Policy CSP5 - Cultural Facilities and the Visitor Economy

ii. **providing inclusive access, particularly within centres,**

iii. **enhancing the visitor experience, and**

iv. **delivering necessary infrastructure.**

7) **Links should be made to centres and those parts of the Black Country and beyond that are well-connected by public transport, considering the needs of business as well as leisure visitors, to encourage more local use of cultural and tourist attractions.**

8) **The canal network is also a significant visitor attraction for the Black Country, providing waterway 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 amenities and visitor hubs (see also Policy ENV7 - Canals).**

9) **Physical and promotional links to visitor attractions close to the Black Country will be enhanced and encouraged, particularly in relation to Birmingham as a Global City and a business economy destination.**

Cultural facilities and events

10) **The Black Country has a significant cultural history of performance art, especially in relation to live music. To ensure it remains a fertile and thriving location for associated cultural and economic growth opportunities, the retention and protection of venues providing performance spaces, recording facilities and practice amenities will be sought. The provision of new venues and facilities will also be welcomed and supported, particularly within centres.**

11) **In cases where adjacent new development would prejudice the ongoing operation of a successful cultural / performance venue, the "agents of change" principle will be applied[5]. This will protect the amenities of incoming residents while at the same time it will preserve and protect the existing adjacent use / activity.**

[5] This requires the new or incoming development to mitigate and protect its incoming residents and uses against any potential impacts from the extant activities in adjacent properties.

Policy CSP5 - Cultural Facilities and the Visitor Economy

12) The promotion and protection of attractions and events that represent and celebrate the wide cultural and ethnic diversity across the Black Country will be encouraged, including spectator sports such as football and other activities. This will include 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 suitable locations.

Justification

3.62 The Black Country has a unique past, having been at the forefront of the Industrial Revolution, which left a rich and varied industrial and cultural legacy as well as an extensive and historically significant canal network. The area's bygone industrial activity and its geological richness is also reflected in a distinctive natural and built topography, consisting of small villages and settlements that retain their individual characteristics (see policy ENV5 and supporting evidence for further details). There are other areas where attractions and facilities are clustered due to their industrial heritage or cultural value (e.g. the Glass Quarter at Stourbridge).

3.63 In addition, the Black Country contains one of the world's few urban geoparks, identified by UNESCO as a single, unified geographical area where sites and landscapes of international geological significance are located (Policy ENV6).

3.64 These assets are attracting an increasing number of visitors to the sub-region and the visitor economy is 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, a global business destination.

3.65 The range and diversity of cultural and tourist assets in the Black Country include a historic built environment, museums and art galleries, markets, music venues and theatres, which are often part of town and city centres; parks and open spaces; and high-level sporting venues. These include, but are not limited to, the following venues and locations: -

a) Dudley Zoo and Castle

b) The Black Country Living Museum including Dudley Canal and Caverns

c) Wren's Nest National Nature Reserve and Limestone Caverns

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d) Walsall Art Gallery and heritage attractions centred on the leather industry

e) Wolverhampton Art Gallery

f) Wolverhampton's Grand Theatre

g) The Civic Hall and Wulfrun Hall concert venues in Wolverhampton city centre

h) Dunstall Park Race Course in Wolverhampton

i) Sandwell Valley and Park Farm (a working farm and country park with archaeological interest)

j) Sandwell Aquatics Centre

k) Bescot stadium – home of Walsall FC

l) The Hawthorns stadium – home of West Bromwich Albion FC

m) Molineux stadium – home of Wolverhampton Wanderers FC

n) The strategic centres of Brierley Hill, Walsall, West Bromwich and Wolverhampton and the town centre of Dudley

3.66 Over recent years, a significant amount of investment has been made at key visitor attractions, particularly associated with Dudley Town Centre such as Dudley Castle and Zoological Gardens, and the Black Country Living Museum. Such investment has increased the visitor offer. Dudley Castle, Dudley Zoological Gardens, the Black Country Living Museum and the Dudley Canal & Tunnel Trust jointly attract some 700,000 visitors per year, with an aspiration to increase visitor numbers to one million by 2023.

3.67 Dudley also commissioned a report by Research Solution called *Economic Impact of Tourism in Dudley Borough in 2017*, which identified some of the direct and indirect economic benefits of its attractions.

3.68 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.

3.69 The nature and often the scale of cultural festivals and entertainment events may mean that they will be best delivered at an open-air location. In the Black Country, such sites are likely to include (but are not limited to) key outdoor venues such as

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West Park, Wolverhampton, Sandwell Valley and Walsall Arboretum. Suitable locations for outdoor events will have appropriate levels of infrastructure, car parking and accessibility to local travel networks and use of them for events and activities should be in accordance with the other policies of this plan and wider legislation and guidance.

3.70 Canals are a significant part of the heritage of the Black Country and form an integral part of both its cultural history and its attraction for tourists; locations include:

- Walsall Waterfront and Strategic Centre;
- Wolverhampton Strategic 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.

Evidence

- Economic Impact of Tourism in Dudley Borough in 2017
- West Midlands Regional Tourism Strategy 2019-29 (2019)

Delivery

- Planning permission
- 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.

Issues and Options Consultation Responses

3.71 There was consensus that the approach to identifying key cultural and visitor facilities as set out in BCCS Policy EMP6 should be retained and updated to reflect current priorities

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Green Belt

3.72 Green Belts are identified and designated to prevent urban sprawl by keeping land permanently open. The essential characteristics of green belts are their openness and their permanence. The Black Country Green Belt and its detailed boundaries are identified on the Policies Map.

3.73 The green belt is a policy tool that aims to prevent inappropriate development within designated areas. The following policies respond to local circumstances and provide clarity and interpretation of several of the terms set out in the NPPF.

3.74 The protection of the green belt, whilst ensuring the provision of sufficient land to provide for sustainable housing and economic growth, is a key aspect of the Vision and the overarching Strategic Priority of development in the appropriate and most sustainable locations whilst protecting the most vulnerable assets. The policy ensures the delivery of:

a) Strategic Priorities 1, 3, 4, 5, 6, 7, 8, 10, 11 and 12:

and the following Objectives (see Table 1);

b) Climate Change;

c) Housing that meets all our needs;

d) Improving the health and wellbeing of residents and promoting social inclusion;

e) Ensuring a strong, stable and inclusive economy;

f) Promoting sustainable transport and active travel and

g) Transforming our natural and built environment.

Policy GB1 – The Black Country Green Belt

1) The boundary of the Black Country Green Belt (within the four Black Country authorities of City of Wolverhampton, Dudley, Sandwell, and Walsall) is as defined on the Policies Map for each authority.

2) For sites that are removed from the Black Country Green Belt and allocated to meet housing, employment, or other needs through this Plan (as listed in Chapter 13):

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Policy GB1 – The Black Country Green Belt

a. **the design of development will include physical features that define the new green belt boundary in a readily recognisable and permanent way; and**

b. **compensatory improvements to the environmental quality, biodiversity and accessibility of remaining green belt land will be secured to offset the impact of removing the land from the green belt, in accordance with national policy.**

3) **The Black Country Green Belt will be preserved from inappropriate development so that it continues to maintain its openness and serve its key functions.**

4) **Opportunities will be taken to enhance the value and function of the green belt, including through improving footpath and cycleway networks, and retaining and enhancing landscapes, visual amenity, biodiversity and protecting tranquil areas.**

Justification

3.75 Through the preparation of this Plan, exceptional circumstances have been demonstrated to remove certain areas of land from the Black Country Green Belt to meet housing and employment land needs. Housing and employment allocations made in such areas are called “sites removed from the green belt” throughout the BCP and are listed in Chapter 13.

3.76 Where land has been removed from the green belt, a new defensible green belt boundary has been defined that, where possible, follows physical features such as hedgerows, woodlands, rail lines and roads that are readily recognisable and likely to be permanent. The new green belt boundary remains a robust, defensible demarcation between the open countryside and urban areas and settlements.

3.77 To ensure the Black Country Green Belt continues to serve its key functions, it will be protected from inappropriate development. When considering any planning application, substantial weight will be given to any harm to the green belt. inappropriate development is, by definition, harmful to the green belt and should not be approved, except in very special circumstances, where the potential harm to the

green belt is clearly outweighed by other considerations. In line with the requirements of the NPPF, compensatory improvements will be required to the environmental quality and accessibility of remaining green belt land to offset the impact of removing land from the green belt. These will be set out in future Development Plan Documents / master plans or assessed on a site by site basis. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:

a) new or enhanced green infrastructure;

b) woodland planting;

c) landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);

d) improvements to biodiversity, habitat connectivity and natural capital;

e) new or enhanced walking and cycle routes; and

f) improved access to new, enhanced or existing recreational and playing field provision.

g) linking up areas of woodland, wildlife corridors and footpath network

Policy GB2 – Extensions and Replacement Buildings in the Green Belt

1) When considering proposals for proposed alterations and additions to buildings within the green belt, in addition to the relevant provisions of the NPPF, regard should be had to the following considerations:

a) Within the Black Country a number of commercial, educational and community uses that provide local employment opportunities or important community facilities are located in the green belt. To allow for their continued operation, limited, small-scale development will be permitted providing the following criteria are met:

(1) Proposals for redeveloping existing uses within the green belt will only be permitted if very special circumstances can be demonstrated or the proposal meets the criteria set out in national planning policy.

Policy GB2 – Extensions and Replacement Buildings in the Green Belt

(2) Extensions to buildings or new freestanding buildings within an existing developed site and extensions or alterations to existing dwellings may be appropriate where:

i. Extensions are not disproportionately over and above the size of the existing building(s) as originally constructed;

ii. The scale, materials and general design are in keeping with the character of the buildings and their surroundings; and

iii. It does not lead to a major increase in the developed proportion of the site.

Justification

3.78 The BCA recognise that the space needs of community and commercial uses can change and evolve over time and some activities may require additional space. In order to remain in their current premises and to support a thriving community and economy, facilities currently located in the green belt may need to extend or alter their current operational buildings.

3.79 To ensure the openness of the green belt is maintained, any extensions or alterations to buildings in it must not result in additions that are disproportionately over and above the size of the original building. For all non-residential buildings, the 'original building' is taken to be a building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

3.80 Proposals for extensions to residential properties in the green belt should also not normally represent a disproportionate addition to the volume of the original dwelling. A statement of very special circumstances will be required if the extension is considered to be materially larger than the original building.

3.81 Large parts of the green belt are also identified as being of significant historic landscape character and the BCA will expect particularly high-quality design and materials in such locations, in line with Policy ENV4.

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Evidence

- Black Country Green Belt Study (2019)
- Black Country Landscape Sensitivity Assessment (2019)

Delivery

- Through development management and master plans for strategic allocations.

Issues and Options Consultation Responses

3.82 Through representations to the Issues and Options consultation it was made clear that the importance of the green belt in the Black Country should be recognised.

3.83 There were also representations which noted the need for the BCA to undertake a comprehensive green belt review to inform the Black Country Plan review, and those that considered that changes to the green belt boundary would be needed to accommodate the necessary growth

Monitoring

Policy	Indicator	Target
CSP1, CSP2, CSP3	Delivery of net new homes by location, as set out in Policies CSP1, CSP2 and CSP3 and Tables 3 and 4. Delivery of employment land development by location, as set out in Policies CSP1, CSP2 and CSP3	
CSP4	Investment in the venues and locations listed in paragraph 3.65.	Evidence of capital spending at all venues and locations.
GB2	Amount (ha) of green belt with planning permission for inappropriate development each year	Zero

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4 Infrastructure & Delivery

Introduction

4.1 A key role of the Black Country Plan is to plan for the growth required for a sustainable and prosperous Black Country. The Black Country is planning to accommodate 47,837 new houses and 355 hectares of new employment land up to 2039. Ensuring effective delivery of this amount of development will require strong collaborative working, both between the local authorities and jointly with public, private and third sector partners, involving a robust process of infrastructure planning and delivery.

4.2 The provision of appropriate infrastructure in a timely manner underpins the transformational and regeneration strategy of the BCP and these policies are intended to ensure the delivery of all spatial priorities.

4.3 The National Planning Policy Framework highlights that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. It requires planning policies and decisions to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections. The expansion of these networks in the Black Country will support the vision and spatial strategy of the Plan by supporting economic growth and sustainable development.

Delivery Constraints

4.4 Physical and social infrastructure is necessary to enable and support the growth required over the Plan period. New housing and economic development will put pressure on existing services and utilities but may also create opportunities to provide robust and innovative infrastructure solutions.

4.5 The BCP is supported by an Infrastructure Delivery Plan (IDP), which draws upon a range of evidence including transport modelling, a Utilities Infrastructure Capacity Study, a Water Cycle Study, and a Viability and Delivery Study. This evidence underpins the BCP by identifying infrastructure investment required to support development, potential constraints to delivery and the key delivery mechanisms and partners. Masterplans will be produced to support the delivery of some Strategic Allocations.

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4.6 The BCP adopts a brownfield-first approach to maximise delivery of development within the urban area; however, poor ground conditions that are a legacy of the Black Country's mining and industrial past are a significant constraint, in both physical and financial terms. Therefore, tackling significant and structural delivery constraints are a priority for interventions, as they affect much of the development land supply in the urban area. The BCA are working in partnership to ensure that brownfield land is prioritised for development and intervention, in particular through partnership with the West Midlands Combined Authority and Black Country LEP.

4.7 Where valuable mineral resources are present, and it is viable to extract them as part of a remediation scheme, this may also help offset the costs.

4.8 The BCP also allocates sites on the fringe of the urban area, which have been removed from the green belt. Most of these sites are greenfield and will be easier and quicker to deliver than sites within the urban area. However, some of these sites are significant in size and need to be supported by a range of new infrastructure, such as schools, shops and improved local transport infrastructure.

Transport and Access to Residential Services

4.9 Parts of the Black Country's existing highway infrastructure, and the motorway network, suffer from congestion. Detailed transport modelling work is ongoing, and this evidence will be available to inform the Publication BCP. Assuming that proposals for improved public transport, walking and cycling are delivered, it is not anticipated that the development of new housing and employment land will have a significant additional impact.

4.10 Most new housing development in the urban area will enjoy good accessibility, including to sustainable modes of transport, centres of employment, schools, shops, health facilities and other residential services. This should help to reduce the requirement for additional travel and will also help mitigate the impact of development. New development on sites removed from the green belt will require careful consideration in terms of the sustainability and transport improvements that may be required on and off site.

4.11 Infrastructure investment will be required to support development, including: -

- public open space,
- transport provision,

- school places,
- health facilities,
- affordable housing,
- sustainable drainage systems,
- wastewater treatment
- waste management.

These requirements are relatively limited in terms of both cost and extent and are unlikely to prevent development from going ahead, as evidenced by the Viability and Delivery Study.

4.12 Major changes may be required to the way that the Black Country is powered over the Plan period, together with an increasing reliance on digital solutions. Where gaps in service provision exist, service providers are aware of them and will work to address them, as set out in the Infrastructure Delivery Plan.

4.13 The detailed spatial aspects of implementation and delivery for the four Strategic Centres will be set out within the additional Development Plan Documents (DPDs) identified in each authority's Local Development Scheme.

Economic activity

4.14 As identified in the Economic Development Needs Assessment (EDNA), the Black Country comprises a clearly defined functional economic market area (FEMA) with strong employment and labour market links to a hinterland with Birmingham and South Staffordshire districts in particular. It is a fast-growing functional economy and has the capacity to deliver significant growth, given the diversity, resilience and concentration of key national sectors located in the area. However, skills challenges are holding it back.

4.15 Economic development strategies including the Strategic Economic Plan (SEP) and Local Industrial Strategy seek to address these challenges to accelerate the growth of the local economy and there are major investment plans in the Black Country – including for the transport infrastructure crucial to meeting the ambitions in the West Midlands Strategic Economic Plans.

4.16 Key plans include:

- HS2 with its wider links into the region

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- Wolverhampton railway station and Metro interchange.
- Wednesbury to Brierley Hill Rapid Transport

4.17 Considerable investment is taking place in the Black Country including working with the West Midlands Combined Authority. Some key projects that will take place over the life of the BCP include:

- West Midlands interchange at Four Ashes
- Expansion of I54
- DY5 Dudley enterprise zone
- Dudley and West Bromwich town centres - regeneration and investment activity
- Springfield Campus 2 Wolverhampton
- M54 - M6/ M6 toll link improving east-west connections to the north of the Black Country

4.18 Many of these projects are/ will benefit from funds such as:

- Brownfield Housing Fund
- Local Growth Fund
- Urban transport investment (five-year) transport settlements
- Midlands Rail Hub proposals

4.19 Other infrastructure likely to impact the Black Country before and during the plan period are:

- The rollout of a fast-charging network for electric vehicles, ensuring that drivers will never be further than 30 miles from a rapid charging station;
- 5G rollout.

Planning Obligations

4.20 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.

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4.21 Financial viability has always impacted on the extent of planning obligations that can be secured in the Black Country, particularly in areas suffering from poor ground conditions. The BCP will be introducing requirements for sustainable design and to adapt to and mitigate against climate change. Viability impacts will vary according to the size, type and location of the sites involved. It is expected that greenfield sites and most brownfield sites will be able to sustain the full range of planning obligations required, as evidenced by the Viability and Delivery Study.

4.22 The Community Infrastructure Levy provides opportunities for local authorities to generate contributions for local and sub-regional infrastructure through a levy on a wide range of developments. This can present opportunities to provide a range of infrastructure currently beyond the scope of planning obligations. Sandwell MBC and Dudley MBC have both adopted CIL charging regimes,

Infrastructure Provision

4.23 The following policy sets out how the BCA will secure infrastructure provision from future planned development. It also sets out the requirement for viability evidence where, in exceptional circumstances, proposals are unable to comply with the policies of the BCP.

Policy DEL1 – Infrastructure Provision

1) All new developments should be supported by the necessary on and off-site infrastructure to serve its needs, mitigate its impacts on the environment and the local community and ensure that it is sustainable and contributes to the proper planning of the wider area.

2) Unless material circumstances or considerations indicate otherwise, development proposals will only be permitted if all necessary infrastructure improvements, mitigation measures and sustainable design requirements and proposals are provided and /or can be phased to support the requirements of the proposed development. These will be secured through planning obligations, the Community Infrastructure Levy, planning conditions or other relevant means or mechanisms, to an appropriate timetable that is prioritised, resourced, managed, delivered and co-ordinated across the sub-region, where appropriate.

Policy DEL1 – Infrastructure Provision

3) The BCA will set out in Development Plan Documents, Infrastructure Delivery Plans, Supplementary Planning Documents, and where appropriate, masterplans:

a. The infrastructure that is to be provided or supported;

b. The prioritisation of and resources for infrastructure provision;

c. The scale and form of obligation or levy to be applied to each type of infrastructure;

d. Guidance for integration with adjoining local authority areas;

e. The procedure for maintenance payments and charges for preparing agreements;

f. The defined circumstances and procedure for negotiation regarding infrastructure provision.

4) The BCP has been subject to a Viability Assessment to ensure the policies are deliverable. In the exceptional circumstances where site-specific issues generate viability concerns, applicants should discuss these with the relevant Council at the earliest possible stage in the development process.

5) Proposals that are unable to comply with BCP policies on viability grounds must be accompanied by a detailed Financial Viability Assessment.

Justification

4.24 The scale of growth proposed in the Black Country Plan will have significant impacts on the local environment and the capacity of a range of infrastructure and facilities. It is important that the appropriate investment takes place to ensure, future development is sustainable. The definition of infrastructure in this context is wide, including: -

a. affordable housing;

b. renewable energy;

c. publicly accessible open space;

d. sustainable drainage;

e. sport and recreational facilities;

f. air quality mitigation measures; and

g. residential services[6];

for which overall targets and standards are set in the BCP. There will also be locally specified requirements, such as crime prevention measures, 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.

4.25 These requirements are set out in the appropriate sections of the BCP and in other Development Plan Documents and Supplementary Planning Documents for the BCA. Policy requirements set out in the BCP have been subject to a proportionate assessment of viability to ensure that those requirements are realistic, and the cost of meeting the needs of relevant policies will not undermine the deliverability of the Plan.

4.26 Each development proposal must address its own impacts through on-site and off-site provision or enhancements, secured through planning obligations or other relevant means.

4.27 Where the combined impact of several 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 also between local authorities where there is a cross-authority impact.

Evidence

- Black Country Utilities Infrastructure Capacity Study (2019)
- Black Country Viability and Delivery Study (2021)
- Black Country Infrastructure Delivery Plan (2021)
- Infrastructure Funding Statements for the Black Country Authorities

[6] Residential services refer to four priority services identified under Policy HOU2: Housing Density, Type and Accessibility and relates to access to employment, health services, fresh food retailing, and education services by sustainable transport means.

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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.

Issues and Options - Responses

4.28 Respondents had divided views on the level of detail needed on proposed urban extensions in the plan but there was overall agreement to address infrastructure requirements and to review the needs of each area based on its size and location.

4.29 For both housing and industry, consideration needs to be given to providing sites in areas with good, sustainable public transport links to meet communities' needs.

Balance between employment land and housing

4.30 New housing and employment developments on previously developed land not allocated for these uses can make an important and positive contribution towards meeting future development needs. The following policy sets out the approach for assessing windfall employment and housing developments, ensuring they are located in suitable and sustainable locations. Such development proposals will also need to consider the Plan's other relevant development management policies, such as HW1 – Health and Wellbeing and ENV9 – Design Quality.

Policy DEL2 – Balance between employment land and housing

1) Development of housing or employment (E(g) (ii) (iii), B2 or B8 class uses) on previously developed land that is not allocated for these uses ("windfall sites") will be permitted where the proposal accords with other BCP and local plan policies and strategic priorities, and subject to meeting all the following criteria:

a. They are in sustainable locations that are suitable for the proposed use;

b. They demonstrate a comprehensive approach, by making best use of available land and infrastructure;

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Policy DEL2 – Balance between employment land and housing

c. Incremental development will only be allowed where it would not prejudice the master-planning of the wider area;

d. Proposals for new development must take account of existing adjacent activities where the proposed development could have an adverse effect on or be affected by neighbouring uses. Mitigation of the impact of noise and other potential nuisances will need to be demonstrated.

Justification

4.31 Locating the right development in the right place ensures that proposals are sustainable, have a positive relationship with the surrounding area and uses and integrate well with and complement the character of their location.

4.32 Policies HOU1 and EMP1 allocate sites for residential and employment uses based on the anticipated availability of land for development at the time of the preparation of the Plan. However, there will always be windfall sites put forward for development in areas where it is not currently anticipated, and it is important that such development is brought forward in a comprehensive way.

4.33 Existing businesses wanting to grow should not have unreasonable restrictions put on them because of a change in nearby land uses since they were established. Therefore, new developments will need to reflect the 'agent of change' principle by proving that the person or business responsible for the proposed new development / change is responsible for managing the impact of that change in relation to noise and other potential nuisances generated by existing land uses in the vicinity. Similarly, where an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant will need to provide mitigation before the development has been completed.

Evidence

- Black Country Employment Area Review (BEAR)

Delivery

- Through the Development Management process.

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Issues and Options Consultation Responses

4.34 There were no consultation responses referring to this issue.

Promotion of Fibre to the Premises and 5G Networks

4.35 Planning policy can play an important role in helping to address the key digital connectivity infrastructure needs of the Black Country. The following policy sets out proposals for ensuring the provision of full fibre broadband connectivity is considered in all new major development proposals. It also sets out the approach for supporting and assessing 5G Network infrastructure proposals.

Policy DEL3 – Promotion of Fibre to the Premises and 5G Networks

Fibre to the Premise

1) Fibre to the Premises (FTTP) is essential infrastructure and is vital to the delivery of sustainable development. All major developments that provide ten or more new homes or more than 1,000 sqm of non-residential floorspace will be required to deliver FTTP capacity / infrastructure to all individual properties. This requirement will only be reduced where it can be clearly demonstrated that it is not practical or viable to deliver FTTP.

2) Where FTTP cannot be delivered, non-Next Generation Access technologies that can provide speeds in excess of 30MB per second should be provided as an alternative.

3) All eligible proposals should be supported by an FTTP Statement that details how FTTP will be provided to serve the development and confirms that FTTP will be available at first occupation.

5G Networks

4) Any proposals for infrastructure to support the delivery of 5G networks will be supported in principle, subject to meeting the requirements of other local policies and national guidance.

5) Proposals should be sensitively sited and designed to minimise impacts on the environment, amenity, and character of the surrounding area. Proposals should not have an adverse impact on areas of ecological interest, areas of

Policy DEL3 – Promotion of Fibre to the Premises and 5G Networks

landscape importance, heritage assets or conservation areas. Proposals should demonstrate that proper regard has been given to location and landscaping requirements, including the potential for innovative solutions complementary to the immediate surroundings.

6) Operators proposing 5G network infrastructure are strongly recommended to enter into early discussions with the relevant local planning authority.

Justification

Fibre to the Premises

4.36 Full fibre broadband is the future of connectivity and increases speeds from the 30 MB available for superfast broadband to 1000 MB (1GB). Currently full fibre coverage is very low across the Black Country – 0.6% in Dudley, 0.7% in Wolverhampton, 2.1% in Sandwell and 8.1% in Walsall, compared to 11.5% across England. Full fibre is required to meet future demands for connectivity, as highlighted by a 50% increase in demand each year, and to recognise the wider economic, health and service delivery benefits.

4.37 At the local level, the availability, reliability and speed of broadband provision is a key consideration for house buyers and many view it to be as essential as more traditional utilities. Similarly, it is also a key concern in the public health and business sectors. However, despite the obvious benefits to developers and end-users, full fibre is not always provided in new residential and commercial properties.

4.38 Planning policy can play a role in helping to achieve the necessary transformation in broadband connectivity. The NPPF clearly recognises this and supports the delivery of advanced, high quality communications infrastructure and the expansion of high-speed broadband where possible.

4.39 The Black Country authorities are committed to supporting the rollout of digital infrastructure for the future. Wolverhampton's Digital Infrastructure Strategy supports both the rollout of full fibre broadband and wireless connectivity including 5G. The BCA have each nominated a Digital Infrastructure Champion and Co-

ordinator to drive this agenda forward and are working together as part of the WM5G Digital Forum to support the rollout of future proofed digital infrastructure.

4.40 Currently most properties in the Black Country are connected to superfast broadband (fibre to the cabinet and copper to the premises with speeds up to 30 MB) but the future is full fibre (fibre to the premises with speeds up to 1GB). Fibre to the premises (FTTP) is recognised by the Government as a Next Generation Access (NGA) technology[7] and as a priority for investment. While superfast speeds can be achieved on current generation copper networks, it is widely accepted that NGA technologies should be prioritised.

4.41 The Government has committed to gigabit-capable broadband by 2025 and it is the aspiration of the Black Country authorities to support rollout of full fibre across the Black Country as soon as possible. As part of the WM5G work, an options appraisal case is being pulled together around full fibre. By seeking FTTP, the BCA are aiming to provide a futureproof solution for broadband delivery within the Black Country. Adopting this approach will prevent the need for fibre retrofitting programmes in the future, which have significant cost implications and cause considerable disruption through road works.

4.42 To help deliver this aspiration, Policy DEL3 requires developers to ensure FTTP is available at every new property on all major developments, except in the limited cases where this is not practical or viable. Both on sites within the urban area and on green belt release sites, the cost of installing FTTP in the build phase of new developments is neutral or relatively small. On larger sites (around 25 or more homes) the provider will generally meet the cost voluntarily, with a contribution requested on smaller sites. Any costs to the developer could be balanced by increased sales values generated by fast and reliable broadband being available. The Viability and Delivery Study has concluded that FTTP is not costly for developers to provide and is unlikely to affect development viability.

4.43 By implementing this policy approach, the Black Country authorities are seeking to ensure that future developments remain at the forefront of advances in broadband

[7] Next Generation Access Networks: wired access networks that consist wholly or in part of optical elements, and which are capable of delivering broadband access services with enhanced characteristics (such as higher throughput) as compared to those provided over already existing copper networks.' Commission Recommendation 2010/572/EU of 20 September 2010 on regulated access to Next Generation Access Networks (NGA)

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technology, allowing the Black Country to be a market leader and remain an attractive location for businesses and residents alike.

4.44 Where it is considered that delivery of FTTP is not viable or practical, evidence should be provided to demonstrate that a departure from policy is justified. Such evidence could include issues of viability, the ability to undertake the physical work required to install it and proximity to the nearest breakout point on the fibre network. There may also be circumstances where the operators themselves have concluded that servicing the site is not practical. Where a FTTP solution is not deemed possible, provision of technologies capable of providing speeds in excess of 30MB should be delivered instead.

4.45 The intention of Policy DEL3 is not to require developers to deliver FTTP solutions themselves. Instead, it focuses on the need to conduct early dialogue with telecom providers in order to best understand what their infrastructure specifications are and how these can be accommodated as part of the new development. The involvement of multiple telecoms providers at build stage will minimise the impact later.

4.46 To facilitate this, any application for a qualifying development should be supported by an “FTTP Statement”, which provides details of dialogue with the telecom operators, explains how FTTP will be provided to serve the development and confirms that this process will be completed upon occupation of the first property on the development. Conditions will then be applied to any subsequent permission to ensure that FTTP will be secured as envisaged by the statement. For outline applications, the statement may be more limited on specific details relating to the imminent implementation of FTTP and provide a commitment to supply these details later, including how and when the telecom operators will be consulted.

5G Networks

4.47 5G is mobile internet, which is as fast as fibre, with speeds up to 1GB – five to ten times faster than current home broadband connectivity. 5G benefits include huge capacity, with the ability to connect thousands of users and devices at the same time at consistently ultrafast speeds and ultra-reliable, secure, and low latency, which will be transformational for industry. The demand for mobile data in the UK is growing rapidly, and as households and businesses become increasingly reliant on mobile connectivity, the infrastructure must be in place to ensure supply does not become a constraint on future demand.

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4.48 The Government wants to be a world leader in 5G, the next generation of wireless connectivity, and for communities to benefit from investment in this new technology. The NPPF expects planning policies and decisions to support the expansion of next generation mobile technology such as 5G. The West Midlands has been selected as the UK's first multi-city 5G test bed, paving the way for the future rollout of 5G across the UK, making the region the first in the UK ready to trial new 5G applications and services at scale.

4.49 To deploy 5G and improve coverage in partial "not-spots" (a place where wireless internet, especially broadband, services are not available), mobile network operators will need to strengthen existing sites to accommodate additional equipment. To extend coverage into total not-spots or to add capacity in areas of high demand, mobile network operators will also need to identify and develop new sites. Masts will need to be higher than at present to accommodate 5G, which may impact on local amenity and character in some areas. Mobile Network Operators are encouraged to have early discussions with planning authorities and to communicate and consult with local communities, especially in the case of new sites, to ensure that the best sites are selected for 5G infrastructure and that equipment is sympathetically designed and camouflaged where appropriate, in line with principles set out in the NPPF and relevant local planning policies.

4.50 Where larger developments are planned, developers can consider the incorporation of potential sites for telecoms equipment to ensure 5G coverage.

Evidence

- Black Country Utilities Infrastructure Capacity Study (2019)
- Black Country Digital Infrastructure Evidence Base (2021)
- Tackling Health Inequalities – Digital Inclusion, Black Country & West Birmingham Sustainability and Transformation Partnership (2021)

Delivery

- Development management processes

Issues and Options Consultation Responses

4.51 There were no consultation responses referring to this issue.

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Monitoring

Policy	Indicator	Target
DEL1 – DEL3	Delivery of sufficient infrastructure to support new development	Annual Infrastructure Funding Statements produced for the BCA

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5 Health and Wellbeing

Introduction

5.1 The purpose of the planning system in England is to contribute to the achievement of sustainable development. The built and natural environments are key determinants of health and wellbeing. The NPPF states that one of the three overarching objectives of the planning system is supporting strong, vibrant, and healthy communities. The Health and Social Care Act (2012) gave local authorities new duties and responsibilities for health improvement and requires every local authority to use all levers at its disposal to improve health and wellbeing; Local Plans are one such lever.

5.2 Planning policies and decisions should make sufficient provision for facilities such as health infrastructure and aim to achieve healthy, inclusive, and safe places that support healthy lifestyles, especially where they address identified local health and well-being needs. Engagement between Local Planning Authorities and relevant organisations will help ensure that local development documents support both these aims.

5.3 The Black Country's unique circumstances give rise to several challenges to health and well-being, which are reflected in its related strategies. Ensuring a healthy and safe environment that contributes to people's health and wellbeing is a key objective of the Black Country Councils and their partners in the health, voluntary and other related sectors.

5.4 The Black Country Local Planning Authorities, Public Health Departments, Hospital Trusts and Clinical Commissioning Groups have worked together in preparation for the Black Country Plan, to ensure it is aligned with the plans of the area's Sustainability and Transformation Partnership (STP), as well as with each borough's Health and Wellbeing Strategies, informed by their Joint Strategic Needs Assessments.

5.5 The STP recognises that reducing health inequalities will help reduce financial burdens on the NHS. It also recognises that residents of the Black Country, on average, suffer from poorer health outcomes than people in the rest of England.

5.6 The STP has identified a number of key drivers that play a significant role in the development of future illness in the Black Country and which directly link to demand

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for health provision. These are education, employment, wealth, housing, nutrition, family life, transport and social isolation. These are all influenced by the built and natural environment.

Linkages between health and the built and natural environment

5.7 The linkages between health and the built and natural environment are long established and the role of the environment in shaping the social, economic, and environmental circumstances that determine health is increasingly recognised and understood. Climate change will have a negative impact on health and wellbeing and actions to eliminate emissions and adapt to climate change, such as promoting active travel and improving the energy efficiency of buildings, will also benefit public health through outcomes such as reduced obesity and fuel poverty.

5.8 An increasing body of research indicates that the environment in which people live is linked to health across their lifetime. For example, the design of neighbourhoods can influence physical activity levels, travel patterns, social connectivity, food consumption, mental and physical health, and wellbeing outcomes. These are illustrated below in the Barton and Grant (2010) Health Map.

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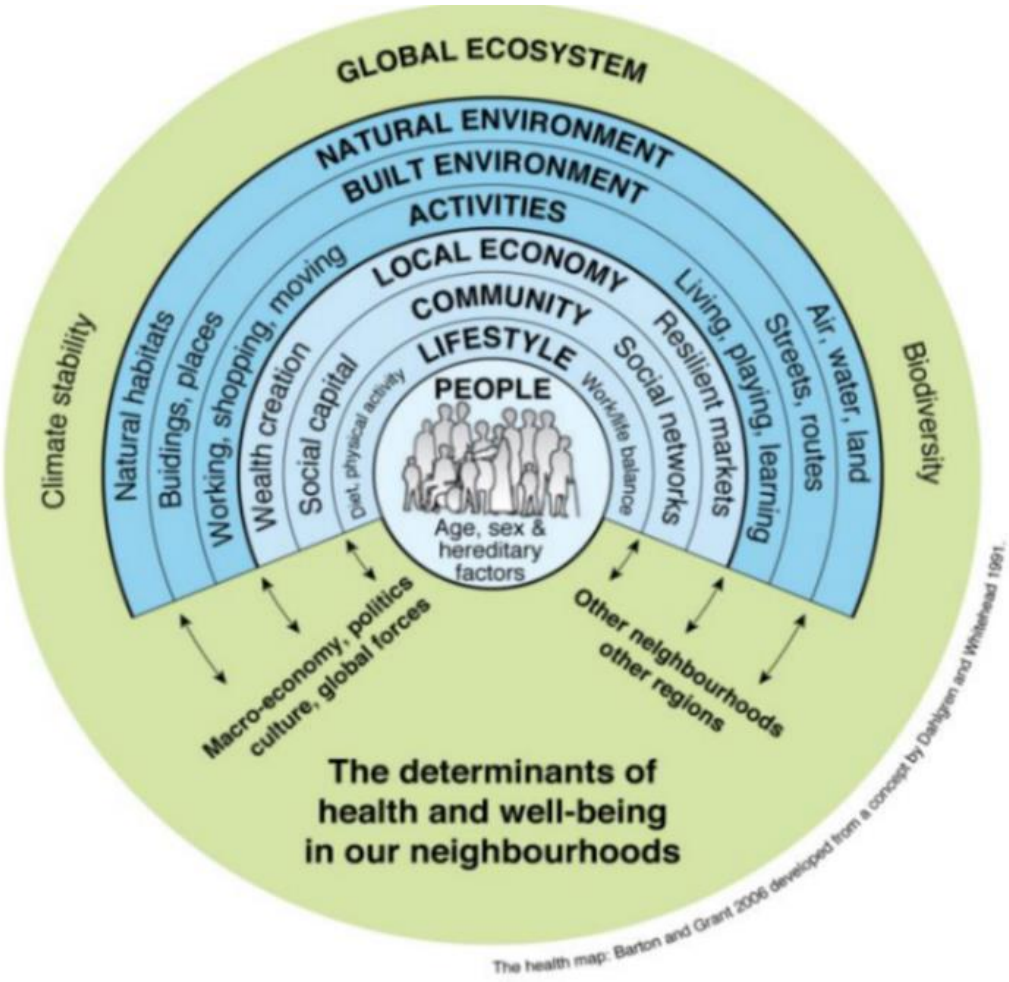
Figure 3 - Determinants of health and wellbeing (Barton and Grant, 2010)



5.9 As outlined in more detail below, the evidence from the Sustainability and Transformation Partnership suggests that the Black Country performs worse than the England average with regards to risk factors for poor health outcomes that are linked to the built and natural environment. For example, the Black Country has lower rates of physical activity and higher rates of obesity. Poor air quality is harmful to health and unhealthy fast food is easily available. In the home, rates of falls and hip fractures in older people are high, as are households living in fuel poverty, meaning people are exposed to the risk of cold housing in winter thereby exacerbating long-term conditions.

5.10 The Black Country has lower rates of both life expectancy and healthy life expectancy than the rest of England, meaning people not only die earlier but live more of their life with ill health, which has implications for their ability to be

productive and for how they use the built and natural environment. On a broader level, the Black Country has higher rates of multiple deprivation, of children living in poverty and of unemployment than the rest of England, as well as some of the poorest academic achievement of school leavers. These factors all contribute to poorer health outcomes and are influenced by the built and natural environment.

5.11 The Black Country also has higher of rates of admissions for alcohol and higher depression rates compared to the England average. Many users of adult social care say they feel socially isolated and experience poor health-related quality of life.

5.12 The Black Country's Health and Wellbeing Strategies identify the following as key priorities for tackling health and wellbeing:

a) Healthy lifestyles including physical activity, healthy eating, and addressing tobacco and alcohol consumption and obesity;

b) Access to employment, education, and training;

c) Quality, affordable homes that people can afford to heat;

d) Mental health and wellbeing, including having social connections and feeling lonely or isolated;

e) Air quality and the wider environment.

5.13 There is therefore a need for the BCP to support initiatives aimed at encouraging healthier lifestyle choices and mental wellbeing and addressing socio-economic and environmental issues that contribute to poor health and inequalities.

Health and Wellbeing

5.14 This policy provides a strategic context for how health and wellbeing are influenced by planning and provides links to other policies in the Black Country Plan.

Policy HW1 – Health and Wellbeing	
1)	**The regeneration and transformation of the Black Country will create an environment that protects and improves the physical, social and mental health and wellbeing of its residents, employees and visitors and reduces health inequalities through ensuring that all new developments, where relevant:**

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Policy HW1 – Health and Wellbeing

a. **are inclusive, safe, and attractive, with a strong sense of place; encourage social interaction; and provide for all age groups and abilities as set out in Policies CSP4, ENV5, ENV6, ENV8 and ENV9;**

b. **are designed to enable active and healthy lives through prioritising access by inclusive, active, and environmentally sustainable form of travel and through promoting road safety and managing the negative effects of road traffic as set out in Policies CSP4 and TRAN2, TRAN4 and TRAN5;**

c. **provide a range of housing types and tenures that meet the needs of all sectors of the population including for older people and those with disabilities requiring varying degrees of care; extended families; low income households; and those seeking to self-build as set out in Polices HOU2 and HOU3;**

d. **are energy efficient and achieve affordable warmth; provide good standards of indoor air quality and ventilation; are low carbon; mitigate against climate change; and are adapted to the effects of climate change as set out in Policies CSP4, ENV9, CC1, CC2, CC3 and CC7;**

e. **are designed and located to achieve acceptable impacts by developments on residential amenity and health and wellbeing arising from: noise; ground and water contamination; flood risk; vibration; and poor indoor and outdoor air quality as set out in Policies CSP4, ENV9, CC4, CC5, MIN4 and TRAN7;**

f. **provide a range of quality employment opportunities for all skillsets and abilities along with the education and training facilities to enable residents to fulfil their potential and support initiatives to promote local employment and procurement during construction as set out in Policies HOU5, EMP2, EMP3 and EMP5;**

g. **protect and include a range of social infrastructure such as social care, health, leisure, sport and recreation, retail and education facilities close to where people live, which are accessible by means of inclusive, active**

Policy HW1 – Health and Wellbeing

and environmentally sustainable forms of travel as set out in Policy HOU5;

h. protect, enhance, and provide new green and blue infrastructure, sports facilities, play and recreation opportunities to support access for all and meet identified needs as set out in Policies CSP4 and ENV4, ENV6, ENV7 and ENV8;

i. protect, enhance, and provide allotments and gardens for physical activity, mental wellbeing, recreation and for healthy locally-produced food as set out in Policy ENV8;

j. provide high-quality broadband and other digital services to homes, educational facilities, employers, and social infrastructure, to support digital inclusion and the application of new technology to improved health care as set out in Policy DEL3;

k. support vibrant centres and local facilities, which offer services and retail facilities that promote choice, enable and encourage healthy choices and protect children, other young people, and vulnerable adults. Where national and local evidence exist, this will include managing the location, concentration of and operation (including opening hours) of businesses which contain uses running contrary to these aims including (but not restricted to) establishments selling hot food, shisha bars, drinking establishments, amusement arcades, betting shops and payday loan outlets as set out in Policies CEN1 - CEN6 (inclusive).

Justification

5.15 The Black Country Plan encourages planning decisions that help improve the overall health and wellbeing of residents and help people to lead healthier lives more easily. The aim of the policy is to improve the health impacts of new developments and minimise negative impacts. Improving the health of residents helps to reduce the burden on the National Health Service, thereby providing society with wider economic benefits.

5.16 Evidence shows that important determinants of health include:

a) inclusive environments;

b) physical activity including active travel;

c) quality homes;

d) good air and noise quality;

e) access to education and employment opportunities;

f) access to services and to green spaces;

g) healthy eating; digital inclusion;

h) reducing exposure to harmful and addictive behaviour.

This means that addressing health inequalities will need a comprehensive approach and joint working across various services to achieve desired outcomes.

5.17 The Marmot Review (February 2010) highlighted that socio-economic inequalities, including the built environment, have a clear effect on the health outcomes of the population. One of the key policy objectives aimed at reducing the gap in life expectancy between people of lower and higher socio-economic backgrounds, is to "*create and develop healthy and sustainable places and communities*".

5.18 In February 2020 The Institute of Health Equity published The Health Foundation's *Health Equity in England: The Marmot Review 10 Years On*. The report highlights that poor health is increasing, the health gap has grown between wealthy and deprived areas and that place matters to health. The review goes on to recommend:

- Investment in the development of economic, social and cultural resources in the most deprived communities
- 100% of new housing to be carbon neutral by 2030, with an increased proportion being either affordable or in the social housing sector
- Aim for net zero carbon emissions by 2030 ensuring inequalities do not widen as a result

5.19 Many of these issues are addressed in the wider policies of the Black Country Plan as indicated in the policy text, although it is important to underline here the role of these policies in addressing the wider determinants of health.

5.20 As outlined above, residents of the Black Country suffer from poorer health outcomes than the rest of England, across a broad range of indicators. The evidence from Public Health England and elsewhere suggests that the Black Country also performs worse with regards to risk factors for poor health outcomes

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that are linked to the built environment. Obesity is considered a risk factor for cancer and diabetes and maternal obesity is a risk factor for infant mortality. The Black Country has higher rates of physically inactive adults and children and higher rates of obesity than those for England as well as lower rates of the population eating 'five a day' and a higher number of fast food outlets per 100,000 population.

5.21 Some parts of the Black Country have higher rates of smoking and smoking-attributable mortality than England and all areas have higher rates of alcohol-related mortality. All areas of the Black Country have higher rates of adults with mental health problems than for England as a whole and most boroughs have higher rates of adults with mental health problems who smoke, which demonstrates harmful behaviour and poor mental health can be related.

5.22 Providing and improving a range of open space and sports and leisure facilities for physical activity, including active travel, are key to tackling obesity and improving physical and mental health and wellbeing. The protection and provision of allotments and other forms of urban horticulture provides the additional benefit of supporting healthy eating. Individual Black Country Authorities may also wish to introduce planning restrictions on uses that have a negative effect upon the population's health.

5.23 People with gambling problems often experience a range of negative effects including health issues, relationship breakdown and debt plus, in more severe cases, resorting to crime or suicide. Because of this, there are increasing calls for gambling to be recognised as a public health issue. Financial problems can themselves be a significant source of distress, putting pressure on people's mental health. There are also strong causal links from mental health problems to financial difficulties.

5.24 There is currently no evidence to show that problem gambling is worse in the Black Country than for England as a whole. There is also no evidence that debt problems arising from payday loan companies are worse than for England. Given the danger which is posed to health and wellbeing by gambling and uncontrolled debt, individual Black Country Authorities may wish to introduce planning restrictions on betting shops, amusement arcades and payday loan shops should local evidence support this, during the lifetime of the Plan. Such measures would be as part of a wider strategy to address these issues.

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Evidence

- Dudley Health and Wellbeing Strategy, 2017-22, Dudley Health & Wellbeing Board
- Joint Health and Wellbeing Strategy 2016-2020, Sandwell Health and Wellbeing Board
- The Walsall Plan: Our Health and Wellbeing Strategy 2019-2021, Walsall Partnership
- Wolverhampton Joint Health & Wellbeing Strategy 2018-2023, City of Wolverhampton Health & Wellbeing Together
- STP Primary Care Strategy 2019/20 to 2023/24, Black Country and West Birmingham Sustainability and Transformation Partnership (STP), June 2019 (updated November 2019)
- A health map for the local human habitat, H. Barton & M. Grant, Journal of the Royal Society for the Promotion of Health, 2006
- Fair Society, Healthy Lives: The Marmot Review - Strategic Review of Health Inequalities in England post-2010, Institute of Health Equity, 2010
- Health Equity in England: The Marmot Review 10 Years On, Institute of Health Equity, 2020
- Planning for Health in the Black Country: Evidence Base for Black Country Plan Health and Wellbeing Chapter, 2021

Delivery

- Through Development Management, tier two Development Plan Documents and Supplementary Planning Documents
- Implementation and funding will be sought through planning conditions, planning agreements and planning obligations as well as through external funding sources

Issues and Options Consultation Responses

- There was support for incorporating health and wellbeing in the Core Strategy review and for it having its own policy, as well as being embedded into other policies which further acknowledge the wider determinants of health.

Specific suggestions included:

- The need to give due consideration to the health needs and demographics of the local area

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- Design standards that promote safety as well as healthy lifestyles and environments across the life course.
- Addressing congestion and air pollution.
- The need to make the Black Country an attractive location for people and businesses by creating a pleasant environment and offering an excellent quality of life.
- Greater reference to existing green infrastructure and improved provision of public open space, including the canal network, because of the opportunities they provide for exercise, leisure, recreation and sporting activities and improvements in the quality of life.
- Encouragement of walking and cycling, provision of traffic free routes, traffic restraint and pedestrianisation.
- Juxtaposition of land-uses to encourage better home / job relationships including the promotion of working from home.

Healthcare Infrastructure

5.25 This policy sets out the requirements for the provision of health infrastructure to serve the residents of new developments in support of Policies HW1 and HW3.

Policy HW2 – Healthcare Infrastructure

1) New healthcare facilities should be:

a. well-designed and complement and enhance neighbourhood services and amenities;

b. well-served by public transport infrastructure, walking and cycling facilities and directed to a centre appropriate in role and scale to the proposed development, and its intended catchment area, in accordance with Policies CEN1, CEN2, CEN3 and CEN4. Proposals located outside centres must be justified in terms of relevant BCP policies such as CEN5 and CEN6, where applicable;

c. wherever possible, 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;

Policy HW2 – Healthcare Infrastructure

d. where possible, co-located with a mix of compatible community services on a single site.

2) Existing primary and secondary healthcare infrastructure and services will be protected, and new or improved healthcare facilities and services will be provided, in accordance with requirements agreed between the Local Panning Authorities and local health organisations, which will be contained in local development documents.

3) Proposals for major residential developments of ten units or more must be assessed against the capacity of existing healthcare facilities and/or services as set out in local development documents. Where the demand generated by the residents of the new development would have unacceptable impacts upon the capacity of these facilities, developers will be required to contribute to the provision or improvement of such services, in line with the requirements and calculation methods set out in local development documents.

4) Where it is not possible to address such provision through planning conditions, a planning agreement or planning obligation may be required.

5) In the first instance, infrastructure contributions will be sought to deal with relevant issues on the site or in its immediate vicinity. Where this is not possible, however, or the sequential test is not met by the site, an offsite (commuted) contribution will be negotiated. Other contributions may include for offsite provision of health or related services.

6) The effects of the obligations on the financial viability of development may be a relevant consideration.

7) For strategic sites, the likely requirement for on-site provision for new health facilities is set out in Chapter 13.

Justification

5.26 Meeting the Black Country's future housing needs will have an impact on existing healthcare infrastructure and generate demand for both extended and new facilities across the Plan area, as well as impacting upon service delivery as population growth results in additional medical interventions in the population.

5.27 Health Services in the Black Country are currently experiencing limitations on their physical and operational capacity, which inhibit their ability to respond to the area's health needs.

5.28 The BCA and their partners, including other healthcare infrastructure providers, have a critical role to play in delivering high-quality services and ensuring the Black Country's healthcare infrastructure amenities and facilities are maintained, improved and, where necessary, expanded[8]. Healthcare infrastructure planning is necessarily an on-going process and the Councils will continue to work closely with these partners and the development industry to assess and meet existing and emerging healthcare infrastructure needs.

5.29 As the Black Country grows and changes, social and community facilities must be developed to meet the changing needs of the region's diverse communities. This will in turn mean that, new improved and expanded healthcare facilities will be required. It is proposed to support and work with the NHS and other health organisations to ensure the development of health facilities where needed in new development areas. Where appropriate, these will be included in Local Development Documents and masterplans. It is also proposed to explore the co-location of health and other community facilities such as community centres, libraries and sport and recreation facilities.

5.30 Funding for many healthcare infrastructure projects will be delivered from mainstream NHS sources, but for some types of infrastructure, an element of this funding may also include contributions from developers. This may relate to the provision of physical infrastructure, such as premises, or social infrastructure, such as the delivery of additional services. These contributions would be secured through planning agreements or planning obligations, in line with the relevant regulations in operation at the time; these are currently the Community Infrastructure Levy (CIL) Regulations 2010 (as amended). In line with the sequential test, as set out in the latest national guidance and any local guidance or requirements in tier-two plans, contributions will be sought initially to support infrastructure on-site, with alternatives being considered where this is not possible, or the sequential test is not met by the site.

[8] The infrastructure strategies of these partner organisations have helped inform this policy.

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5.31 In establishing the need for and level of any developer contribution, residential developments will be assessed against the ability of nearby primary, secondary and community healthcare provision to be delivered without being compromised by demand from additional residents. Assessment of the capacity of existing healthcare facilities to meet the demand generated by residents of new development uses an established method adopted by the Clinical Commissioning Group. Applicants should consult the CCG in advance of the submission of a planning application where a significant amount of housing is to be provided. It is proposed to produce separate guidance on the methodology used for calculating the appropriate level of developer contribution.

5.32 The Viability and Delivery Study indicates that, depending on the extent of other planning obligations required, such contributions may not be viable on some sites, particularly those located in lower value zones as shown on Figure 6. Where it can be proved that it is not viable for a housing developer to fund all its own healthcare needs, alternative funding sources will be sought.

Evidence

- STP Primary Care Strategy 2019/20 to 2023/24, Black Country and West Birmingham Sustainability and Transformation Partnership (STP), June 2019 (updated November 2019)
- The Black Country STP Draft Estates Strategy, Black Country and West Birmingham Sustainability and Transformation Partnership, July 2018
- Summer 2019 STP/ICS Estates Strategy Check-point Return, Black Country and West Birmingham Sustainability and Transformation Partnership, July 2019
- Health Infrastructure Strategy, Dudley Clinical Commissioning Group, May 2016
- Primary Care Estates Strategy 2019 to 2024, Wolverhampton Clinical Commissioning Group, August 2019
- Primary Care Estates Strategy 2019 to 2024, Walsall Clinical Commissioning Group, May 2019
- Estates Strategy 2019 to 2024, Sandwell & West Birmingham Clinical Commissioning Group, October 2019

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- Planning for Health in the Black Country: Evidence Base for Black Country Plan Health and Wellbeing Chapter, 2021

Delivery

- Through Development Management and a Supplementary Planning Document
- Implementation and funding will be sought through planning conditions, planning agreements and planning obligations

Issues and Options Consultation Responses

There were no comments relevant to this policy.

Health Impact Assessments

5.33 This policy provides for the individual Black Country authorities to require Health Impact Assessments for development proposals, in line with locally determined criteria, to be set out in local development documents.

Policy HW3 – Health Impact Assessments (HIAs)
1) Where required in individual Local Planning Authorities' local development documents, development proposals will be required to demonstrate that they would have an acceptable impact on health and wellbeing through either a Health Impact Assessment (HIA) or Health Impact Assessment Screening Report, as specified in the relevant local development document.
2) Where a development has significant negative impacts on health and wellbeing, the Council may require applicants to provide for mitigation of, or compensation for, such impacts in ways to be set out in the individual Local Planning Authorities' local development documents. Where it is not possible to provide such mitigation or compensation through planning conditions, a planning agreement or planning obligation may be required.

Justification

5.34 A Health Impact Assessment (HIA) can be a useful tool in assessing development proposals where there are expected to be significant impacts on health and wellbeing. They should be used to reduce adverse impacts and maximise positive impacts on the health and wellbeing of the population, as well as to reduce health

inequalities, through influencing the wider determinants of health. This may include provision of infrastructure for health services or for physical activity, recreation, and active travel. HIAs help to achieve sustainable development by finding ways to create a healthy and just society and to enhance and improve the places where people live.

5.35 HIAs can be carried out at any stage in the development process but are best undertaken at the earliest stage possible. This should ideally be prior to the submission of planning applications, to ensure that health and wellbeing issues are considered and addressed fully at the outset. Where this is not appropriate, they should form part of the material submitted to support the relevant planning application. This can be provided as a stand-alone assessment or as part of a wider Sustainability Appraisal (SA), Environmental Impact Assessment (EIA), or Integrated Impact Assessment (IIA).

5.36 Health Impact Assessments (HIAs) and HIA Screenings should be carried out as required in local development documents adopted by individual Local Planning Authorities.

Primary Evidence

- Fair Society, Healthy Lives: The Marmot Review - Strategic Review of Health Inequalities in England post-2010, Institute of Health Equity, 2010
- Health Equity in England: The Marmot Review 10 Years On, Institute of Health Equity, 2020
- Planning for Health in the Black Country: Evidence Base for Black Country Plan Health and Wellbeing Chapter, 2021
- Health Impact Assessment in spatial planning, a guide for local authority public health and planning teams, Public Health England, October 2020

Delivery

- Through Development Management, tier two Development Plan Documents and Supplementary Planning Documents produced by individual Black Country Authorities

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Issues and Options Consultation Responses

5.37 There was support for the use of Health Impact Assessment to consider the potential health impacts of developments, including involvement from Public Health teams. One respondent suggested that this should include design standards that promote healthy lifestyles and environments across the life course addressing areas such as: lifetime neighbourhoods; identification of an ideal high street retail offer; consideration of fully pedestrianising town centres; sustainable transport and green infrastructure networks.

Monitoring

Policy	Indicator	Target
HW1	Compliance with supportive policies quoted Compliance with more detailed supportive Development Plan Documents and Supplementary Planning Documents produced by each Black Country Authority	All developments within scope of the policies All developments within scope of the policies
HW2	Location of infrastructure in compliance with the requirements outlined in the policy Receipt of developer contributions where required to support new residential developments	All developments for health infrastructure All developments for health infrastructure to meet demand generated by new housing developments where contributions are required (subject to viability)
HW3	Number of Health Impact Assessments produced Number of recommendations from Health Impact Assessments implemented	All developments where required by local development plan documents All developments where recommendations are made

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6 Housing

Introduction

6.1 The policies in this chapter will help to create a network of cohesive, healthy and prosperous communities across the Black Country, which is a fundamental element of the vision and objectives and which will deliver the overarching strategic priority and Strategic Priorities 3 and 4. The provision of sufficient land to promote sustainable housing growth is the corner stone of this approach. However, the policies also ensure the provision of a balanced range of housing in terms of type, tenure, wheelchair accessibility and affordability, and sufficient specialist provision for gypsies, travellers and travelling show people and for those who wish to self-build or custom build. New housing will be of a high build quality and well-designed, meeting national space and water efficiency standards, and meeting high levels of energy efficiency and adaptation to climate change, as set out in Policies ENV9 and CC1 - CC6.

6.2 Maximising sustainable transport access to key residential services and focusing high density increases in areas of greatest accessibility is at the heart of the Spatial Strategy, helping to deliver Strategic Priorities 5, 10 and 15. Providing a balanced network of quality education facilities is a further key part of this approach and to delivering economic prosperity.

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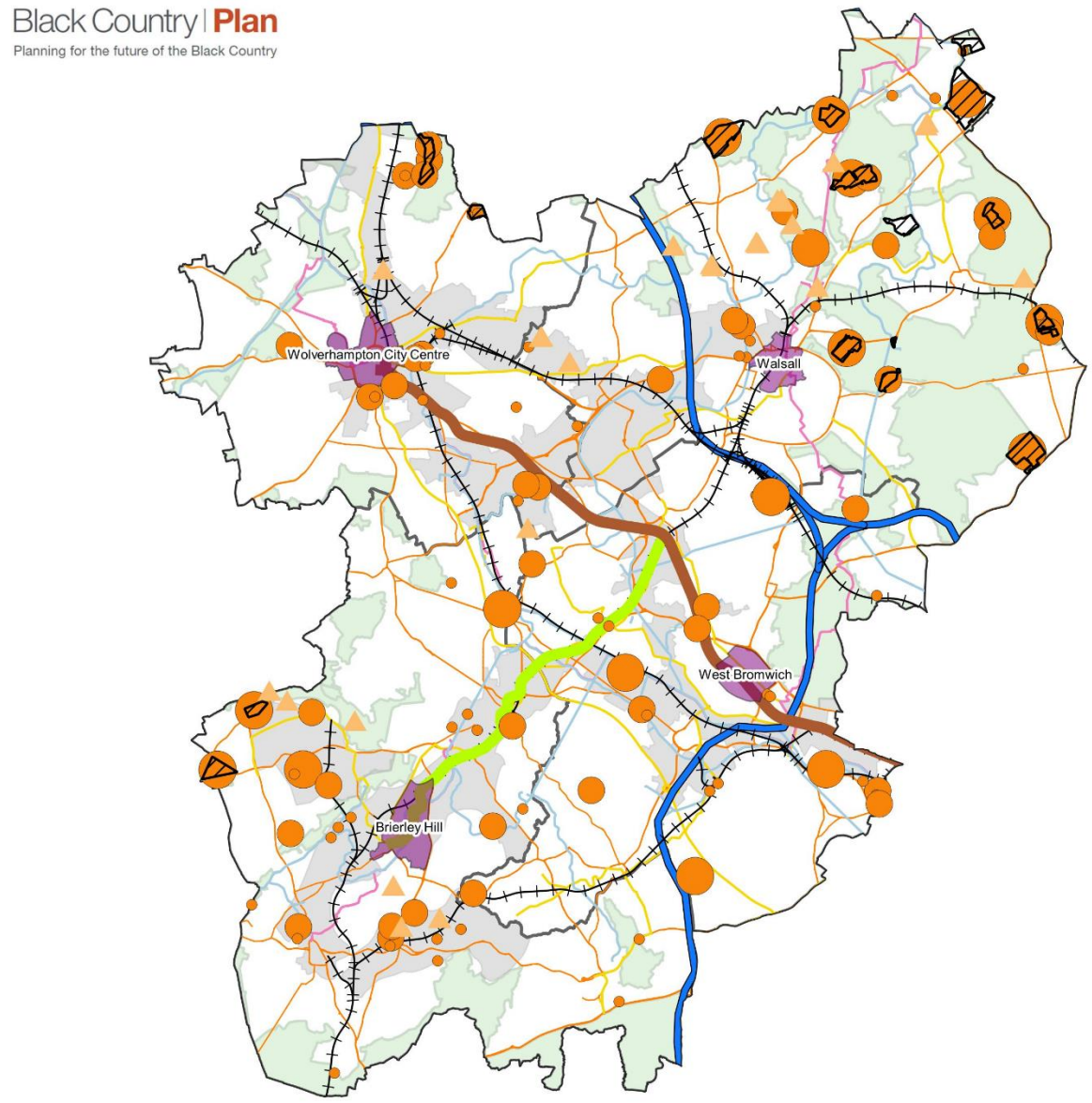
Figure 4 - Housing Key Diagram



Housing Key Diagram

Key:

Housing

Housing Allocations (HOU1)

- 50-100 units
- 101-300 units
- 300 + units
- Gypsy and Traveller Pitch Allocations (HOU4)

Key Routes

- Canal
- Key Route Network
- Motorways
- Rail Network
- Wednesbury -Brierley Hill Metro Extension
- Existing West Midlands Metro

Strategic Planning

- Tier One Strategic Centres
- Local Authority Boundaries
- Core Regeneration Areas
- Black Country Green Belt
- Neighbourhood Growth Areas

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Delivering Sustainable Housing Growth

6.3 A key role of the BCP is to set out realistic targets for each BCA to deliver sustainable housing growth over the plan period up to 2039.

Policy HOU1 – Delivering Sustainable Housing Growth

1) Sufficient land will be provided to deliver at least 47,837 net new homes over the period 2020 – 2039. The key sources of housing land supply are summarised in Tables 3 and 4 and illustrated in the Housing Spatial Diagram. Housing allocations for each BCA are set out in the relevant tables of Chapter 13.

2) The majority of the requirement will be met through sites with existing planning permission and sites allocated for housing by this Plan and other local plan documents. Additional housing supply will also be secured on windfall sites throughout the Black Country urban area and through the update of local Plans covering the Strategic Centres, where appropriate. The estimated net effect of housing renewal up to 2039 will be reviewed annually and taken into account in the calculation of housing land supply.

3) The minimum housing target for each Black Country Authority over the period 2020-39 and for each of the Plan phases: 2020-29, 2029-34 and 2034-39 is set out in Table 4.

4) The development of sites for housing should demonstrate a comprehensive approach, making best use of available land and infrastructure and not prejudicing neighbouring uses. Incremental development of an allocated site will only be allowed where it would not prejudice the achievement of high-quality design on the allocation as a whole. Masterplans and Supplementary Planning Documents will be produced, where appropriate, to provide detailed guidance on the development of strategic allocations.

Table 3 - Black Country Housing Land Supply and Indicative Phasing 2020-39

Source of Supply		Total	2020-2029	2029-2034	2034-2039
CURRENT SUPPLY as of April 2020	Sites Under Construction	**5,258**	5,258	0	0
	Sites with Planning Permission or Prior Approval ✦	**7,380**	7,244	136	0
	Sites with Other Commitment (as set out in 2020 SHLAAs) ⌘	**3,802**	2,002	986	814
	Existing Housing Allocations in Strategic Centres ⌘ (not subject to review through the Black Country Plan)	**4,973**	1,708	1,795	1,470
HOUSING ALLOCATIONS IN BLACK COUNTRY PLAN[9]	Occupied Employment Land ♦	**3,091**	616	1,228	1,247
	Sites released from the Green Belt	**7,720**	2,398	3,173	2,149
	Other ⌘	**6,921**	4,308	1,487	1,126
WINDFALL ALLOWANCES	Small sites (<10 homes / 0.25 ha)	**7,651**	2,661	2,495	2,495
	Wolverhampton City Centre upper floor conversions	**812**	232	290	290
ADDITIONAL SITE CAPACITY IN STRATEGIC CENTRES (to be allocated in Local Plans)	Wolverhampton City Centre	**750**	0	250	500
	Walsall Town Centre	0	0	0	0
	Brierley Hill Town Centre	350	0	175	175
	West Bromwich Town Centre	200	0	100	100

[9] Excluding some sites with planning permission that have been allocated in the BCP to ensure they are not lost to other uses

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Source of Supply		Total	2020-2029	2029-2034	2034-2039
TOTAL GROSS HOMES		**48,908**	26,427	12,115	10,366
TOTAL LOSS HOMES	Dudley Estimated Housing Renewal Demolitions	**- 323**	- 323	0	0
	Small-scale demolition windfalls	**- 748**	- 328	- 210	- 210
TOTAL NET HOMES		**47,837**	**25,776**	**11,905**	**10,156**

⅄ discounted by 5% ⌘ discounted by 10% ♦ discounted by 15%

Table 4 – Black Country Sources of Housing Land Supply and Phased Housing Targets for BCA 2020-39

Source of Supply (net new homes)		Dudley	Sandwell	Walsall	Wolver-hampton
CURRENT SUPPLY as of April 2020	Sites Under Construction	978	624	1,255	2401
	Sites with Planning Permission or Prior Approval⅄	1,867	2,577	1,105	1831
	Sites <10 homes with Other Commitment (as set out in 2020 SHLAAs)⌘	833[10]	102	2,691[11]	176
	Existing Housing Allocations in Strategic Centres⌘ (not subject to review through the Black Country Plan)	2,506	201	18	2,248
	Occupied Employment Land♦	732	1,882	0	477

[10] Including mixed use allocations that include centre uses and so are not subject to review through the Black Country Plan

[11] Including 833 homes on identified sites in Walsall Town Centre

Source of Supply (net new homes)		Dudley	Sandwell	Walsall	Wolver-hampton
HOUSING ALLOCATIONS IN BLACK COUNTRY PLAN[12]	Sites released from the Green Belt	1,117	171	5,418[13]	1,014
	Other⌘	2,739	2,013	1,402	767
WINDFALL ALLOWANCES	Small sites (<10 homes / 0.25 ha)	2,816	1,728	1,455	1,652
	Wolverhampton City Centre upper floor conversions				812
ADDITIONAL SITE CAPACITY IN STRATEGIC CENTRES (to be allocated in Local Plans)	Brierley Hill Town Centre	350			
	West Bromwich Town Centre		200		
	Walsall Town Centre			0	
	Wolverhampton City Centre				750
TOTAL GROSS HOMES		13,938	9,498	13,344	12,128
TOTAL LOSS HOMES	Estimated Housing Demolitions 2020-39	- 703	- 340	0	- 28
TOTAL NET HOMES (per annum[14])		**13,235 (696)**	**9,158 (482)**	**13,344 (702)**	**12,100 (637)**
PHASED HOUSING TARGETS (NET)	**2020-2029**	6,264	4,338	6,318	5730
	2029-2034	3,480	2,410	3,510	3185
	2034-2039	3,480	2,410	3,510	3185

✦ discounted by 5% ⌘ discounted by 10% ♦ discounted by 15%

[12] Excluding some sites with planning permission that have been allocated in the BCP to ensure they are not lost to other uses

[13] Excludes 1,715 homes that it is estimated will be delivered after 2039

[14] Rounded down

Justification

6.4 The BCP identifies sufficient land to provide 47,837 additional homes by 2039. This will deliver a 10% increase in housing stock and will accommodate 63% of current local housing need up to 2039 (76,076 homes) within the Black Country. 81% of supply is on brownfield land and 19% of supply is on greenfield land. The Housing Spatial Diagram illustrates the distribution of larger housing sites across the Black Country. A balanced range of sites has been provided, in terms of size, location and market attractiveness, which will help to maximise housing delivery over the Plan period. Across the BCA, 25%-45% of identified supply is on sites of under 1ha, well above the 10% required in NPPF para 068.

6.5 The detail of housing allocations for each Black Country authority is provided in Chapter 13 and all sites are shown on the Policies Map. Housing capacity has been identified in accordance with the Spatial Strategy and based on the following information:

a) Strategic Housing Land Availability Assessments (SHLAAs) and the Black Country Employment Area Review (BEAR);

b) An estimate of the likely scale of housing renewal up to 2039;

c) An estimate of likely windfall development on small sites up to 2039;

d) An assessment of the likely capacity of strategic centres above existing supply, drawing on the Black Country Centres Study;

e) Application of a density uplift to existing allocations likely to gain permission after 2024, in line with Policy HOU2;

f) A comprehensive Green Belt review and site assessment process, which has identified new sites suitable and available for release for housing development, and deliverable within the Plan period and beyond.

6.6 The housing supply from allocations on occupied employment land has been discounted by 15% in order to take account of the multiple delivery constraints that typically affect such sites and that are likely to reduce delivery on a minority of sites. Delivery constraints include poor ground conditions and the need for large-scale master-planning, land assembly, business relocations and residential service access improvements. The supply from allocations on other land in the urban area and on small (<10 home / 0.25 ha) sites without planning permission has also been

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discounted by 10% to allow for non-implementation, as some of these sites are also affected by delivery constraints such as poor ground conditions. The supply from sites with planning permission but not yet under construction has been discounted by 5% in accordance with historic lapse rates. These discounts are balanced rates that take account of the likely availability of external funding to address constraints, as set out in the Viability and Delivery Study. Together, these discounts provide sufficient flexibility in the housing land supply to meet any unforeseen circumstances.

6.7 No discount has been applied to allocations on sites released from the Green Belt as evidence indicates that they will not generally be affected by delivery constraints. However, for five larger sites in Walsall (Yieldsfield Farm, Stafford Road; Queslett Road East / Aldridge Road / Doe Bank Lane; Home Farm, Sandhills; north of Coronation Road / Mob Lane; Calderfields, Aldridge Road) where the Viability and Delivery Study has indicated that housing capacity up to 2039 is likely to be limited by market delivery constraints, this has been taken into account when determining the amount of housing that it is estimated the site will deliver within the BCP Plan period. It is estimated that the remaining housing capacity on these sites, which totals 1,715 homes, will be delivered beyond 2039, and will form part of the housing land supply when the BCP is reviewed and the Plan period extended. The projected rate of delivery on these sites will be kept under review during the Plan period and housing supply estimates adjusted accordingly if required.

6.8 The BCP does not make or review allocations within the Strategic Centres. However, additional housing capacity above existing supply is expected to come forward within Strategic Centres over the Plan period, as set out in Tables 3 and 4. Existing allocations will be reviewed, and new allocations made in line with these targets when Local Plan documents covering Strategic Centres are updated, alongside or immediately following adoption of the BCP. A robust small windfall site allowance has been included in the supply, which reflects historic completion rates for sites of less than ten homes. Windfall 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.

6.9 Parts of Dudley have been identified as needing some form of housing market intervention. Selective renewal of the existing housing stock and the surrounding

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residential environment will help to create more sustainable communities and support regeneration. A combination of renovation, improvement, refurbishment, and / or redevelopment is proposed, to be determined on a site-by-site basis having regard to the most sustainable approach and the needs of the borough and its community. The likely amount of demolition across current Dudley housing renewal sites has been estimated for the purposes of the BCP (see Table 3).

6.10 The Plan period has been divided into three phases, covering five years, ten years, and 15 years from the year of adoption - 2024. Housing targets for each Black Country authority, for each phase, are provided in Table 4. These are based on the Black Country housing trajectory set out in Appendix 17, with further detail provided in the Black Country SHLAAs. The trajectory demonstrates a steady supply of housing completions over the Plan period, justifying consistent housing targets throughout the Plan period.

Evidence

- Dudley, Sandwell, Walsall, and Wolverhampton SHLAAs (2021)
- Black Country Urban Capacity Review Update (2021)
- Black Country Employment Areas Review (2021)
- Black Country Viability and Delivery Study (2021)

Delivery

- Annual update of SHLAAs
- Review of Local Plans covering the four Strategic Centres
- Housing renewal will be delivered through local authority intervention
- Securing funding to facilitate delivery
- Working with key partners and delivery agencies

Issues and Options Consultation Responses

6.11 Many respondents highlighted under-delivery of housing against previous targets and the need to review existing, predominantly brownfield, sources of housing land supply and to identify new sources, including greenfield land and sites in the green belt.

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6.12 The need for a sequential approach that prioritised sites in the urban area and did not prejudice their early delivery was generally supported, together with increased external funding to support delivery. However, many acknowledged that, given the scale of housing need in the Black Country, phasing of sites outside the urban area might not be possible.

6.13 There was support for retaining reasonable discounts on sites in the urban area to reflect delivery issues, and the need for robust evidence to support windfall allowances was highlighted.

Housing Density, Type and Accessibility

6.14 It is important that the new homes delivered over the plan period are located in places with good sustainable transport access to key residential services and provide a mix of types and densities which are appropriate to their location and help to meet local needs.

Policy HOU2 – Housing Density, Type and Accessibility

1) The density and type of new housing provided on any housing site should be informed by:

a. The need for a range of types and sizes of accommodation to meet identified sub-regional and local needs;

b. The level of accessibility by sustainable transport to residential services, including any improvements to be secured through development, as set out in Table 5;

c. The need to achieve high-quality design and minimise amenity impacts, considering the characteristics and mix of uses in the area where the proposal is located.

2) Each authority will aim to provide an overall mix of house types over the plan period, tailored to best meet local and sub-regional needs.

3) Developments of ten homes 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 the most recently available information.

Policy HOU2 – Housing Density, Type and Accessibility

4) All developments of ten homes or more should achieve the minimum net density set out below, except where this would prejudice historic character and local distinctiveness as defined in Policy ENV5:

a. 100 dwellings per hectare where Table 5 accessibility standards for very high-density housing are met and the site is located within a Strategic Centre or Town Centre.

b. 45 dwellings per hectare where Table 5 accessibility standards for high density housing are met;

c. 40 dwellings per hectare where Table 5 accessibility standards for moderate density housing are met.

5) Chapter 13 provides details of the appropriate density and, where appropriate, house type mix, to be sought on each housing allocation site, in accordance with the requirements set out in this Policy. Further details of design requirements for housing developments may be set out in Supplementary Planning Documents.

Table 5 – Black Country Housing Accessibility Standards

Density (homes per hectare net)	**Very High: 100 +** **Only appropriate within a Strategic Centre or Town Centre**	**High: 45 +**	**Moderate: 40 +**
Indicative proportion of flats	100%	>15%	0 – 15%
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 mins	20 mins	30 mins

Density (homes per hectare net)	Very High: 100 + Only appropriate within a Strategic Centre or Town Centre	High: 45 +	Moderate: 40 +
Health – Primary Care e.g. GP Surgery or Health Centre	10 mins	10 mins	15 mins
Fresh Food - Centre or food store	N/a	10 mins	15 mins
Education - Primary School (walking distance only)	N/a	15 mins	10 mins
Education - Secondary School	N/a	25 mins	20 mins

Justification

6.15 Achieving an appropriate density and house type mix is crucial both to the success of each new housing development and the overall sustainability of the Spatial Strategy. It is important that every major development, of ten homes or more, contributes to providing an appropriate house type mix and density, aligned with current local needs. Achieving the right density and mix of house types will also help to protect and improve physical, social and mental health and wellbeing, as set out in the Health and Wellbeing Chapter.

6.16 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 those areas with best access to services, to encourage use of sustainable transport modes. The highest densities of 100 homes per hectare should be 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 enjoy high levels of accessibility to schools. Not all developments with good sustainable access to services will be suited to the highest densities – in some cases a lower density will be more appropriate, for example in areas of historic character, to reflect the density of adjacent uses or to meet the need for a mix of housing types.

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6.17 Table 5 provides access standards for differing house type mixes / densities, in relation to four priority residential services: employment, health, fresh food and education. Proxies have been selected for each service. Employment is represented by Strategic Centres and retained employment areas. The proxy used for fresh food is a centre, or an existing food store 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 and are designed to help create well-connected and walkable neighbourhoods. Although open space does not form one of the priority residential services for the purposes of establishing the appropriate density and type of housing, Policy ENV8 taken together with local standards and policies will ensure that a sufficient quantity and quality of different types of open space is available close to where people live.

6.18 Housing developments of ten homes or more will be expected to meet the accessibility standards set out in Table 5, 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 sufficient to ensure standards are met. New service provision, including for centre uses, should be located, and justified in accordance with Policies CEN5 and HOU5 in particular.

6.19 Current accessibility to residential services by sustainable transport modes across the Black Country has been modelled. This modelling shows the high levels of accessibility achieved by the Spatial Strategy. However, there are some gaps in provision that will need to be addressed through service or access improvements. For strategic allocations, the approach to be taken towards addressing any gaps, for example through service provision on site, is set out in Chapter 13. 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 considered when assessing accessibility on a site by site basis.

6.20 The Black Country Housing Market Assessment (SHMA) 2021 demonstrates that new households generated by 2039 will need the following mix of home tenures and types:

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	One bedroom	Two bedrooms	Three bedrooms	Four + bedrooms
Owner occupied	19.1%	27.9%	30.5%	22.6%
Private rented	22.2%	22.3%	20.3%	35.2%
First Homes	20.6%	26.9%	33.6%	18.9%
Shared ownership	25.0%	32.0%	27.5%	15.5%
Social Rent / Affordable Rent	25.7%	14.9%	22.2%	37.2%

It is important that housing provision reflects the needs of these new households, allowing for at least one bedroom per person, whilst also reflecting the varying needs for each of the four local authorities, as set out in the HMA.

Evidence

- Black Country Strategic Housing Market Assessment (2021)
- Black Country Urban Capacity Review Update (2021)

Delivery

- Through Local Plan Documents and Supplementary Planning Documents
- Through the Development Management process

Issues and Options Consultation Responses

6.21 Respondents generally supported the need to increase densities in strategic centres and areas with good levels of sustainable transport access to residential services, to maximise efficient use of land, where this was in line with national guidance and backed up by robust evidence.

6.22 However, it was also argued that there were limits to market demand for high density housing and that flexibility should be retained to take account of local character and viability issues.

6.23 There were mixed views on the appropriate density for green belt release sites, with some arguing for lower densities than in the urban area and others that densities should be the same.

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6.24 There was general support for use of up-to-date evidence, including the SHMA, to inform house type requirements, subject to flexibility to reflect local character and viability issues.

Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing

6.25 In order to meet local needs, a sufficient proportion of new homes provided over the plan period should be affordable and wheelchair accessible, and enough plots should be provided to meet local demand for self-build and custom build housing. Viability should be taken into account when setting targets

Policy HOU3 – Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing

Affordable Housing

1) Developments of ten homes or more should, where financially viable, provide a range of tenures that will meet the accommodation needs of both existing and future residents, in line with the most recently available information.

2) All developments of ten homes or more should provide a proportion of affordable housing, where this is financially viable. The minimum proportion of affordable housing that should be provided is:

- **a. On all sites in lower value zones and brownfield sites* in medium value zones: 10% affordable housing;**
- **b. On greenfield sites* in medium value zones: 20% affordable housing;**
- **c. On all sites in higher value zones: 30% affordable housing.**

3) The tenure and type of affordable homes sought will be determined on a site by site basis, based on national planning policy and best available information regarding local housing needs, site surroundings and viability considerations. Detailed guidance may be set out in Supplementary Planning Documents, where appropriate.

National Wheelchair Accessibility Standards

Policy HOU3 – Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing

4) All developments of ten homes or more should provide a proportion of wheelchair accessible housing, where this is financially viable. The minimum proportion that should be provided is:

a. On all brownfield sites*, and on greenfield sites* in lower value zones: 20% of homes to meet the optional Building Regulations Requirement M4(2): Accessible and Adaptable Dwellings[15].

b. On greenfield sites* in medium or higher value zones: 15% of homes to meet the optional Building Regulations Requirement M4(3): Wheelchair User Dwellings[16] and all remaining homes to meet the optional Building Regulations Requirement M4(2): Accessible and Adaptable Dwellings[17].

5) Other than for reasons of financial viability, these requirements will only be reduced where it can be demonstrated that any of the following apply:

a. it is not practically achievable given the physical characteristics of the site, or

b. site specific factors mean that step-free access to the dwelling cannot be achieved, or

c. the homes are located on the first floor or above of a non-lift serviced multi-storey development.

Self-Build and Custom Build Plots

6) On developments of 100 homes or more, where there is currently a need for self-build and custom build plots identified in the self-build and custom build register for the local authority where the site is located, at least 5% of plots should be made available for self-build or custom build, or sufficient to match the current number on the register if lower. Any plots that have not

[15] Or any subsequent national equivalent standard

[16] Or any subsequent national equivalent standard

[17] Or any subsequent national equivalent standard

Policy HOU3 – Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing

been sold after 12 months of appropriate marketing will revert to the developer to build.

Financial Viability Assessments

7) **On sites where applying the affordable housing or wheelchair accessibility requirements can be demonstrated to make the development unviable, the maximum proportion of such housing will be sought that will not undermine the viability of the development, subject to achieving optimum tenure mix and securing other planning obligations necessary for the development to gain planning permission.**

8) **Financial viability assessments conforming to national guidance will be required to be submitted and, where necessary, independently appraised by an appropriate professional appointed by the local planning authority at the cost of the applicant. Flexible arrangements will be sought through planning agreements, wherever possible, to allow for changing market conditions in future years. Any viability assessment should be prepared on the basis that it will be made publicly available other than in exceptional circumstances, and in such circumstances an executive summary will be made publicly available.**

***Or parts of such sites**

Justification

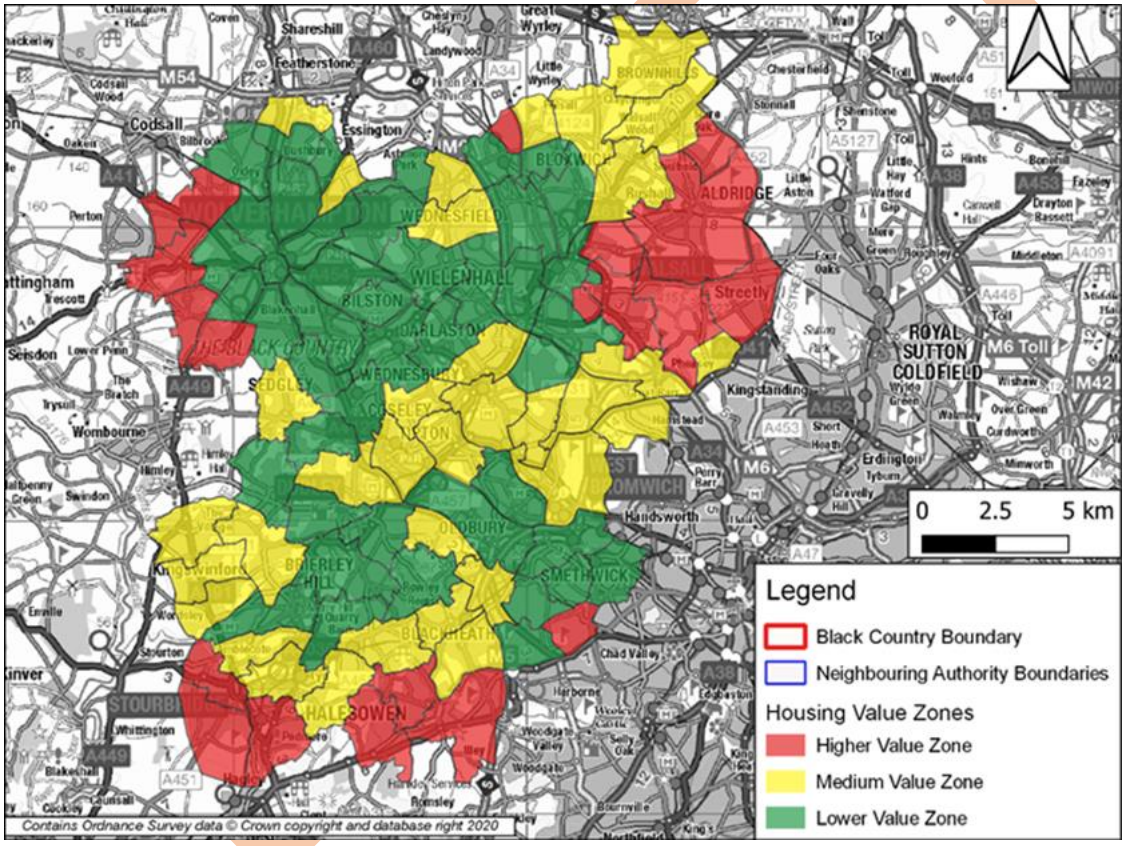
6.26 Rising house prices and low average incomes over a long period have made market housing increasingly unaffordable for many Black Country households. The Black Country SHMA (2021) identifies a requirement for 15.7% of new homes to be made available for affordable or social rent, 8.3% to be shared ownership and 8.7% to be First Homes. To meet this level of need over the Plan period, 32.7% of new housing would have to be affordable.

6.27 The Viability and Delivery Study demonstrates that viability varies greatly according to local housing values (as set out in figure 5) and whether the site is greenfield or brownfield. Therefore, a sliding scale of affordable housing requirements, ranging

from 10% to 30%, has been set out in Policy HOU3 which reflects this variation. This approach should ensure that viability appraisals are not required at planning application stage for the majority of sites. However, viability issues can vary significantly from site to site and are often caused by poor ground conditions, the extent of which cannot be accurately assessed until planning application stage. Therefore, to maximise delivery of affordable housing over the Plan period, it is important that affordable housing is sought on all eligible sites, that viability is assessed on a site by site basis where required, and that a flexible approach is employed wherever possible to allow for changing market conditions.

Figure 5 – Black Country Housing Value Zones

(Source: Black Country Viability and Delivery Study 2021)



6.28 The tenure of affordable housing required over the Plan period will vary according to local housing need and market conditions and will also be constrained by the requirements of national planning policy. In general, a mix of tenures will be sought on all sites of ten homes or more, to help create mixed communities across the Black Country. However, there may be circumstances where this goal is better achieved through the provision of a 100% affordable housing development to boost

affordable housing provision, or through a 100% market housing development with off-site provision of the affordable housing requirement.

6.29 There are currently 153 individuals on Black Country authority self-build and custom build registers, of which 83 are in Dudley, eight in Sandwell, 32 in Walsall and 30 in Wolverhampton. This represents a low level of demand compared to neighbouring authorities. Therefore, to meet the modest need for self-build and custom build plots across the Black Country, developers of larger sites will be expected to make available a small proportion of the development as serviced self-build and custom build plots, as defined in national guidance and legislation. These plots will not form part of the affordable housing requirement for the development. Detailed guidance for the plots, for example on design, will be provided at a local level where appropriate.

6.30 The Black Country authorities will work with partners to meet identified needs to accommodate older people, people with disabilities and those with other special needs. The Black Country SHMA (2021) concludes that 17,866 accessible and adaptable homes, including 1,674 wheelchair user homes, will be required by Black Country households in 2039 due to disability or old age. There is a need for these types of home across all tenures. This implies that a significant uplift will be required to the number of homes that meet these standards currently. Although some improvements to existing homes funded through Disabled Facilities Grants may contribute towards this uplift, the provision of new homes meeting the standards would reduce the need for adaptations to be retrofitted and make the housing stock more responsive to the evolving needs of the local population.

6.31 People's housing needs change as they get older, and homes designed in a way that makes them more easily accessible and adaptable allows people to stay in their own homes for longer. With public health and social care strategies placing more emphasis on supporting people in their own homes rather than moving to residential care it is important that more adaptable and accessible homes are provided. Studies have shown that older properties are generally less accessible, and harder to adapt.

6.32 Accessible and adaptable homes that meet the M4(2) Building Regulations are designed and built to a standard that meets the needs of occupants with differing needs, including some older or disabled people, and are only slightly more expensive to build than standard housing. They must also allow adaptation to meet

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the changing needs of occupants over time. Homes built to this standard are more flexible and readily adaptable as people's needs change, for example if they have children and require easy access for pushchairs, if they have a temporary or permanent disability or health issue, or as they gradually age and their mobility decreases. Wheelchair user homes that meet the M4(3) Building Regulations are required by less households but involve a significantly increased cost.

6.33 Therefore, all major housing developments will be expected to provide 20% of homes at the M4(2) standard, where this is financially viable. For major housing developments on greenfield sites in medium and higher value zones, where viability is less likely to be a constraint, there will be a requirement for 15% wheelchair user homes at the M4(3) standard, with the remainder of homes required to meet the M4(2) standard.

6.34 The standards will be applied through planning conditions or section 106 agreements, which will require an agreed number of units to be constructed to the specified Building Regulations requirements.

6.35 Policy HOU3 allows for an element of flexibility in recognition of the practicalities of delivering these standards, in particular given the challenges that may arise given the topography of some sites, where access within the gradients specified in the Building Regulations Approved Document may not be achievable. Where step free access to dwellings cannot feasibly be achieved due to site specific factors, the optional standards will not be required for the homes affected. Where multi storey flats or apartments are being developed without lift provision, homes on the first floor or above will not be required to meet the M4(2) or M4(3) standards. Ground floor flats in multi storey developments will still be required to meet the optional standards. Where lifts are provided the standards will be applied in accordance with the Policy.

Evidence

- Black Country Strategic Housing Market Assessment (2021)
- Black Country Viability and Delivery Study (2021)
- Dudley, Sandwell, Walsall, and Wolverhampton Housing Strategies
- Dudley, Sandwell, Walsall, and Wolverhampton SHLAA's (2020)

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Delivery

- Local Plan documents and negotiations with developers through the Development Management process
- Implementation of Housing Strategies
- Securing funding to facilitate delivery
- Working with key partners and delivery agencies

Issues and Options Consultation Responses

6.36 There was general support for use of the most up-to-date evidence, including the SHMA, to inform housing tenure requirements. Most respondents supported retention of the 25% affordable housing requirement, and some supported an increased requirement for green belt release sites and reducing the affordable housing threshold to ten homes, where supported by up-to-date housing need and viability evidence.

6.37 Some respondents supported the provision of housing to meet the needs of the elderly, which is addressed through the Policy HOU3 requirement for M4(2) and M4(3) standards.

6.38 Most respondents did not support the introduction of a policy requiring a proportion of self-build and custom build plots on larger housing sites, preferring the allocation of specific targets and/or sites. However, given the low levels of demand in the Black Country, it is not felt reasonable or justified to require certain sites to be reserved for self or custom build.

6.39 The Viability and Delivery Study concludes that the 5% requirement for larger sites will not affect viability and the requirement will be flexible and responsive to local demand.

Accommodation for Gypsies and Travellers and Travelling Show people

6.40 The Black Country has small settled communities of gypsies and travellers, and travelling showpeople, and also experiences unauthorised encampments on a regular basis. In accordance with national guidance, the BCP aims to provide

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sufficient, appropriately designed and integrated sites to accommodate the needs of these communities over the plan period.

Policy HOU4 – Accommodation for Gypsies and Travellers and Travelling Show people

1) Phased targets for new gypsy and traveller pitches and travelling show people plots for each Black Country authority are set out in Table 6. These targets are based on needs identified in the Black Country Gypsy and Traveller Accommodation Assessment (GTAA) 2017*.

2) These targets will be met through sites with planning permission, allocated sites and other sites granted planning permission during the Plan period in accordance with the criteria set out below. The Black Country authorities will pursue funding and / or management arrangements for new sites, where necessary.

3) To meet gypsy and traveller pitch targets for Walsall, sites WAGT26 and WAGT27 have been removed from the Black Country Green Belt, as listed in Chapter 13. These are two existing sites (WAGT26 being the subject of a personal permission and WAGT27 having a temporary permission which has expired) reserved as permanent pitches for residents who meet the definition of travellers in national guidance.

4) Proposals for permanent gypsy and traveller pitches and travelling show people plots will be assessed against the following criteria:

a. The site should be suitable as a place to live, particularly regarding health and safety, and the development should be designed to provide adequate levels of privacy and amenity for both occupants and neighbouring uses;

b. The site should meet moderate standards of access to residential services as set out in Policy HOU2;

c. The site should be located and designed to facilitate integration with neighbouring communities;

Policy HOU4 – Accommodation for Gypsies and Travellers and Travelling Show people

d. The site should be suitable to allow for the planned number of pitches, an amenity block, a play area, access roads, parking and an area set aside for work purposes where appropriate, including, in the case of travelling show people, sufficient level space for outdoor storage and maintenance of equipment;

e. The site should be served or capable of being served by adequate on-site services for water supply, power, drainage, sewage and waste disposal (storage and collection).

5) The location, design and facilities provided on new sites will be determined in consultation with local gypsies and travellers and travelling show people and will also consider / reflect any available national guidance.

6) Existing traveller sites will be safeguarded and their redevelopment or use for other purposes will be opposed, unless there is evidence either that a suitable replacement with equivalent capacity has been provided elsewhere or that the existing site is no longer required to meet identified need.

*** targets in the Publication Plan will be updated in line with the GTAA Update 2021**

Table 6 - Black Country Indicative Gypsy, Traveller and Travelling Showpeople Accommodation Targets[18]

		Dudley		Sandwell		Walsall		Wolverhampton		Black Country
		2016-26	2026-36	2016-26	2026-36	2016-26	2026-36	2016-26	2026-36	2016-36
	Target	10	9	8	2	15	9	18	8	79

[18] Pitch targets exclude those living in housing and with a psychological aversion to housed accommodation

		Dudley		Sandwell		Walsall		Wolverhampton		Black Country
		2016-26	2026-36	2016-26	2026-36	2016-26	2026-36	2016-26	2026-36	2016-36
Gypsy and Traveller Pitches	**Permissions / allocations**	2	0	10	0	23	0	12	0	47
Plots for Travelling Showpeople	**Target**	6	4	4	2	21	14	0	0	51
	Permissions / allocations	0	0	0	0	0	0	0	0	0

Source: Black Country GTAA 2017

Justification

6.41 A Gypsy and Traveller Accommodation Assessment (GTAA) for the BCA was completed in 2017, in accordance with national guidance, and identified the likely future local need for gypsy and traveller and travelling show people accommodation as set out in Table 6. Following completion of a new GTAA during 2021 (which has been delayed due to Covid-19 restrictions), the Publication Plan will use updated information to set targets for the first five and ten years of the Plan period, from adoption in 2024. There have historically been low overall levels of identified need for pitches and plots, reflecting the good record of the Black Country authorities in permitting and delivering pitch and plot sites within the urban area. Therefore, following removal of sites WAGT26 and WAGT27 from the green belt in Walsall, it is anticipated that allocations and permissions will provide sufficient supply to meet targets up to 2029, and small windfalls within the urban area are expected to make up the remainder of targets up to 2034.

6.42 Permanent gypsy and traveller pitches, and travelling show people plots, have fixed infrastructure with all the normal residential amenities, and are used as a base to travel from. They are intended to allow gypsies and travellers to obtain good access to education, health, and other services.

6.43 The GTAA (2017) identified that gypsies and travellers prefer small, family-sized sites with approximately 10-15 pitches, but will accept larger sites if carefully

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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.

6.44 Travelling show people 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.

6.45 Chapter 13 provides details of sites allocated in the BCP for gypsy and traveller pitches. These sites, together with existing permissions and small windfalls, should provide sufficient pitches and plots to meet the targets set out in Table 6. However, planning permission may also be granted for alternative sites which meet the criteria set out in Policy HOU4, where appropriate.

6.46 The GTAA 2017 identified a need for a transit site or sites to be provided in the Black Country to meet the needs of travellers and help prevent the occurrence of unauthorised encampments. Transit sites have since been provided in Dudley and Sandwell, a transit site has planning permission in Wolverhampton and a potential location for a transit site has been identified in Walsall. Therefore, it is anticipated that any need for transit provision identified in the GTAA 2021 will be capable of being met.

Evidence

- Black Country and South Staffordshire Gypsy and Traveller Accommodation Assessment (2017)

Delivery

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

Issues and Options Consultation Responses

6.47 Respondents supported the use of pitch and plot targets taken from the GTAA. The National Federation of Gypsy Liaison Groups requested the inclusion of a transit

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pitch target. However, need for transit pitches has now been exceeded by available and permitted sites across the Black Country.

Education Facilities

6.48 A variety of services are required to meet the needs of new residents, including education facilities. It is important that these facilities can be easily accessed by sustainable forms of transport and meet the variety of needs for different age groups and educational needs.

Policy HOU5 – Education Facilities

1) New nursery, school and further and higher education facilities should be:

a. Well-designed and complement and enhance neighbourhood services and amenities;

b. Well-served by public transport infrastructure, walking, and cycling facilities, particularly in centres, and located to minimise the number and length of journeys needed in relation to its intended catchment area;

c. Wherever possible, 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.

2) New and improved facilities will be secured through a range of funding measures. Where a housing development of ten or more homes would increase the need for education facilities to the extent that new or improved facilities would be required to meet this need, planning obligations or Community Infrastructure Levy will be secured sufficient to meet the need, where this is financially viable. For strategic allocations, the likely requirement for on-site provision of new schools is set out in Chapter 13. Where land is provided for a new school as part of a housing development, the financial contribution made by that development towards education facilities will be reduced accordingly.

3) On sites where the education facility requirement is proven not to be viable, the maximum proportion of funding will be sought that will not undermine the viability of the development, subject to securing other planning obligations necessary for the development to gain planning permission. A financial

Policy HOU5 – Education Facilities

viability assessment will be required to be submitted, meeting the requirements set out in Policy HOU3.

4) New and redeveloped education facilities should include provision for wider community use of sports and other facilities where appropriate.

5) The existing network of education facilities will be protected and enhanced. The physical enhancement and expansion of higher and further educational facilities and related business and research will be supported where it helps to realise the educational training and research potential of the Black Country. Proposals involving the loss of an education facility will be permitted only where adequate alternative provision is available to meet the needs of the community served by the facility.

Justification

6.49 Rising demand for school places in recent years, due to a combination of high birth rates, inward migration, retention levels and housing growth, has resulted in the expansion of a significant number of existing schools and an increased need for new schools across the Black Country. This investment has largely been funded by Local Education Authorities, as housing sites within the Black Country urban area do not demonstrate sufficient viability to provide for their own educational needs.

6.50 Housing growth over the Plan period is likely to generate the need for further investment in education provision for all age groups, including nursery and further and higher education. National guidance sets out the presumption that housing developments will fund the provision of education facilities sufficient to meet their own needs, including the provision of land for the construction of new buildings where necessary. However, the Viability and Delivery Study indicates that depending on the extent of other planning obligations required, this may not be viable on some sites, particularly those located in lower value zones, as shown on Figure 5. Where it can be proved that it is not viable for a housing development to fund all its own education facility needs, the developer should work with the Local Education Authority or BCA concerned to investigate available options and ensure that these needs can and will be met.

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6.51 Improvements to existing educational settings should be explored to help address low educational attainment, which is a key priority for the Black Country. It is important that any investment in educational settings is focussed to support centres, address accessibility gaps, generate maximum service improvements and secure community benefits. 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. One or more Supplementary Planning Documents will be produced to provide guidance on the approach towards developer contributions for education facilities across the Black Country.

6.52 The preferred location for major education facilities, which generate a large number of trips, is the network of identified centres. However, 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.

6.53 Higher and further education institutions and research facilities, particularly the University of Wolverhampton, play a major role in the Black Country economy and have a key role in helping deliver economic and social transformation. Attracting and retaining graduates within the Black Country is also key to securing a knowledge-based economy. The higher and further education sector is a major driver of economic, social, and cultural regeneration and ongoing investment in the existing network of this sector is supported. Initiatives that strengthen linkages between the sector and the wider economy will also be supported.

Evidence

- Black Country Viability and Delivery Study (2021)
- Black Country Infrastructure Delivery Plan (2021)

Delivery

- Local Education Authority school expansion and improvement programmes
- National DfE Free School Programmes
- Delivery of new schools on strategic allocations and identification of sites for new education facilities in other Local Plan documents

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- Use of planning obligations or other funding mechanisms to address the impact of development on the need for education facilities
- Identification of sites to support implementation of university and college estate strategies

Issues and Options Consultation Responses

6.54 Respondents supported the extension of the approach set out in Policy HOU5 to cover health and other community facilities. Policy HW2 takes forward this approach for health facilities.

Houses in Multiple Occupation

6.55 In recent years, as house prices have risen in comparison with local wages, the demand for houses in multiple occupation (where facilities are shared by separate households) has increased across the Black Country and now requires a policy approach.

Policy HOU6 – Houses in Multiple Occupation

1) Proposals for the creation of Houses in Multiple Occupation, including the conversion of buildings or sub-division of dwellings, will be permitted provided that:

a. the development would not result in the loss of family-sized dwellings in areas where there is a proven demand for such accommodation;

b. the development is unlikely to be detrimental to the amenities of the occupiers of adjoining or neighbouring properties by way of noise, overlooking, general disturbance, or impact on visual amenity;

c. The development would not have a significant adverse impact on the character and appearance of the area, including the historic and natural environment;

d. provision for off- and on-street car and cycle parking is sufficient and appropriately incorporated and would not have an adverse impact on the surrounding area by way of increased on-street parking, impaired highway safety or impeding proper access to the area;

Policy HOU6 – Houses in Multiple Occupation

e. the site is in an area that has good access by walking and public transport to residential services, as set out in Policy HOU2;

f. the development meets Nationally Described Space Standards as set out in Policy ENV9 and provides a satisfactory standard of living accommodation, to ensure that the occupiers have adequate floor space and the internal layout is shown to be suitable for the number of units proposed in terms of daylight, outlook and the juxtaposition of living rooms and bedrooms;

g. adequate provision is made for the storage and disposal of refuse and recycling; and

h. adequate provision of residential amenity is made, including outdoor amenity space for sitting out, play and drying clothes and for external storage space, including cycle storage.

Justification

6.56 Houses in Multiple Occupation (HMO) are defined as homes accommodating three or more unrelated households who typically share kitchens, lounges, and bathrooms. Proposals for the conversion of an existing home to a HMO designed to accommodate three to six people do not normally require planning permission. However, where a relevant Article 4 Direction is in place, as is currently the case for the City of Wolverhampton, planning permission is required for such developments.

6.57 HMOs are an increasingly popular part of the housing market within many parts of the Black Country. As rooms can be rented individually, they provide additional affordable accommodation options, used primarily by students, young people, and those on lower incomes.

6.58 Whilst the area's stock of HMOs is contributing to meeting housing needs, increased numbers of multiple occupancy properties have the potential to create harmful impacts. Concentrations of HMOs within neighbourhoods can lead to imbalanced and unsustainable communities and harm the social mix and fabric of the area by increasing the proportion of short-term households. They can damage the residential amenity and character of surrounding areas, as the level of activity

associated with a HMO is significantly greater than a typical family house, thus increasing the potential for noise and disturbance.

6.59 Harmful impacts associated with high numbers of HMOs can include:

a) reduced social cohesion resulting from demographic imbalance and unsustainable communities;

b) reduced housing choice resulting from housing type / tenure imbalance (e.g. a shift from permanent family housing to more transient accommodation and a growth in the private sector at the expense of owner-occupation);

c) reduced community engagement from residents resulting from an increase in the transient population of an area;

d) noise and disturbance resulting from intensification of the residential use and / or the lifestyle of occupants;

e) detriment to the visual amenity and character of the area resulting from poor or accumulative external alterations to properties and / or poor waste management;

f) reduced community facilities resulting from a shift in the character of shops and businesses;

g) increased anti-social behaviour and fear of crime resulting from the lifestyles of some HMO occupants, the transient nature of the accommodation and inadequately designed / maintained properties;

h) highway safety concerns resulting from congested on-street parking.

6.60 Whilst this type of accommodation can address certain housing needs, HMOs tend to be grouped together in parts of the urban area, becoming the dominant type of housing, which can lead to social and environmental problems for local communities. Alongside this, an over-concentration of HMO properties can lead to a loss of family-sized units. This in turn can lead to a consequential increase in the overall number of units unsuited to family occupation. This can pose a serious issue for maintaining a mixed sustainable housing offer across the Black Country.

6.61 The Black Country SHMA (2021) signalled that the greatest demand in the future will be for homes of three bedrooms or more. It is important, therefore, that an approach is taken to the creation of HMOs and the sub-division of existing properties that only allows those proposals that do not impact upon the overall

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supply of family-sized homes to be consented. In applying this policy, 'family-sized dwellings' means houses with three or more bedrooms.

6.62 Planning policy needs to balance the growing demand for HMOs with the need to avoid high concentrations which can cause a loss of amenity, increased social or environmental problems, and undermine the health and stability of communities. Ease of access to work and education provision without needing a car also needs to be considered. New HMOs should be located in sustainable locations that allow ease of access to employment and residential services by means of sustainable transport, whilst reducing the need to use the private car. Proposals for new HMOs should look to address detailed local amenity issues, including local parking pressures and impacts on neighbours.

Evidence

- Black Country Strategic Housing Market Assessment (2021)

Delivery

- Through Local Plan Documents and Supplementary Planning Documents
- Planning applications determined through the Development Management process

Issues and Options Consultation Responses

6.63 It was recognised that a concentration of HMOs causes problems in some parts of the Black Country and that guidance could help to avoid these problems in future.

Monitoring

Policy	Indicator	Target
HOU1	Annual Black Country Authority net housing completions	Phased Housing Targets for each Black Country Authority as set out in Table 4.
HOU3	% affordable housing delivery on eligible sites	Minimum %, as set out in Policy HOU3

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Policy	Indicator	Target
	% wheelchair accessible housing delivery on eligible sites % self-build and custom build plot availability on eligible sites	Minimum % M4(2) and M4(3), as set out in Policy HOU3 5% on developments of 100 homes or more, as set out in Policy HOU3
HOU4	Annual gypsy and traveller residential pitch and travelling show people plot completions	Phased targets for each Black Country Authority as set out in Table 6.

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7 The Black Country Economy

Employment Land

Introduction

7.1 The policies in this chapter (Policies EMP1- EMP6) are concerned with promoting and supporting employment in manufacturing, research and development (Use Class E(g)(ii), E(g)(iii) and B2), warehousing (Use Class B8) and other uses that are appropriately located in industrial employment areas Offices (Use Class E(g)(i)) are not classed as an employment use for the purposes of these policies; they are covered by policies CEN1 - CEN7, which relate to uses that are more appropriately located in town centres.

7.2 The evidence base for the employment land policies primarily consists of a two stage Economic Development Needs Assessment (EDNA)[19], and the Black Country Employment Area Review (BEAR)[20]. The EDNA provides an objective assessment of the industrial land needs for the Black Country to 2039, based upon an independent assessment of the area's economic development needs.

7.3 The key conclusions of the EDNA studies are:

a) the Black Country is a clearly defined geographical unit. It has strong employment and labour market links to a hinterland that includes southern Staffordshire, north Worcestershire, Birmingham, and Solihull. The links with the City of Birmingham and the district of South Staffordshire are particularly significant;

b) the Black Country has been hit hard by the CV-19 recession but is expected to recover strongly and has the capacity to deliver significant growth, given the diversity, resilience and concentration of key national sectors located in the area;

c) even pre-COVID19, recent growth was achieved against a backdrop of a weak local skills base, low business start-up rates and low GVA per head in comparison with the West Midlands and UK averages;

[19] Prepared by Warwick Economics & Development Limited (WECD)

[20] Led by the Black Country Local Planning Authorities [BCLPA]

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d) economic development strategies including the Strategic Economic Plan (SEP) and Local Industrial Strategy seek to address these challenges to accelerate the growth of the local economy;

e) the Black Country employment land supply in 2020 was largely that inherited from the Core Strategy and the suite of Tier 2 Plans which supported it. This land supply is dominated by small sites in the urban area;

f) going forward, attracting high-growth knowledge-based industries in line with SEP ambitions will require the provision of more prestigious sites, high-quality space with easy access to key transport hubs and good connectivity;

g) the Plan also needs to ensure the Black Country can accommodate a variety of business needs, including start-ups and smaller businesses. This means that a mixed portfolio of sites will need to be made available, including larger and smaller sites and spaces (including areas of both higher and lower specification);

h) it is imperative to protect the existing supply of land to meet future needs that will arise from a high growth-driven economy;

i) there is a significant gap between the employment land supply, inherited from the Core Strategy and subsequent Tier 2 Plans, and forecast future needs.

7.4 To address these issues, the strategy that underpins the Employment Land Policies is made up of the following elements:

a) to facilitate the growth and diversification of the economy, the Plan allocates land for new development within the Black Country, to accommodate jobs and output growth (Policy EMP1);

b) to accommodate a variety of business needs including high technology manufacturing and logistics sectors, the Plan provides for a balanced portfolio of sites (Policy EMP1);

c) to protect and enhance land and premises within existing employment areas where this provides for the needs of jobs and businesses (Policies EMP2, EMP3 and EMP4);

d) to recognise that some sites will become unsuitable for continued employment uses and to facilitate their redevelopment to alternative uses including housing (Policy EMP4). However, the number of such sites is expected to be

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considerably less than was envisaged by the Black Country Core Strategy adopted in 2011;

e) to enable local communities to share the benefits of economic growth (EMP6).

7.5 The spatial strategy in relation to employment land is to focus new development to sites within the Core Regeneration Areas as set out in Policies CSP1- CSP3. This will be achieved through the development of currently vacant sites allocated for development in the Plan, and the redevelopment and 'intensification' of existing premises. There are also a number of opportunities on sites within the Towns and Neighbourhoods Area within Walsall. The great majority of existing employment areas which accommodate most of the Black Country's existing manufacturing and logistics jobs and businesses are also located within the Core Regeneration Areas.

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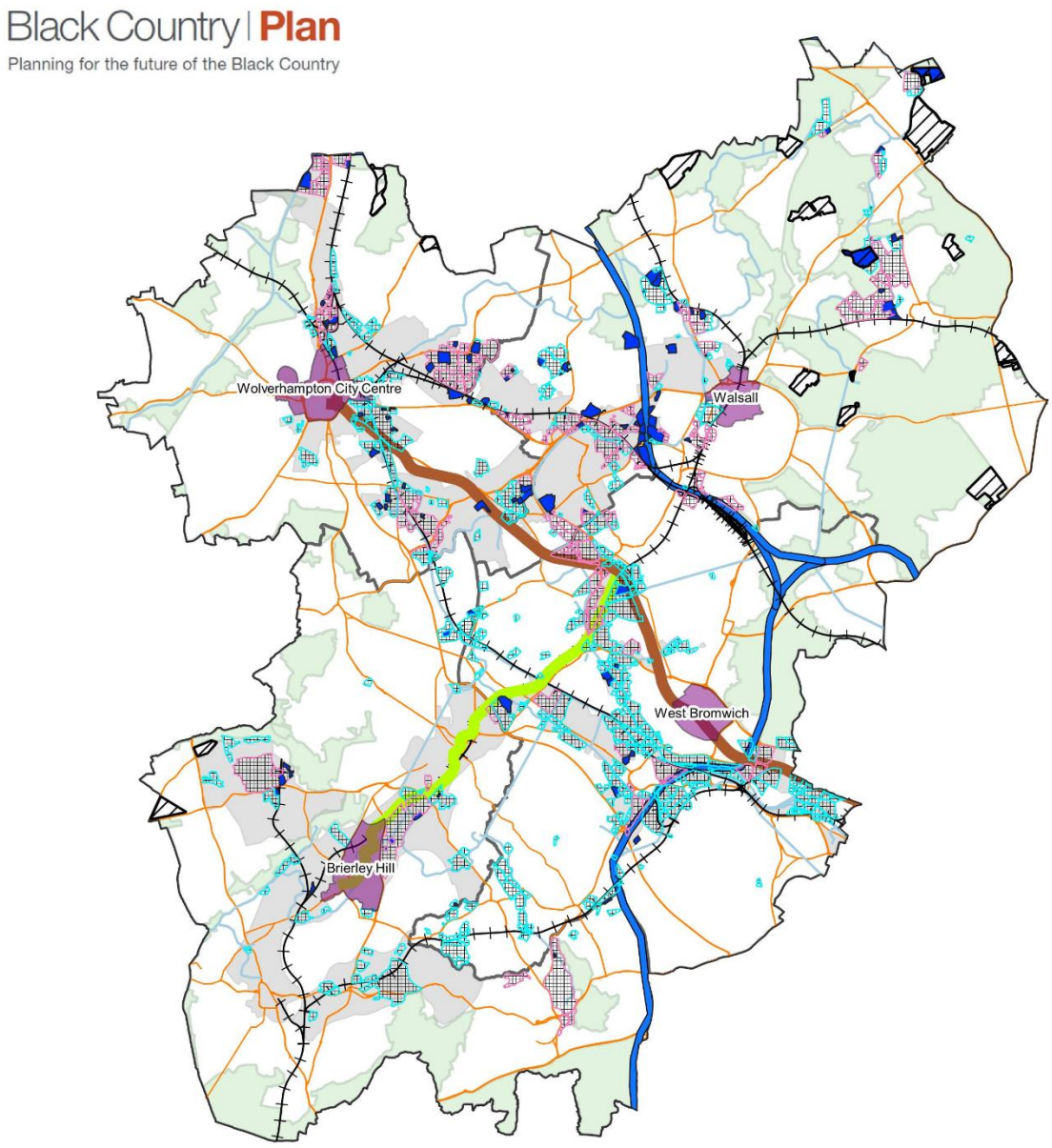
Figure 6 - Black Country Employment Key Diagram



Employment Key Diagram

Key:

Employment
- Employment Development Sites (EMP1)
- Strategic Employment Areas (EMP2)
- Local Employment Areas (EMP3)

Key Routes
- Key Route Network
- Existing West Midlands Metro
- Wednesbury -Brierley Hill Metro Extension
- Rail Network
- Motorways
- Canal

Strategic Planning
- Tier One Strategic Centres
- Core Regeneration Areas
- Local Authority Boundaries
- Black Country Green Belt
- Neighbourhood Growth Areas

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Providing for Economic Growth and Jobs

7.6 Policy EMP1 seeks to ensure a sufficient quantum of development opportunities are provided to meet the demand for economic growth and support the diversification of the Black Country economy. This Policy supports Strategic Priority 7.

Policy EMP1 – Providing for Economic Growth and Jobs

1) The BCA will seek the delivery of at least 355ha of employment land within the Black Country, in Use Classes E(g)(ii), E(g)(iii), B2, and B8 between 2020 and 2039, to support the growth of the sub-regional economy and increase productivity. Most of this requirement will be met through sites allocated for development in this Plan as set out below:

- **a) Dudley – 22ha**
- **b) Sandwell – 29ha**
- **c) Walsall – 164ha**
- **d) Wolverhampton – 66ha**
- **e) Total – 281ha**

2) Additional employment development of a minimum of 74ha will be brought forward on other sites throughout the Black Country, mainly through the redevelopment, intensification and enhancement of existing employment areas and premises.

3) The Plan will deliver a portfolio of sites of various sizes and quality to meet a range of business needs. This land is in addition to sites currently occupied for employment purposes.

4) The key clusters of sites are shown on the Employment Key Diagram and individual sites listed in Chapter 13: Sub-Areas and Site Allocations. These sites will be safeguarded for industrial employment uses within Use Classes E(g)(ii), E(g)(iii), B2, and B8.

5) Within the existing employment areas subject to Policies EMP2 and EMP3, and, as appropriate, the employment areas subject to Policy EMP4, the BCA will support, with public intervention as necessary, the regeneration and renewal of such areas, including their environmental enhancement and

Policy EMP1 – Providing for Economic Growth and Jobs

incorporation of sustainable measures and facilities, including circular economy approaches and their infrastructure, as well as their marketing and promotion, to enable the Black Country's employment areas to be fit-for-purpose in the long term and aid in the economic recovery and rejuvenation of the sub-regional industrial economy.

Justification

7.7 Building a strong, responsive, and competitive economy is one of the three overarching objectives of the NPPF. This should be achieved by ensuring that sufficient land of the right type is available in the right place and at the right time to support growth, innovation, and improved productivity; and by identifying and co-ordinating the provision of infrastructure.

7.8 The NPPF specifically advises that for forecasting future trends:

a) Plan makers should consider forecasts of quantitative and qualitative need (i.e. the number of units and floorspace for other uses needed) but also its unique characteristics (e.g. the footprint of economic uses and proximity to infrastructure). The key output is an estimate of the scale of future needs, broken down by economic sectors.

b) Local authorities should develop an idea of future needs based on a range of data that is current and robust. Authorities will need to take account of business cycles and make use of forecasts and surveys to assess employment land requirements.

c) Emerging sectors that are well-suited to the area being covered by the analysis should be encouraged where possible. Market segments should be identified within the employment land under consideration.

d) The available stock of land should be compared with the particular requirements of the area so that gaps in local land provision can be identified.

7.9 To support the ongoing growth of the distribution sector and a strong resurgence in manufacturing, the EDNA recommends that this Plan should provide for a minimum of 565ha of land for employment development for the period up to 2039, based on

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an average of 26.4ha per annum and allowing for the replacement of some poorer quality employment land and premises redeveloped for non-industrial uses.

7.10 The BCP allocates 280ha of employment land for the period between 2020 - 2039 and provides for a further 69ha of development to come forward through the redevelopment of existing employment land and premises. Further land is provided on other sites that have planning permission for employment development. This will therefore provide for 365ha in total and will accommodate 63% of forecast needs arising within the Black Country.

7.11 The main clusters of sites are shown on the Employment Land Key Diagram to illustrate the distribution across the Black Country. The detail of employment land allocations for each Black Country authority is provided in Chapter 13.

7.12 210ha or 37% of employment land need arising in the Black Country cannot be met solely within the Black Country. This unmet need should be exported, as far as possible, to authorities that have a strong existing or potential functional economic relationship with the Black Country, for example in terms of migration patterns, commuting links and / or connectivity through physical infrastructure such as rail and motorway. This work is ongoing and will be secured through the Duty to Co-operate and evidenced through Statements of Common Ground.

Evidence

- Economic Development Needs Assessment Part One (2017) and Part Two (2020).
- Black Country Urban Capacity Review Update (2020)
- Black Country Plan Site Assessment Report (2020)
- Black Country BEAR
- Black Country Strategic Employment Land Reviews
- Statements of Common Ground

Delivery

- Through the Development Management process.
- Through partnership with Economic Development Partners in promoting development opportunities and improvement programmes.

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Issues and Options responses

7.13 A range of comments were made to the Issues and Options consultation. There was general agreement that the Plan should support additional economic growth, but views differed on how much additional land would be needed, given economic uncertainty over such a long period. Brownfield opportunities should be prioritised but there was a general recognition that green belt land will be required to come forward for development.

7.14 There was support for the Plan identifying a portfolio of employment sites to meet a variety of investment needs rather than a broad brush 'reservoir' approach. There was general agreement that there is a lack of strategic sites and the Plan should provide for large, regular, and unconstrained sites with good motorway and highway access. There was also a recognition that some 'export' of growth would be required but some responses suggesting this should be an option of last resort.

Strategic Employment Areas

7.15 Policy EMP2 provides for a sufficient stock of Strategic Employment Land suitable for a growing and diversified economy. This Policy supports Strategic Priority 7.

Policy EMP2 – Strategic Employment Areas

1) The Strategic Employment Areas are shown on the Policies Map. They are characterised by excellent accessibility, high-quality environments and clusters of high technology growth sector businesses. These areas will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii)), B2 and B8.

2) Within Strategic Employment Areas, high-quality development or redevelopment of sites and premises will be required, and planning applications that prejudice or dilute the delivery of appropriate employment activity, or deter investment in such uses, will be refused.

3) Strategic Employment Areas will be safeguarded from redevelopment for other non-manufacturing / logistics uses.

4) Some ancillary employment-generating non-Class E(g)(ii), E(g)(iii)), and Class-B2 and B8 uses, such as childcare facilities and small-scale food and drink outlets, may also be permitted in Strategic Employment Areas, where they can

Policy EMP2 – Strategic Employment Areas

be shown to strongly support, maintain or enhance the business and employment function and attractiveness of the area, and meet sequential and other national or local policy tests (particularly Policies CEN5 and CEN6) relating to appropriate uses as necessary.

Justification

7.16 Strategic Employment Areas (SEAs) are high-quality employment areas that are considered essential to the long-term success of the Black Country's economy. They correspond to areas of the strongest occupier and market demand and are of high environmental quality with excellent links to the Strategic Highway Network, and should be protected from non-employment uses that could impact upon their viability as employment locations. These areas contain, or have the potential to attract, those knowledge-based growth sector businesses whose success will be critical to the delivery of the Black Country's economic ambitions.

7.17 Policy EMP2 is based on the approach set out in the 2011 Core Strategy, which distinguished between Strategic High-Quality Employment Areas and Local Employment Areas. The Strategic Employment Areas in the BCP are the equivalent of the [existing and potential] Strategic High-Quality Employment Areas in the Core Strategy. The EDNA recommended that the approach set out in the Core Strategy has served the Black Country well and subject to some refinement, should be carried forward into the BCP.

7.18 The characteristics and extent of the Strategic Employment Areas reflect the findings of the Black Country Employment Area Review (BEAR). The BEAR re-examined the totality of the Black Country's employment areas against a set of criteria based on those set out in the Core Strategy and the recommendations of the EDNA.

7.19 The key characteristics of Strategic Employment Areas are as follows;

a) To be highly accessible to the Strategic Highway Network, preferably well-located in relation to the motorway network, to provide good accessibility to international, national, and regional markets and supply chains.

b) To have good public transport accessibility.

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c) To maintain a critical mass of active industrial and logistics sites and premises that are well suited to the needs of modern industry.

d) To maintain an existing (or develop a potential) high-quality environment, including suitable landscaping and greenspace and an attractive and functional built environment.

e) To be attractive to national and / or international investment.

7.20 The majority of the defined Strategic Employment Areas satisfy all these characteristics or are considered capable of acquiring them. The BEAR has found that it is not always necessary for an area to display all these characteristics to attract high-quality development. 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 motorway network.

7.21 The broad extent of the strategic employment areas is shown on the Employment Land Key diagram and the detailed boundaries on the Black Country Plan Policies Map.

7.22 The Plan seeks to safeguard land and premises within Strategic Employment Areas for industrial and logistics activity and supports proposals that involve the improvement and renewal of land and premises within them. This process of redevelopment, intensification and enhancement of existing Local Employment Areas will provide a significant source of land to meet future growth needs.

7.23 Some small-scale ancillary uses will be supported in Strategic Employment Areas where this meets the day-to-day needs of employees of businesses within the SEA. While Policy EMP2 considers development for uses that are not within an industrial employment use class, these will only be supported in exceptional circumstances as it is the BCA intention to safeguard Strategic Employment Areas from non-manufacturing / logistics uses (B Use Classes).

Evidence

- Economic Development Needs Assessment Part One and Part Two
- Black Country Employment Areas Review [BEAR]
- BCLPA Strategic Employment Land Reviews

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Delivery

- Through the Development Management process.
- Through partnership with Economic Development Partners in promoting development opportunities and improvement programmes.

Issues and Options responses

7.24 There was broad support for the Plan to continue to distinguish between Strategic and Local Employment Areas with appropriate uses in each. There was also broad support for the criteria used to define Strategic Employment Areas but including suggestions to amend the accessibility criteria to focus on good access to the strategic road network, rather than just focussing on access to the motorway network. A number of responses suggested that the Plan should contain flexibility to allow for the introduction of non-industrial employment, ancillary uses in employment areas.

7.25 A number of responses suggested that the Plan should be informed by a thorough review of employment land to evaluate the merits of existing employment areas and prevent the long-term protection of sites which may no longer be suited to meet modern requirements.

Local Employment Areas

7.26 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 activities that do not need to be situated in Strategic Employment Areas and are not appropriate for town centres or residential locations. This Policy supports Strategic Priority 7.

Policy EMP3 – Local Employment Areas	
1)	**Local Employment Areas are shown on the Policies Map. They are characterised by a critical mass of industrial, warehousing and service activity with good access to local markets and employees.**
2)	**These areas will provide for the needs of locally-based investment and will be safeguarded for the following uses;**

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Policy EMP3 – Local Employment Areas

a) **Industry and warehousing (E(g)(ii), E(g)(iii)), B2 and B8 use)**

b) **Motor trade activities, including car showrooms and vehicle repair**

c) **Haulage and transfer depots**

d) **Trade, wholesale retailing and builders' merchants**

e) **Scrap metal, timber and construction premises and yards**

f) **Waste collection, transfer and recycling uses as set out in Policy W3.**

3) **Not all areas will be suitable for all uses.**

4) **Some ancillary employment-generating non-Class E(g)(ii), E(g)(iii)) and B uses such as childcare facilities and food and drink outlets may also be permitted in Local Employment Areas where they can:**

a. **be shown to strongly support, maintain or enhance the business and employment function of the area; and**

b. **meet sequential and other national or local policy tests (particularly Policies CEN5 and CEN6) relating to appropriate uses, as necessary.**

Justification

7.27 Local Employment Areas (LEAs) are particularly prevalent in the Black Country and play an important role in the local economy. They offer a valuable source of mainly low cost industrial units that are vital in providing local jobs and a balanced portfolio of sites of different sizes and quality.

7.28 Policy EMP3 is based on the approach set out in the 2011 Black Country Core Strategy, which distinguished between Strategic High-Quality Employment Areas and Local Quality Employment Areas. The Local Employment Areas in the BCP are the equivalent of the Local Quality Employment Areas in the Core Strategy. The EDNA recommended that the approach set out in the Core Strategy has served the Black Country well and, subject to some refinement, should be continued.

7.29 The characteristics and extent of the Local Employment Areas reflects the findings of the BEAR. The BEAR re-examined all of the Black Country's employment areas against a set of criteria based on those in the Core Strategy and with regard to the recommendations of the EDNA.

7.30 The key characteristics of Local Employment Areas are as follows;

- A critical mass of active industrial and service uses and premises that are fit for purpose.
- 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.
- good public transport accessibility.

7.31 The broad extent of the Local Employment Areas is shown on the Employment Land Key diagram and the detailed boundaries on the Black Country Plan Policies Map.

7.32 The Plan seeks to safeguard Local Employment Areas as locations for industrial and logistics activity and uses that share the characteristics of Class E(g)(ii), E(g)(iii)) and B2 and B8 uses, which are typically located within industrial areas.

7.33 The Plan also supports proposals that involve the improvement and renewal of land and premises within them, particularly where this involves older outdated industrial premises that are no longer fit for purpose. This process of redevelopment, intensification and enhancement of existing Local Employment Areas provides a significant source of land to meet future growth needs.

7.34 Local Employment Areas are often vulnerable to pressure for redevelopment to other uses such as housing. However, the loss of too much local employment land will compromise the successful delivery of the BCP's employment strategy. It would inhibit economic development, endanger the viability of businesses, and affect the balance of jobs and workers; workers located at companies in Local Employment Areas who are displaced by new forms of development would have to travel increased distances to work and the viability and sustainability of firms would be put at risk. These areas will therefore be primarily safeguarded from non-employment uses.

7.35 Sites within Local Employment Areas may also be appropriate for uses that serve the needs of businesses and employees working in the area. Such uses include food and drink or childcare facilities. Such uses should be of a scale, nature, and

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location to serve the needs of the employment area, where existing facilities are inadequate and where such needs cannot be met in adjacent town centres.

Evidence

- Economic Development Needs Assessment Part One and Part Two
- Black Country BEAR
- Black Country Strategic Employment Land Reviews

Delivery

- Through the Development Management process.
- Through partnership with Economic Development Partners in promoting development opportunities and improvement programmes.

Issues and Options responses

7.36 There was broad support for the Plan to continue to distinguish between Strategic High-Quality Employment Areas and Local Employment Areas. Some respondents suggested that there will be potential for the reallocation of some local quality employment land for housing, while protecting the more important and productive sites.

Other Employment Sites

7.37 The BCA recognise that there are a number of older employment areas across the Black Country that are not of the quality of Strategic or Local Employment Areas. Sites and premises within these areas may be suitable for redevelopment for a continued employment use, or to alternative uses such as housing. Policy EMP4 provides a flexible policy framework to guide development proposals in these areas. This Policy supports Strategic Priorities 3, 4 and 7.

Policy EMP4 – Other Employment Sites	
1)	**For employment areas that are not designated as either Strategic Employment Areas or Local Employment Areas on the Policies Map, but comprise existing occupied employment land within the BC, development will be supported for:**

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Policy EMP4 – Other Employment Sites

a) **new industrial employment uses or extensions to existing industrial employment uses, or**

b) **housing or other non-ancillary non-industrial employment uses.**

2) **Development or uses under 1(b) will only be supported where there is robust evidence to demonstrate to the satisfaction of the relevant authority, that:**

a) **The site is no longer required for industrial employment purposes, including the possible relocation of displaced employment uses from other parts of the Black Country;**

b) **The site is no longer viable for such uses;**

c) **There are satisfactory arrangements in place for the relocation of existing occupiers of the employment uses on the site, if suitable sites are available in the local area;**

d) **The site could be brought forward for housing in a comprehensive manner and would not lead to piecemeal development;**

e) **Residential development would not adversely affect the ongoing operation of existing or proposed employment uses on the site or nearby; and**

f) **The site is suitable for housing or other non-ancillary non-employment uses in accordance with local or national policies relating to these uses.**

Justification

7.38 There are a number of existing employment sites / areas that are not designated as Strategic or Local Employment Areas. These tend to be older, less marketable employment sites close to or within residential areas, where proposals for redevelopment to other uses could give rise to significant regeneration benefits, and that, when assessed through the BEAR, do not meet the thresholds for being allocated as LEA. The larger areas (of over 0.4ha) subject to this Policy are shown on the Policies map.

7.39 Whilst the Black Country Authorities will continue to support these existing businesses, it is also necessary for the BCP to allow flexibility for them to be reused

for alternative forms of appropriate development. These sites and areas are not shown on the Policies Map. The circumstances where such redevelopment will be permitted are set out in sections 2ai – div of the Policy. In addressing criteria a and b, applicants will be required to submit an Economic and Market appraisal that demonstrates that the site is unsuitable for continued employment use. The sustainability of the location (including its accessibility by a choice of modes of transport) will be one matter that should be considered in this context. In assessing the potential of attracting continued employment use, the Economic and Market Assessment should consider whether the costs of the necessary remediation works would make the reuse or redevelopment for employment uses unviable. The Economic and Market Assessment should also include evidence that the site is vacant (unless it can be demonstrated that occupiers are to be relocated) and has been marketed over a reasonable period of time and at realistic rental and capital values.

Evidence

- Economic Development Needs Assessment Part One and Part Two
- Black Country BEAR
- Black Country UCS
- BCLPA Strategic Employment Land Reviews

Delivery

- Through the Development Management process.
- Through partnership with Economic Development Partners in promoting development opportunities and improvement programmes.

Issues and Options responses

7.40 This Policy responds to those suggestions that the Plan should continue to allow active employment sites to remain, but poorer quality sites no longer needed for industry could be redeveloped.

Improving Access to the Labour Market

7.41 Restructuring the Black Country's economy is one of the key principles of the BCP Vision, but the provision of land and premises alone will not deliver the necessary

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economic transformation without new skills and training in the workforce to help it meet the challenges of changing work requirements and patterns. This Policy supports Strategic Priority 8.

Policy EMP5 – Improving Access to the Labour Market

1) Planning applications for new major job-creating development will be required to demonstrate how job opportunities arising from the proposed development will be made available to the residents of the Black Country, particularly those in the most deprived areas of the sub-region and priority groups.

2) Planning conditions or obligations will be negotiated with applicants and applied as appropriate to secure initiatives and/or contributions to a range of measures to benefit the local community, including the potential for working with local colleges and universities, to ensure:

- **a) The provision of training opportunities to assist residents in accessing employment opportunities;**
- **b) The provision of support to residents in applying for jobs arising from the development;**
- **c) Enhancement of the accessibility of the development to residents by a choice means of transport;**
- **d) Child-care provision which enables residents to access employment opportunities;**
- **e) Measures to assist those with physical or mental health disabilities to access employment opportunities.**

3) In respect of the planning applications for new employment generating development the Black Country authorities may require applicants to make financial or other contributions, secured through planning obligations or the CIL Charging Schedule.

Justification

7.42 The Plan plays a key role in ensuring that people who suffer from social exclusion and disadvantage are able to fully contribute to the regeneration of the Black Country. It is therefore important that jobs created through new developments

across the Black Country are accessible to as many of the Black Country's residents as possible, especially those in the most deprived areas or priority groups.

7.43 There are several aspects to improving the accessibility of job opportunities to residents. Firstly, it may be necessary for improvements to public transport infrastructure and services to be funded, and better facilities for pedestrians and cyclists to be provided, to ensure that residents are able to travel to and from their places of employment within reasonable timescales.

7.44 Support may also need to be provided to assist residents, particularly those from disadvantaged groups or areas, in applying for new jobs and to receive training that will assist them in accessing employment opportunities. Childcare provision may also help in enhancing access to employment and individuals with mental or physical health difficulties may also require support to enable them to access jobs.

7.45 There are existing support structures and facilities in place across the sub-region to help ensure that local people can access and receive appropriate training to develop the necessary skills to compete successfully for jobs.

7.46 To assist with this, where major new employment-creating development is proposed, the BCA will negotiate with companies to devise suitable bespoke training and recruitment programmes that can benefit local people.

7.47 Attracting graduates to, and retaining them within, the Black Country will also be key to securing a knowledge-based economy. The higher and further education sector is a major driver of economic, social and cultural regeneration and ongoing investment in this sector is supported. The BCA will also support initiatives that strengthen linkages between the education sector and the wider economy.

Evidence

- Economic Development Needs Assessment Part One and Part Two

Delivery

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

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Issues and Options responses

7.48 There were mixed views on whether the Plan should continue to require large scale development to provide local recruitment and training programmes. Those in support of the Policy saw local people as an area's biggest potential and new development can create opportunities for them. Those not supporting the Policy suggested it is too restrictive as it can cause problems for companies who have their own training programmes and many developments create opportunities for local people in any case.

Monitoring

Policy	Indicator	Target
EMP1	Total employment land completions in accordance with Policy EMP1.	363ha of employment land completions by 2039.
	Employment land completions on sites allocated through Policy EMP1	294ha of employment land completions on allocated sites by 2039.
	Employment land completions on non-allocated sites.	Minimum of 69ha 2020-39
	Annual employment land completions 2020-39	Minimum of 26ha per annum
EMP2	Redevelopment of employment land and premises by Local Authority area (ha) in Strategic Employment Areas to non-employment uses.	0ha
EMP3	Redevelopment of employment land and premises by Local Authority area (ha) in Local Employment Areas to non-employment uses.	0ha
EMP4	Employment development on land outside of Strategic High Quality and Local Employment Areas.	no target
	Redevelopment of employment land and premises in locations outside Strategic High	No target

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Policy	Indicator	Target
	Quality and Local Employment Areas for non-employment uses.	
EMP5	Proportion of major planning permissions making provision for targeted recruitment or training secured through s106 Agreements or planning conditions.	50% [based on BCCS target]

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8 The Black Country Centres

Introduction

8.1 The unique character of the Black Country is largely defined by its network of centres. This provides the basic spatial structure for the sub-region and their importance to the Black Country's identity is reflected in Strategic Priority 9.

8.2 The purpose of the centres policies is to help secure the investment, jobs and regeneration needed to create a mature, balanced, and well-functioning network of centres where residents shop, work, live and spend their leisure time. Concentrating development in centres that are highly accessible by a variety of sustainable means of transport contributes towards planning priorities such as health and wellbeing and addressing climate change. Delivering a vital and viable network of centres will significantly contribute towards meeting the current and future service needs of Black Country residents, particularly serving future housing and employment growth, as well as providing a unique opportunity to improve the quality and experience of the built environment. As a result, centres are crucial to the delivery of Spatial Objectives 3, 4, 7, 8, 9 and 10.

8.3 Whilst the BCP does not allocate sites in tier-one strategic centres or allocate sites for centre uses, the following centres policies set out the framework for determining proposals across the whole Black Country relating to:

a) bringing forward policies and allocations for these uses in Local Development Plans to facilitate the consolidation, diversification, enhancement, and regeneration of the Black Country's centres. Local Development Plans refer to documents that provide planning guidance such as Tier-Two Plans (e.g. AAPs SADs), SPDs, planning briefs and masterplans

b) appropriate uses: as set out in Appendix 16 for the purposes of determining planning applications, and policies and proposals in future Local Development Plans, related to BCP Policies CEN1-CEN6, "*appropriate uses*" include business, commercial, service and community uses and comprise:

i. *Centre Uses* - those uses and "sui generis" designations that should be directed to defined centres in the first instance, are subject to requirements set out in national guidance (such as the sequential test and impact assessments); local policy (particularly Policies CEN1 - CEN6), such as

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the floorspace thresholds for undertaking the impact assessments set out in national guidance; and Local Development Plan policies (such as frontage policies), defined as currently including:

- '*Main Town Centre Uses*' set out in NPPF Annex 2: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and 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; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)
- '*Additional Uses'*: those uses that are highly compatible, with the previous bullet point above, such as banks, cafes and hot food takeaways (see Appendix 16)

ii. '*Complementary Uses'*: those uses well-placed to be provided in centres, and where proposals for such uses to serve centres will be supported, such as residential and social infrastructure (health, education and community uses) (see Appendix 16)

8.4 This chapter consists of three sections relating to: centre-wide proposals (Policy CEN1), in-centre proposals (Policies CEN2 - CEN4), and edge-of-centre and out-of-centre proposals (Policies CEN5 - CEN6).

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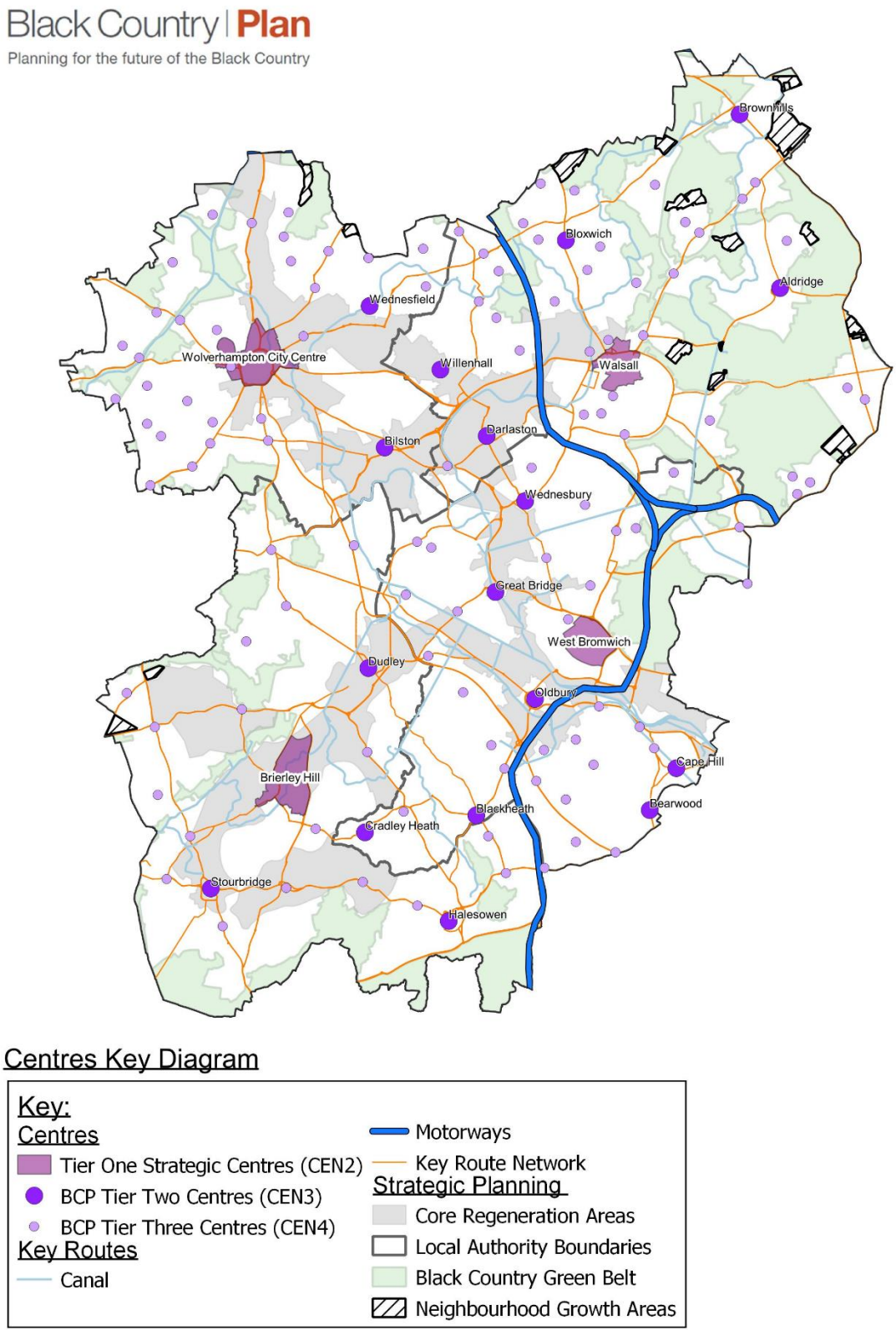
Figure 7 - Centres Key Diagram



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The Black Country Centres

8.5 The Black Country's centres are evolving and are subject to change in different ways as the focus shifts between retail, leisure, commercial, residential, community services, health, local facilities and further education and civic uses. It is a priority to maintain and enhance them appropriate to their scale, role, and function in order to underpin the vital role they play contributing to the economic growth, character, and identity of the Black Country. The tier-one strategic centres provide the main focus for higher order sub-regional retail, office, leisure, cultural and service activities, balanced by the network of tier-two and three town, district and local centres, providing for centre uses including meeting day-to-day needs of local communities, particularly convenience (food) shopping. However, it is recognised that the repurposing and diversification of centres need to be facilitated to ensure their vitality and viability and secure their future regeneration.

8.6 This policy sets out the overall priorities and strategy for centres. It defines the hierarchy of centres and sets out, where subject to planning control, policy requirements and linkages to other relevant policies, related to proposals for appropriate uses identified in paragraph 8.3b above, brought forward through planning applications, other BCP policies or Local Development Plans. This policy establishes that the approach to future growth identified in Policy CSP1, particularly housing and employment growth identified in Policies HOU1 and EMP1, and allocations in Chapter 13, should have their needs met by the existing network of centres, and emphasises a flexible approach to help secure the successful future of those centres (Strategic Priority 9).

Policy CEN1 – The Black Country Centres

1) The priority for the Black Country's Centres is to ensure they remain focused on serving the needs of their communities, through performing a well-balanced diversity of commercial, business and service functions. This includes retail provision and an increasing mix of leisure, office, residential and other appropriate, complementary uses that are accessible by a variety of sustainable means of transport. This will enable centres to make a key contribution to regeneration, tackling climate change, fostering healthy

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Policy CEN1 – The Black Country Centres

communities, and creating pleasant, safe public spaces to increase social interaction and cohesion.

2) The Black Country's defined centres comprise the hierarchy set out in Table 7, which are identified on the Centres Key Diagram (Figure 7). This hierarchy will be supported and protected by ensuring that development in centres is facilitated in a manner that reflects their scale, role, and function, and resisting proposals that would undermine this strategy.

3) Proposals for 'Centre Uses' (paragraph 8.3b) that are 'in-centre' (within the relevant boundaries / Primary Shopping Areas of defined centres) are subject to specific policy requirements, as set out in Table 7 and policies CEN2 - CEN4, as well as relevant policies in Local Development Plans.

4) Proposals for 'Centre Uses' that are not 'in-centre' (are not within the relevant boundaries / Primary Shopping Areas of a defined centre but are in edge-of-centre or out-of-centre locations), must meet the sequential test and other relevant requirements, such as impact tests (as set out in Table 7 and policies CEN5 – CEN6), as well as relevant policies in Local Development Plans.

5) Future growth in the Black Country, particularly housing and employment development identified in Policies HOU1 and EMP1 and allocations set out in Chapter 13, should have their service needs met by, and contribute to the regeneration of, the existing network of centres (see paragraph 8.17).

6) Where planning permission is granted, or Local Development Plan policies and allocations are made, effective planning conditions and policy wording must be used (see paragraph 8.12)

7) A land use approach will be adopted with appropriate degrees of flexibility as necessary to suit local circumstances, to encourage regeneration and to meet the challenges facing centres, particularly as little retail capacity has been identified to support additional floorspace, through supporting:

- **a) diversifying and repurposing of centres enhanced by appropriate complementary uses, particularly residential, education, health and community uses and supporting the evening economy;**

Policy CEN1 – The Black Country Centres

b) the consolidation and reconfiguration of vacant floorspace into a mix of uses, especially the use of upper floors, and / or extensions to existing floorspace, with any new development being well-integrated with existing provision;

c) enhancing the vitality, accessibility and sustainability of centres, including maximising public realm, open space, provision of suitably-located and accessible pedestrian and cycle networks, and provision of green infrastructure and vehicle charging points.

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Table 7 – Black Country Hierarchy of Centres

Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
Tier	Type					Location		
						In-centre	Edge-of-centre	Out-of-Centre
One	Strategic Centres	Brierley Hill	West Bromwich	Walsall Town Centre	Wolverhampton City Centre	**Policy CEN1** **Policy CEN2**	**Policy CEN1** **Policy CEN2** **Policy CEN5** (if floorspace uplift/ unit size <280sqm see paragraph 8.48 - 9) **Policy CEN6** **Sequential Test** **Impact Tests**	**Policy CEN1** **Policy CEN5** (if floorspace uplift/ unit size <280sqm see paragraph 8.48 - 9) **Policy CEN6** **Sequential Test** **Impact Tests**

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Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
						Location		
Tier	Type					In-centre	Edge-of-centre	Out-of-Centre
							(if total floorspace >280sqm see paragraphs 8.60 - 8.61)	(if total floorspace >280sqm see paragraphs 8.60 – 8.61)
Two	Town centres in Dudley, Sandwell and Wolverhampton and district centres in Walsall	Dudley Stourbridge Halesowen	Blackheath Cradley Heath Great Bridge, Oldbury Wednesbury Cape Hill Bearwood	Bloxwich Brownhills Aldridge Willenhall Darlaston	Bilston Wednesfield	**Policy CEN1** **Policy CEN3**	**Policy CEN1** **Policy CEN3** **Policy CEN5** (if floorspace uplift/ unit size <280sqm see paragraphs 8.48 – 8.49)	These requirements, particularly Policy CEN5, also apply to all proposals for relevant uses through Policy EMP3, and proposals on sites identified as having potential for an element of on-site

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Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
						Location		
Tier	Type					In-centre	Edge-of-centre	Out-of-Centre
							Policy CEN6 **Sequential Test** **Impact Tests** (if total floorspace >280sqm see paragraphs 8.60 – 8.61)	provision in Chapter 13, Policy HOU2
Three	District and local centres in Dudley, Sandwell and Wolverhampton and Local Centres in Walsall	Kingswinford Lye Sedgley Amblecote Cradley / Windmill Hill Gornal Wood	Quinton Owen Street Scott Arms Carters Green Stone Cross Smethwick High Street	Caldmore Stafford Street Pleck Pelsall Leamore Palfrey	Stafford Road (Three Tuns) Cannock Road (Scotlands) Tettenhall Village Whitmore Reans / Avion Centre	**Policy CEN1** **Policy CEN4**	**Policy CEN1** **Policy CEN4** **Policy CEN5** (if floorspace uplift/unit size <280sqm see	

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Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
						Location		
Tier	Type					In-centre	Edge-of-centre	Out-of-Centre
		Netherton Pensnett Quarry Bank Roseville Shell Corner The Stag Upper Gornal Wall Heath Wollaston Wordsley Hawne Oldswinford	Hill Top Brandhall Bristnall Causeway Green Charlemont Crankhall Lane Cankhall Lane Dudley Port Lion Farm Poplar Rise St.Marks Rd Vicarage Road	High St, Walsall Wood Rushall Blakenall Lane Head Streetly Queslett Lazy Hill New Invention Bentley Park Hall Moxley Fullbrook	Broadway Bushbury Lane Showell Circus Wood End Stubby Lane Heath Town Parkfield Spring Hill Penn Manor Upper Penn Penn Fields Bradmore		paragraphs 8.48 – 8.49) **Policy CEN6** **Sequential Test** **Impact Tests** (if total floorspace >280sqm see paragraphs 8.60 – 8.61)	

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Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
Tier	Type					Location		
						In-centre	Edge-of-centre	Out-of-Centre
			West Cross Whiteheath Gate Yew Tree Tividale Park Lane Princes End Queens Head Rood End Smethwick High St (Lower) Langley Hamstead Old Hill	Collingwood Dr, Pheasey Birchills Coalpool / Ryecroft Beechdale The Butts Spring Lane, Shelfield Beacon Road, Pheasey Brackendale Woodlands	Merry Hill Castlecroft Finchfield Tettenhall Wood Newbridge Aldersley Pendeford Park Fallings Park Ashmore Park Compton Village Warstones Road Dudley Road (Blakenhall)			

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Local Authority		Dudley	Sandwell	Walsall	Wolverhampton	Relevant Centres Policies and Test requirements and thresholds for proposals subject to planning control, in addition to any local policy requirements		
Tier	Type					Location		
						In-centre	Edge-of-centre	Out-of-Centre
				Shelfield South Mossley Dudley Fields Streets Corner Buxton Road, Bloxwich Coppice Farm Turnberry Road, Bloxwich Blackwood	Chapel Ash			

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Justification

8.7 Centres are best placed to sustainably serve their communities' needs as places to shop, work, study, spend leisure time and live. Centres therefore need to offer the best accessibility to a range of services for residents, workers and visitors, particularly by public transport, walking and cycling. The concentration of investment within centres is the basis to achieve transformation and economic growth, to make the fullest possible use of existing and future infrastructure and to deliver sustainable regeneration. Centres make crucial contributions to sustainability through helping tackle climate change (Policies CC1 – CC7*),* reducing the need to travel, and promoting healthy communities (Policies HW1 – HW3), well-designed public realm (Policy ENV9) and green infrastructure (such as provision of green open space) (Policy ENV8).

8.8 Appropriate uses related to centres are set out in para 8.3b and Appendix 16

Definitions of in, edge and out-of-centre locations.

8.9 Appendix 16 sets out the specific locations that are defined by each authority as being either in, edge-of or out-of-centre for various uses, to assist with applying relevant policies and national tests highlighted in Table 7, including:

a) In-centre locations for appropriate uses are those defined in Local Development Plans, such as primary shopping areas and centre boundaries, and are subject to Policies CEN2 - CEN4.

b) Edge-of-centre locations for tier-one and tier-two centres are those locations defined by national guidance, currently within 300m of in-centre locations. For retail purposes, this is a location that is well-connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, this will be a location within 300 metres of a town centre boundary. For office development, this includes locations outside the centre but within 500 metres of a public transport interchange. Locations immediately adjoining the boundaries of Tier-Three Centres are defined as edge-of-centre.

c) Out-of-centre locations are those locations not in or on the edge of a centre. Proposals in edge and out-of-centre locations need to meet the requirements of Policies CEN5 and CEN6.

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Use of latest available evidence

8.10 Supporting information and the assessment of proposed development, should be informed by the latest available evidence, especially related to quantitative evidence (such as capacity for relevant uses) and qualitative evidence (such as relating to the vitality and viability of centres), particularly from the Black Country Centres Study. Further information regarding evidence to inform impact assessments is set out in Policy CEN6 (paragraph 8.64). This is particularly important as current modelling suggests a lack of capacity to support future additional floorspace in centres; therefore, it is crucial to test the impact of proposals in edge or out-of-centre locations.

Flexibility

8.11 In addition to facilitating the short-term occupation of units for innovative uses, an appropriately flexible approach to encouraging reoccupation, reconfiguration and re-purposing of floorspace can be applied. This can include supporting hybrid uses relating to day and evening economy and material considerations such as units that has been vacant for a long period of time e.g. actively marketed for the sale of retail goods for at least six months.

Effective Use of Conditions

8.12 Where planning permission is granted, effective planning conditions and / or planning obligations will be required, and effective policy wording should be used, to support the regeneration strategy and minimise impacts. Conditions should address, for example, the definition of specific (sub) categories of uses that are acceptable and the types of goods and service to be sold, unit sizes and sales areas, including mezzanine floors, future sub-division of units, and opening hours, particularly for proposals in edge and out-of-centre locations (Policies CEN2 - CEN6) in order to minimise their impacts on centres.

8.13 Centres are evolving and are subject to change in different ways. Challenges facing the High Street include those from changing shopping patterns (particularly in relation to the rise of online shopping), to the closure of anchor stores run by long-standing national multiple operators, resulting in centres' viability and vitality being unduly impacted upon by, for example, evidence of high vacancy rates. Changing working patterns, including the growth of home working, means that there is uncertainty about future centres-based office activity. The increase in city living

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means there is the potential for new residential development being able to contribute significantly towards regeneration, particularly as a part of mixed-use development and upper floor living, as well as on redundant and vacant in-centre sites.

8.14 Therefore, future growth and investment in centres will not necessarily be led by the retail sector.

8.15 Future investment will focus on qualitative improvements and more flexibility to protect centres, rather than additional floorspace. It will be market-led and will facilitate reoccupation, reconfiguration, and re-purposing, particularly of vacant floorspace. This approach will seek to ensure that centres are well balanced, with a mix of uses performing a variety of functions. This is reflected in this Chapter's policy approach, the Strategic Centre section in Chapter 13, which will be expanded upon in Local Development Plans, and which identifies the potential for active BCA-led intervention to secure longer-terms benefits for, and growth of, centres. Maximum opportunity should be made of structural changes to centres, such as floorspace changing to other uses (particularly residential), and an increased focus for centres:

a) providing services/ non-transactional uses, including high activity-based uses such as health, education and civic facilities;

b) providing an enhanced experience, a unique sense of place and well-balanced marketing, with centres functioning as community meeting and focal points, generating footfall and facilitating alternative uses (potentially mixed uses) that function both during the day and in the evening;

c) supporting independent operators, local markets, and short-term occupation of units for innovative uses;

d) providing enhanced connectivity and visibility and digital resilience by adapting to technological change, to help create and deliver "smart" and interconnected development and associated services in centres, such as can be achieved through the provision of 5G and super-fast fibre optic broadband (full fibre to the premises - FFTTP);

e) supporting and providing local retail provision.

8.16 To support, protect and enhance provision to serve Black Country communities, a hierarchy of centres, consisting of three tiers, is identified in Table 7, which sets out

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the relevant policies and test thresholds contained in Policies CEN2 - CEN6 for determining proposals. This policy framework will support more detailed policies in Local Development Plans, which cover a range of different issues e.g. urban design, that are structured to reflect each centre's scale and function. Proposals relating to centres will also have to meet other relevant BCP policy requirements e.g. car parking (Policy TRAN6). Relevant Local Development Plans may adjust centre boundaries, adjust Local Centre boundaries, designate new local centres, or remove existing local centres from the hierarchy (see paragraph 8.40).

8.17 The priority is for future growth in the Black Country, especially growth identified in BCP housing and employment allocations, to be served by the existing network of centres to ensure their future vitality and viability and secure future regeneration as emphasised in Policy CSP1. Proposals under Policy EMP2, EMP3 and HOU2 will also have to meet the relevant policy requirements, particularly of Policy CEN5.

Evidence

- Black Country Centres Study Main Report (March 2020) and Update (August 2021) (Lambert Smith Hampton)

Delivery

- Development Management through the determination of planning applications; Local Development Plans; Black Country Local Authority projects; and sub-regional, regional, and national schemes and funding mechanisms

Issues & Options Consultation

8.18 Most centres have been identified and the existing hierarchy of centres is working. There was the view that the policies were over prescriptive on uses allowed in these locations. The option to have a prescriptive policy approach would risk losing future investment, jobs and regeneration, or the option maximising flexibility, would not give a sufficient policy steer to secure future vitality and viability of centres by facilitating a well-balanced mix of uses. The new proposed policy joins BCCS Policies CEN1 and CEN2 into a flexible but robust policy, that sets out a clear framework for further detail to be provided in other BCP policies and Local Development Plans.

8.19 There was the suggestion that Hardwick should be put forward as a new local centre, and that Merry Hill needed to be considered as an out-of-centre location as

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it bears few of the characteristics of a town centre and clearly functions as a separate entity from Brierley Hill centre. The designation of Brierley Hill (which includes Merry Hill) as a Strategic Centre came forward through extensive regional planning work and in the adopted Black Country Core Strategy. The adopted Brierley Hill AAP provides specific local policies to facilitate the functioning of Brierley Hill as a Strategic Centre. There is no substantive evidence to justify altering tier-one and tier-two centres in the hierarchy.

8.20 Regarding possible adjustments to Tier Three Local Centres, this would be best placed to come forward through Local Development Plans, with the potential scope of evidence to inform this process being set out in paragraph 8.40.

In-Centre Proposals (Policies CEN2-4)

8.21 In-centre locations for appropriate uses are those defined in Local Development Plans, such as primary shopping areas and centre boundaries and are set out in Appendix 16.

Tier One: Strategic Centres

8.22 The four strategic centres of Brierley Hill, Walsall, West Bromwich, and Wolverhampton play a crucial role as key foci for the Black Country's economy. This policy sets out the approach and priorities for Strategic Centres in promoting appropriate levels of diversification and flexibility so that investment and regeneration can be maximised and will contribute to meeting priorities such as sustainability, tackling climate change and improving well-being and health. Whilst the BCP does not provide site allocations for strategic centres, further information about each strategic centre is provided in Chapter 13 and specific policies bespoke to each strategic centre and site allocations will be covered by Local Development Plans.

Policy CEN2 – Tier One: Strategic Centres

Diversification and Flexibility of Uses

1) It is a priority for Strategic Centres to serve the identified BCP housing and employment growth aspirations (Policy CEN1 part 5). The diversification of Strategic Centres to provide a re-purposed well-balanced mix of appropriate uses cited in paragraph 8.3b will be supported, in particular:

Policy CEN2 – Tier One: Strategic Centres

a) **Residential provision will be maximised, to increase and strengthen communities, with indicative housing capacity identified for each strategic centre in Chapter 13 (see paragraph 8.27)**

b) **Complementary uses as set out in paragraph 8.3bii, particularly community, health and education uses (see also Policy HOU5 and Policy HW2)**

Centre Uses

2) **Development should be focussed in strategic centres (in-centre locations being defined in paragraph 8.9), particularly large-scale proposals to serve wider catchment areas, to maximise linked trips, promote the use of sustainable modes of transport and support regeneration.**

Retail

3) **Existing 'convenience' and 'comparison' retail provision will be protected and appropriate new development in this use supported, to meet both local shopping needs and large-scale provision to serve the wider catchment; focused on re-purposing vacant floorspace (Policy CEN1 point 7 and paragraph 8.15).**

Leisure

4) **Leisure uses, especially large-scale public and commercial facilities such as cinemas, hotels, and a wide range of high quality family venues and activities, will be supported where they help to diversify strategic centres, encourage linked trips and enhance the evening economy and visitor experience (see paragraph 8.25).**

Office

5) **Office provision, particularly that of high quality, will be supported, especially as strategic centres are important places of work, with it being a priority to. identify and maintain a suitable portfolio of sites available to meet future demand (see paragraphs 8.24 and 8.26).**

Policy CEN2 – Tier One: Strategic Centres

6) Proposals in edge-of-centre and / or out-of-centre locations (paragraph 8.9) will have to meet the relevant requirements set out in Policies CEN1 Table 7, CEN5 and CEN6 (paragraph 8.28).

Sustainability

7) High quality public realm: strategic centres, as a focus for service provision, are highly sustainable locations and it is a priority to ensure high quality public realm is delivered, supported through environmental policies (Policy ENV9)

8) Accessibility: strategic centres should be accessible by a variety of means of transport, particularly walking, cycling and public transport. Proposals for commercial and business development that involve more than 500 sq m (gross) of floorspace within the primary shopping areas of the Black Country's strategic centres and well-linked edge-of-centre locations shall evidence the means to which they are compatible with the objectives of achieving sustainable development. This evidence must incorporate the setting out of provisions for the enablement or enhancement of sustainable means of travel and integrated modes of transport to and within individual strategic centres, with a particular focus on the management of demand for car parking and car-borne traffic, including through car parking regimes. Further details are set out in Policy TRAN6, and Local Development Plans.

9) In making planning decisions, further guidance (such as frontage policy) is set out in Local Development Plans.

Justification

8.23 The Centres Study is informed by a Household Survey that identifies changes in shopping patterns, especially the continued growth of online shopping, and health-checks are identifying that strategic centres are facing a number of challenges – particularly in relation to relatively high vacancy rates. The commercial market across all sectors, but particularly affecting the traditional High Street, has materially evolved and changed. A more pragmatic and flexible approach needs to be undertaken in addressing the future growth of the Strategic Centres, which does not necessarily place sole emphasis on the retail sector. Rather, this approach allows

for greater emphasis on services, communal or civic uses, and incorporates qualitative enhancements to the existing provision. It also supports a mix of uses in relation to new development including consideration for different types, including 'concurrent', 'meanwhile' and 'co-operative' uses of units. This means it is essential to provide appropriate flexibility to enable strategic centres to diversify and be re-purposed to ensure their future vitality and viability is maintained and enhanced. This includes prioritising high-quality public realm including, for example, provision of high-quality open space, green infrastructure, pedestrian and cycle networks and electric vehicle charging points (Policies CSP4, HW1 – HW3, TRAN5 and TRAN8, ENV8).

8.24 Current evidence shows there is no capacity to support additional retail, leisure, and office floorspace; it would not therefore be appropriate to include specific formal targets for different uses in policy. Planning decisions, such as applications and Local Development Plan allocations should be informed by the latest available evidence, and the Black Country authorities will seek to re-model capacity, particularly for retail, periodically in the future. The emphasis therefore is on the consolidation of core areas as opposed to expansion or identifying larger comprehensive development at in-centre or edge-of-centre sites, with any future potential for new floorspace likely to be met through infill development, reuse / reconfiguration of vacant units, change of use applications and/or extensions to existing stores, as emphasised in Policy CEN1 point 7 and Chapter 13. Local Development Plans provide more detailed, locally focused policies, such as protected frontages policy, and future allocations will be informed by the latest available evidence, particularly regarding capacity (see paragraph 8.10).

8.25 It is important that commercial and public leisure provision, particularly of a large scale, is focussed in Strategic Centres, to support their balanced functioning, encourage linked trips, enhance the evening economy, and diversify the experiential nature of centres. There is a priority for new cinema provision in Wolverhampton City Centre.

8.26 Changing working patterns, including an increase in agile and flexible working, means that future office environments are likely to be configured differently. Future office provision is likely to be predominantly market-led. Strategic centres are important places of work, with office workers making a positive contribution towards ensuring the vitality and viability of centres. The latest evidence (see paragraph

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8.10) regarding office capacity will help inform planning decisions, and Local Development Plans can provide a more detailed steer. This could include identifying a portfolio of potential office sites, particularly as part of a mix of uses, including requiring a minimum 'reservoir' of office floorspace is maintained to ensure that sites are available for office development when demand emerges whilst ensuring other appropriate uses can also come forward.

8.27 City living and residential development in centres is likely to be a growth area over the plan period and will make a positive contribution to regeneration, particularly as a part of mixed-use development and upper floor living. Residential provision should therefore be maximised, to facilitate strategic centres as important places to live, supporting a resident population and local service provision. Identified residential capacity for each strategic centre is contained in Chapter 13 and will inform planning decisions and residential allocations being identified Local Development Plans.

8.28 The priority is for future growth in the Black Country, especially growth identified in BCP housing and employment allocations, to be served by the existing network of centres, providing the opportunity to support the network of Strategic Centres (Policy CEN1, paragraph 8.17). The fragility of centres with challenges to ensuring their vitality and viability means it's important to have robust tests for new proposals within 300m of a relevant boundary (see paragraph 8.9), as set out in Policies CEN1 point 4, Table 7 and CEN5 and CEN6.

8.29 It is recognised that individual Strategic Centres have their own vehicle parking regimes and approaches to parking, both within, and outside, the influence of the planning system. Nevertheless, a common approach going forward is required in order to ensure and enhance sustainability and encourage a modal shift in transport towards public transport, cycling and walking, as well as reducing the need to travel. This can help to be achieved by ensuring relevant in-centre and edge-of-centre development contributes to facilitating this objective, as well as by helping manage the demand for, and seeking an appropriate degree of parity between, car parking provision in Strategic Centres.

8.30 The strategic centre boundaries identified in the Proposals Map (see Chapter 13) are used for the purposes of determining what is in and out-of-scope in terms of BCP allocations, and do not necessarily reflect a boundary in policy terms. Relevant

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strategic centre boundaries are contained in and may be adjusted by Local Development Plans (see CEN1 paragraph 8.16).

Tier Two Centres

8.31 The Black Country's tier two centres, as identified in Policy CEN1 Table 7, consist of Walsall's district centres and Dudley, Sandwell, and Wolverhampton's town centres. They are a distinctive and valued part of the Black Country's character. This network of centres will help to meet needs in the most accessible and sustainable way. This policy supports the important local function provided by Tier Two Centres, particularly convenience retail provision, and their future diversification and regeneration of town centres.

Policy CEN3 – Tier Two Centres

1) Proposals for appropriate uses (paragraph 8.3b) will be supported within tier-two centres (in-centre locations being defined in paragraph 8.9), particularly where they contribute to providing a diverse mix of uses, such as retail, office, leisure, residential, community, health, education and cultural facilities, and where they are of a scale that reflects the size, role and function of those centres and the catchments the centres serve.

2) It is a priority for tier-two centres to serve the needs of development identified in the BCP, particularly residential and employment allocations (CEN1 point 5).

3) Convenience retail development is encouraged, and proposals to extend or refurbish existing stores where they are well-integrated with the centre will be supported.

4) In the assessment and determination of planning proposals, the distinctive offer, unique character, and special roles played by individual centres will be recognised and will be given appropriate weight when decisions are taken on applications that may affect the characteristics of the area.

5) Proposals in edge-of-centre and/ or out-of-centre locations (paragraph 8.9) must meet the relevant requirements set out in Policies CEN1 Table 7, CEN5 and CEN6 (paragraph 8.35).

Policy CEN3 – Tier Two Centres

6) In making planning decisions further guidance (such as frontage policy) is set out in Local Development Plans.

Justification

8.32 The Black Country's network of tier two centres performs an important role. In particular, the food (convenience) shopping function will be protected and supported especially as these uses help anchor the retail offer of the whole centre, encourage linked trips, and thereby help ensure the vitality and viability of centres.

8.33 The Centres Study health checks identify little capacity for these centres to support additional retail floorspace. The priority is for future growth in the Black Country, especially growth identified in BCP housing and employment allocations, to be served by the existing network of centres, providing the opportunity to support the network of tier two centres (as set out in Policy CEN1 and paragraph 8.17).

8.34 There is therefore a need for strategic interventions to enable centres to diversify further to ensure their future vitality and viability. This policy provides a framework to be supported by more detailed bespoke plans and projects that reflect the distinctiveness of tier-two centres, such as the heritage and education focus of Dudley Town Centre, the civic function of Oldbury, the role of the markets at Bilston, and the importance of independent shops in Willenhall. These can take the form of Local Development Plans (where centre boundaries can be adjusted if necessary), plus funding initiatives such as the Future High Street Fund.

8.35 Edge and / or out-of-centre proposals (as defined in paragraph 8.9) have to meet the relevant requirements of Policies CEN5 and CEN6 in order to protect centres from impacts of any inappropriate edge or out-of-centre proposals and ensure their vitality and viability. Local Development Plans provide more detailed, locally focused policies, such as protected frontages policy and may adjust relevant tier-two centre boundaries.

Evidence

- Black Country Centres Study Main Report (March 2020) and Update (August 2021) (Lambert Smith Hampton)

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Delivery

- Development Management through the determination of planning applications; Local Development Plans; Black Country Local Authority projects; and sub-regional, regional, and national schemes and funding mechanisms

Issues & Options Consultation

8.36 Feedback included that the policy should be flexible with uses in centres to allow for changes in shopping patterns and encouraging the greening of centres, including multifunctional green infrastructure such as provision of trees. Rather than adopt the option of the centres policies being silent on this, as BCP environment policies encourage green infrastructure, Policy CEN1 emphasises the importance of such provision in all centres and provides a policy cross-reference. CEN3 seeks to encourage a diverse mix of uses in the centres and extending/ refurbishing existing stores would be supported. The Centres Study identifies little capacity to support additional floorspace in these centres, so emphasis is placed on consolidation and diversification to ensure their future viability and vitality.

Tier Three Centres

8.37 The Black Country's tier-three centres, as identified in Policy CEN1 Table 7, consist of Walsall's local centres and Dudley, Sandwell, and Wolverhampton's district and local centres. This policy protects and supports the large network of centres that provide day-to-day convenience shopping and local service needs.

Policy CEN4 – Tier Three Centres

1) Proposals for appropriate uses (paragraph 8.3b) will be supported within tier-three centres (in-centre locations being defined in paragraph 8.9) particularly commercial, business and service uses that meet day-to-day needs and serve local communities within the catchment area of those centres

2) It is a priority for tier three centres to serve the day-to-day shopping and service needs of development identified in the BCP, particularly residential and employment allocations (Policy CEN1 point 5). Convenience retail development is encouraged and proposals to extend or refurbish existing food stores where they are well-integrated with the centre will be supported.

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Policy CEN4 – Tier Three Centres

3) Proposals in edge-of-centre (directly adjoining a centre boundary – paragraph 8.9) and / or out-of-centre locations have to meet the relevant requirements as set out in Policies CEN1 Table 7, CEN5 and CEN6 (paragraph 8.35).

4) In making planning decisions, further guidance (such as frontage policy) is set out in Local Development Plans.

Justification

8.38 The network of tier three centres is crucial to serving the local needs of the Black Country's existing and future communities in the most sustainable way. Existing centres are dependent on smaller supermarkets and / or convenience stores to anchor their retail offer.

8.39 The priority is for future growth in the Black Country, especially growth identified in BCP housing and employment allocations, to be served by the existing network of centres, providing the opportunity to support the network of tier three centres (Policy CEN1, paragraph 8.17). Edge-of-centre (where proposals do not directly adjoin a centre boundary – paragraph 8.9) and out-of-centre proposals have to meet the relevant requirements of Policies CEN5 and CEN6 in order to protect centres from the impacts of any inappropriate edge or out-of-centre proposals and ensure their vitality and viability.

8.40 Local Development Plans provide more detailed, locally focused policies, such as protected frontages policy. Local Development Plans may adjust local centre boundaries, designate new local centres, or remove local centres from the network and hierarchy. New local centres identified in this way would become part of the network of tier-three centres in the hierarchy (CEN1 Table 7) and would become subject to relevant BCP policies, particularly Policies CEN1 - CEN6. This process should be justified with robust evidence; for example, relating to catchment areas, physical constraints, existing and future potential provision, the vitality and viability of centres and other relevant policy considerations.

Evidence

- Black Country Centres Study Main Report (March 2020) and Update (August 2021) (Lambert Smith Hampton)

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Delivery

- Development Management through the determination of planning applications; Local Development Plans; Black Country Local Authority projects; and sub-regional, regional, and national schemes and funding mechanisms

Issues & Options Consultation

8.41 Responses emphasised the need for flexibility to allow Tier Three Centres to remain strong and provide services to the local community, with it no longer being appropriate for centres to be dominated by retail as vacancies remain high. The policy ensures that tier three centres are able to serve the local needs of the communities in a sustainable way. The option to remove the emphasis on retail is balanced by encouraging diversification but still acknowledging the importance smaller supermarkets/ convenience stores play in serving local communities, and particularly in the future to support the Black Country's housing growth. Local Development Plans will be able to adjust e.g. frontage policies to facilitate further diversification.

Edge-of-Centre and Out-of-Centre Proposals (Policies CEN5 and CEN6)

8.42 Proposals in edge and out-of-centre locations need to meet the requirements of Policies CEN5 and CEN6.

8.43 As set out in paragraph 8.9, **Appendix 16** sets out the specific locations that are defined as edge or out-of-centre for various uses by the BCA, to assist with applying relevant policies and national tests highlighted in Table 7.

8.44 **Edge-of-centre** locations for tier-one and tier-two centres are those locations defined by national guidance, currently within 300m of in-centre locations. For retail purposes, this is a location that is well-connected to, and up to 300 metres from, the primary shopping area (see Appendix 16). For all other main town centre uses, this will be a location within 300 metres of a town centre boundary. For office development, this includes locations outside the centre but within 500 metres of a public transport interchange. Locations immediately adjoining the boundaries of Tier Three centres are defined as edge-of-centre.

8.45 **Out-of-centre** locations are those locations not in or on the edge of a centre.

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Provision of Small-Scale Local Facilities not in centres

8.46 This policy applies to proposals for small-scale local facilities (centre uses and complementary uses including social infrastructure and community uses – paragraph 8.3b) not in a centre (in edge and/ or out-of-centre locations as defined in paragraph 8.9), which have a proposed unit floorspace of under 280sqm (gross), as set out in paragraph 8.48 below. The priority is for local service needs, particularly that generated from the future growth identified for the Black Country (Policy CEN1 point 5), to be met by the existing network of centres, to ensure their vitality and viability. However, some small-scale provision may be justified in certain circumstances to meet local community needs.

Policy CEN5 – Provision of Small-Scale Local Facilities

1) Proposals subject to planning control for small-scale local facilities (centre uses and complementary uses set out in paragraph 8.3b), in edge or out-of-centre locations (paragraph 8.9) that have a proposed unit floorspace of up to 280sqm (gross) (paragraph 8.48) will only be permitted if all the following requirements are met:

- **a) The proposal does not unduly impact on the health and wellbeing of the community it is intended to serve.**
- **b) The proposal is of an appropriate scale and nature to meet the specific day-to-day needs of a population within convenient, safe walking distance for new or improved facilities.**
- **c) Local provision could not be better met by investment in a nearby centre (which for centre uses identified in paragraph 8.3b, is the sequential test as set out in national guidance).**
- **d) Existing facilities that meet day-to-day needs will not be undermined.**
- **e) Access to the proposal by means other than by car can be demonstrated and will be improved; this will be evidenced by the proposal being within convenient, safe walking distance of the community it will serve.**

2) Development involving the loss of a local facility, particularly a convenience shop, pharmacy, community facility or post office, will be resisted where this

Policy CEN5 – Provision of Small-Scale Local Facilities

would result in an increase in the number of people living more than a convenient, safe walking distance from alternative provision.

3) In making planning decisions further guidance is set out in Local Development Plans.

4) Where planning permissions are granted, effective planning conditions and / or planning obligations will be required to support the regeneration strategy and minimise impacts (Policy CEN1 point 6 and paragraph 8.12).

5) Proposals where total floorspace exceeds 280sqm (gross) will also have to meet the requirements of Policy CEN6 (see paragraphs 8.49 – 8.50).

Justification

8.47 The existing network of centres plays a crucial role in serving the local needs of the Black Country. Centres are also dependent on smaller units, such as supermarkets and convenience stores, to anchor their retail and service offer. It is therefore a priority to protect and support this approach. Local facilities are also provided in existing stand-alone locations and by small parades of shops. It is recognised that stand-alone provision to serve local communities, particularly where it offers social infrastructure, plays a positive role under certain, specific circumstances.

8.48 This policy relates to proposals for small-scale local facilities (uses as defined in paragraph 8.3b) for units of up to 280sqm (gross) of floorspace and extensions (including internal floorspace increases such as the provision of mezzanine floors) where the proposed uplift in floorspace is up to 280sqm (gross) (see also paragraphs 8.49 – 8.50) and applies to new development, changes of use and variations of conditions, including:

a) proposals related to petrol filling stations and drive-through facilities;

b) proposals for ancillary uses under Policy EMP3;

c) where the potential for an element of on-site provision of new local facilities is identified in Chapter 13 and / or Local Development Plans to serve the specific needs of future development, or in exceptional circumstances where such proposals are brought forward through speculative planning applications, (whereby the requirements of Policy HOU2 also have to be met particularly

with respect to demonstrating high levels of accessibility by sustainable modes of transport).

8.49 Proposals that have unit sizes under 280sqm (gross) but comprise a number of units where the total floorspace of the proposal exceeds 280sqm (gross), and / or where the proposed uplift in floorspace of unit size(s) is under 280sqm but would create unit(s) over 280sqm (gross) as set out in paragraph 8.48, will also have to meet the requirements of Policy CEN6.

8.50 Proposals, (including paragraph 8.48, points a-c) whose unit size(s) are over 280sqm (gross) will have to meet the requirements of Policy CEN6.

8.51 This policy can contribute to achieving priorities such as promoting the health and well-being of local communities (Policy HW1 point k).

8.52 For the purposes of applying the criteria, nearby centres include those centres whose catchment areas overlap with the catchment area of the proposal, with 400m being a safe, convenient walking distance.

8.53 The strategy is for investment to be focussed in centres, with the priority for the existing network of centres to serve the Black Country's needs, particularly future growth identified housing and employment allocations (Policy CEN1 point 5). Therefore, strong justification is required for edge and out-of-centre schemes that could otherwise undermine the strategy for the regeneration of the Black Country and ensuring the vitality of centres. Requirement 2 in the policy notes that certain existing local facilities that are not in a centre provide an important service to a local area and will wherever possible be protected.

8.54 In making planning decisions, further guidance, such as hot food takeaway SPDs, are set out in Local Development Plans. Where planning permissions are granted effective planning conditions and /or planning obligations will be required to support the regeneration strategy and minimise impacts. Conditions should include, for example, clearly defining as specifically as possible the types and (sub)categories of uses that are acceptable and goods and service to be sold, unit sizes and sales areas, including relating to mezzanine floors, future sub-division of units and opening hours (Policy CEN1 point 6).

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Evidence

- Black Country Centres Study Main Report (March 2020) and Update (August 2021) (Lambert Smith Hampton)

Delivery

- Development Management through the determination of planning applications; Local Development Plans; Black Country Local Authority projects; and sub-regional, regional, and national schemes and funding mechanisms.

Issues & Options Consultation

8.55 Views included that the current threshold is appropriate and in line with national guidance as long as the evidence base can show this, and that under the current local guidance even modest schemes would be unacceptable in out of centre locations. The LSH Centres study identifies that the Black Country's network of centres is facing challenges and in order to ensure their future vitality and viability significant adverse impacts need to be avoided, particularly as many centres serve the day-to-day needs of the local community. However, it is also acknowledged that an element of stand-alone provision within local communities can play and important role. Therefore, the options to retain the current 200sqm threshold or to remove local guidance, is balanced with a 280sqm threshold reflecting unit sizes that are not subject to trading restrictions and the new F2(a) Local Community use class, with clear criteria to determine applications.

Edge-of-Centre and Out-of-Centre Development

8.56 This policy applies to proposals not in a centre (in edge and / or out-of-centre locations), which have a proposed floorspace of over 280sqm (gross), as set out in Policy CEN1 Table 7 and paragraph 8.60.

8.57 The approach is intended to focus appropriate uses within the existing network of centres. Very limited existing and future capacity means that any growth not in centres can cause adverse impacts on them. This policy sets out robust requirements that will ensure that investment in centres is maximised and significant adverse impacts are prevented (Strategic Priority 9).

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Policy CEN6 – Edge-of-Centre and Out-of-Centre Development

1) There is a clear presumption in favour of focusing appropriate uses (paragraph 8.3b) in centres.

Sequential Test

2) All edge-of-centre and out-of-centre proposals (as defined in paragraph 8.9) for centre uses (paragraph 8.3b) should meet the requirements of the sequential test set out in the latest national guidance.

3) Edge and out-of-centre proposals should be assessed for accessibility by a choice of modes of transport, in particular public transport, walking and cycling, and support both social inclusion and cohesion, and the need to sustain strategic transport links. Edge of centre proposals will need to demonstrate that they will be well-integrated with existing in-centre provision.

4) When assessing sequentially preferable locations, proposals will need to demonstrate flexibility in their operational requirements, particularly in terms of format and types of goods sold (paragraph 8.11).

Impact Tests

5) The locally-set floorspace thresholds for edge and out-of-centre retail and leisure proposals to meet the requirements of the Impact Assessment as set out in the latest national guidance is 280sqm (gross) (see Policy CEN1 Table 7). Impact tests should be proportionate to the nature and scale of proposals.

6) Proposals should be informed by the latest available robust evidence.

7) In making planning decisions, further guidance is set out in Local Development Plans.

8) Where planning permissions are granted, effective planning conditions and / or planning obligations will be required to support the regeneration strategy and minimise adverse impacts (Policy CEN1 point 6).

9) Proposals that include unit sizes under 280sqm (gross) will also have to meet the requirements of Policy CEN5 (paragraph 8.61).

Justification

8.58 The intention of CEN6 is to ensure that investment is focused in centres, with the priority for the existing network of centres to serve the Black Country's needs, particularly future growth identified housing and employment allocations (Policy CEN1 point 5). Therefore, strong justification is required for edge-of-centre and out-of-centre schemes that could otherwise undermine the strategy for promoting the regeneration of the Black Country and ensuring the vitality of centres.

8.59 The Centres Study identifies little capacity to support additional floorspace, which means proposals that do not serve centres are likely to adversely impact upon their vitality and viability. The regeneration strategy for centres is focussed on bringing vacant floorspace back into use, and a consolidated retail and leisure offer is essential to facilitate diversification through e.g. encouraging linked trips. Centres are also dependent on units such as supermarkets and convenience stores to anchor their retail and service offer. It is therefore a priority to protect and support this approach. Consequently, the impact of proposals for centre uses not in centres are a cause for concern. There is a need for an appropriately robust policy approach to ensure all potential options to focus development in centres are thoroughly explored, and proposals are tested for their potential significant adverse impacts on existing centres. This is particularly the case for large-scale out-of-centre speculative retail and/ or leisure proposals.

8.60 For the purposes of applying the Impact Assessment, 280sqm (gross) is the locally set threshold for undertaking impact tests on retail and leisure proposals as set out in national guidance in edge and out-of-centre locations (Policy CEN1 Table 7). This applies to new development, changes of use, variations of conditions, extensions to / increase the floorspace of existing unit(s) (e.g. through increasing sales areas, mezzanine floors) that would create outlets with floorspace over 280sqm (gross), and / or proposals whose unit sizes are under 280sqm but the total floorspace of the proposal is over 280sqm (gross) (see also paragraph 8.61), including;

a) proposals related to petrol filling stations and drive-through facilities;

b) proposals for ancillary retail and leisure uses under Policies EMP2 and EMP3;

c) where potential for an element of on-site provision of new local facilities are identified in Local Development Plans to serve the specific needs of future

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development, or in the exceptional circumstances where such proposals are brought forward through speculative planning applications (whereby the requirements of Policy HOU2 also have to be met particularly with respect to demonstrating high levels of accessibility by sustainable modes of transport).

8.61 There are instances where proposals will have to meet the requirements of both this policy (particularly the impact tests) and Policy CEN5 requirements such as where proposals have a floorspace uplift or unit sizes under 280sqm (gross) but total floorspace exceeds 280sqm (gross) (Policy CEN5 paragraphs 8.48 – 8.50).

8.62 Flexibility should be demonstrated when assessing potential in-centre locations, including in terms of specific types of goods & services and elements of the business models of proposals, such as 'drive through' facilities not necessarily needing to be outside a centre solely for vehicular access and circulation reasons.

8.63 It is important to ensure edge-of-centre proposals do not cause significant adverse impacts, particularly as they share catchment areas with in-centre provision. Edge-of-centre proposals should support regeneration through being well integrated, particularly through direct pedestrian linkages complementing and enhancing adjacent in-centre provision.

8.64 Impact tests should be proportionate to the nature and scale of proposals, and to assist with the determination of proposals should include as a minimum the estimated turnover and trade draw from relevant centres of the proposal. Additional evidence should include information regarding capacity, catchment areas, the health and existing retail commitments (paragraph 8.10).

8.65 In making planning decisions further guidance is set out in Local Development Plans. Where planning permissions are granted effective planning conditions and/or planning obligations will be required to support the regeneration strategy and minimise impacts. Conditions should include, for example, a clear definition of the types and (sub)categories of uses that are acceptable and the goods and service to be sold, the agreed details of unit sizes and the extent of sales areas, including in relation to to mezzanine floors, the potential future sub-division of units and the opening hours (as set out in Policy CEN1 point 6).

Evidence

- Black Country Centres Study Main Report (March 2020) and Update (August 2021) (Lambert Smith Hampton)

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Delivery

- Development Management through the determination of planning applications; Local Development Plans; Black Country Local Authority projects; and sub-regional, regional, and national schemes and funding mechanisms

Issues & Options Consultation

8.66 There was general consensus that this policy is acceptable. The policy aims to ensure that appropriate uses are located within defined centres in the first instance to minimise the impacts of out-of-centre development on the vitality of centres. There was a view that under the current local guidance even modest schemes would be unacceptable in out-of-centre locations and the impact test threshold should revert to the default 2,500sqm in national guidance.

8.67 The LSH Centres study identifies that the Black Country's network of centres are facing challenges and in order to ensure their future vitality and viability future out-of-centre proposals need to be tested to avoid significant adverse impacts, particularly as little capacity is predicted to support additional floorspace. The option to retain a variety of thresholds or to adopt the national default, is balanced by having a clear threshold of 280sqm, which reflecting unit sizes that are not subject to trading restrictions and the new F2(a) Local Community use class. The policy emphasises that any impact tests should be proportionate to the scale and nature of proposals.

Monitoring

Policy	Indicator	Target
CEN1 - CEN6	Number / floorspace of applications determined / completions by location / use as reflected in LPA monitoring; Number / % applications that meet the requirements of the policy	All applications/ planning permissions to meet policy requirements

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9 Transport

Introduction

9.1 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 thus in achieving Strategic Objective 10. 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. The improvements needed to deliver the transport strategy are shown on the Transport Key Diagram.

9.2 To help address the climate change crisis, strategic and local transport policies, plans and programmes must emphasise the delivery of a modernised and sustainable transport network. Specific objectives include reducing pollution and road congestion through improvements to public transport, promoting walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.

9.3 Additionally, transport strategy in the Black Country has a key role to play in reducing carbon emissions and the impact on the natural environment. The BCP will therefore need to focus on promoting the appropriate design, location and layout of development, increasing investment in infrastructure, improving the quality, equality and accessibility of public transport, supporting walking and cycling, enhancing road safety and reducing the amount of emissions produced by transportation.

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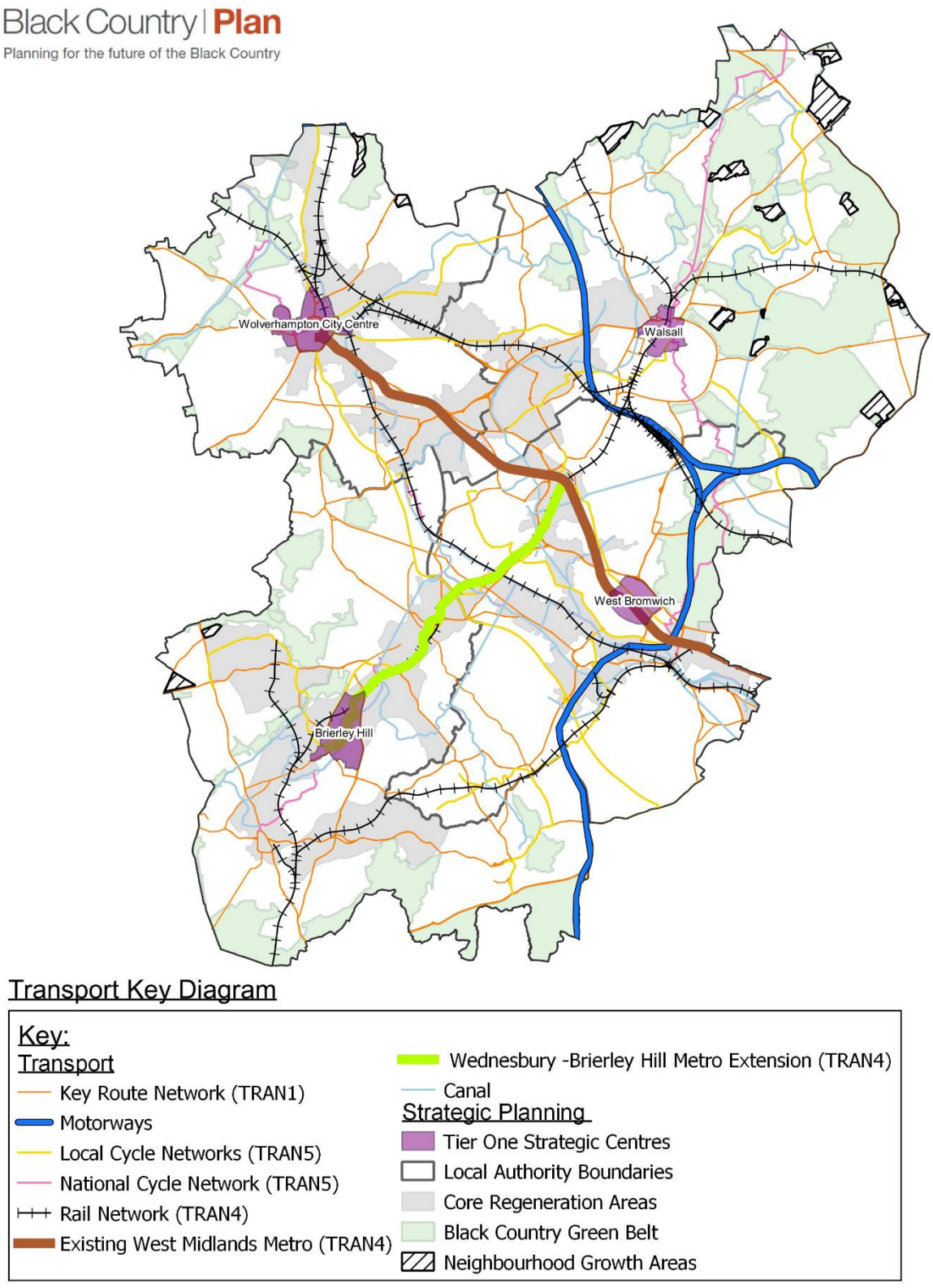
Figure 8 - Transport Key Diagram



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Priorities for the Development of the Transport Network

9.4 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. It is acknowledged that in the short-term, the Covid-19 pandemic and the shift towards homeworking has impacted on the way in which transport is used. In particular, there has been a significant impact on public transport patronage levels which may take a number of years to recover to pre-pandemic levels.

9.5 However, high-quality public transport remains at the heart of the Black Country transport strategy. The development of the transport network 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. The improvements needed to deliver the transport strategy are shown on the Transport Key Diagram.

9.6 To help address the climate change crisis, strategic and local transport policies, plans and programmes must emphasise the delivery of a modernised and sustainable transport network. Specific objectives should include reducing pollution and road congestion through improvements to public transport, promoting walking and cycling networks and reducing the need to travel. National policy also focuses on the need for the transport network to support sustainable economic growth.

9.7 Additionally, transport strategy in the Black Country has a key role to play in reducing carbon emissions and the impact on the natural environment. The BCP will therefore need to focus on promoting the appropriate design, location and layout of development, increasing investment in infrastructure, improving the quality, equality and accessibility of public transport, supporting walking and cycling, enhancing road safety and reducing the amount of emissions produced by transportation.

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Policy TRAN1 Priorities for the Development of the Transport Network

1) Land needed for the implementation of priority transport projects will be safeguarded to allow for their future delivery.

2) All new developments must provide adequate access for all modes of travel, including walking, cycling and public transport. Residential development will be expected to meet the accessibility standards set out elsewhere in this Plan

3) Key transport corridors will be prioritised through the delivery of infrastructure to support active travel (walking, cycling), public transport improvements, traffic management (including localised junction improvements) and road safety.

4) Key transport priorities identified for delivery during the lifetime of the BCP currently include (but are not limited to) the following[21]:

a) Motorways:

i. M6 Junction 10

ii. M5 Improvements (Junctions 1 and 2 and new Smart Motorway Section)

iii. M54 - M6 / M6 (Toll) Link Road

b) Rail: -

i. Wolverhampton - Walsall – Willenhall – Aldridge Rail Link

ii. Midlands Rail Hub

iii. Wolverhampton – Shrewsbury Line Improvements

c) Rapid Transit:

i. Wednesbury – Brierley Hill

ii. A34 Walsall Road Sprint Corridor

[21] Taken from "*Black Country Transport - Connected for Growth*", Black Country LEP and TfWM, 2019

Policy TRAN1 Priorities for the Development of the Transport Network

iii. Wolverhampton – New Cross Hospital

iv. Walsall – Stourbridge corridor tram-train extensions

d) Key Road Corridors[22]:

i. A454 City East Gateway Upgrade

ii. A4123 Corridor Upgrade

iii. A449 Stafford Road Corridor Upgrade

iv. A461 Black Country Corridor

e) Interchanges:

i. Dudley Town Centre Interchange

ii. Dudley Port Integrated Transport Hub

iii. Walsall Interchange

Justification

9.8 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.

9.9 Movement for Growth seeks to enable all residents being able to access at least three strategic centres within 45 minutes (AM peak). It envisages this being achieved through a combination of frequent rapid transit services and high quality "turn up and go" bus services.

9.10 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 remains as a crucial element of the Black Country Plan transport strategy and is necessary to support the role of these centres as a focus for employment, shopping and leisure and increasingly, housing.

[22] Schemes to improve general reliability, public transport, cycling and walking

9.11 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. The combination of the Wednesbury to Brierley Hill metro extension and the proposed Dudley port Integrated Transport Hub will add Brierley Hill (and Dudley) to the rapid transit network.

9.12 The Black Country Rapid Transit study of 2016 concluded that full delivery of the Public Transport Spine would best be achieved by completing the Stourbridge to Walsall corridor as a tram-based facility (subject to the adoption of Tram-Train technology) whilst the Walsall to Birmingham link should be catered for through bus rapid transit. This is the A34 SPRINT project, Phase 1 of which is currently being delivered.

9.13 The completion of feasibility studies into the provision of the Stourbridge to Brierley Hill and Wednesbury to Walsall rapid transit proposals will be an early requirement for taking the strategy forward.

9.14 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.

9.15 The Black Country Plan 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 core regeneration areas 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.

9.16 In this regard the re-opening of rail corridors such as Walsall to Aldridge, and the delivery of an upgraded Wolverhampton to Shrewsbury line and the Midland Rail Hub (developed through Midlands Connect) will support housing growth both within

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the Black Country and in those areas meeting housing and employment need beyond the sub-region's boundaries.

9.17 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 transport usage. Movement for Growth sets out a strategy of making the best of the existing highway network in a coordinated way through a programme of KRN corridor-based multi-modal improvements. Movement for Growth is being reviewed during 2021 with the aim of further strengthening the strategy to help achieve the West Midlands target for net zero carbon emissions by 2041.

9.18 New highway building within the Black Country will be mainly in support of regeneration, but some key junctions on the DfT's Major Road Network and the West Midlands Key Route Network such as important links for public transport and to the motorway network for freight will be improved by major construction schemes. Highway improvements will be expected to address the needs of all users especially pedestrians and cyclists and to cater for bus priority in line with current Government guidance.

9.19 Strategic Employment Areas are 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, M5 and M54 motorways will remain vital transport links for Black Country business and freight.

9.20 Buses will continue to dominate local public transport provision in the Black Country throughout the life of the plan period. 85 % of all passenger miles were catered for by bus prior to the Covid-19 pandemic and bus services have recovered at a faster rate than either rail or metro/ by 2026. The National Bus Strategy (2021) requires bus priority to be an integral part of all highway improvements. Therefore, work on the key highway corridors identified through the Key Route Network Action plans will play a significant role in delivering this requirement through a partnership of TfWM, Local Highway Authorities and operators. Specific local measures to help buses will be delivered in other locations where appropriate along with the upgrading of bus stations in strategic and other centres where demand resulting from the concentration of new developments requires it.

9.21 Coaches have a role to play in providing affordable long-distance connectivity and access facilities to major Black Country destinations and will be encouraged.

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9.22 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. New Park and Ride sites will be developed in accordance with the adopted West Midlands Park & Ride strategy.

9.23 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 will be imposed, or land will be safeguarded in the appropriate Local Plan Documents such as Site Allocations Documents or Area Action Plans.

Evidence

- West Midlands Strategic Transport Plan - Movement for Growth (TfWM 2016) Movement for Growth - 2026 Delivery plan for Transport (TfWM 2017)
- Black Country Transport - Connected for Growth (BCLEP and TfWM 2019)
- West Midlands Rail Limited - Single Network Vision (WMRE 2017)
- Driving a Revolution in Rail Services for West Midlands - A 30-year Rail Investment Strategy 2018-2047 (WMRE 2018)
- Black Country Transport Priorities Document (BCA 2017)
- Black Country Plan Transport Modelling Study (2021)
- Black Country rapid Transit Study (TfWM & BCA 2016)
- West Midlands Park & Ride Strategy (TfWM 2020)
- West Midlands Freight Strategy - Supporting our Economy, Tackling Carbon (TfWM 2016)
- Midlands Connect Transport Strategy (2017)
- Midlands Rail Hub SOBC (2019)

Delivery

- Delivery of the transport priorities will rely on several agencies and multiple funding sources. The main delivery agencies will be;
    - Transport for West Midlands (TfWM)

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- West Midlands Rail Executive (WMRE)
- Local Highway Authorities
- Highways England
- Network Rail
- Midlands Connect

- The principle vehicles for delivery will be the West Midlands Strategic Transport Plan – Movement for Growth, the West Midlands Rail Investment Plan and the national Road and Rail Investment Strategies (RIS). Funding will be sought through a combination of national programmes, competitive funding streams such as the Major Route Network Fund and the Large Local Majors Fund, and through devolved local transport settlements with third party contributions wherever appropriate.

Issues & Options Consultation

9.24 There was a recognition that a well-connected transport system is essential for the local economy. In achieving this there was support for the extension of the metro network and reinstatement/expansion of rail services and new stations. Particular reference was made to the reinstatement of freight and heavy rail passenger services on the Stourbridge – Walsall rail corridor and to the future need for inter-modal freight interchange facilities.

9.25 Comments were also received regarding the role and improvement of the Strategic Road Network i.e. motorways and trunk roads including those outside of the Black Country's geography, but which impact on it; M6Toll, A5(T) and Smart Motorways

Safeguarding the Development of the Key Route Network

9.26 The West Midlands Key Route Network (KRN) caters for the main strategic demand flows of people and freight across the metropolitan area whilst providing connections to the national Strategic Road Network. Highway capacity will be used to effectively cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport and an enhanced role for UTMC via the West Midlands Regional Traffic Control Centre (RTCC). The KRN will play a major role in supporting Strategic Priorities 7, 8 and 10.

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Policy TRAN2 Safeguarding the Development of the Key Route Network

1) **The four Black Country Highway Authorities will, in conjunction with Transport for West Midlands (TfWM), identify capital improvements and management strategies to ensure the Key Route Network meets its designated function of serving the main strategic demand flows of people and freight across the metropolitan area, providing connections to the national strategic road network, serving large local flows that use main roads and providing good access for businesses reliant on road-based transport.**

2) **Land needed for the implementation of improvements to the KRN will be safeguarded in order to assist in their future delivery.**

3) **Where new development is expected to result in adverse impacts on the KRN, appropriate mitigation measures will need to be identified through transport assessments and provided through planning obligations**

Justification

9.27 The West Midlands KRN not only serves the main strategic demand flows of people and freight across the metropolitan area and provides connections to the national strategic road network. It also serves large local flows which use main roads and will need to provide good access for businesses reliant on road-based transport. The network will use highway capacity effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport and enhanced cycling facilities.

9.28 The KRN has been defined on the basis of a Combined Authority definition agreed with the seven highway authorities, in consultation with neighbouring highway authorities, and features agreed performance specifications drawn up for different types of link in the network in accord with their role for movement ("link"), and their role as a destination in its own right e.g. a suburban/town centre high street ("place").

9.29 Improvements will be performed to meet the agreed performance specification for the links and junctions involved to support road based rapid transit proposals such

as SPRINT (Bus Rapid Transit) and Metro. Improvements will take into account guidance contained in the National Bus Strategy and the West Midlands Vision for Bus. Where routes also form part of the Metropolitan Cycle Network, the standards contained in Local Transport Note 120 will be applied.

9.30 Capital scheme improvements will be identified where appropriate, but it also is vital that this network is managed efficiently through the collaboration of all four authorities in their role as LHA.

Evidence

- West Midlands Strategic Transport Plan - Movement for Growth (TfWM 2016) Movement for Growth - 2026 Delivery plan for Transport (TfWM 2017)
- Black Country Transport - Connected for Growth (BCLEP and TfWM 2019)
- West Midlands' Key Route Network Evidence Report (TfWM 2018)
- West Midlands Vision for Bus (TfWM 20??)
- Local Transport Note 120 (DfT 20??)

Delivery

- The overarching responsibility for the development and improvement of the Key Route Network sits with the West Midlands Mayor and Transport for West Midlands. The framework for improvement forms part of Movement for Growth with implementation guided by a series of KRN Corridor Action Plans.
- Funding for individual improvements will be sought through a combination of competitive funding streams, such as the DfT's Major Route Network and Large Local Majors Funds and from devolved local transport settlements with third party contributions wherever appropriate.
- Where proposals cover key public transport routes, funding will also be sought through the Government's Better Deal for Bus initiative.

Issues & Options Consultation

9.31 This is a new policy reflecting the role of the West Midlands KRN, which was adopted in 2016 through the creation of the West Midlands Combined Authority and the new role of West Midlands Mayor.

9.32 However, comments were received during the Issues & Options consultation relating to the need to provide clarity regarding the role of the West Midlands KRN

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within the Black Country and its contribution to the competing needs of national, regional and local users.

Managing Transport Impacts of New Development

9.33 To ensure that the transport elements of the Black Country Plan are deliverable, it is essential that both new developments and existing facilities identify travel and transportation impacts and proposals for mitigation. It is important that accessibility by a choice of sustainable modes of transport is maximised. Transport Assessments and Travel Plans produced by developers, employers, schools and facility operators are essential to bring about sustainable travel solutions and help deliver Strategic Priority 10.

Policy TRAN3 Managing Transport Impacts of New Development

1. Planning permission will not be granted for any proposals that are likely to have significant transport implications, unless accompanied by mitigation schemes that demonstrate an acceptable level of accessibility and safety can be achieved using all modes of transport to, from and through the development. Mitigation schemes must address in particular access by walking, cycling, public transport and car sharing.

2. These proposals should be in accordance with an agreed Transport Assessment, where required, and include the implementation of measures to promote and improve such sustainable transport facilities through agreed Travel Plans and similar measures.

Justification

9.34 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 guidance from individual authorities with a TA sometimes being required instead of a TS based on reasons other than spatial thresholds; road safety concerns, existing congestion problems, air quality

problems, concerns over community severance or likelihood of off-site parking being generated.

9.35 TfWM's guide for developers should be routinely consulted for larger developments.

9.36 Where a development is considered to have a potential significant effect on the Strategic Road Network, Highways England will be involved.

Evidence

- The Preparation of Transport Assessments and Travel Plans (SMBC 2006)
- Transport for West Midlands Guide for Developers (TfWM 2021)

Delivery

- Delivery of this policy will be through the Development Management process and via Planning Obligations or other legal and funding mechanisms. Detail will be set out in appropriate Supplementary Planning Guidance.

Issues & Options Consultation

9.37 Concerns were raised that targets for walking and cycle use and predictions used in TAs should be realistic, recognising that the area's topography and narrow roads often discourage cycle use.

The Efficient Movement of Freight

9.38 New freight railways and rail sidings will present an economic opportunity for Black Country businesses. Improved journey times on the highway network will support economic prosperity and switching traffic to rail or inland waterways will relieve the highway network of traffic, thereby reducing congestion and improving air quality and the environment. The siting 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 to delivering Spatial Objectives 2, 6, 7, 10 and 15.

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Policy TRAN4 The Efficient Movement of Freight

1. **The movement of freight by sustainable modes of transport such as rail and waterways will be encouraged. Road-based freight will be encouraged to use the Key Route Network whenever practicable.**
2. **Junction improvements and routeing strategies will be focussed on those parts of the highway network evidenced as being of particular importance for freight access to employment sites and the motorway network.**
3. **Proposals that generate significant freight movements will be directed to sites with satisfactory access to the Key Route Network.**
4. **Existing and disused railway lines[23] will be safeguarded for rail-related uses.**
5. **Sites with existing and potential access to the rail network for freight will be safeguarded for rail-related uses.**

Justification

9.39 Within the Black Country, freight traffic has always been particularly important reflecting the area's 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.

9.40 Heavy Goods Vehicles account for 21% of all transport emissions with Light Duty Vehicles accounting for 13%, meaning the road freight sector contributes 34% of transport emissions, despite freight representing just 19% of all vehicle miles undertaken in the UK. Making the most efficient use of the highway network whilst providing facilities to transfer freight from road to rail and inland waterways will play a major part in achieving the region's climate change targets.

9.41 The design and layout of much of the KRN in the Black Country dates from a period when goods vehicles were significantly smaller and lighter than those currently in use and this gives rise to problems of reliability and with deliveries and servicing. In

[23] As shown on the Transport Key Diagram

many cases upgrading of these routes is neither economically viable or environmentally desirable.

9.42 The BCA are members of the West Midlands Freight Quality Partnership, as are freight operators and their national representative bodies. 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.

9.43 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. Of the disused lines the most important is Stourbridge-Walsall-Lichfield, which has been identified in the Regional Freight Strategy 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 wider West Midlands.

9.44 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.

9.45 The Freight Strategy notes the need to address the increased importance of 'last mile' logistics and the role that transport innovation can play in this; parcel hubs, EV charging for delivery vehicles. Where appropriate, locations for infrastructure to facilitate this will be identified through Site Allocations Plans and Area Action Plans.

Evidence

- West Midlands Freight Strategy - Supporting our Economy, Tackling Carbon (TfWM 2016)
- Black Country and southern Staffordshire Regional Logistics Site Study (CBRE 2013)
- West Midlands Strategic Transport Plan - Movement for Growth (TfWM 2016) Movement for Growth - 2026 Delivery plan for Transport (TfWM 2017)

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- Black Country Transport - Connected for Growth (BCLEP and TfWM 2019)
- West Midlands' Key Route Network Evidence Report (TfWM 2018)

Delivery

- The West Midlands Freight Strategy will guide the delivery of measures to improve the movement of freight both within the Black Country and to markets beyond the sub-region. The rail-related elements will ultimately be delivered through a combination of Network Rail and the private sector against the background of the national Rail Investment Strategy and the regional freight strategy.
- The overarching responsibility for the development and improvement of the Key Route Network sits with the West Midlands Mayor and Transport for West Midlands. The framework for improvement forms part of Movement for Growth with implementation guided by a series of Key Route Network Corridor Action Plans.

Issues & Options Consultation

9.46 Comments received at Issues and Options were generally supportive of policies around the movement of freight. The reinstatement of heavy rail in the Stourbridge – Walsall corridor and the respective roles of West Midlands Interchange (in South Staffordshire) and Bescot were seen as important in supporting this policy.

9.47 Clarity around the role of the Key Route Network in the movement of freight was sought.

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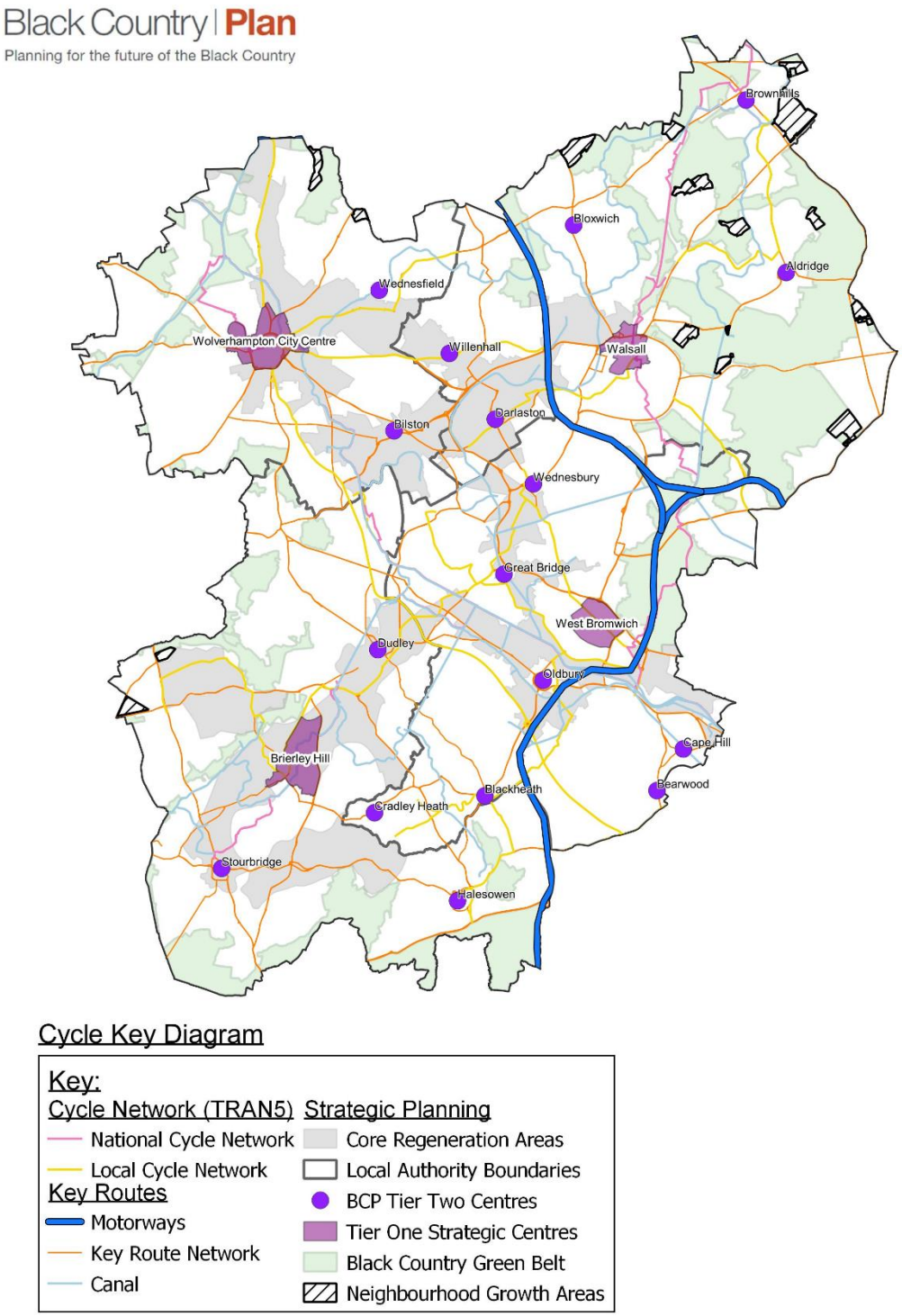
Creating Coherent Networks for Cycling and for Walking

Figure 9 - Cycle Key Diagram



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9.48 The development of sustainable modes of travel and encouraging people out of their cars, particularly for shorter and commuter journeys, is an important element of Strategic Priorities 2, 5 and 10. Places need to be well-connected with attractive, convenient, direct and safe routes available to non-car users, thus providing real choice.

9.49 The cycle network in the West Midlands consists of three tiers;

- The National Cycle Network (NCN) – identified and developed by Sustrans in partnership with local authorities and shown on the Transport Key Diagram. This network provides long distance routes across the country linking major destinations.
- The Metropolitan Network (known as the Starley Network) – identified by WMCA in Movement for Growth and developed through the West Midlands Cycling & Walking Infrastructure Plan (WM LCWIP). These routes link strategic locations in the West Midlands and are also shown on the Transport Key Diagram.
- Local Networks – These are identified through individual authority's LCWIPs and will be a feature of Tier 2 plans.

The emerging Black Country Cycling Strategy will provide greater detail on those sections of the Starley network and the most important links in the Local Network.

Policy TRAN5 - Creating Coherent Networks for Cycling and for Walking

1) Joint working between the BCA will ensure that the Black Country can create and maintain a comprehensive cycle network based on the four local cycle networks, including the use of common cycle infrastructure design standards.

2) 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.

3) Where possible, existing links including the canal network should be enhanced and the networks extended to serve new developments.

4) New developments should have good walking and cycling links to public transport nodes and interchanges.

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Policy TRAN5 - Creating Coherent Networks for Cycling and for Walking

5) Cycle parking facilities should be provided at all new developments and should be in convenient locations with good natural surveillance, e.g. near to main front entrances for short stay visitors or under shelter for long stay visitors.

6) The number of cycle parking spaces required in new developments and in public realm schemes will be determined by local standards set out in supplementary planning documents.

7) The design of cycle infrastructure should be in accordance with the principles and standards contained in the West Midlands Cycle Design Guidance (TfWM 2021)

Justification

9.50 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. Both walking and cycling are active modes of travel with clear health benefits. The implementation recognises the specific requirements of each with dedicated, segregated cycling provision being the default objective along with a comprehensive network of walking opportunities available both on highway and off road.

9.51 Walking and Cycling Strategies are incorporated within Movement for Growth. The over-arching framework is the West Midlands Local Cycling & Walking Infrastructure Plan. The four Black Country local authorities are jointly preparing a

Cycling Strategy for the sub-region and each will develop their own Local Cycling & Walking Infrastructure Plans during the lifetime of the BCP.

9.52 All new cycle facilities will be design in accordance with guidance set out in Local Transport Note 120 and TfWM's Cycle Design Guidance

Evidence

- West Midlands Strategic Transport Plan - Movement for Growth (TfWM 2016) Movement for Growth - 2026 Delivery plan for Transport (TfWM 2017)
- Black Country Transport Priorities Document (BCA 2020)
- West Midlands Local Cycling & Walking Investment Plan (TfWM 20??)
- Black Country Cycling Strategy (BCA 2021)
- Sandwell Cycling & Walking Investment Plan (SMBC 2020)
- Black Country Plan Transport Modelling Study (2021)
- West Midlands Cycle Design Guidance (TfWM 2021)

Delivery

- The Metropolitan (Starley) Network will be delivered through the West Midlands Local Cycling & Walking Infrastructure Plan. Funding will be sought from a variety of competitive and devolved sources such as the Transforming Cities Fund and Intra-City Transport Fund.
- The delivery of the majority of local cycle links will be through individual authority's Local Cycling & Walking Implementation Plans (LCWIPs) which are either in development or, in the case of Sandwell subject of future review. Where appropriate, infrastructure will be identified through Tier 2 plans and Supplementary Planning Documents.
- The Black Country's extensive network of canals affords numerous opportunities to contribute to the delivery of a comprehensive network of safe, off-road, cycle routes. The Canal & River trust will therefore be a key delivery partner.
- Where appropriate opportunities afforded by Highways England's Designated Fund Programme will be utilised. This aims to address specific issues such as safety and severance resulting from the interface between the Strategic Road Network and local routes.

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Issues & Options Consultation

9.53 Comments received were generally supportive of the approach. The potential for canals to expand the network of safe, traffic free walking and cycling routes was supported along with a request that contributions for maintenance/improvement should be sought from developers where they would lead to increased use of canal network.

9.54 Concerns were raised that targets for walking a cycle use and predictions used in TAs should be realistic, recognising that the area's topography and narrow roads often discourage cycle use.

Influencing the Demand for Travel and Travel Choices

9.55 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 to delivering Strategic Priorities 2, 5, 8 and 10.

Policy TRAN6 Influencing the Demand for Travel and Travel Choices

1) The Black Country 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:

a) identifying appropriate strategic and local Park and Ride sites on current public transport routes to ease traffic flows into centres;

b) 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;

c) 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

9.56 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.

9.57 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.

9.58 Other important elements include the promotion and marketing of sustainable transport through travel plans (refer to Policy TRAN2), planning conditions / obligations and other associated sustainable mobility initiatives, including the promotion of schemes and opportunities for walking, cycling, micro-mobility (such as e-Scooters), public transport and car sharing. 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.

Evidence

- West Midlands Congestion Management Plan (TfWM 2018)
- West Midlands Park & Ride Strategy (TfWM 2020)

Delivery

- 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 road network and on adjacent road networks for which another authority is the traffic authority.

Issues & Options Consultation

9.59 There was support for policies that place a greater focus on choice of modes but that behavioural change polices are also required if congestion is to be reduced.

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9.60 It was suggested that green belt releases should be adjacent to the existing Urban area as these locations are more sustainable in transport terms than those in village locations and afford better opportunities for active travel modes

Parking Management

9.61 The management of car parking is fundamental to achieving the Vision for sustainable communities, environmental transformation and economic prosperity. It also has a key role in reducing the impact of vehicle trips on air quality and carbon emissions.

Policy TRAN7 Parking Management

1) The priorities for traffic management in the Black Country include the sustainable delivery and management of parking in centres and beyond, through use of some or all of the following measures as appropriate: -

a. the management and control of parking - ensuring that it is not used as a tool for competition between centres;

b. the type of parking – ensuring that where appropriate long-stay parking is removed from town centres, to support parking for leisure and retail customers and to encourage commuters to use more sustainable means and reduce peak hour traffic flows;

c. maximum parking standards – ensuring that a consistent approach to maximum parking standards is enforced in new developments as set out in supplementary planning documents;

d. the location of parking – by reviewing the location of town centre car parks through the "Network Management Duty", to ensure that the flow of traffic around town centres is as efficient as possible.

Justification

9.62 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 deterring new development.

9.63 The control of and management of parking in centres will require a variety of approaches, recognising that not all publicly available car parking is in local authority control or management. The use of planning conditions to ensure that new public parking is managed appropriately will therefore be an important aspect of this policy.

9.64 The continued adoption of maximum parking standards for all but residential development is considered to be an important tool in managing demand for single-occupancy vehicle trips to centres and major employment destinations, leisure and other facilities.

9.65 Reduced levels of long-stay car parking in centres will enable more efficient use of land.

Evidence

- Black Country Parking Study (2021)

Delivery

- This policy will be delivered through local authorities' network management duty and parking management policies.
- The management of new privately owned and operated public car parks will be controlled through Parking Management Plans via planning conditions or planning obligations through the Development Management process.

Issues & Options Consultation

9.66 Comments to be included.

Planning for Low Emission Vehicles

9.67 The UK government has committed to banning the sale of petrol and diesel cars by 2030. The resultant societal shift from petrol and diesel internal combustion engine (ICE) vehicles to ULEVs will require widespread support from local authorities. It is projected that there will an addition 42,500 ULEVs within the Black Country by 2025. The Black Country ULEV strategy sets out a framework for how the authorities can support this transition.

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Policy TRAN8 Planning for Low Emission Vehicles

1) Proposals for low emission vehicles will be supported by:

a. Ensuring that new developments include adequate provision for charging infrastructure e.g. electric vehicle charging points in car parks, measures to encourage LEV use through travel plans and other initiatives.

b. Where appropriate the BCA will facilitate the introduction of charging points in public locations.

c. Working with partners to explore support for alternative low emission vehicle technologies, such hydrogen fuel cells, across a range of modes; private cars, buses and/or small passenger and fleet vehicles.

Justification

9.68 In July 2019, the West Midlands Combined Authority committed to setting a 'net zero' emissions target by 2041, with a climate action plan being approved by the WMCA board by January 2020. The WMCA Board further approved a regional ULEV strategy, in February 2020. The Black Country ULEV strategy sits under this regional document. Whilst the WMCA ULEV Strategy focusses on sharing best practice, co-ordination and possible joint delivery of a large-scale network of rapid charging 'hubs', the Black Country ULEV strategy takes a more granular approach, focussing on the specifics of each authority and offering a framework for the delivery on infrastructure on the ground.

9.69 The study found that the Black Country lags behind the rest of the country when it comes to adoption of ULEVs. This is reflected in the availability of charging infrastructure across the four authorities, with around 80% of the sub-region further than one km from the nearest publicly available charge point. However, relative to median wage, all four Black Country authorities sit on or above the trend for ULEV adoption, indicating higher uptake than might be expected given the average wage across each of the four authorities.

Evidence

- Black Country Air Quality Supplementary Planning Document (BCA 20xx)
- West Midlands ULEV strategy (TfWM 2020)

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- Black Country ULEV Strategy (Cenex on behalf of BCA 2020)

Delivery

- Delivery will be achieved through the use of the Black Country ULEV Strategy as a framework to support bids for Central Government funding for public EV charging infrastructure as well as providing guidance for the provision of infrastructure in public sector-owned locations.
- The Black Country Air Quality SPD will continue to provide guidance for the provision of charge points through the planning process.

Issues & Options Consultation

9.70 This is a new policy which was not specifically referred to in the Issues & Options consultation. However, in the responses to former BCCS Policy TRAN5, comments were received suggesting that policies specifically aimed at encouraging low emission vehicle use and providing infrastructure to support this. Some respondents stated that switching to electric vehicles won't cut congestion.

9.71 In particular, there was support for the provision electric vehicle charging infrastructure though comments were also received that this would have an impact on the viability of some developments.

Monitoring

Policy	Indicator	Target
TRAN1	TBC	TBC
TRAN2	TBC	TBC
TRAN3	TBC	TBC
TRAN4	TBC	TBC
TRAN5	TBC	TBC
TRAN6	TBC	TBC
TRAN7	TBC	TBC

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Policy	Indicator	Target
TRAN8	TBC	TBC

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10 Environmental Transformation and Climate Change

Introduction

10.1 The Black Country enjoys a unique physical and cultural heritage thanks to its origins as a mainstay of heavy industry and driver of the Industrial Revolution. The geological complexity of the area, its topography, its settlement pattern and the existence of significant areas of green and open space within one of the most densely-developed parts of the country require a set of robust and relevant planning policies that will help to protect and enhance what gives the Black Country its unique physical, ecological and historic character and appearance.

10.2 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 1, 2, 5, 6, 11 and 12.

10.3 The BCP addresses a number of established and emerging topic areas, including the natural and historic environments, air quality, flooding and climate change.

10.4 The chapter includes a specific section containing policies designed to mitigate and adapt to a changing climate, including policies on the management of heat risk, the use of renewable energy, the availability of local heat networks and the need for increasing resilience and efficiency to help combat the changes that are affecting people and the environment.

10.5 The importance of green infrastructure in achieving a healthy and stable environment is reflected throughout the plan and is supported in this chapter by policies on trees and environmental net gain.

10.6 The importance of the Black Country in terms of its contribution to geological science and the environment is recognised by its UNESCO Geopark status, which is also reflected in a policy for the first time.

10.7 The Black Country contains, or has the potential to impact on, several Special Areas of Conservation (including Cannock Chase). These sites are of European importance and the Black Country has a major role to play in ensuring their special environmental qualities are not impacted adversely by development.

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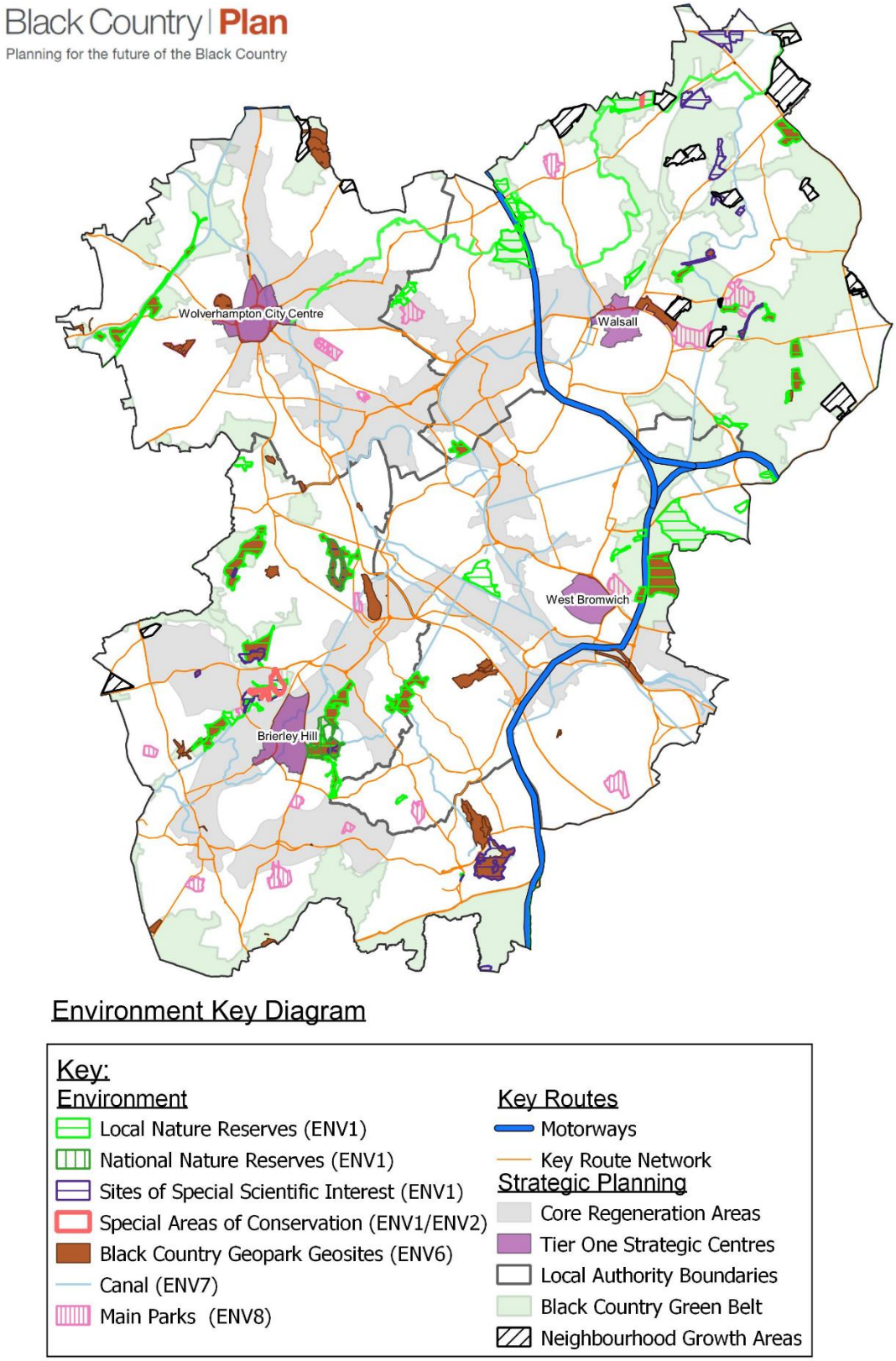
Figure 10 - Environment Key Diagram



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Nature Conservation - Spatial Objectives

10.8 The protection and improvement of the Black Country's biodiversity and geodiversity will safeguard and improve the environmental attractiveness and value of the area for residents and visitors while at the same time improving the physical and natural sustainability of communities within the conurbation in the face of climate change. This will directly contribute to delivering Strategic Priority 11, which is also associated with supporting the physical and mental wellbeing of residents.

Policy ENV1 – Nature Conservation

1) Development within the Black Country will safeguard nature conservation, inside and outside its boundaries, by ensuring that:

a) development will not be permitted where it would, alone or in combination with other plans or projects, have an adverse impact on the integrity of an internationally designated site, including Special Areas of Conservation (SAC), which are covered in more detail in Policy ENV2;

b) development is not permitted where it would harm nationally (Sites of Special Scientific Interest and National Nature Reserves) or regionally (Local Nature Reserves and Sites of Importance for Nature Conservation) designated nature conservation sites;

c) locally designated nature conservation sites (Sites of Local Importance for Nature Conservation), important habitats and geological features are protected from development proposals that could negatively impact them;

d) 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;

e) species that are legally protected, in decline, are rare within the Black Country or that are covered by national, regional, or local Biodiversity Action Plans will be protected as far as possible when development occurs.

2) Adequate information must be submitted with planning applications for proposals that may affect any designated site or important habitat, species, or

Policy ENV1 – Nature Conservation

geological feature, to ensure that the likely impacts of the proposal can be fully assessed. Where the necessary information is not made available, there will be a presumption against granting permission.

3) 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.

4) Over the plan period, the BCA will update evidence on designated nature conservation sites and Local Nature Reserves as necessary in conjunction with the Local Sites Partnership and Natural England and will amend existing designations in accordance with this evidence. Consequently, sites may receive new, or increased, protection over the Plan period.

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

- **a) extending nature conservation sites;**
- **b) improving wildlife movement; and / or**
- **c) restoring or creating habitats / geological features that actively contribute to the implementation of Nature Recovery Networks, Biodiversity Action Plans (BAPs) and / or Geodiversity Action Plans (GAPs) at a national, regional, or local level.**

6) Details of how improvements (appropriate to their 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.

7) Local authorities will provide additional guidance on this in Local Development Documents and SPDs where relevant.

Justification

10.9 The past development and redevelopment of the Black Country, along with Birmingham, has led to it being referred to as an "*endless village*"[24], which describes the interlinked settlements and patches of encapsulated countryside present today. The Black Country is home to internationally and nationally designated nature conservation sites and has the most diverse geology, for its size, of any area on Earth[25]. Many rare and protected species are found thriving within its matrix of greenspace and the built environment.

10.10 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 their existing habitats are rendered 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, the Nature Recovery Network process, which is taking place at a national level, will allow isolated nature conservation sites to be protected, buffered, improved, and linked to others. This will be supplemented by the emerging Black Country Nature Recovery Network Strategy, which all development will be required to consider as set out under Policy ENV3. 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.

10.11 Development offers an opportunity to improve the local environment and this is especially so in an urban area. The BCA are committed to meeting their "Biodiversity Duty" under the Natural Environment and Rural Communities Act (2006) and to delivering the principles of the NPPF by proactively protecting, restoring and creating a richer and more sustainable wildlife and geology.

10.12 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, in accordance with the emerging Black

[24] https://www.cabdirect.org/cabdirect/abstract/19781849297

[25] Comment by Black Country Geological Society

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Country Nature Recovery Network strategy. These will be used to inform planning decisions.

Primary Evidence

- Birmingham and Black Country EcoRecord
- Birmingham and Black Country Local Sites Assessment Reports
- Biodiversity Action Plan for Birmingham and the Black Country (2009)
- Geodiversity Action Plan for the Black Country (2005)
- An Ecological Evaluation of the Black Country Green Belt (2019)

Delivery

- Biodiversity and Geodiversity Action Plans.
- Development and implementation of Black Country Nature Recovery Network
- Updated ecological surveys and Local Sites Assessment Reports, as appropriate.
- Preparation of Local Development Documents.
- Development Management process.

Issues and Options consultation response

10.13 Policy ENV1 has worked effectively to protect and enhance biodiversity

10.14 Support from a number of respondents for including ancient woodland in list of nationally designated sites

10.15 The Policy should allow for appropriate mitigation or off-setting so that development sites are not sterilised unduly

10.16 The overall consensus from issues and options was that ENV1 worked well at protecting nature conservation and could be strengthened with the addition of reference to ancient woodlands,

Special Areas of Conservation

10.17 There are a number of Special Areas of Conservation (SAC) within and close to the Black Country which may be adversely affected by development within the Black Country over the Plan period. A policy approach is required to address any identified potential impacts.

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Policy ENV2 - Development Affecting Special Areas of Conservation (SACs)

Cannock Chase SAC

1) An appropriate assessment will be carried out for any development that leads to a net increase in homes or creates visitor accommodation within 15 km of the boundary of Cannock Chase SAC, as shown on the Policies Maps for Walsall and Wolverhampton.

2) If the appropriate assessment determines that the development is likely to have an adverse impact upon the integrity of Cannock Chase SAC, then the developer will be required to demonstrate that sufficient measures can be provided to either avoid or mitigate the impact.

3) Acceptable mitigation measures will include proportionate financial contributions towards the current agreed Cannock Chase SAC Partnership Site Access Management and Monitoring Measures (SAMMM).

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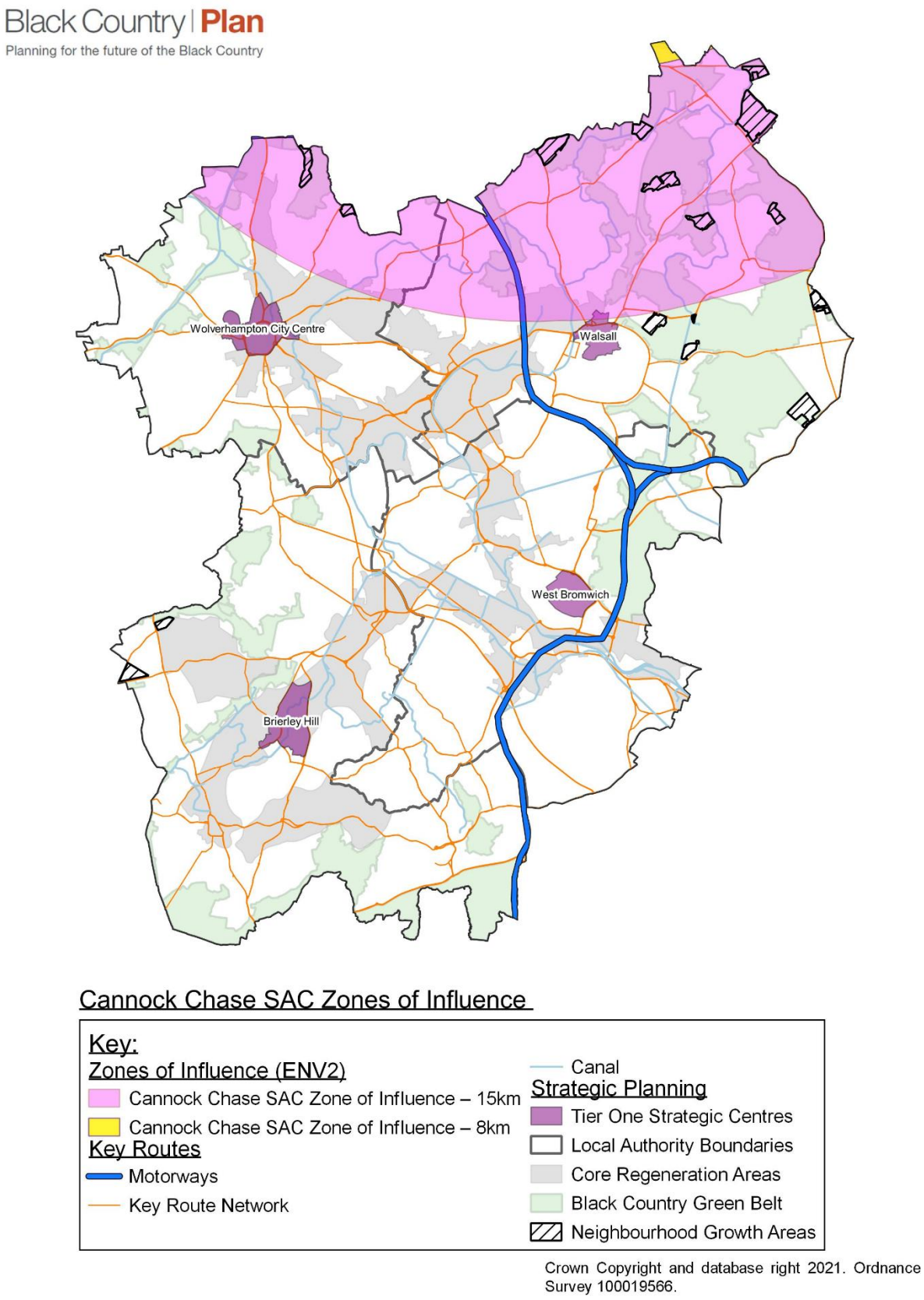
Figure 11 - Cannock Chase SAC



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Justification

10.18 There are a number of Special Areas of Conservation (SAC) within and close to the Black Country. Fens Pool SAC is located in Dudley and the Cannock Extension Canal extends between Walsall and Cannock. Cannock Chase SAC, located to the north of the Black Country, is one of the best areas in the UK for European dry heath land and is the most extensive area of dry heath in the Midlands.

Cannock Chase SAC

10.19 Walsall and Wolverhampton Councils are part of the Cannock Chase SAC Partnership, which works together to prevent damage to the SAC. Other members of the Partnership include Natural England, Staffordshire County Council, Cannock Chase District Council, Lichfield District Council, East Staffordshire Borough Council, South Staffordshire District Council, the Forestry Commission and the Area of Outstanding Natural Beauty (AONB) Partnership. A key role of the Partnership is to ensure no adverse effect on the integrity of the SAC arises from new housing development via recreational pressure.

10.20 A Visitor Survey and Planning Evidence Base Review (PEBR) completed by the Partnership during 2019-21 demonstrated that any development within 15 km of Cannock Chase SAC that could increase visitor use of Cannock Chase may have a significant impact on the integrity of the SAC. The PEBR recommended a package of Site Access Management and Monitoring Measures (SAMMM), which are considered necessary to mitigate the cumulative impact of maximum potential housing development within the 15 km zone up to 2040. These measures include habitat management and creation; access management and visitor infrastructure; publicity, education and awareness raising; provision of additional recreational space within development sites where they can be accommodated; and measures to encourage sustainable travel. Completion of an updated Cannock Chase SAC Partnership Memorandum of Understanding (MOU) to reflect this new evidence is anticipated by 2022.

10.21 Parts of northern Walsall and Wolverhampton, as shown on Figure 11 and the Policies Maps, fall within 15 km of Cannock Chase SAC. Any development within this area over the Plan period that results in new homes or creates visitor accommodation, such as a hotel or caravan site, may lead to adverse effects on the SAC through increased visitor activities. Therefore, Walsall and Wolverhampton

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Councils will seek contributions towards the total cost of the Cannock Chase SAC SAMMM in proportion to the amount of housing development anticipated to take place within the 15 km zone.

10.22 Given the significantly higher frequency of visits to Cannock Chase SAC from households living within 8 km of the SAC, a higher level of contributions may be sought from housing developments within this zone. Also, given the need to create an effective contributions system that secures a reasonable minimum level of contributions from each development, it is likely that, within the Black Country, only developments of ten homes or more will be expected to make a payment towards the Cannock Chase SAC SAMMM. Guidance will be produced to set out the detailed procedure and the level of financial contributions required. This guidance will come into effect following completion of the MOU.

10.23 Policy ENV2, supported by guidance, will ensure that decisions made on planning applications in the Black Country will not have adverse effects on Cannock Chase SAC. If there are any potential adverse impacts, the development must be refused unless there are appropriate mitigation measures in place. Any proposals that comply with the current guidance are likely to result in a conclusion of no adverse impact on the integrity of Cannock Chase SAC.

Nitrous Oxide (NOx) Deposition

10.24 A number of different types of development can increase the levels of Nitrous Oxide (NOx) deposition that may affect designated SACs, both directly (via increasing industrial emissions) or indirectly (for example, via increasing traffic usage on main roads that run within close proximity of the boundary of the SAC). Where it is possible that a development may result in harm to a SAC by significantly increasing the level of NOx deposition, then the relevant Council will carry out an appropriate assessment and may require the developer to provide sufficient measures to either avoid or mitigate adverse impacts.

10.25 A partnership approach is being developed to address NOx deposition impacts on SACs in the West Midlands area. When the Partnership is established, evidence collected, and a system developed to address NOx deposition avoidance and mitigation, it is anticipated that this will provide an effective mechanism to deal with NOx impacts, similar to that developed for Cannock Chase SAC visitor impacts.

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Fens Pools SAC

10.26 The Fens Pools SAC extends to approximately 20 hectares and is located in Dudley. The site comprises three canal feeder reservoirs and a series of smaller pools and a wide range of other habitats from swamp, fen and inundation communities to unimproved neutral and acidic grassland and scrub. Great crested newts (Triturus cristatus) occur as part of an important amphibian assemblage which comprises the qualifying species feature of the SAC.

10.27 Fens Pools SAC is sensitive to changes in air quality and vulnerable to water pollution, as these may affect nutrient neutrality at the site. The Habitats Regulations Assessment Screening of the draft BCP has concluded that further evidence is needed on current air quality and modelling of potential traffic movements close to the site before a conclusion can be drawn on the potential impact of the draft BCP proposals on Fens Pool SAC and any necessary policy response. This evidence will be available to inform the Publication BCP and may require the inclusion of a specific approach in Policy ENV2. Habitat fragmentation has been identified as a threat to the '*great crested newt*' qualifying feature of the site.

Cannock Extension Canal SAC

10.28 The Cannock Extension Canal SAC covers an area of approximately 5.47 hectares and is partially situated within north Walsall. It is an example of anthropogenic, lowland habitat that is fed by the Chasewater Reservoir SSSI. Its qualifying feature is floating water-plantain (Luronium natans) and the canal supports the eastern limit of the plant's natural distribution in England. A very large population of the species occurs in the canal, which has a diverse aquatic flora and rich dragonfly fauna, indicative of good water quality.

10.29 Air quality has been identified as a threat to the 'floating water-plantain' qualifying feature of Cannock Extension Canal SAC. Of particular concern is atmospheric nitrogen deposition and ground level ozone. The Habitats Regulations Assessment Screening of the draft BCP has concluded that further evidence is needed regarding air quality and modelling of potential traffic movements close to the site before a conclusion can be drawn on the potential impact of the draft BCP proposals and any necessary policy response. This evidence will be available to inform the Publication BCP.

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Evidence

- Cannock Chase SAC Planning Evidence Base Review: Stage 1 (Footprint Ecology, 2018)
- Cannock Chase Visitor Survey (Footprint Ecology, 2018)
- Cannock Chase SAC Planning Evidence Base Review: Stage 2 (Footprint Ecology, 2021)
- Habitats Regulations Assessment Screening of Draft Black Country Plan (Lepus, 2021)
- Draft Black Country Plan Duty to Cooperate Statement (2021)

Delivery

- Completion of Cannock Chase SAC Partnership Memorandum of Understanding
- Preparation of Cannock Chase SAC Mitigation Guidance for Wolverhampton and Walsall
- Completion of air quality and transport modelling evidence for Fens Pool SAC
- Development Management process

Issues and Options Consultation Responses

10.30 Respondents requested that the Plan should make reference to the updated evidence base on Cannock Chase SAC (CCSAC) and include a policy to address CCSAC issues to align with other CCSAC Partnership authorities.

Nature Recovery Network and Biodiversity Net Gain

10.31 The Nature Recovery Network (NRN) is a major commitment in the government's 25 Year Environment Plan. The Government has set out in the Environment Bill 2019 - 21 that a Local Nature Recovery Strategy (LNRS) is to be prepared locally and published for all areas of England, and that these will:

a) agree priorities for nature's recovery;
b) map the most valuable existing habitat for nature using the best available data; and
c) map specific proposals for creating or improving habitat for nature and wider environmental goals.

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10.32 LNRS will help restore many ecosystem functions and improve the services upon which society depends, benefitting nature, people and the economy, and helping to address three of the biggest challenges society faces: biodiversity loss, climate change and human wellbeing.

10.33 LNRS will support delivery of mandatory biodiversity net gain and provide a focus for a strengthened duty on all public authorities to conserve and enhance biodiversity, which is also being introduced by the Bill. They will underpin the Nature Recovery Network, alongside work to develop partnerships and to integrate nature into incentives and land management actions.

10.34 Biodiversity net gain is a process that attempts to leave the environment in a more valuable and richer condition than it was found to be in previously. The Government has set out in the Environment Bill 2019 - 21 that development proposals are required to provide a minimum 10% uplift in habitat quality where sites are being developed.

10.35 This process involves the use of a metric as a proxy for recognising the negative impacts on habitats arising from a development and calculating how much new or restored habitat, and of what types, is required to deliver sufficient net gain.

10.36 The Environment Bill 2019 - 21 is scheduled to progress to the draft legislation stage and be laid before Parliament in Autumn 2022. Policy ENV3 sets out how development proposals would be required to consider the Nature Recovery Network Strategy and how biodiversity net gain would be secured

Policy ENV3 – Nature Recovery Network and Biodiversity Net Gain

1) All development shall deliver the Local Nature Recovery Network Strategy in line with the following principles:

a) take account of where in the Local Nature Recovery Network the development is located and deliver benefits appropriate to that zone;

b) follow the mitigation hierarchy of avoidance, mitigation and compensation, and provide for the protection, enhancement, restoration and creation of wildlife habitat and green infrastructure;

c) follow the principles of Making Space for Nature and recognise that spaces are needed for nature and that these should be of sufficient

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Policy ENV3 – Nature Recovery Network and Biodiversity Net Gain

size and quality and must be appropriately connected to other areas of green infrastructure, to address the objectives of the Black Country Nature Recovery Network Strategy.

2) All development shall deliver a minimum 10% net gain in biodiversity value when measured against baseline site information.

3) Losses and gains as a result of proposed development will be calculated using the national Biodiversity Metric.

4) Development that is likely to have an impact on biodiversity will be considered in accordance with the mitigation hierarchy set out in the NPPF.

5) Biodiversity net gain shall be provided in line with the following principles:

a) a preference for on-site habitat provision / enhancement wherever practicable, followed by improvements to sites within the local area, and then other sites elsewhere within the Black Country;

b) the maintenance and where possible enhancement of the ability of plants and animals (including pollinating insects) to move, migrate and genetically disperse across the Black Country;

c) the provision / enhancement of priority habitats identified at the national, regional, or local level, having regard to the scarcity of that habitat within the Black Country;

6) Exemptions to the need to provide biodiversity net gain on all development will be as set out in the relevant legislation and national guidance.

7) Compensation will only be accepted in exceptional circumstances. Provision of off-site compensation should not replace or adversely impact on existing alternative / valuable habitats in those locations and should be provided prior to development.

Justification

10.37 Locally developed Nature Recovery Network strategies are due to be introduced through the Environment Bill. LNRS will help to map the NRN locally and nationally,

and will help to plan, prioritise and target action and investment in nature at a regional level across England.

10.38 The Environment Bill (when enacted) will introduce a new duty on all public bodies to have regard to any relevant LNRSs, creating an incentive for a wide range of organisations to engage with the creation of LNRSs and to take steps to support their delivery. Local authorities and other public bodies designated by the Secretary of State will also have to report on what steps they have taken, at least every five years.

10.39 The Black Country Authorities have commenced work on a Local Nature Recovery Network Strategy. This has produced draft opportunities mapping that future development proposals will be required to consider in demonstrating how they deliver benefits appropriate to the zones identified. The draft Nature Recovery Network Opportunities Map (April 2021) is shown at Appendix 18 alongside a description of the components of the opportunities map.

10.40 The Environment Bill underpins the government's approach to establishing the NRN. The Environment Bill: sets the framework for at least one legally binding biodiversity target; establishes spatial mapping and planning tools to identify existing and potential habitat for wildlife and agrees local priorities for enhancing biodiversity in every area of England (LNRS); creates duties and incentives, including mandatory biodiversity net gain.

10.41 Biodiversity net gain has been described as a measurable target for development projects where impacts on biodiversity are outweighed by a clear mitigation hierarchy approach to first avoid and then minimise impacts, including through restoration and / or compensation.

10.42 Net gain is an approach to development, and / or land management, which aims to leave the natural environment in a measurably better state than beforehand (DEFRA Biodiversity Metric 2.0 Dec 2019).

10.43 Mandatory biodiversity net gain will provide a financial incentive for development to support the delivery of LNRSs through an uplift in the calculation of biodiversity units created at sites identified by the strategy. LNRSs have also been designed to help local planning authorities deliver existing policy on conserving and enhancing biodiversity and to reflect this in the land use plans for their area.

10.44 The Environment Bill 2019 - 21 proposes that new developments must demonstrate a minimum 10% increase in biodiversity on or near development sites. New

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development should always seek to enhance rather than reduce levels of biodiversity present on a site. This will require a baseline assessment of what is currently present, and an estimation of how proposed designs will add to that level of biodiversity, supported by evidence that a minimum 10% net gain has been delivered.

10.45 Development generates opportunities to help achieve an overall nature conservation benefit. It will often be possible to secure significant improvements through relatively simple measures, such as the incorporation of green infrastructure and features including bird / bat boxes and bricks that can enable wildlife to disperse throughout the Black Country.

10.46 Biodiversity features of value frequently occur beyond designated sites and should be conserved, enhanced and additional features created as part of development.

10.47 On-site biodiversity improvements will also be vital to enhancing the liveability of urban areas, and improving the connection of people to nature, particularly as development densities increase. Development should also contribute to wildlife and habitat connectivity in the wider area, in line with the Biodiversity Action Plan and the developing Black Country Local Nature Recovery Strategy.

10.48 The ways in which developments secure a net gain in biodiversity value will vary depending on the scale and nature of the site. On some sites, the focus will be on the retention of existing habitats. For others, this may be impracticable, and it may be necessary instead to make significant provision for new habitats either on- or off-site.

10.49 It can be challenging to establish new habitats. It is essential that the most important and irreplaceable habitats in the Black Country are protected, and so mitigation rather than retention will not be appropriate in some circumstances.

Evidence

- The Environment Bill 2019 – 2021
- The Government's 25 Year Environment Plan
- Nature Networks Evidence Handbook - Natural England Research Report NERR081
- Making Space for Nature (Lawton et al. 2010)
- DEFRA Biodiversity Metric 2.0 (Dec 2019)

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- Biodiversity Net Gain – Principles and Guidance for UK Construction and Developments – CIEEM

Delivery

- Development Management, legal and funding mechanisms.

Issues and Options Consultation Responses

10.50 This is a new policy produced in response to emerging national legislation and thus was not addressed previously.

Provision, retention and protection of trees, woodlands, and hedgerows

10.51 The BCA will support and protect a sustainable, high-quality tree population and will aim to significantly increase tree cover across the area over the Plan period.

10.52 A main theme of the Government's 25-Year Environment Plan is the need to plant more trees. This is to be achieved not only as part of the creation of extensive new woodlands but also in urban areas; this will be accomplished in part by encouraging businesses to offset their emissions in a cost-effective way through planting trees. The national ambition is to deliver one million new urban trees and a further 11 million new trees across the country.

10.53 It is important to encourage and support the delivery of green infrastructure and ecological networks through urban areas, especially in relation to their role in climate change mitigation and adaptation and to mitigate the health problems associated with air pollution. The provision of new trees and the protection of existing ones throughout the Black Country will be a key component of this approach.

10.54 The aim will be to increase the Black Country's canopy cover to at least 18% over the plan period[26], based on data establishing its current levels of provision[27] and identifying opportunities for doing so derived from the Nature Recovery Network and biodiversity net gain targets.

[26] See also the Woodland Trust's Emergency Tree Plan 2020 - https://www.woodlandtrust.org.uk/trees-woods-and-wildlife/british-trees/how-trees-fight-climate-change/

[27] Tree cover in the Black Country is currently around 14.5% of the total area (source: EcoRecord, June 2021)

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Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

Retention and protection of trees and woodland

1) Development that would result in the loss of or damage to ancient trees, ancient woodland or veteran trees will not be permitted. Development adjacent to ancient woodland will be required to provide an appropriate landscaping buffer, with a minimum depth of 15m and a preferred depth of 50m.

2) Provision should also be made for the protection of individual veteran or ancient trees likely to be impacted by development, by providing a buffer around such trees of a minimum of 15 times the diameter of the tree. The buffer zone should be 5m from the edge of the tree's canopy if that area is larger than 15 times its diameter.

3) There will be a presumption against the removal of trees that contribute to public amenity and air quality management unless sound arboricultural reasons support their removal[28]. Where removal is unavoidable, replacement trees should be provided to compensate for their loss, on a minimum basis of three for one.

4) The planting of new, predominantly native, trees and woodlands will be sought, in appropriate locations, to increase the extent of canopy cover in the Black Country to around 18% over the period to 2039.

5) Tree Preservation Orders will be used to protect individual(s) or groups of trees that contribute to the visual amenity and / or the character of an area and that are under threat of damage or removal.

Habitat Creation

[28] The tree is a clearly identified and immediate threat to human safety; disease is significantly impacting the tree's longevity and safety; the tree is causing clearly evidenced structural damage to property where remedial works cannot be undertaken to alleviate the problem; the tree is creating a clearly identified danger or causing significant damage to the adopted highway / footpath network.

Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

6) **All available data on extant tree cover and associated habitat[29] will be considered when making decisions on the proposed loss of trees and woodland to accommodate infrastructure and other development proposals. In areas where evidence demonstrates that current levels of tree cover are low, proposals that incorporate additional tree planting, to increase existing levels of habitat and canopy cover, will be considered positively, as part of the wider contribution to biodiversity net gain.**

7) **A majority of native tree species able to withstand climate change should be used in landscaping schemes or as replacement planting, to maximise habitats for local wildlife / species and maintain and increase biodiversity. In circumstances where non-native tree species are also considered to be appropriate, a mix of native and non-native species should be provided, to help maintain a healthy and diverse tree population.**

8) **Opportunities for increasing tree provision through habitat creation and the enhancement of ecological networks, including connecting areas of ancient woodland, will be maximised, in particular by means of the biodiversity net gain and nature recovery network initiatives (see Policy ENV3).**

Trees and development

9) **An arboricultural survey, carried out to an appropriate standard, should be undertaken prior to removal of any vegetation or site groundworks and used to inform a proposal's layout at the beginning of the detailed design process.**

10) **Development should be designed around the need to incorporate trees already present on site, using sensitive and well-designed site layouts to maximise their retention.**

[29] E.g. from the local ecological records centre

Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

11) Existing mature trees[30], trees that are ecologically important, and ancient / veteran trees, must be retained and integrated into the proposed landscaping scheme, recognising the important contribution of trees to the character and amenity[31] of a development site and to local green infrastructure networks.

12) In addition to meeting the requirements for replacement trees on sites and biodiversity net gain, new tree planting should be included in all new residential developments and other significant proposals[32], as street trees or as part of landscaping schemes. Development proposals should use large-canopied species where possible, which provide a wider range of health, biodiversity and climate change mitigation and adaptation benefits because of their larger surface area and make a positive contribution to increasing overall canopy cover[33].

13) New developments should make a minimum contribution of 20% canopy cover across the development site and a recommended contribution of 30% canopy cover across the development site[34].

14) New houses and other buildings must be carefully designed and located to prevent an incompatible degree of shade[35] being cast by both existing and new trees that might result in future pressure for them to be removed.

15) The positioning of trees in relation to streets and buildings should not worsen air quality for people using and living in them. Care should be taken to position trees and / or design streets and buildings in a way that allows for

30 Health and status as assessed in a report produced by an accredited arboriculturist

31 National planning guidance identifies trees worthy of retention on amenity grounds (through use of a TPO) as those that are visible in part or whole from a public place and / or those with individual, collective and wider impact (in terms of size, form, future potential, rarity, cultural / historic value, landscape contribution and / or contribution to a conservation area). Other factors such as value for nature conservation and climate change may also be considered.

32 E.g. new infrastructure, non-residential development, town centre regeneration and other similar schemes

33 The area of ground covered by trees when seen from above.

34 Emergency Tree Plan for the UK – The Woodland Trust 2020

35 This will be in the context of the requirements outlined in policies elsewhere in this plan on the role of trees in mitigating climate change and providing appropriate levels of shade and cooling.

Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

street-level ventilation to occur, to avoid trapping pollution between ground level and tree canopies (see Policy CC4).

16) **Where planning permission has been granted that involves the removal of trees, agreed replacement trees of a suitable species must be provided onsite. Where sufficient and suitable onsite replacements cannot be provided, off-site planting or woodland enhancement, including support for natural regeneration, in the near vicinity of the removed tree(s) must be provided, in line with the mitigation hierarchy set out in Policy ENV3. Appropriate planning conditions will be used to secure timely and adequate alternative provision and ongoing maintenance.**

17) **Replacement trees located off-site should not be planted where they would impact on areas designated as ecologically important unless this has been specifically agreed with the relevant authority and its ecological officers / advisers.**

18) **Trees proposed for removal during development should be replaced at a ratio of at least three for one. The species, size and number of replacement trees will be commensurate with the size, stature, rarity, and public amenity of the tree(s) to be removed. Where trees to be replaced form a group of amenity value (rather than individual specimens), replacement must also be in the form of a group commensurate with the area covered, size and species of trees and established quality of the original group and, where possible, located in a position that will mitigate the loss of visual amenity associated with the original group[36].**

19) **Trees on development sites must be physically protected during development. Care must be taken to ensure that site engineering /**

[36] I.e., as close as possible to the site of the removed trees.

Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

infrastructure works[37], the storage of plant and machinery, excavations and new foundations do not adversely impact their continued retention, in line with current arboricultural and Building Regulation requirements.

20) New trees on development sites should be planted in accordance with arboricultural best practice, including the use of suitably sized planting pits[38], supporting stakes, root barriers, underground guying, and appropriate protective fencing during the construction phase.

21) Appropriate conditions will be included in planning permissions to ensure that new trees that fail on development sites are replaced within a specified period by trees of a suitable size, species, and quality.

22) Where proposed development will impact on the protection, safety and / or retention of a number of trees, or on the character and appearance of trees of importance to the environment and landscape, the use of an arboricultural clerk of works[39] will be required, to be made subject to a condition on the relevant planning permission.

23) A presumption should be applied that replacement trees are UK and Ireland sourced and grown, to help limit the spread of tree pests and diseases, while supporting regional nurseries where possible when acquiring them.

Hedgerows

24) There will be a presumption against the wholesale removal of hedgerows for development purposes, especially where ecological surveys have identified them to be species-rich and where they exist on previously undeveloped land.

[37] I.e. The installation of buried services, drainage systems (such as swales and storage crates for SuDS), the installation of both temporary and permanent means of access, etc.

[38] To allow for an appropriate volume of soil in which to develop a viable root system and to prevent future stress that might affect the trees' long-term health and lifespan

[39] The Arboricultural Clerk of Works is a suitably qualified arboriculturist acting on behalf of the developer. They will be engaged to monitor and oversee the implementation of the works required within the protection area of a retained tree / trees.

Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows

25) Hedgerow retention and reinforcement will be of particular importance where hedgerows form part of an established ecological network enabling the passage of flora and fauna into and out of rural, suburban, and urban areas. If hedgerow removal is needed to accommodate a high-quality site layout, replacement hedgerow planting will be required.

26) Protection of hedgerows before and during development must be undertaken. This will include: the provision of landscape buffers where appropriate; protective fencing; and careful management of plant and materials on site to avoid damage to the hedgerow(s) and its root system.

27) New hedgerows will be sought as part of site layouts and landscaping schemes.

Justification

10.55 Section 15 of the NPPF (2019) identifies the importance of trees in helping to create an attractive and healthy environment. The NPPF expects local plans to identify, map and safeguard components of ecological networks and promote their conservation, restoration, and enhancement. Ancient woodlands and ancient and veteran trees are an irreplaceable aspect of both the ecological and historic landscape and the NPPF is very clear about the need to protect such resources where they occur. Hedgerows are also a finite and vulnerable resource and their provision, retention and enhancement will be expected when new development is proposed.

10.56 Tree canopy cover across the Black Country is currently 13.6%, using information from local and national sources that is regularly updated. The % canopy cover is available at a ward level[40], and varies across the Black Country. There is a need to increase total tree canopy cover to 18%, to help prevent the further fragmentation of habitats across the Black Country, support the Nature Recovery Network, and provide more equal canopy cover across all wards.

[40] GB Wards Canopy Cover Map

10.57 Wildlife corridors are important in helping overcome habitat fragmentation, by ensuring that species can reach the resources they need and that their populations do not become isolated, inbred, and prone to the adverse impacts of climate change. Supporting wildlife corridors will mean:

a) creating and maintaining a diverse tree population (including trees of all ages and sizes),

b) controlling invasive species,

c) promoting the reintroduction of native species in locations where they are appropriate and would have a positive impact on biodiversity,

d) retaining dead wood,

e) making sure that any new planting is in the right location and of the right species, and

f) recognising that woodlands are not simple monoculture habitats and will also contain glades, wet areas, understoreys, and grassland.

10.58 The requirement to plant trees on development sites will also help support and deliver increased biodiversity and green network opportunities on sites that at present do not contain tree cover, e.g. some sites currently in managed agricultural use where trees and hedgerows have previously been removed.

10.59 An example of the importance of trees in helping to manage and mitigate adverse impacts relating to air quality and climate change can be found in the report produced for the London iTree[41] project in 2015 (highlighting the value of London's tree population). This identified that the tree population of inner and outer London (8.5 million trees) held nearly 2.4 million tonnes of carbon and was sequestering an additional 77,000 tonnes per annum, equivalent to the total amount of carbon generated by 26 billion vehicle miles. The project also reported significant value and benefits provided by trees in terms of pollution removal, storm water alleviation, building energy savings and amenity.

41 VALUING LONDON'S URBAN FOREST Results of the London i-Tree Eco Project 2015 https://www.treeconomics.co.uk/wp-content/uploads/2018/08/London-i-Tree-Report.pdf

10.60 The loss of trees from urban environments has been demonstrated to have negative outcomes for human health. Social costs, such as an increase in crime, have also been associated with the loss of trees[42]. There is a growing body of evidence that the presence of trees in and around urban environments provides major public health and societal benefits.

10.61 Trees in the urban landscape have a vital role to play in delivering ecosystem services[43], such as in:

a) helping to improve residents' physical health[44]
b) helping to improve residents' mental health by reducing stress levels
c) helping to mitigate climate change by sequestering carbon dioxide
d) providing shading and cooling benefits (including associated savings to the NHS from avoided skin cancer and heat stroke[45])
e) improving air quality and reducing atmospheric pollution
f) reducing wind speeds in winter, thereby reducing heat loss from buildings
g) reducing noise
h) Improving local environments and bringing people closer to nature
i) supporting ecological networks and green infrastructure
j) maximising people's enjoyment of and benefits from their environment
k) contributing towards the aesthetic value of the urban area

Trees on development sites

10.62 The BCP is delivering a significant quantum of new development and redevelopment in both urban and semi-rural areas and it will be important to ensure

42 https://www.mdpi.com/1660-4601/17/12/4371 Urban Trees and Human Health: A Scoping Review - Published: 18 June 2020

43 A term for the benefits humans receive from natural processes occurring in ecosystems, such as providing clean drinking water and decomposition of waste. In 2004 the UN grouped services into four categories: provisioning - e.g. water supply; regulating - e.g. influence on climate; supporting - e.g. crop pollination; cultural - e.g. outdoor activities.

44 A 2015 study in the city of Toronto revealed that people who lived in areas with higher street tree density reported better health perception and fewer cardio-metabolic conditions than their peers living in areas with lower street tree density - Kardan, O. et al. Neighbourhood greenspace and health in a large urban center. Sci. Rep. 5, 11610; doi: 10.1038/srep11610 (2015)

45 Health Benefits of Street Trees - Vadims Sarajevs, The Research Agency of the Forestry Commission, 2011

that the existing stock of trees and woodlands is protected, maintained, and expanded as far as possible. Developers will be expected to give priority to the retention of trees and hedgerows on development sites, and existing landscaping should also be kept and protected where possible.

10.63 There will be a requirement to: -

a) replace trees and woodlands that cannot be retained on development sites with a variety of suitable tree specimens (species and size);

b) require developers to both retain trees on sites as part of comprehensive landscape schemes and to provide suitable new trees in locations that will enhance the visual amenity of a development;

c) where individual or groups of trees are of landscape or amenity value, they are retained and that developments are designed to fit around them;

d) encourage diversity in the tree population to help to counter ecological causes of tree loss, such as diseases, pests, or climate change; and

e) balance the impacts of the loss of trees on climate change and flooding by identifying opportunities to plant replacements via appropriate tree and habitat enhancement and creation schemes.

10.64 As part of the requirement for biodiversity net gains (see Policy ENV3) developers and others will need to pursue adequate replacements for trees and woodlands lost to allocated and approved development, as well as additional trees and other habitat creation to achieve appropriate compensatory provision on sites. The main imperative will be to ensure that trees are maintained in good health on development sites in the first instance but where this is not possible, the grant of planning permission will be conditional upon the replacement and enhancement of tree cover nearby.

10.65 Tree species specified in submitted planting plans should be evaluated by either a chartered Landscape Architect or accredited arboriculturist employed by the local authority. This will ensure that a suitable variety of species and standard / size of tree is being planted and will deliver the most appropriate solution for a specific location.

10.66 Normally, for every tree removed from a development site a minimum of three replacement trees will be required to be planted on the site. There will be

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circumstances where the ratio of replacement planting will be greater than this – especially in cases where significant / mature trees contributing to the visual and ecological amenity of an area and its character are to be removed. Where a development site cannot accommodate additional planting, replacement trees will be expected to be planted in an appropriate off-site location.

10.67 The clearance of trees from a site prior to the submission of a planning application is discouraged. If the Local Planning Authority have robust evidence to prove that trees were until recently present on a cleared site, there will still be a requirement to provide suitable and sufficient replacement trees, either within the proposed scheme or on an alternative identified site. This is also addressed in the amended Environment Bill 2019 - 2021, which makes provision for sanctions against the clearance of sites prior to a planning application being submitted in relation to the requirement for biodiversity net gain.

10.68 To ensure that good tree protection measures are maintained through the construction project, the BCA will support and encourage the use of arboriculture clerks of work on development sites where trees are to be managed, removed and / or planted on the site. Where the likelihood of trees being adversely affected by construction activity is significant, the BCA will use appropriate conditions to require this level of oversight.

Ancient woodland and veteran trees[46]

10.69 The NPPF defines ancient woodland and veteran trees as an irreplaceable habitat. Ancient woodland is an area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites. An ancient or veteran tree is a tree which, because of its age, size, and condition, is of exceptional biodiversity, cultural or heritage value. Veteran trees are of exceptional value culturally, in the landscape, or for wildlife, due to their great age, size or location. The soils in which these trees sit has been identified as having a high biodiversity value, given the length of time the trees have been successfully established.

10.70 Individual trees can have historic and cultural value and can be linked to specific historic events or people, or they may simply have importance because of their

46 https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences - national guidance on ancient woodland and veteran trees

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appearance, contribution to landscape character and local landmark status. Some heritage trees may also have great botanical interest, for example as rare native trees or cultivars of historic interest.

10.71 Very few trees of any species can be classed as ancient or veteran. Such trees / areas are a finite resource of great biodiversity value. For this reason, the BCA consider that it is essential to provide absolute protection for ancient and veteran trees and ancient woodland sites in the Black Country.

Hedgerows

10.72 The planting of hedgerows not only enhances opportunities for wildlife but can also significantly improve the appearance of new development. It is particularly suitable on frontages and along plot and site boundaries, both softening the appearance of the built form and supplementing the design of the overall scheme.

10.73 Hedgerows are integral to ecological networks, given their linear form, and will be essential elements of habitat linkages within and beyond the Black Country. Planting additional hedgerows will help to support and increase the movement of wildlife and plants through the Black Country. The planting of bare root plants is an economical way of providing green infrastructure on sites.

Evidence

- Valuing London's Urban Forest - Results of The London I-Tree Eco Project 2015
- Neighbourhood Greenspace and Health in A Large Urban Center. Sci. Rep. 5, 11610; Doi: 10.1038/Srep11610 (2015)
- Health Benefits of Street Trees - Vadims Sarajevs, The Research Agency Of The Forestry Commission, 2011
- GB Wards Canopy Cover Map
- GB 25-Year Environment Plan
- The Environment Bill 2019 - 2021

Delivery

- Development Management, legal and funding mechanisms.
- Infrastructure Delivery Plan

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Issues and Options Consultation Responses

10.74 This is a new policy produced in response to emerging national legislation and thus was not addressed previously.

Historic Character and Local Distinctiveness of the Black Country

10.75 Environmental transformation and promoting sustainable development are two of the underpinning themes of the Black Country Plan Vision, which in turn requires a co-ordinated approach to the conservation and enhancement of the built and natural environment. The protection and promotion of the historic character and local distinctiveness of the Black Country's buildings, settlements and landscapes are key elements of sustainability and transformation and in particular help to deliver Strategic Priority 12, to protect, sustain and enhance the quality of the built and historic environment, whilst ensuring the delivery of distinctive and attractive places.

10.76 Local distinctiveness arises from the cumulative contribution made by many and varied features and factors, both special and commonplace. It is the ordinary and commonplace features of the Black Country that, in fact, give it its distinctiveness and help to create a unique sense of place. This is beneficial for community identity and wellbeing as well as making places attractive to investment.

10.77 The Black Country Historic Landscape Characterisation (2009), along with other urban historic landscape characterisation studies, has provided a key evidence base to inform an understanding of the historic character of the Black Country. This work has been built upon with the preparation of the Black Country Historic Landscape Characterisation Study (2019), and this evidence should be used in considering how new development proposals and the enhancement of existing townscapes and landscape should respect the local character and distinctiveness of the Black Country.

10.78 Policy ENV5 aims to ensure that where physical evidence of local character persists, it should be conserved. Where development is proposed, every effort should be made to ensure that the Black Country's historic environment is fully appreciated and enhanced in terms of its townscape, landscape and individual heritage assets, and that new development makes a positive contribution to the local character and distinctiveness of the Black Country.

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Policy ENV 5 - Historic Character and Local Distinctiveness of the Black Country

1) **All development proposals within the Black Country should sustain and enhance the locally distinctive character of the area in which they are to be sited, whether formally recognised as a designated or non-designated heritage asset. They should respect and respond to its positive attributes in order to help maintain the Black Country's cultural identity and strong sense of place.**

2) **Development proposals will be required to preserve and enhance local character and those aspects of the historic environment - together with their settings - that are recognised as being of special historic, archaeological, architectural, landscape or townscape quality.**

3) **Physical assets, whether man-made or natural that contribute positively to the local character and distinctiveness of the Black County's landscape and townscape should be retained and, wherever possible, enhanced and their settings respected.**

4) **The specific pattern of settlements (urban grain), local vernacular and other precedents that contribute to local character and distinctiveness should be used to inform the form, scale, appearance, details, and materials of new development.**

5) **New development in the Black Country should be designed to make a positive contribution to local character and distinctiveness and demonstrate the steps that have been taken to achieve a locally responsive design. Proposals should therefore demonstrate that:**

- **a.** **all aspects of the historic character and distinctiveness of the locality, including any contribution made by their setting, and (where applicable) views into, from, or within them, have been fully assessed and used to inform proposals; and**
- **b.** **they have been prepared with full reference to the Black Country Historic Landscape Characterisation Study (BCHLCS) (October 2019), the Historic Environment Record (HER), and to other relevant historic**

Policy ENV 5 - Historic Character and Local Distinctiveness of the Black Country

landscape characterisation documents, supplementary planning documents (SPD's) and national and local design guides where applicable.

6) All proposals should aim to sustain and reinforce special character and conserve the historic aspects of locally distinctive areas of the Black Country, for example:

a. The network of now coalesced but nevertheless distinct small industrial settlements of the former South Staffordshire Coalfield, such as Darlaston and Netherton;

b. The civic, religious, and commercial cores of the principal settlements of medieval origin such as Wolverhampton, Dudley, Wednesbury and Walsall;

c. Surviving pre-industrial settlement centres of medieval origin such as Halesowen, Tettenhall, Aldridge, Oldbury and Kingswinford;

d. Rural landscapes and settlements including villages / hamlets of medieval origin, relic medieval and post-medieval landscape features (hedgerows, holloways, banks, ditches, field systems, ridge and furrow), post-medieval farmsteads and associated outbuildings, medieval and early post-medieval industry (mills etc.) and medieval and post-medieval woodland (see Policy ENV4). The undeveloped nature of these areas means there is also the potential for evidence of much earlier activity that has largely been lost in the urban areas;

e. Areas of Victorian and Edwardian higher-density development, which survive with a high degree of integrity including terraced housing and its associated amenities;

f. Areas of extensive lower density suburban development of the mid-20th century including public housing and private developments of semi-detached and detached housing;

Policy ENV 5 - Historic Character and Local Distinctiveness of the Black Country

g. Public open spaces, including Victorian and Edwardian municipal parks, often created from earlier large rural estates or upon land retaining elements of relict industrial landscape features;

h. 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 Policy ENV7);

i. 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;

j. Geosites of geological, historic, cultural, and archaeological significance within the UNESCO Black Country Geopark (see Policy ENV6);

k. The Beacons and other largely undeveloped high prominences lying along the Sedgley to Northfield Ridge (including Sedgley Beacon and Wrens Nest), Castle Hill and the Rowley Hills (Turners Hill), and the Queslett to Shire Oak Ridge (including Barr Beacon) and views to and from these locations.

7) In addition to designated heritage assets[47], attention should be paid to the following non-designated heritage assets[48] including the Historic Environment Area Designations (HEADS) described and mapped in the Black Country Historic Landscape Characterisation Study (BCHLCS, 2019 – see evidence section for link):

[47] NPPF 2019 Annex 2 Designated heritage asset: A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation

[48] NPPF 2 2019 Annex 2 Heritage asset: A building monument, site, place, area, or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).

Policy ENV 5 - Historic Character and Local Distinctiveness of the Black Country

a. Areas of High Historic Townscape Value (AHHTV) that exhibit a concentration of built heritage assets and other historic features that, in combination, make a particularly positive contribution to local character and distinctiveness;

b. Areas of High Historic Landscape Value (AHHLV) that demonstrate concentrations of important wider landscape elements of the historic environment, such as areas of open space, woodland, watercourses, hedgerows, and archaeological features, that contribute to local character and distinctiveness;

c. Designed Landscapes of High Historic Value (DLHHV) that make an important contribution to local historic character but do not meet the criteria for inclusion on the national Register for Parks and Gardens;

d. Archaeology Priority Areas (APA) that have a high potential for the survival of archaeological remains of regional or national importance that have not been considered for designation as scheduled monuments, or where there is insufficient data available about the state of preservation of any remains to justify a designation;

e. Locally listed buildings / structures and archaeological sites;

f. Non-designated heritage assets of archaeological interest;

g. Any other buildings, monuments, sites, places, areas of landscapes identified as having a degree of significance[49].

8) Development proposals that would potentially have an impact on the significance of any of the above distinctive elements, including any contribution made by their setting, should be supported by evidence that the historic character and distinctiveness of the locality has been fully assessed and used to inform proposals. Clear and convincing justification should be

[49] NPPF Annex 2 Significance (for heritage policy): The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic, or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.

Policy ENV 5 - Historic Character and Local Distinctiveness of the Black Country

provided, either in Design and Access Statements, Statements of Heritage Significance, or other appropriate reports.

9) In some instances, local planning authorities will require developers to provide detailed Heritage Statements and / or Archaeological Desk-based Assessments to support their proposals.

10) For sites with archaeological potential, local authorities may also require developers to undertake Field Evaluation to support proposals.

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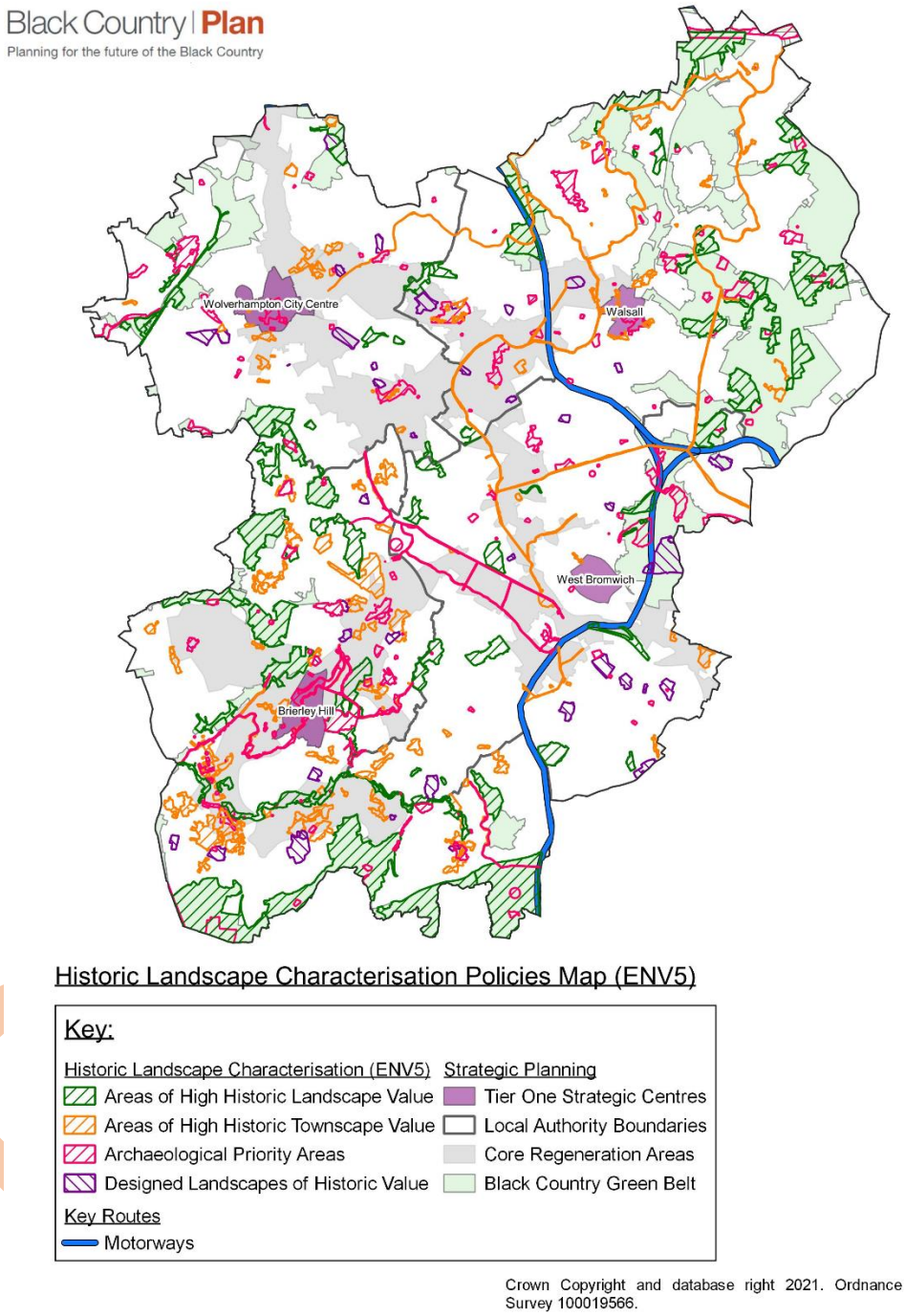
Figure 12 - Historic Landscape Characterisation Policies Map[50]



Justification

10.79 The Black Country has a rich and diverse historic environment, which is evident in the survival of individual heritage assets and in the local character and

[50] Unhatched lines on plan represent canals and other linear features

distinctiveness of the broader landscape. The geodiversity of the Black Country underpins much of the subsequent development of the area, the importance of which is acknowledged by the inclusion of the Black Country Geopark in the UNESCO Global Geopark Network[51]. 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 that characterise the area.

10.80 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.

10.81 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 that define the character of the many communities. Other parts of the Black Country are characterised by attractive, well-tree'd suburbs with large houses in substantial gardens and extensive mid-20th century housing estates designed on garden city principles.

10.82 This diverse character is under constant threat of erosion from modern development, some small scale and incremental and some large scale and fundamental. As a result, some of the distinctiveness of the more 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 heritage 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.

[51] See also Policy ENV7 - Geodiversity

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10.83 To ensure that heritage 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. A 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.

10.84 An analysis and understanding of the local character and distinctiveness of the area has been made using historic landscape characterization (HLC) principles. Locally distinctive areas of the Black Country have been defined and categorised as Areas of High Historic Townscape Value, Areas of High Historic Landscape Value, Designed Landscapes of High Historic Value, and Archaeology Priority Areas (BCHLCS, 2019). This builds on the work of the original Black Country Historic Landscape Characterization (2009), other local HLC studies and plans, and the Historic Environment Records.

Evidence

- Black Country Historic Landscape Characterisation Study (2019) – available online at: https://blackcountryplan.dudley.gov.uk/t2/p4/t2p4h/ Black Country HLC Final Report 30-10-2019-LR
- Historic Environment Record (HER)
- https://www.gov.uk/government/publications/national-design-guide .

Delivery

- Historic Landscape Characterisation documents prepared by individual local authorities in support of their Local Plan
- Adopted Conservation Area Character Appraisals
- Development Management process including Design and Access Statements and Statements of Heritage Significance
- Supplementary Planning Documents
- A regularly updated and maintained Historic Environment Record (HER).

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Issues and Options consultation responses

10.85 Among the issues raised during the consultation, the idea of a heritage policy was broadly supported. The importance of Heritage Statements, and non-designated heritage assets was noted. Greater recognition of nature and natural features in terms of local distinctiveness and historic character was sought, and concerns were expressed about impacts on the Green Belt**.**

Geodiversity and the Black Country UNESCO Global Geopark

10.86 The geology of the Black Country is very rich in industrial minerals. Limestone, ironstone, fireclay, coal and other industrial minerals provided the ingredients to make iron and paved the way for an intense and very early part of the Industrial Revolution to begin in the area.

10.87 The Black Country UNESCO Global Geopark was declared on Friday 10 July 2020. The Executive Board of UNESCO confirmed that the Black Country had been welcomed into the network of Global Geoparks as a place with internationally important geology, because of its cultural heritage and the extensive partnerships committed to conserving, managing and promoting it.

10.88 A UNESCO Global Geopark uses its geological heritage, in connection with all other aspects of the area's natural and cultural heritage, to enhance awareness and understanding of key issues facing society in the context of the dynamics of modern society, mitigating the effects of climate change and reducing the impact of natural disasters. By raising awareness of the importance of the area's geological heritage in history and society today, UNESCO Global Geoparks give local people a sense of pride in their region and strengthen their identification with the area. The creation of innovative local enterprises, new jobs and high-quality training courses is stimulated as new sources of revenue are generated through sustainable geotourism, while the geological resources of the area are protected.

Policy ENV6 - Geodiversity and the Black Country UNESCO Global Geopark

1. Development proposals should:

a. wherever possible, make a positive contribution to the protection and enhancement of geodiversity, particularly within the boundaries of the

Policy ENV6 - Geodiversity and the Black Country UNESCO Global Geopark

Black Country UNESCO Global Geopark and in relation to the geosites identified within it;

b. be resisted where they would have significant adverse impact on the Geopark geosites or other sites with existing or proposed European or national designations in accordance with Government guidance;

c. give locally significant geological sites[52] a level of protection commensurate with their importance;

d. take into account, and avoid any disruption to, the importance of the inter-connectivity of greenspace and public access between geosites within the boundary of the Black Country UNESCO Global Geopark.

2. In their local plans, the BCA should:

a. establish clear goals for the management of identified sites (both individually and as part of a network) to promote public access to, appreciation and interpretation of geodiversity;

b. ensure geological sites of international, national or regional importance are clearly identified.

Justification

10.89 Paragraph 170 of the NPPF (June 2019) requires local authorities to protect sites of geological value, "… *in a manner commensurate with their statutory status or identified quality in the development plan*". The Overarching National Policy Statement for Energy[53] states that development should aim to avoid significant harm to geological conservation interests and identify mitigation where possible; effects on sites of geological interest should be clearly identified.

[52] Many of which are identified as Sites of Local Importance for Nature Conservation (SLINCs) or Sites of Importance for Nature Conservation (SINCs) – see policy ENV1, and / or lie within areas of significant historic value, such as conservation areas, registered parks and gardens or other parts of the Black Country's historic landscape – see Policy ENV5 - Historic Character and Local Distinctiveness.

[53] Paragraph 5.3.7

10.90 Areas of geological interest also form significant facets of the industrial landscapes of the Black Country. They reflect the area's history of mining and extraction and will often co-exist with, and form part of the setting of, protected / sensitive historic landscapes. In many cases they also form an intrinsic part of the green infrastructure network, contributing to landscape and ecological diversity as part of the wider natural environment.

10.91 As part of this strategic network of green infrastructure, geosites should be retained wherever possible and their contribution to GI recognised and taken into account when development is proposed that would affect the areas they form part of.

10.92 New development should have regard to the conservation of geological features and should take opportunities to achieve gains for conservation through the form and design of development.

10.93 Where development is proposed that would affect an identified geological site the approach should be to avoid adverse impact to the existing geological interest. If this is not possible, the design should seek to retain as much as possible of the geological Interest and enhance this where achievable, for example by incorporating permanent sections within the design, or creating new interest of at least equivalent value by improving access to the interest.

10.94 The negative impacts of development should be minimised, and any residual impacts mitigated.

UNESCO Global Geoparks

10.95 A UNESCO Global Geopark[54] is a single, unified geographical area where sites and landscapes of international geological significance are located. It is an area of geological significance, managed with three main objectives in mind:

a) to protect the geological landscape and the nature within it;

b) to educate visitors and local communities; and

c) to promote sustainable development, including sustainable tourism.

10.96 All the UNESCO Global Geoparks contain internationally significant geology and are managed through community-led partnerships that promote an appreciation of

[54] https://www.unesco.org.uk/geoparks/

natural and cultural heritage while supporting the sustainable economic development of the area.

10.97 UNESCO Global Geopark status is not itself a statutory designation.

Evidence

- https://blackcountrygeopark.dudley.gov.uk/bcg/

Delivery

- Geopark Management Team, delivering aims of the Geopark

Issues and Options Consultation Responses

10.98 This is a new policy produced in response to the Black Country Geopark being declared by UNESCO in July 202 and was not subject to consultation during issues and options.

Canals of the Black Country

10.99 The Black Country's canal network is one of its most defining historical and environmental assets and its preservation and enhancement remains a major objective in the Vision for environmental transformation across the area and in the delivery of Strategic Priorities 11 and 12. Canals play a multifunctional role, providing economic, social, environmental and infrastructure benefits. They form a valuable part of the green infrastructure and historic environment of the Black Country and have a significant role to play in mental wellbeing and physical health, allowing people opportunities for exercise and access to nature.

Policy ENV7 – Canals	
1)	**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 provides a focus for future development through its ability to deliver a high-quality environment and enhanced accessibility for pedestrians, cyclists, and other non-car-based modes of transport.**
2)	**All development proposals likely to affect the canal network must:**

Policy ENV7 – Canals

a. **safeguard the continued operation of a navigable and functional waterway;**

b. **ensure that any proposals for reinstatement or reuse would not adversely impact on locations of significant environmental value where canals are not currently navigable;**

c. **protect and enhance its special historic, architectural, archaeological, and cultural significance, including the potential to record, preserve and restore such features;**

d. **protect and enhance its nature conservation value including habitat creation and restoration along the waterway and its surrounding environs;**

e. **protect and enhance its visual amenity, key views and setting;**

f. **protect and enhance water quality in the canal.**

g. **reinstate and / or upgrade towpaths and link them into high quality wider pedestrian and cycle networks, particularly where they can provide links to transport hubs, centres and opportunities for employment.**

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

a. **enhance and promote its role in providing opportunities for leisure, recreation and tourism activities;**

b. **enhance and promote opportunities for off-road walking, cycling, and boating access, including for small-scale commercial freight activities;**

c. **preserve and enhance the historical, geological, and ecological value of the canal network and its associated infrastructure;**

d. **positively relate to the opportunity presented by the waterway by promoting high quality design, including providing active frontages onto the canal and by improving the public realm;**

Policy ENV7 – Canals

e. **sensitively integrate with the canal and any associated canal-side features and, where the opportunities to do so arises, incorporate canal features into the development.**

4) **Development proposals must be fully supported by evidence that the above factors have been fully considered and properly incorporated into their design and layout.**

5) **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 on sites that include sections of disused canals should protect the line of the canal through the detailed layout of the proposal. Development will not be permitted that 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.**

Residential Canal Moorings

6) **For residential moorings, planning consent will only be granted for proposals that include the provision of:**

a. **the necessary boating facilities (a minimum requirement of electrical power, a water supply and sanitary disposal);**

b. **dedicated car parking provided within 500m of the moorings, suitable vehicular access, including access by emergency vehicles and suitable access for use by people with disabilities;**

c. **appropriate access to cycling and walking routes;**

d. **an adequate level of amenity for boaters, not unduly impacted upon by reason of noise, fumes or other nearby polluting activities.**

7) **In determining a planning application for residential moorings, account will be taken of the effect that such moorings and their associated activities may have on the amenities or activities of nearby residential or other uses.**

Justification

10.100 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 historic value of the Black Country's canal network today should be acknowledged, promoted, protected, and enhanced. The network also plays a major part in the Black Country Geopark, as the mineral wealth of the area meant that canals were a vital link to areas within and beyond the Black Country and continue to provide this link today.

10.101 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 a distinctive character and identity based on the industries and activities that these transport routes served and supported. The network has significant value for nature conservation, tourism, health and wellbeing and recreation and the 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.

10.102 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; a network of tramways also served the canals. Proposals should preserve the line of the canal through the detailed layout of the development. Where appropriate, opportunities should be explored for the potential to preserve the line of the canal as part of the wider green infrastructure network. Where feasible and sustainable, proposals should consider the potential for the restoration of disused sections of canal.

10.103 It is acknowledged that there are aspirations to restore disused sections of the canal network within the Black Country. However, it is also recognised that there are very limited opportunities to reinstate such canal sections as navigable routes because of the extensive sections that have been filled in, built over or removed making their reinstatement (and necessary original realignment) financially unviable and unachievable within the Plan period.

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10.104 There are also areas within the disused parts of the canal network that have naturally regenerated into locations with significant ecological and biodiversity value; to re-open or intensify use on these sections of the network could have an adverse impact on sensitive habitats and species.

10.105 Any development proposals that come forward to restore sections of the canal network will be expected to demonstrate that the proposals are sustainable, sufficient water resources exist, and that works will not adversely affect the existing canal network or the environment.

10.106 Residential moorings must be sensitive to the needs of the canalside environment in conjunction with nature conservation, green belt and historic conservation policies but also, like all residential development, accord with sustainable housing principles in terms of design and access to local facilities and a range of transport choices.

Evidence

- Black Country Historic Landscape Characterisation Study (2019)
- Historic Landscape Characterisation documents prepared by individual local authorities in support of their Local Plan
- Adopted Conservation Area Character Appraisals
- Historic England Good Practice Advice Notes (GPAs) and Historic England Advice Notes (HEANs)

Issues and Options consultation responses

- Recognise the difficulties that have emerged from the inclusion of local projects and whilst generally supports the principle of such initiatives, understand difficulties relating to the viability of such policies on grounds of technical challenges, support removal of reference to specific projects, proving text to support such initiatives would be forthcoming.
- As the Hatherton Branch Canal is safeguarded in Walsall's SAD it is considered appropriate to remove reference from the BCCS and for this to be considered at a local level.
- The benefits of the current policy are welcomed, would benefit from additional reference of wider opportunities provided by a waterside location

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- Waterways span several local authority boundaries and it is therefore important to ensure that there is a clear and consistent strategic policy approach to development that affects existing waterways or proposals for restoration.
- Beneficial for the CS to recognise in principle the benefits that canal restoration can bring to the BC recognise feasibility and technical issues should be considered at the appropriate stage and local level.

Open Space, Sport and Recreation

10.107 The principles of national planning 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 opportunities for safe, attractive, functional, linked and accessible green spaces for people to exercise and play sport in and enjoy. This resource also promotes the enhancement of the natural environment to support greater biodiversity, maximises benefits for health and well-being, helps to mitigate and adapt to climate change and promotes economic regeneration.

Policy ENV8 – Open Space, Sport and Recreation

1) All development proposals should recognise the values and functions of open space as set out in Government policy and guidance and also address as appropriate the following functions of open space that are of particular importance in the Black Country:

a. Improving the image and environmental quality of the Black Country;

b. defining and enhancing local distinctiveness;

c. preserving and enhancing industrial, geological, archaeological and architectural heritage, including canals;

d. enhancing visual amenity;

e. providing buffer zones between incompatible uses;

f. mitigating the effects of climate change, through reducing potential urban heat island effects and providing opportunities for additional landscaping and tree planting;

Policy ENV8 – Open Space, Sport and Recreation

g. preserving and enhancing diversity in the natural and built environment and preventing the fragmentation of habitat networks;

h. strengthening (through extension, increased access and enhanced value) and providing components of a high quality, multifunctional green space and greenway network;

i. providing outdoor sport and physical activity facilities, including footpath and cycle networks and areas for informal recreation and children's play;

j. providing opportunities for people to grow their own food on allotments and encouraging urban horticulture;

k. enhancing people's mental and physical health and well-being.

2) 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 supported, especially in areas of proven deficiency against adopted quantity, quality and accessibility standards.

3) Each local authority will set out, in their Local Plans and on Policies Maps, proposals for specific open space, sport and recreation facilities and planning requirements for open space, sport and recreation, to:

a. move towards the most up-to-date local open space, sport and recreation standards for each local authority, in terms of quantity, quality and access. In order to balance the realisation 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 of other open spaces / facilities can be secured that would be of a greater value in the local area;

b. address the priorities set out in the Black Country Nature Recovery Network Strategy;

c. make more efficient use of urban land by:

Policy ENV8 – Open Space, Sport and Recreation

i. **creating more multifunctional open spaces;**

ii. **protecting the existing greenway network for recreation and biodiversity and taking opportunities to strengthen and expand the network;**

iii. **significantly expanding community use of open space, sport, play and recreation facilities provided at places of education (see Policy HOU5);**

iv. **providing opportunities to increase accessible public open space, sport and recreation use of the Green Belt;**

v. **making creative use of land exchanges and disposing of surplus assets to generate resources for investment;**

vi. **increasing access to open space, sport and recreation facilities for all, including people with disabilities and other target groups with limited access at present; and**

vii. **where there is a cross-boundary impact, identifying the most appropriate location to maximise community access and use of new facilities.**

4) The existing network of built sports facilities will be protected and enhanced. Proposals involving the loss of a built sports facility will be permitted only where adequate alternative provision is available to meet the needs of the community served by the facility.

5) New built sports facilities should be:

a. Well-designed, including through the provision of high-quality landscaping and public realm enhancements, and well-related to neighbourhood services and amenities;

b. Well-linked to public transport infrastructure and footpath and cycleway networks and directed to a centre appropriate in role and scale to the proposed development and its intended catchment area. Proposals

Policy ENV8 – Open Space, Sport and Recreation

located outside centres must be justified in terms of relevant national policy.

6) Where a housing development would increase the need for built sports facilities to the extent that significant new or improved facilities would be required to meet this need, proportionate planning obligations or Community Infrastructure Levy will be secured to help address this need, where this is financially viable and appropriate and long-term management arrangements can be secured and funded.

7) Where land is provided for a new built sports facility as part of a housing development, the financial contribution made by that development towards built sports facilities will be reduced accordingly.

Justification

10.108 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 and also to detailed policies in Local Plans covering the four local authorities. These policies apply to existing sites that have an open space, sport or recreation function, regardless of whether they are shown on local authorities' Policies Maps.

10.109 Separate local standards for different types of open space, sport and recreation facilities have been 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 and detailed local policies on open space, sport and recreation, including planning obligations for new housing development, will be set out in Development Plan Documents and SPDs for the BCA and will be subject to review as evidence is updated over the Plan period. Playing pitch strategies for the Black Country authorities will be updated during 2021/22 and this new evidence will feed into amendments to the BCP for Publication, where appropriate. Built facilities strategies will also, where applicable, inform decisions by the BCA.

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10.110 Publicly accessible urban open space, play and sports facilities all have a vital role to play in helping to promote healthy lifestyles. As sports participation rates in the Black Country are below the national average, standards set for sports facilities, including in any built facilities strategies, will consider the need to increase sports participation and improve health as well as meet existing needs. Existing and potential cross-boundary effects will also be considered 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.

10.111 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. Policy ENV8 therefore identifies the functions of open space that are of particular importance to the Black Country, in addition to those set out in national guidance.

10.112 Chapter 13 sets out broad, strategic open space, sport and recreation proposals for strategic allocations in the Black Country Plan. These proposals aim to address current deficiencies against existing local standards and meet the needs of new development, whilst taking into account cross-boundary issues and emerging strategic priorities in the Black Country Nature Recovery Network Strategy (see Policy ENV3).

10.113 The provision of open space, sport and recreation facilities within new development, as required by local policies, will not be sufficient in themselves to fully address gaps in open space, sport and recreation provision, which may be exacerbated by population growth. Consequently, the policy sets out ways in which the BCA can make more efficient use of scarce land resources within the urban area to help meet quantity, quality and access standards.

10.114 The policy recognises that, in some circumstances, for example where there is a significant gap in provision of built sports facilities such as sports courts and swimming pools, it may be necessary for housing developments to contribute towards improvements to such facilities. However, given the high capital and revenue costs of such facilities and the challenges of securing appropriate, long-term management and maintenance for them, it is recognised that this may not always be possible or viable.

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10.115 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 wildlife 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 through planning conditions and obligations, transportation funding, and the support of other organisations such as the Canal & River Trust. Blue infrastructure features such as rivers and streams also provide opportunities for physical activity.

10.116 To promote healthy living, it is important that open space and sports facilities, and places that people visit every day such as shops and schools, are located and designed so that people are encouraged to walk or cycle to them from their homes. This can be achieved through:

a) Location of key facilities in the most accessible locations, as set out in Policies HOU5 and HW2;

b) Meeting open space quantity, quality and access standards, as set out in Policy ENV8;

c) Setting of accessibility standards for new housing developments, as set out in Policy HOU2;

d) Co-location of key facilities and promotion of community use, such as dual use schools, as set out in Policies HOU5 and HW2;

e) On and off-site measures such as signage and cycle storage, as set out in Policy TRAN5.

Evidence

- Open Space Audits, Needs Assessments and Action Plans for the Black Country Authorities
- Playing Pitch Assessments, Strategies and Action Plans for the Black Country Authorities (updates to be completed 2021/22)
- Sport England Active Design Policy

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Delivery

- Open Space and Playing Pitch Strategies and Action Plans for the Black Country Authorities, in partnership with Sport England
- Local Transport Plan
- Through the Development Management process

Issues and Options Consultation Responses

10.117 There was general support for retaining the principles of the current BCCS policy, whilst extending the policy to cover trees, woodland and nature conservation (this is now addressed in new policies ENV3 and ENV4); and sports facilities (now addressed in the revised policy).

Design Quality

10.118 High quality design is an essential element both in placemaking and in reflecting the distinctive character of the area and will help deliver the Spatial Objectives by setting challenging but appropriate standards. Achieving sustainable development is fundamental to the Vision for transforming the Black Country environmentally, socially and economically. Each area in the Black Country is distinct and successful place-making will depend on understanding and responding to their unique identities through high-quality and sensitive design proposals. Development proposals across the Black Country will deliver successful urban regeneration and expansion through high quality design that provides economic, social and environmental benefits.

10.119 High-quality, innovative and modern design will also have a significant part to play in mitigating and adapting to climate change. This is achieved by ensuring that buildings and landscaping are designed to offer comfortable and attractive living environments reflecting the traditional design qualities and features of the Black Country, while also addressing issues around climate change in the form of the use of green energy technologies, a reduction in carbon generation and the efficient and effective use of water, planting and materials.

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Policy ENV9 – Design Quality

1) Development proposals must demonstrate that the following aspects have been addressed, through design and access statements that reflect their Black Country context:

a) implementation of the principles of the National Design Guide[55] to ensure the provision of a high-quality network of streets, buildings and spaces;

b) implementation of the principles of "Manual for Streets[56]" to ensure urban streets and spaces are designed to provide a high quality public realm and an attractive, safe and permeable movement network;

c) use of the Building for a Healthy Life[57] criteria (or subsequent iterations) and local housing design SPDs for new housing developments, to demonstrate a commitment to achieve the highest possible design standards, good place-making and sustainable development;

d) consideration of crime prevention measures and Secured by Design principles, in addition to the requirements of Part Q of the Building Regulations 2010 or any successor legislation;

e) accordance with the agent of change[58] principle in relation to existing uses adjacent to proposed development sites.

2) Development will be designed to the highest possible standards, creating a strong sense of place. Development proposals must address as appropriate:

a) the townscapes and landscapes of the Black Country;

b) the need to maintain strategic gaps and views;

55 https://www.gov.uk/government/publications/national-design-guide

56 To be supplemented by Manual for Streets 2 in 2022 - https://www.ciht.org.uk/knowledge-resource-centre/resources/revising-manual-for-streets/

57 https://www.udg.org.uk/publications/othermanuals/building-healthy-life

58 Paragraph 182 of the NPPF (July 2019) states that both planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (e.g. places of worship, pubs, music venues and sports clubs). Unreasonable restrictions should not be placed on existing businesses because of development permitted after they were established.

Policy ENV9 – Design Quality

c) the built and natural settings of development and the treatment of 'gateways';

d) the Black Country's industrial and vernacular architecture and links with the wider rural hinterland;

e) the need to ensure development has no harmful impacts on key environmental assets (see Policies ENV1 and ENV3).

3) New residential development (including conversions from non-residential properties) and houses in multiple occupation will be required to meet water efficiency standards[59] of 110 litres per person per day, as set out in Part G2 of current Building Regulations 2010 or any successor legislation.

4) All new residential development (including the conversion of buildings) and the creation of houses in multiple occupation will be required to meet the Nationally Described Space Standards (NDSS)[60], except where it can be clearly evidenced that the implementation of the NDSS would cause harm to the significance of a heritage asset. The space standards will apply to all tenures.

5) Major development proposals should contribute to the greening of the Black Country by:

a) including urban greening as a fundamental element of site and building design;

b) incorporating measures such as high-quality landscaping (including trees), other soft landscaping and planting, green roofs, green walls and sustainable drainage and conserving existing green spaces and natural resources;

[59] https://www.gov.uk/government/publications/sanitation-hot-water-safety-and-water-efficiency-approved-document-gov

[60] https://www.gov.uk/guidance/housing-optional-technical-standards#internal-space-standards

Policy ENV9 – Design Quality

c) optimising the use of multi-functional green infrastructure (including water features, green roofs and planting) for urban cooling, local flood risk management and to provide access to outdoor space and shading.

6) Development should reflect National Design Guide principle H1[61] in delivering functional, healthy and sustainable homes and buildings, particularly in relation to creating healthy, comfortable and safe internal and external environments.

7) Development must not cause a detrimental impact on the living environment of occupiers of existing residential properties, or unacceptable living conditions for future occupiers of new residential properties, in terms of:

a) privacy and overlooking

b) access to sunlight and daylight;

c) artificial lighting;

d) vibration;

e) dust and fumes;

f) smell;

g) noise;

h) crime and safety;

i) wind, where the proposals involve new development of more than eight storeys.

Justification

10.120 Urban areas, settlements, towns and villages in the Black Country all possess their own distinct character. Successful place-making will depend on understanding and responding to these unique localities through the delivery of high-quality design proposals that are complementary to local character and vernacular.

[61] Or any succeeding guidance or legislation on design standards.

10.121 High-quality design will help to stimulate economic, social and environmental benefits, including ensuring that new homes and other buildings are designed and built to help to mitigate and minimise climate change impacts. Ensuring good design is embedded across the Black Country will help support regeneration and the delivery of an inclusive and robust economy, attracting people and businesses to both relocate to and remain in the area.

10.122 The Government published an updated National Design Guide in January 2021 that set out a series of aims and objectives for achieving well-designed places. The document identified the key themes of good design and goes on to set out a list of ten characteristics[62] that drive it. Paragraph 36 of the Guide was clear that the ten characteristics reflect the Government's priorities and so provide a common overarching framework within which issues around good design should be considered:

> *36. 'Well-designed places have individual characteristics which work together to create its physical **Character**. The ten characteristics help to nurture and sustain a sense of **Community**. They work to positively address environmental issues affecting **Climate**. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework'*

10.123 The National Planning Policy Framework (2019) addresses the issue of good design throughout, including in paragraph 130, which states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

10.124 Locally, the West Midlands Combined Authority (WMCA) have published a West Midlands Design Charter[63]. The Charter was produced in collaboration with the various public bodies that make up the WMCA and was tested with developers, designers and investors from the private sector.

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[62] Context; Identity; Built form; Movement; Nature; Public spaces; Uses; Homes and buildings; Resources; Lifespan.

[63] https://www.wmca.org.uk/media/3647/wmdesigncharter.pdf

10.125 The Charter represents a regional commitment to good place-making and will be used to support applications for WMCA funding for new development (including residential, commercial and mixed use). Its key themes include:

a) character;

b) connectivity and mobility;

c) future readiness;

d) health and wellbeing;

e) engagement;

f) stewardship and delivery;

which in turn encompass 12 further principles of good placemaking[64].

10.126 The BCA will support urban regeneration by ensuring all new development exhibits high quality design. The BCP emphasises that the ideas and principles behind successful place-making and urban design will be a key factor in the renaissance of the sub-region. A high-quality environment is also an essential prerequisite for economic competitiveness and housing choice. This will support the Black Country Garden City principles adopted by the Black Country LEP[65]. Developments will be encouraged to seek accreditation through the Garden City Scheme to achieve an exemplar standard of development.

10.127 Great opportunities exist across the Black Country to transform areas into high quality places for people to live, work and invest in. This will involve, in some cases, the reinforcement or reinvention of a sense of place and local identity within the Black Country. The Black Country needs a collective commitment to high-quality design if it is to maximise the benefits from the opportunities offered by transformation on this scale.

10.128 At the same time, the Black Country has a strong tradition of providing live music and entertainment; and this aspect of its character and economy should be protected by the application of the agent of change principle in relation to existing

64 Regional Ambition; Local Distinctiveness; Regional Network; Modal Shift; Climate Resilience; Delivering Low Carbon Development; Technological Resilience; Building Active Communities; Promoting Wellbeing; Engagement; Stewardship; Securing Social Value.

65 Black Country LEP Garden City Principles: https://www.blackcountrylep.co.uk/our-strategy/place/black-country-garden-city/garden-city-principles/

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uses adjacent to proposed development sites, which can be found in Paragraph 182 of the NPPF (2019).

10.129 This policy seeks to integrate key design principles with an approach that interprets and reflects both local distinctiveness and the overall character of the Black Country. High-quality design relates to buildings, architecture, the spaces within which buildings sit, the quality of the public realm reflected in its streets and spaces and the relationship between the development and the surrounding area. Places should be designed with Active Design principles to increase opportunities for physical activity.

10.130 There are three optional national technical standards for housing which can be adopted through planning policy[66]. Policy ENV9 adopts two of these standards for new housing in the Black Country, covering internal space standards and water efficiency standards, and Policy HOU3 adopts the third (accessibility and wheelchair user housing standards) in defined circumstances. The Viability and Delivery Study demonstrates that the introduction of these standards is unlikely to have a significant impact on development viability.

10.131 The BCA believe that everyone has the right to a high standard of residential accommodation, with sufficient space to meet their needs. Black Country overcrowding rates are higher than the national average. In order to address this, Policy ENV9 adopts national space standards covering internal floor area and dimensions for key parts of the home. The standard is modest and is generally met in most new build housing across the Black Country; however, in a minority of cases the standard would help to achieve better living conditions. The requirement for a minimum space standard can also add to the attractiveness of a development and increase the marketability of properties. The standard will apply to all tenures. Evidence provided by the Black Country Viability and Delivery Study (2021) suggests that introduction of this standard is very unlikely to impact on development viability, given the relatively modest increases in room sizes.

[66] Government guidance on optional technical standards: https://www.gov.uk/guidance/housing-optional-technical-standards

10.132 Introduction of the higher water efficiency standard for all new homes in the Black Country is justified by evidence provided in the Water Cycle Study (2020). This standard will be enforced through the building regulations system.

10.133 To ensure that development proposals accord with policy requirements, the Design and Access Statements accompanying planning applications should follow Commission for Architecture and the Built Environment guidance.

10.134 A key objective for new developments should be that they create safe and accessible environments where crime, or the fear of crime, and anti-social behaviour do not undermine the quality of life, health or community cohesion. Good design, layout and spatial relationships (including the use of sensitively designed and located landscaping that reduces opportunities for anti-social behaviours) can make a positive contribution towards improving community safety in an area. It is the intention of the BCA and the police to work together towards the reduction of crime and the fear of crime, and anti-social behaviour across the Black Country. This will be a material consideration in all planning proposals.

10.135 The fifth principle of the West Midlands Design Charter refers to the need to address climate change through good design;

Principle 5 – Climate Resilience

Developments should incorporate climate adaptation measures that respond to the short and long-term impacts of climate change and address the environmental impact of the proposal across its lifecycle.

10.136 Climate change mitigation and adaptation measures will be addressed through the specific climate change policies in the BCP and the renewable energy and BREEAM requirement for new development, which are set out in Policy CC7.

Primary Evidence

- National Design Guide (2019)
- Broadening Horizons – A Vision of the Black Country Urban Park, Lovejoy (2004)
- Dudley New Housing Development SPD (2007)
- Walsall Design Guide SPD (2008)
- Sandwell Residential Design Guide (2014)

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- Wolverhampton Residential Development SPG (1996)
- Housing Audit: Assessing the Design Quality of New Housing in the East Midlands, West Midlands and the South West, CABE (2007)
- Black Country Water Cycle Study 2020

Delivery

- Development Management process including Design and Access Statements.
- Through AAPs

Issues and Options consultation responses

10.137 Consultees requested retention of Secured by Design references. Several respondents supported removal of references to Code for Sustainable Homes, as this has been deleted from the NPPF. There was support for high design quality, particularly for green belt release sites but also for brownfield and urban sites.

10.138 Support was expressed for the need to reduce water consumption through the national standards. However, some felt that the draft BCP should not place unnecessarily burdensome requirements, such as national space standards, on developments impacting viability and deliverability.

10.139 Some of the content of the policy has been updated to reflect changes to the NPPF and other legislation or guidance that has been published since the Issues and Options Consultation in 2017, such as the National Design Guide.

Monitoring

Policy	Indicator	Target
ENV1	Change in areas of biodiversity importance	No net reduction in the area of designated nature conservation sites through development
ENV2	Amount of new homes completed within 15 km of Cannock Chase SAC.	Estimated housing for Wolverhampton and Walsall as set out in Cannock Chase SAC Partnership MOU.

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Policy	Indicator	Target
	Annual financial contributions secured from eligible developments to meet the requirements of the Cannock Chase SAC Partnership MOU.	Total financial contributions for Wolverhampton and Walsall as set out in Cannock Chase SAC Partnership MOU.
ENV3	All development sites to provide biodiversity net gain	Minimum 10% net gain, subject to national guidelines
ENV4	Increase in tree cover across the BC by 2039.	Tree canopy cover up to 18% of surface area of Black Country by 2039
	Area of ancient woodland / number of veteran trees lost by 2039	No areas of ancient woodland / no veteran trees lost in Black Country by 2039
	Area of hedgerow created by 2039	? km of new hedgerow created by 2039
ENV5	Proportion of planning permissions granted in accordance with Local Planning Authority Historic Environment Section or Advisor recommendations	100%
ENV6	n/a	n/a
ENV7	n/a	n/a
ENV8	Hectares of accessible open space per 1,000 population for each Black Country Authority	Dudley: 4.66 (2019 Baseline: 4.66) Sandwell: 4.42 (2007 Baseline: 3.42) Walsall: 5.00 (2006 Baseline: 5.00) Wolverhampton: 4.38 (2018 Baseline: 4.38)
ENV9	n/a	n/a

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Climate Change

Introduction

Climate Change Adaptation and Mitigation

10.140 The West Midlands Combined Authority declared a climate change emergency in June 2019. In July 2019, it committed to net zero carbon emissions by 2041. This means that the Black Country will be working towards meeting these targets through the timescale of the Black Country Plan.

10.141 Information from the Met Office[67] indicates that under projections looking at potential climate change over land to the 2070s, a location in the middle of England is likely to experience changes in precipitation and temperature in both summer and winter[68] equating to: -

Summer rainfall change

41% drier to 9% wetter [low emissions scenario].

57% drier to 3% wetter [high emissions scenario]

Winter precipitation change

3% drier to 22% wetter [low emissions scenario].

2% drier to 33% wetter [high emissions scenario]

Summer temperature change

No change to 3.3 °C warmer [low emissions scenario].

1.1°C warmer to 5.8 °C warmer [high emissions scenario]

Winter temperature change

-0.1 °C cooler to 2.4 °C warmer [low emissions scenario].

0.7 °C warmer to 4.2 °C warmer [high emissions scenario]

10.142 Local planning authorities are bound by the legal duty set out in Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning

[67] https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-infographic-headline-findings-land.pdf

[68] All results are for the 10th-90th percentile range for the 2060-2079 period relative to 1981-2000

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Act, to ensure that planning policy contributes to the mitigation of, and adaptation to, climate change.

10.143 The issues around adapting to and mitigating the effects of climate change form a major theme of the NPPF and its associated guidance (NPPG, National Design Guidance). The most recent version of the NPPF (updated June 2019) requires sustainable development to mitigate and adapt to climate change, including through moving to a low carbon economy (paragraph 8c). Paragraph 20d requires strategic policies to identify planning measures to address climate change mitigation and adaptation.

10.144 NPPF chapter 14 addresses in more detail the duty of planning in helping to contend with a changing climate and the vulnerabilities it generates in the built and natural environments. This includes planning for zero and low carbon development, requiring renewable and low carbon energy supply, reducing emissions and greenhouse gases, the mitigation of flood risks and employing appropriate policy and design solutions to address rising temperatures, ventilation, the need for additional green infrastructure and the protection of the natural environment.

10.145 Addressing climate change using strategic policies and requiring development to meet and sometimes exceed current standards makes economic sense both for the local authorities themselves and for homeowners and businesses potentially impacted by climate change:

a) ensuring projects, plans and processes are resilient to climate change strengthens the ability to achieve identified objectives over the long-term, helping local authorities and other organisations achieve their wider plans and ambitions.

b) screening public and strategic regeneration plans for climate risks can make them more attractive to inward investors by ensuring mitigation and adaptation aspects are considered at an early stage, while ensuring buildings provide adequate heating and cooling supports workforce health and productivity;

c) appropriate adaptation and mitigation allow assets and activities to continue performing during climate changes and will help to protect occupiers and users of buildings to continue to use them during times of environmental stress, such as flooding;

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d) pre-emptive adaptation action is generally more cost effective over time[69] than the costs incurred in responding to the outcomes of extreme weather events;

e) through careful planning, adaptation actions can deliver multiple benefits to projects / activities, such as improving health and wellbeing, increasing property values, skills, and employment, reducing emissions, and supporting biodiversity.

10.146 To help the Black Country become a more efficient and resilient place, policies in the BCP will encourage development to: -

a) improve energy efficiency and move towards becoming zero carbon, in accordance with national targets and with the aims of the West Midlands Combined Authority commitment to **achieve net zero carbon by 2041**;

b) ensure buildings and infrastructure are designed, landscaped, and made suitably accessible to help adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, and avoiding contributing to the urban heat island effect.

c) create a safe and secure environment that is resilient to the impacts of climate-related emergencies.

d) take an integrated approach to the delivery of strategic and local infrastructure by ensuring that public, private, community and voluntary sectors plan and work together. Factors which may lead to the exacerbation of climate change (through the generation of more greenhouse gases) must be avoided (e.g. pollution, habitat fragmentation, loss of biodiversity) and the natural environment's resilience to change should be protected.

Increasing efficiency and resilience

10.147 The Government have stated that all buildings need to be net zero carbon by 2050. Section 19 of the Planning and Compulsory Purchase Act (2004), Section182 of the Planning Act (2008), the Planning and Energy Act (2008), and section 14 of the NPPF (2019) all empower local planning authorities to enforce policies that seek to reduce carbon emissions from new homes.

10.148 The NPPF (2019) in particular states that plans should take a proactive approach to mitigating and adapting to climate change. As part of this, new development should

[69] https://ec.europa.eu/clima/policies/adaptation_en

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be planned for in ways that can help to eliminate greenhouse gas emissions, such as through careful consideration of its location, orientation and design. The following Climate Change policies aim to ensure that future development address national energy and climate change objectives.

10.149 Policy CC1 sets out how new development proposals will be required to demonstrate they are designed to maximise resistance and resilience to climate change through a range of design requirements

Policy CC1 – Increasing efficiency and resilience

1) Development should be designed to mitigate climate change impacts and provide adaptations that will help communities and individuals to continue to avoid or mitigate adverse effects on human health. Proposals for development will need to demonstrate how they have been designed to maximise resistance and resilience to climate change through addressing the following requirements: -

a. wherever feasible, new buildings will be orientated to maximise opportunities for both natural heating and ventilation and to reduce exposure to wind and other elements;

b. development proposals that include and / or impact on transport infrastructure and / or which generate a significant number of person trips will need to meet the needs of all sections of the community by including a range of sustainable and low carbon transport modes as alternatives to private car use (see Policy TRAN6);

c. use of trees and other planting in landscaping schemes will be required throughout the Black Country, to provide for the shading of amenity areas, buildings and streets, mitigate against poor air quality and help connect fragmented habitats and protect and support biodiversity networks;

d. landscaping schemes should be designed using a mix of native tree species and plants where appropriate and should also use species that are able to adapt to changing climate conditions (see Policy ENV4 Trees, Woodland and Hedgerows);

Policy CC1 – Increasing efficiency and resilience

e. all development will need to minimise the impact of surface water runoff through the design of proposed drainage systems, including where possible grey water recycling and rainwater collection, and the use of permeable surfaces. Schemes should also make provision for sustainable drainage infrastructure, which should be built into landscaping schemes / open space provision as appropriate (see Policies CC5 and CC6);

f. development will be required to incorporate mitigation and resilience measures designed to reduce the risk of river and surface water flooding (see Policies CC5 and CC6);

g. the conversion of non-domestic buildings to residential use will be expected to employ high environmental standards, incorporating improved thermal insulation, appropriate levels of natural ventilation and measures to improve water efficiency;

h. proposals for increasing the energy efficiency and resilience to climate change of designated heritage assets will be supported only where this will not cause demonstrable harm to the historic fabric, character, setting or appearance of the asset.

Justification

10.150 Buildings, services, and infrastructure need to be able to cope with the impacts of climate change. Part of this will relate to ensuring that development is able to cope with more intense rainfall, the possibility of flooding, heat waves and droughts. The design of development therefore needs to address shading, insulation and ventilation, surface water runoff and storage and the use of appropriate tree planting and landscaping, to futureproof schemes against more extreme weather conditions.

10.151 Where possible and appropriate, the retrofitting of residential and other properties to achieve higher standards of energy and water efficiency will be encouraged and supported.

10.152 This policy should be read in conjunction with Policy CC7, which covers the use of renewable and low carbon energy and energy-saving measures.

10.153 BCP policies demonstrate that adaptation to and mitigation of climate change can be achieved across all forms of development. Policies that set out the detailed requirements sitting under Policy CC1 include ENV1, ENV5 and ENV7 as relevant.

10.154 The PPG section on climate change[70] identifies examples of mitigating climate change:

a) reducing the need to travel and providing for sustainable transport;

b) requiring good design to enable the focus of travel to move away from the motor car to modes of "active travel" such as safe cycling and walking routes especially on new housing estates;

c) providing opportunities for renewable and low-carbon energy technologies;

d) providing opportunities for decentralised energy production and district heat networks;

e) promoting zero-carbon design approaches to reduce energy consumption in buildings, such as utilising passive solar design features.

10.155 The provision of trees and other green infrastructure will be essential in helping to mitigate and adapt to changing climates; their positive impacts on air quality, heat reduction and ecological networks and habitats will be vital in helping to deliver sustainable and comfortable living and working environments across the Black Country. Development will be expected to increase the Black Country's tree canopy cover through habitat creation, landscaping, and biodiversity net gain.

10.156 Examples of adapting to climate change include:

a) considering future climate-related risks when allocating development sites, to ensure risks are understood and accounted for over the development's lifetime;

b) considering flood risk in the design of developments;

c) considering the availability of water and water infrastructure, and design to promote water efficiency and protect water quality;

[70] Paragraph: 003 reference ID: 6-003-20140612

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d) promoting adaption in design policies, developments and works in the public realm.

Evidence

- Planning and Compulsory Purchase Act (2004)
- Planning Act (2008),
- Planning and Energy Act (2008)
- UKCP18 Climate Change Projections Overland - Meteorological Office
- UK Climate Change Risk Assessment – Climate Change Committee
- CCC Sixth Carbon Budget[71]
- National Design Guidance
- West Midlands Combined Authority WM2041 Programme and Actions
- Historic England Energy Efficiency and Historic Buildings

Delivery

- Delivery will be secured through the development management processes, specifically through Planning and Design statements, energy plans and evidence accompanying planning applications.
- Planning conditions, CIL and Section 106 contributions.

Issues and Options Consultation Responses

10.157 This is a new policy produced in response to emerging national legislation and thus was not addressed previously.

Energy Infrastructure

10.158 The NPPF (2019) states that plans should take a proactive approach to mitigating and adapting to climate change. Development should be planned for in ways that help eliminate greenhouse gas emissions, such as through consideration of its location, orientation and design.

[71] https://www.theccc.org.uk/publication/sixth-carbon-budget/

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10.159 To help increase the use and supply of renewable and low carbon energy and heat, plans should provide a positive strategy for energy from these sources. Policy CC2 sets out how energy infrastructure will be considered, including how opportunities for decentralised energy and communal heating will be identified.

Policy CC2 – Energy Infrastructure

Decentralised energy networks and communal heating provision

1) Any development including ten homes or more, or non-residential floorspace of 1,000 sq m or more must include opportunities for decentralised energy[72] provision within the site, unless it can be demonstrated that the development is not suitable, feasible or viable for district heat[73] or decentralised power networks.

2) Where there is existing decentralised energy provision available close to the site, the development will be expected to link into it or should be designed to accommodate a subsequent connection[74] if a source has not yet become operational. Information on this linkage should be included in a design and access or planning statement, which should also explain how access to a decentralised network can be achieved in the future if it is not currently operational or available.

3) Where developers can demonstrate to the satisfaction of the relevant BCA that a link to an existing or committed decentralised energy source nearby is not viable, the local authority will support the provision of alternative onsite carbon elimination measures that can be incorporated into the scheme (see Policy CC7).

Onsite energy provision

[72] Energy that is generated off the main grid, including micro-renewables, heating and cooling. It can refer to energy from waste plants, combined heat and power, communal or district heating and cooling, as well as geothermal, biomass or solar energy. Decentralised heat or power networks can serve a single building or a whole community, even being built out across entire cities - Carbon Trust - decentralised energy definition

[73] https://www.gov.uk/guidance/heat-networks-overview

[74] Where a decentralised energy source is extant or will become operational during the construction of the development, and a proposed linkage has been agreed, suitable means of access / connection should be provided along roads / footpaths as a minimum form of infrastructure.

Policy CC2 – Energy Infrastructure

4) Developers should engage with relevant energy companies and bodies at an early stage in the development process to establish the likely future energy and infrastructure requirements arising from large-scale development proposals including 100 homes or more, or non-residential floorspace of 10,000 sq m or more. Proposals for addressing energy provision on such sites should be developed and agreed between the local planning authority and developer(s) to establish the lowest lifetime carbon energy provision. Information to support the preferred solution(s) should identify and address:

- **a) current and future major sources of demand for heat (e.g. sites such as industrial / manufacturing sites, universities, large-scale sporting or leisure development, hospitals and social housing);**
- **b) demands for heat from existing buildings that can be connected to future phases of a heat network;**
- **c) major heat supply plant;**
- **d) possible opportunities to utilise energy from waste or waste heat from industrial processes;**
- **e) opportunities for heat networks;**
- **f) opportunities for private wire electricity supply;**
- **g) possible land for energy centres and / or energy storage;**
- **h) possible heating and cooling network routes;**
- **i) infrastructure and land requirements for electricity and gas supplies;**
- **j) implementation options for delivering feasible projects, considering issues of procurement, funding and risk, and the role of the public sector.**

5) The BCAs' local plans will, where applicable:

- **a) identify any necessary energy infrastructure requirements, including upgrades to existing infrastructure;**

Policy CC2 – Energy Infrastructure

b) identify existing heating and cooling networks and opportunities for expanding existing networks and establishing new ones.

Heating / hot water systems

6) Heat sources for a communal heating system should be chosen to minimise likely emissions and to make best use of any local decentralised networks, in preference to other solutions.

7) Where a communal heating system is provided, development proposals must provide evidence to show that NOx emissions related to energy generation will be equivalent to or lower than those of an ultra-low NOx[75] gas boiler.

Justification

10.160 The ways in which heating and power are delivered to / used in development will need to change to meet the requirements of a zero carbon future and the intended elimination of greenhouse gas emission. The use of fossil fuels and traditional forms of energy generation will need to be phased out and replaced by zero carbon, non-polluting and energy-efficient sources. These methods will include the use of heat networks and communal heating systems wherever possible.

10.161 The policy requires that the feasibility of incorporating opportunities for decentralised energy provision is considered for all applicable development proposals. If low-carbon decentralised power and heating systems do not currently exist or are still in the process of being delivered, developers should ensure that new housing and employment schemes are provided with the infrastructure to link into those networks when they become available.

10.162 Where a link to an existing or committed decentralised energy source is not viable, the relevant Black Country authority will support the provision of alternative on-site zero carbon measures. This may include, for example, the provision of built-in renewable energy generation for individual buildings or other forms of decentralised energy provision within the site.

[75] Ultra-low NOx boiler Standard specified in the Black Country Air Quality Supplementary Planning Document.

Heating and hot water systems

10.163 There is a broad hierarchy of provision that should be followed when considering and providing for communal heating systems on major residential schemes and where non-residential development would be of a scale to warrant some element of on-site provision. As an illustration, an appropriate hierarchical approach might be as follows: -

a) local existing or planned heat networks;

b) use available local secondary heat sources (in conjunction with heat pumps, if required, and a lower temperature heating system);

c) generate clean heat and / or power from zero-emission sources;

d) use of fuel cells. If using natural gas in areas where legal air quality limits are exceeded, all development proposals must provide evidence to show that any emissions related to energy generation will be equivalent to or lower than those of an ultra-low NOx gas boiler;

e) use low-emission combined heat and power (CHP);

f) use ultra-low NOx gas boilers only if more sustainable alternatives are unavailable;

g) CHP and ultra-low NOx gas boiler communal or district heating systems, designed to ensure that there is no significant impact on local air quality.

Evidence

- Powering Growth: Black Country Energy Strategy (AECOM) (February 2018)
- West Midlands Regional Energy Strategy (November 2018)
- Black Country Utilities Infrastructure Capacity Study (September 2019)

Delivery

- Delivery will be secured through the development management processes, specifically through Planning and Design statements, energy plans and evidence accompanying planning applications.
- Planning conditions, CIL and Section 106 contributions.

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Issues and Options Consultation Responses

10.164 This is a new policy produced in response to emerging national legislation and thus was not addressed previously.

Managing Heat Risk

10.165 As part of the plan's proactive approach towards mitigating and adapting to climate change, Policy CC3 sets out the requirements for managing heat risk within new development proposals.

Policy CC3 – Managing Heat Risk

1) Development proposals[76] should minimise both internal heat gain and the impacts of urban heat islands[77] by using appropriate design, layout, orientation and materials.

2) Development proposals will be expected to demonstrate how their potential for overheating and reliance on artificial cooling systems will be reduced, in accordance with the following cooling hierarchy:

a) minimise internal heat generation through energy-efficient design;

b) reduce the amount of heat entering a building through orientation, shading, albedo[78], fenestration, insulation and the provision of green roofs and walls (see also Policy ENV10 - Design);

c) manage heat within a building through exposed internal thermal mass[79] and high ceilings;

d) provide passive ventilation;

e) provide mechanical ventilation;

[76] Excluding domestic extensions.

[77] Caused by extensive built-up areas absorbing and retaining heat.

[78] The reflectivity of a surface. A high albedo surface reflects the sun's heat back into the atmosphere; low albedo surfaces absorb it. Pale-coloured surfaces have a high albedo and can help to minimise heat gain.

[79] 'Thermal mass' is a material's capacity to absorb, store and release heat.

Policy CC3 – Managing Heat Risk

f) provide active cooling systems[80].

Justification

10.166 Global temperatures are rising, and this has been paralleled by changes in the weather in the UK. The Met Office published a document[81] in 2019 outlining current trends and predictions in the UK, including the following:

> *The average temperature over the most recent decade (2009-2018) has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than the 1961-1990 average. All the top ten warmest years for the UK, in the series from 1884, have occurred since 2002. (paragraph 2.1)*

10.167 The urban heat island effect[82] is caused by extensive built-up areas absorbing and retaining heat during the day and night, leading to those areas being several degrees warmer than their surroundings. With higher temperatures across the country, the likelihood of heat being trapped in this way is very likely to increase.

10.168 Retained heat can become problematic, to the point where circumstances can lead to physical discomfort and disruption, but for those with certain health conditions, the very young or the elderly, the effects can be serious. The use of green roofs and / or walls can provide some mitigation by shading roof surfaces and through the mechanism of evapotranspiration.

10.169 The concept of thermal inequity[83] will also have relevance in areas of the Black Country, whereby because of uneven social geographies, urban heating effects impact disproportionately on poorer / marginalised communities living in urban environments. This is exacerbated by a planning policy approach that concentrates development in urban areas, at higher densities and in taller forms. The removal of urban greening and trees to facilitate increased development densities will have further adverse effects on ambient temperatures in the vicinity.

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80 Systems using energy to provide cooling. They circulate a coolant (gas, fluid) to transfer heat from one place to another.

81 UK Climate Projections: Headline Findings (September 2019) Version 2

82 www.metlink.org/fieldwork-resource/urban-heat-island-introduction/

83 Jason Byrne et al 2016 Environ. Res. Lett. 11 095014

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10.170 Certain aspects of building design intended to increase energy efficiency and reduce heat demand, such as increased glazing and airtightness, can also exacerbate heat risk and cause uncomfortable living conditions. Design solutions can be found in the hierarchy proposed in Policy CC3.

10.171 Means of minimising heat risk may include, though not be limited to, inclusion of mitigation measures such as: -

a) solar shading, for instance through landscaping or brise-soleil[84],

b) using appropriate materials in areas exposed to direct sunlight,

c) using landscaping and permeable surfaces to mitigate against flooding / run-off, counter poor air quality and allow for heat absorption.

10.172 Mechanical air conditioning will utilise more energy and generate significant amounts of additional greenhouse gases and thus should be avoided where possible.

10.173 As addressed in Policy ENV4 - Trees, Woodlands and Hedgerows, the use of trees in landscaping schemes can generate significant natural shading. The layout and orientation of new houses should also be considered carefully, to avoid existing or newly-planted trees creating excessive shading during cooler, darker times of the year.

Evidence

- UK Climate Projections: Headline Findings September 2019
- Research into Overheating in New Homes MHCLG September 2019
- Overheating in Dwellings BRE Guidance Document 2016
- Historic England Energy Efficiency and Historic Buildings

Delivery

- Development Management and Building Regulations processes.

[84] Architectural feature that reduces heat gain within a building by deflecting sunlight

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Issues and Options Consultation Responses

10.174 This is a new policy produced in response to emerging national legislation and thus was not addressed previously.

Air Quality

10.175 Promoting healthy living is a key element of the Black Country Plan. Reducing exposure to poor air quality will improve the health and quality of life of the population and support the BCP aims and objectives[85]. The need to address climate change and its associated impacts will include the need to tackle pollution and poor air quality, especially where it has impacts on both human and environmental health.

10.176 The WHO published data on the impacts of ambient and household air pollution on human health for the European High-Level Conference on Non-Communicable Diseases held in April 2019. The paper stated that more than 550,000 deaths in the WHO European region were attributable to the joint effects of household and ambient air pollution in 2016, with over 500,000 being due to ambient air pollution and more than 50,000 to household air pollution[86].

10.177 According to the 2019 Clean Air Strategy published by DEFRA[87],

> *Air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. It makes us more susceptible to respiratory infections and other illnesses, and we estimate that the actions outlined in this document could cut the costs of air pollution to society by £1.7 billion every year by 2020, rising to £5.3 billion every year from 2030.*

10.178 Paragraph 4.1 of the same publication outlines the impacts of air quality on economic growth. Cleaner air helps to reduce the likelihood of workplace absences through ill-health; the strategy identifies that particulate matter; nitrogen dioxide and ozone were estimated to be responsible for total productivity losses of up to £2.7

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85 https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2006240802_Impacts_of_Net_Zero_pathways_on_future_air_quality_in_the_UK.pdf

86 http://www.euro.who.int/__data/assets/pdf_file/0005/397787/Air-Pollution-and-NCDs.pdf?ua=1

87 https://www.gov.uk/government/publications/clean-air-strategy-2019

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billion in 2012. Clean air also helps to create and sustain a pleasant and attractive living and working environment, which is more likely to encourage growth and investment in an area.

10.179 Following adoption of the Black Country Core Strategy in 2011 further guidance and advice was provided through the adoption of the Black Country Air Quality Supplementary Planning Document (SPD) in 2016. This built on work undertaken on the West Midlands Low Emissions Towns and Cities Programme, including the West Midlands Good Practice Air Quality Planning Guidance (2014). The planning guidance offered further advice on issues around ambient and indoor air quality and model conditions for use by the local planning authorities. This document will be revised and republished following adoption of the Black Country Plan.

Policy CC4 – Air Quality

Strategic Approach

1) The BCP will promote a diverse approach to addressing the issue of poor air quality across the Black Country, including:

a) requiring development and other land use proposals to promote the integration of cycling, walking, and electric charging points as part of their transport provision;

b) promoting and supporting (including through continued joint working with authorities outside the Black Country) a modal shift from private vehicles to clean, fast and accessible public transport alternatives such as rail, the Metro and bus transport networks;

c) requiring the provision and protection of green open spaces and significant additional tree cover;

d) ensuring the sustainable location of new residential and employment development to minimise commute times; and

e) as part of an integrated zero-emission public transport system, promoting and requiring the use of sustainable technologies, zero-emission vehicles, design and materials and providing new or extended bus services to meet demand when development of a strategic nature is planned and constructed.

Policy CC4 – Air Quality

2) New development must be at least air quality neutral. Planning permission for new development or changes of use will be refused where data assessment indicates that development will:

a) lead to deterioration of existing poor air quality;

b) create any new areas that exceed air quality objectives; or

c) delay compliance being achieved in areas that are currently in exceedance of legal limits unless sufficient mitigation can be achieved.

Improving air quality

3) Residential or other sensitive development such as schools, hospitals / health care and care facilities should be sited in areas where air quality already meets national objectives, or where compliance with those objectives can be achieved with suitable mitigation proposed as part of the development proposal and verified as being achieved before occupation of the development.

4) Developments that will have a moderate air quality impact, and which can be dealt with through standard mitigation measures, will not require an air quality assessment.

5) Whenever development is proposed in locations where air quality does not / will not meet national objectives, or where significant air quality impacts are likely to be generated onsite or elsewhere by the development itself or its subsequent use / activities, an appropriate Air Quality Assessment will be required to demonstrate that the proposed development will improve air quality in order that it will meet air quality objectives once the development is completed and occupied / operational:

a) the assessment must take into consideration the potential cumulative impact on air quality of all extant planning permissions in the locality, for both large / strategic and small schemes;

b) the impact of point source emissions of pollutants to air on the scheme (pollution that originates from one place) must also be considered;

Policy CC4 – Air Quality

c) the assessment must take into consideration the types of pollutant emissions likely to be generated by the development and its future use / associated activities that will have an impact on human health;

d) where assessments show that a development is likely to result in exposure to pollutant concentrations that exceed national objectives, a mitigation plan will be required to determine that the development will improve air quality, in order that it will meet air quality objectives once it is complete and occupied / operational;

e) adequate and satisfactory mitigation measures that are capable of implementation, including the planting of additional and replacement trees in appropriate locations, must be identified, submitted as part of an application, and made subject to appropriate conditions before planning permission is granted.

6) Developments should not include materials or be positioned or ventilated in a way that would result in poor indoor air quality. Guidance will be provided to detail how such issues should be addressed.

Justification

10.180 National planning guidance identifies the need for local planning authorities to address the problems created by pollution, in terms of poor air quality and its impacts on human and environmental health. Major air pollutants that impact on human health include particulate matter (PM10 and PM2.5 and fine / very fine particulates) and nitrogen oxides (NOx). These gases may also combine to create ozone, a greenhouse gas that impacts on the atmosphere.

10.181 The main cause of poor air quality in the Black Country is transport-related. Locations have been identified that do not comply with current national objectives and that will result in relevant exposure; there are several air quality hotspots where on-going monitoring is required. The BCA are working to reduce pollutant concentrations and to minimise exposure to air quality that does not meet with national objectives. The authorities have declared air quality management areas in each borough to try to address the government's national air quality objectives, which have been set to provide protection for human health.

10.182 It is important that development likely to have a negative impact on air quality is fully assessed and measures taken to make it acceptable, particularly in parts of the Black Country where air quality is, or is likely to become, a concern. The majority of developments will have a moderate air quality impact which can be dealt with through standard mitigation measures, without the need for an Air Quality Assessment (AQA), as detailed in the Black Country Air Quality SPD. These standard mitigation measures are designed to deal with the cumulative impact of many moderate impact developments over time and over a wide area.

10.183 AQAs should be proportionate to the type and scale of development proposed, in accordance with the guidance provided by the Black Country Air Quality Supplementary Planning Document and relevant national standards for air quality. National planning policy guidance on air quality offers several examples of what might usefully be incorporated in such assessments, including baseline conditions, specific concerns, the assessment methods to be adopted, the basis for assessing impact and determining the significance of an impact and mitigation[88].

10.184 For some developments a basic screening assessment of air quality is all that will be required, whereas for other developments a full AQA will need to be carried out, using advanced dispersion modelling software. An appropriate methodology informed by the Black Country Air Quality SPD should be agreed with the relevant development management team / officer on a case by case basis.

10.185 Where a potentially adverse impact on air quality is identified, mitigation measures may include:

a) increasing the distance between the development and the pollution source;

b) using green infrastructure, particularly trees, to help absorb dust and other pollutants (see Policy ENV4 - Trees – care must be taken to ensure the type and location of such trees do not exacerbate air pollution by trapping it close to the street[89]);

c) using ventilation systems to draw cleaner air into buildings;

d) improving public transport access to all development;

[88] NPPG, Paragraph: 007 Reference ID: 32-007-20140306

[89] https://www.nice.org.uk/guidance/ng70

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e) implementing travel plans to reduce the number of trips generated;

f) implementing low emission strategies;

g) controlling dust and emissions from construction, demolition and working projects.

Evidence

- National Clean Air Strategy 2019
- Black Country Air Quality SPD
- Turning Houses into Homes fit for 2050, SHAP (2019)

Delivery

- Development Management, legal and funding mechanisms.

Issues and Options consultation responses

10.186 There were no objections to the policy and only two comments; the West Midlands has the poorest air quality outside of London; and ENV08 also needs to be updated to reflect work undertaken regionally on clean air and low emissions:

Flood Risk and Sustainable Drainage

10.187 This policy sets out the purpose of the chapter and how it addresses the Plan's Spatial Vision and Objectives.

Flood Risk

10.188 In recent years floods, storms and droughts have shown how vulnerable the UK is to extremes of weather, resulting in significant economic, social, and environmental cost. Climate change also means that extreme weather events will become more frequent and have the potential to cause damage to affected communities.

10.189 The most significant sources of flood risk in the Black Country are fluvial and surface water flooding. The primary fluvial flood risk lies along the River Tame, Stour and Smestow Brook and the tributaries of these watercourses. Surface water flooding is mostly caused by intense rainfall events. There are many areas at high risk of surface water flooding in the Black Country, due to the heavily urbanised nature of the area that impedes natural infiltration and drainage.

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10.190 Climate change projections show an increased chance of warmer, wetter winters and hotter, drier summers, with a higher likelihood of more frequent and intense rainfall. This is likely to make severe flooding occur more often; effective flood risk management is one of the most important ways of adapting to intensive rainfall events. Ensuring that developments are planned to avoid vulnerability and manage risks with suitable adaptation measures where required will help to mitigate against related adverse impacts and disruptions.

Policy CC5 – Flood Risk

1) The BCA will seek to minimise the probability and consequences of flooding by adopting a strong risk-based approach to site allocations and the granting of planning permission, in line with the National Planning Policy Framework.

2) The sequential test[90] will:

- **a. be applied to all developments to ensure that development takes place in areas with the lowest flood risk;**
- **b. take account of the most up-to-date information available on river (fluvial) flooding and all other sources of flooding, making use of the information provided in the 2020 Strategic Flood Risk Assessment (SFRA);**
- **c. consider the impact of climate change over the lifetime of that development.**

3) Developers should apply the Sequential Test to all development sites, unless the site is:

- **a. a strategic allocation and the test has already been carried out by the LPA; or**
- **b. a change of use (except to a more vulnerable use); or**
- **c. a minor development (householder development, small non-residential extensions with a footprint of less than 250m^2); or**

[90] NPPF (2019), paragraph 158

Policy CC5 – Flood Risk

d. a development in Flood Zone 1, unless there are other flooding issues in the area of the development (i.e. surface water, ground water, sewer flooding). The SFRA can be used to identify where there are flooding issues from sources others than rivers.

4) Developers should provide evidence to the LPA that they have considered all reasonably available alternative sites that are at a lower risk of flooding prior to determining the suitability of the chosen site for the proposed development type, in relation to all sources of flood risk on it.

5) For all developments the vulnerability of the development type to flooding should be considered with regard to the most up-to-date flood zone information in accordance with the NPPF, as set out below:

6) Flood Zone 3

a. Where the site is in Flood Zone 3b (Functional Floodplain), all development other than essential infrastructure (subject to the Exception Test) will be refused (including extensions and intensification of use and changes of use) and opportunities to relocate development out of the floodplain should be sought;

b. Where the site is in Flood Zone 3a (High Probability), new homes can only be permitted subject to the Exception Test.

7) Flood Zone 2

a. Where the site is in Flood Zone 2 (Medium Probability), most development can be permitted, subject to a site-specific flood risk assessment;

b. Highly vulnerable developments, such as caravans, mobile homes and park homes with permanent residential use can be permitted, subject to the Exception Test;

c. Where the site is in Flood Zone 1 (Low Probability), the information in the 2020 SFRA should be used to assess if a development is at risk from other sources of flooding and / or if there is an increased risk of flooding in the future due to climate change. If this site is shown to be at risk, a

Policy CC5 – Flood Risk

site-specific flood risk assessment should accompany a planning application.

8) To pass the Exception Test, developments will need to:

a. provide a demonstrable benefit to the wider sustainability of the area. Matters such as biodiversity, green infrastructure, historic environment, climate change adaptation, flood risk, green energy, pollution, health and transport should be considered;

b. detail the sustainability issues the development will address and how doing so will outweigh the flood risk concerns for the site;

c. prove that the development will be safe from flooding for its lifetime, taking account of the vulnerability of its users;

d. prove that the development can be achieved without increasing flood risk elsewhere, and, where possible, will result in a reduced flood risk overall.

9) All new developments in the following locations should be accompanied by a flood risk assessment and surface water drainage strategy that sets out how the development will provide a betterment in flood risk terms i.e. help to reduce flood risk both on and off site:

a. where any part of the site is within Flood Zone 2 or Flood Zone 3;

b. where the site is greater than one hectare and is within Flood Zone 1;

c. where the site is a minerals or waste development;

d. where the site is within five metres of an ordinary watercourse;

e. where the site is within 20m of a known flooding hotspot;

f. where the site is within the 1 in 100-year flood extent based on the Risk of Flooding from Surface Water Map.

10) Surface water drainage strategies are also required for all major developments. These should consider all sources of flooding to ensure that

Policy CC5 – Flood Risk

future development is resilient to flood risk and does not increase flood risk elsewhere.

Groundwater Source Protection Zones

11) No development will be permitted within a groundwater Source Protection Zone that would physically disturb an aquifer, and no permission will be granted without a risk assessment demonstrating there would be no adverse effect on water resources.

Watercourses and flood mitigation

12) Developments should, where possible naturalise urban watercourses (by reinstating a natural, sinuous river channel and restoring the functional floodplain) and open up underground culverts, to provide biodiversity net gain as well as amenity improvements.

13) Developers should set out how their mitigation designs will ensure that there is no net increase to fluvial flood risk downstream and where practicable how the development could help mitigate against downstream fluvial flood risk.

14) Development should not take place over culverted watercourses.

15) There should be no built development within five metres of an ordinary watercourse and within ten metres of the top of the bank of a main river. This is to enable the preservation of the watercourse corridor, wildlife habitat, flood flow conveyance and future watercourse maintenance or improvement.

16) Where there is a known or suspected culverted watercourse either on or immediately downstream of a site, where the SFRA highlights there may be a risk of flooding, developers should:

a. confirm the location and presence of a watercourse (or otherwise) through ground-truthing strategic datasets and undertaking an assessment of the culvert extent and condition;

b. confirm by survey, modelling and mapping, the flood extents of the watercourse(s), as many of the flood outlines associated with such watercourses have been carried out at a broad scale and may not take

Policy CC5 – Flood Risk

into account specific local features, such as culverts, bridges and detailed topographical survey;

c. design the development to accommodate the floodplain of the watercourse and mitigate against flooding to properties on the site. This should include a consideration of residual flood risk e.g. if a culvert were to block downstream.

17) All developments should seek to provide wider betterment by demonstrating in site-specific flood risk assessments and surface water drainage strategies (where required) what measures can be put in place to contribute to a reduction in overall flood risk downstream. This may be by provision of additional storage on site e.g. through oversized SuDS, natural flood management techniques, green infrastructure and green-blue corridors and / or by providing a partnership funding contribution towards wider community schemes (both within the Black Country and in shared catchments with Southern Staffordshire and Birmingham). Consultation on the site-specific requirements should be undertaken with the BCA, the Environment Agency, and Severn Trent Water (where this is a sewer flooding issue) at the earliest opportunity.

Justification

10.191 The Black Country is a densely populated and, in places, steeply sloping urban area. This makes it prone to rapid surface water flooding following heavy rainfall and flooding from smaller watercourses that are tributaries of the Rivers Tame and Severn. The industrial legacy has left complex urban drainage challenges, with many watercourses that have been heavily modified and culverted in places providing little if any biodiversity benefit and being prone to blockages.

10.192 Climate change will increase the likelihood of surface water and localised flooding from smaller and culverted watercourses. Alongside this the condition of many culverted watercourses are failing as they age, and where they lack maintenance, and therefore the likelihood of blockages or failure increases. Sustainable Drainage Systems provide an opportunity to replicate natural drainage systems through new development, which will help to reduce flood risk, improve water quality, and

provide wider environmental benefits. Hence an approach is needed to new development that recognises local flood risk constraints and contributes wherever possible to wider environmental and flood risk improvements.

10.193 The NPPF and Planning Practice Guidance requires that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, applying the Sequential Test and if necessary, applying the Exception Test. Where development is necessary the NPPF and technical guidance recognises that there may be exceptions for certain at-risk sites where there are no suitable and reasonably available lower risk sites. In exceptional circumstances, where development is necessary in areas of risk and an alternative site at lower risk cannot be found, appropriate mitigation measures will be required to make it safe. These must not increase or displace flood risk elsewhere.

Evidence

- Black Country Level 1 Strategic Flood Risk Assessment (SFRA) 2020
- Black Country Water Cycle Study Stage 1 2020

Delivery

- Through Development Management and LLFA processes.

Issues and Options consultation responses

10.194 The waterway network presents a number of opportunities to support and enhance urban development, with particular reference to water management.

10.195 The implications upon site layout and viability do need to be considered. A flexible approach will be required from the Local Authorities when assessing individual schemes.

10.196 Consideration of the use of canals and restored sections of canal for the purposes of storm water flow attenuation

10.197 Flood risk is a key issue at the national policy level due to the number and severity of recent floods across the country

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Sustainable drainage and surface water management (SuDS)

Policy CC6 - Sustainable drainage and surface water management (SuDS)

1) **All new developments should incorporate SuDS and all development proposals should provide details of adoption, ongoing maintenance, and management of SuDS.**

2) **SuDS shall be designed in line with the Black Country Local Standards for SUDS. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity and green infrastructure in the wider area.**

3) **For all major developments, surface water flows must be reduced back to equivalent greenfield rates. If greenfield runoff rates are not considered to be feasible for viability reasons, then the developer must submit evidence demonstrating what the constraints to achieving this are and how their development will accommodate runoff rates that are as close as reasonably possible to greenfield rates.**

4) **Under no circumstances will post-development runoff rates that are greater than pre-development runoff rates be permitted.**

5) **Surface water drainage strategies are required for all major developments, regardless of their size and the flood zone and catchment they are in to meet the requirements of the Lead Local Flood Authority(s). These should take into account all sources of flooding to ensure that future development is resilient to flood risk and does not increase flood risk elsewhere.**

6) **A hydrogeological risk assessment is required where infiltration SuDS is proposed for anything other than clean roof drainage in a SPZ1.**

Justification

10.198 The incorporation of Sustainable Drainage Systems (SuDS) into new developments helps to manage and minimise surface water. SuDS generally are landscaped facilities such as wetlands, retention ponds, soakaways, swales and/or permeable

surfaces, the primary function being to reduce the volume and peak rates of water run-off from new development, but they should also fulfil their potential to provide new wildlife habitats and amenity spaces in to developments, they should be multifunctional.

10.199 SuDS can also improve water quality by increasing the filtration of pollutants, and thereby helping to support the objectives of the Water Framework Directive. They allow the management of diffuse pollution generated in urban areas by treating water and reducing the level of pollutants that enter rivers and other watercourses therefore resulting in less wastewater requiring treatment.

10.200 The NPPF makes it clear that:

> *Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.*

10.201 LLFAs will advise on the suitability and requirements of SuDS on an induvial site basis and local guidance will need to be followed to ensure the most appropriate schemes are delivered.

10.202 Due to the legacy of contaminated land in the Black Country from historic mining and heavy industry there is a risk of causing contamination or groundwater and/or surface water if SuDs are not properly designed. The presence of contaminated land needs to be considered when design SuDS features, national guidance such as the CIRIA SuDS Manual C753 provides guidance for the application of SuDS on contaminated land.

Evidence

- Black Country Level 1 Strategic Flood Risk Assessment (SFRA) 2020
- Black Country Water Cycle Study Stage 1 2020

Delivery

- Through Development Management and LLFA processes.

Issues and Options consultation responses

10.203 Support the SUDS proposal to prioritise natural green space.

10.204 Strongly agree with the principal of prioritising natural SUDs as this provides greater opportunity for SUDs to provide multiple functions and provide biodiversity features.

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10.205 Welcome the inclusion of a requirement for long-term maintenance arrangements for all SuDS to be in place for the lifetime of development and agreed with the relevant risk management authority.

10.206 Revised Core Strategy should make references to the WFD and its objectives.

Renewable and Low Carbon Energy and BREEAM Standards

10.207 It is essential for the successful delivery of the BCP that a high standard of sustainable design is secured on all new developments over the Plan period. This will reduce carbon emissions from new development, improve design quality and create a high-quality environment which will maximise economic competitiveness and housing choice.

Policy CC7 – Renewable and Low Carbon Energy and BREEAM Standards

Renewable and Low Carbon Energy

1) Proposals involving the development of renewable or low carbon energy sources will be permitted where the proposal accords with local 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. The potential for inland waterways to promote low carbon technologies is recognised and supported.

2) Small developments creating between one and nine homes or non-residential floorspace of less than 1,000 sqm gross (whether new build or conversion) must incorporate generation of energy from renewable or low carbon sources sufficient to off-set at least 10% of the estimated residual energy demand[91] of the development on completion.

3) Major developments creating ten or more homes or non-residential floorspace of 1,000 sqm gross or more (whether new build or conversion) must:

[91] Residual energy demand means that the estimated energy demand for the operational development after allowance has been made for the full range of energy efficiency measures required under Building Regulations (at the time of construction) and the 19% carbon reduction improvement required for major developments under policy CC7.

Policy CC7 – Renewable and Low Carbon Energy and BREEAM Standards

a) **achieve a 19% carbon reduction improvement upon the requirements within Building Regulations Approved Document, Part L 2013, or achieve any higher standard than this that is required under new national planning policy or building regulations;**

and, in addition

b) **incorporate generation of energy from renewable or low carbon sources sufficient to off-set at least 20% of the estimated residual energy demand of the development on completion.**

4) **A variety of renewable and low-carbon energy sources and generation methods should be assessed and costed, including on-site and off-site sources where appropriate, and the use of district heat and / or decentralised energy networks. An energy assessment must be submitted with the planning application to demonstrate that these requirements have been met.**

5) **The renewable energy target will only be reduced if it can be demonstrated that achievement of the target would:**

a) **make the proposal unviable through submission of an independently assessed financial viability appraisal; or**

b) **would not be feasible due to practical constraints.**

BREEAM Standards

6) **All new build non-residential developments, student housing and care homes of 1,000 sqm gross or more should achieve the following standards of BREEAM New Construction certification, including full credits for category Wat 01 (water efficiency) in line with Policy ENV9:**

Size	Standard	Year
1,000-5,000 sqm gross:	BREEAM Very Good	up to 2029*
	BREEAM Excellent	2029-2039*

Policy CC7 – Renewable and Low Carbon Energy and BREEAM Standards

>5,000 sqm gross:	**BREEAM Excellent**	

*** Year refers to date planning permission is granted**

7) BREEAM requirements may be varied if it can be demonstrated that achievement of the standard would make the proposal unviable, through submission of an independently assessed financial viability appraisal.

Justification

10.208 The Planning and Compulsory Purchase Act of 2004 requires local plans to include policies designed to secure the contribution of development towards the mitigation of, and adaptation to, climate change. Currently, the NPPG specifically allows local authorities to set energy efficiency standards up to the equivalent of a 19% improvement on 2013 Building Regulations. Given the large amount of development planned for the Black Country up to 2039, it is important that the maximum 19% improvement is applied to all major developments, where financially viable.

10.209 The Government has recently carried out a number of consultations on proposed changes to Building Regulations, which would significantly improve energy efficiency standards. Any such changes that are brought into effect will be taken into account when preparing the BCP for Publication.

10.210 Although there is currently limited renewable energy generation in the Black Country, evidence shows that there is considerable untapped capacity to produce and export renewable energy at a local level. Therefore, it is important that all new developments should contribute towards renewable and low carbon energy generation, where this is financially viable and feasible to implement.

10.211 Assuming energy use under current Building Regulations, it is generally not practical to provide more than 20% renewable energy generation within a site. In particular, solar power is the most suitable technology on most sites, and solar energy generation is limited by the orientation and extent of roofs within a development. The Viability and Delivery Study has demonstrated that this level of requirement will not prejudice the delivery of most major developments in the Black Country. To limit the financial burden on smaller developers, a lower requirement of

10% has been set for small developments. Where a number of smaller developments are taking place in close proximity and it is considered that these form phases of a major development, the 20% requirement will be sought. For major developments, the requirement should be applied to the residual energy demand of the development, after application of the 19% carbon reduction improvement required by policy CC7. Residual energy demand means that the estimated energy demand for the operational development should be calculated after allowance has been made for the full range of energy efficiency measures required under Building Regulations (at the time of construction) and the 19% carbon reduction improvement required for major developments under policy CC7. The Black Country local authorities and Housing Associations will lead by example by seeking to maximise energy efficiency and incorporation of renewable and low carbon energy generation through the refurbishment and redevelopment of land and buildings in their ownership.

10.212 Many types of renewable and low carbon energy generation can be developed in the Black Country, including solar photovoltaics, solar thermal, air, water and ground source heat pumps and other technologies (see Policy CC2). The Utilities Infrastructure Capacity Study concludes that there are no parts of the Black Country that would be suitable for large-scale wind turbine development. However, there is no evidence to suggest that any other type of renewable or low carbon energy technology would not be appropriate in any part of the Black Country. Therefore, any renewable or low carbon energy proposal will be treated on its merits in accordance with Policies ENV7 and W4, national guidance, and any Local Plan policies.

10.213 The BCP includes a range of policy aspirations for high quality design and climate change mitigation and adaptation, particularly those set out in Policies CC1, CC2, CC3 and ENV9. As set out in national guidance, an effective way of ensuring these aspirations are delivered in a consistent manner is through the use of tools for assessing and improving design quality. The Building Research Establishment (BRE) administers a range of robust, national standards which can support this approach. BREEAM standards are well established and certify quality and sustainability in the built environment, including running costs, health and wellbeing and environmental impact. Minimum standards are first applied – these will include the national water efficiency and space standards for housing set out in Policy

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ENV9. Developers are then able to choose from a menu of other measures to reach the total credits necessary to achieve certification to the required level.

10.214 Application of the BREEAM New Construction standards set out in Policy CC7 will ensure that all major developments in the Black Country meet a minimum level of quality and sustainability that is independently certified throughout the planning and construction process and, in most cases, following completion. In order to allow for an improvement in standards over time, the level of certification required for medium-sized developments of 1,000-5,000 sqm gross will be increased after 2028 in line with larger developments. The use of other standards, such as Passivhaus and the BRE Home Quality Mark, which use third party assessment and certification to robustly verify that the quality of approved development is not materially diminished between permission and completion, will also be supported.

Evidence

- Black Country Utilities Infrastructure Capacity Study (2019)
- Wolverhampton Renewable and Low Carbon Energy SPD (2011)
- Black Country Viability and Delivery Study (2021)
- Historic England Energy Efficiency and Historic Buildings

Delivery

- Development management and Building Regulations processes
- BREEAM certification process

Issues and Options Consultation Responses

10.215 The potential for the inland waterway network to promote low carbon technologies should be recognised and supported. Opportunities to improve energy efficiency should be explored, where national guidance allows, and prioritised over renewable energy requirements. Increased energy performance standards for non-domestic buildings are supported. Any increased requirements should be justified and supported by evidence, including from the Viability and Delivery Study.

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Monitoring

Policy	Indicator	Target
CC1	n/a	n/a
CC2	Proportion of qualifying development proposals that incorporate decentralised energy provision.	100%
	National air quality data (available at uk-air.defra.gov.uk/data/data-catalogue).	Improve air quality in the Black Country from baseline levels.
CC7	Proportion of qualifying developments meeting the renewable and low carbon energy and BREEAM New Construction standards set out in Policy CC7.	100%

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11 Waste

Introduction

11.1 The BCA are the Waste Collection, Waste Disposal and Waste Planning Authorities for their respective administrative areas.

11.2 The key driver across the four authorities is to minimise the amount of waste generated across all sectors and increase the re-use, recycling, and recovery rates of waste material.

11.3 The following policy aims are likely to be important for the Black Country going forward:

a) the proposed introduction of a requirement to segregate certain municipal wastes for collection, which implies a need for a review and the revision of collection regimes for local authorities and businesses producing commercial waste;

b) continued focus on measures to encourage waste prevention including, in line with national policy, the introduction of produce responsibility obligations for packaging wastes and reduction of single use plastics; and

c) continued focus on the protection of the environment and human health and tackling waste disposal crime.

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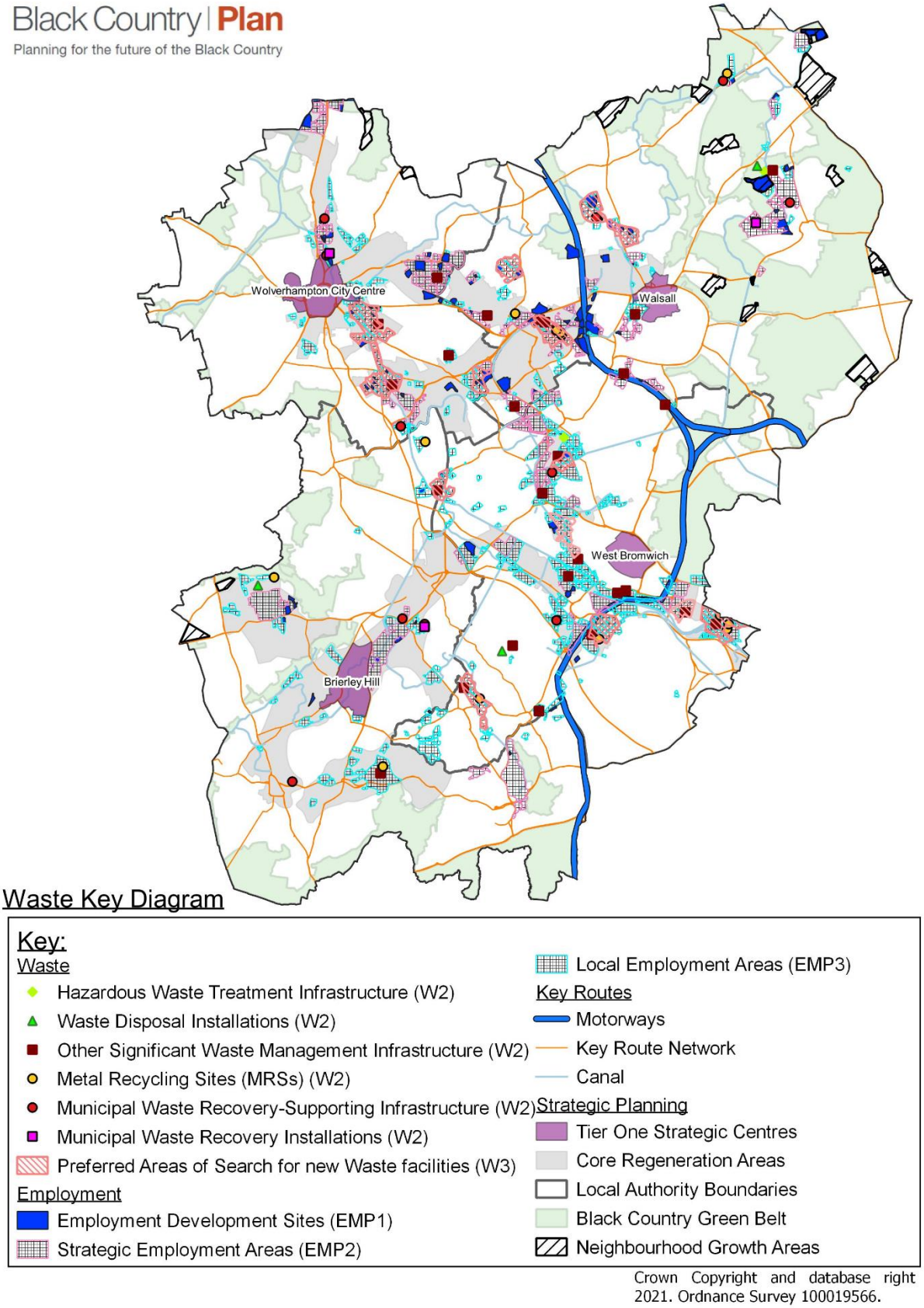
Figure 13 - Waste Key Diagram



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Waste Infrastructure – Future Requirements

11.4 This policy sets out the overall strategy and principles for waste management in the Black Country and the types of waste development that will support this. It also identifies how much new waste management capacity the Black Country is likely to need to support planned levels of housing and growth over the plan period, and to help deliver the Strategic Priority of meeting the Black Country's resource and infrastructure needs.

Policy W1 – Waste Infrastructure – Future Requirements

1) Proposals for relevant, major development shall evidence how its operation will minimise waste production, as well as facilitating the re-use and recovery of waste materials including, for example, through recycling, composting and energy from waste.

2) Proposals for waste management facilities will be supported based upon the following principles;

a) managing waste through the waste hierarchy in sequential order. Sites for the disposal of waste will only be permitted where it meets a need which cannot be met by treatment higher in the waste hierarchy;

b) promoting the opportunities for on-site management of waste where it arises and encouraging the co-location of waste developments that can use each other's waste materials;

c) ensuring that sufficient capacity is located within the Black Country to accommodate the waste capacity requirements during the plan period and reducing the reliance on other authority areas;

d) enabling the development of recycling facilities across the Black Country, including civic amenity sites, and ensuring that there is enough capacity and access for the deposit of municipal waste for re-reuse, recycling, and disposal;

e) waste must be disposed of, or be recovered in, one of the nearest appropriate facilities, by means of the most appropriate methods and

Policy W1 – Waste Infrastructure – Future Requirements

technologies, to ensure a high level of protection for the environment and public health;

f) ensuring new waste management facilities are located and designed to avoid unacceptable adverse impacts on the townscape and landscape, human health and well-being, nature conservation and heritage assets and amenity;

g) working collaboratively with neighbouring authorities with responsibilities for waste who import waste into, or export waste out of, the Black Country, to ensure a co-operative cross boundary approach to waste management is maintained.

Justification

11.5 In line with national waste planning guidance, the Plan will where necessary make provision for the suitable management of non-hazardous waste; Local Authority Collected Waste (LACW) and Commercial and Industrial Waste (C & I); construction, demolition and excavation waste (CD&E); hazardous waste such as asbestos or batteries, low-level radioactive waste, agricultural waste and waste water produced from water treatment.

11.6 Findings in the Black Country Waste Study (2020) show that the waste industry has grown quickly over the past twenty years and makes a significant contribution to the national economy. The past two decades has seen growth of around 55% in employment and incomes in the sector.

11.7 The waste sector is of particular importance to the Black Country, where it makes a far more significant contribution to the economy (0.88% of its jobs) when compared with a national figure of 0.55%. It is expected that this sector's contribution to the Black Country's GVA will grow by nearly 250% by 2030. To deliver these environmental and economic benefits, the Plan will have an important role in providing the land use policy in its support.

11.8 Housing and employment land are projected to increase in the Black Country as the regeneration of the urban area progresses, to help meet strategic housing and employment targets. The needs of new waste infrastructure will be required to be

balanced with those of housing and employment for suitable development sites. In seeking to identify development sites for waste infrastructure, priority shall be given to the safeguarding of existing and allocated sites for their continued use and the retention of the local employment areas in which they occur.

11.9 Waste reduction and resource efficiency improvements will have a significant influence on future waste growth. Waste per household decrease from a peak of 1,244 kilograms per household per year (kg/hh/yr) in 2002/03 to 984 kg/hh/yr in 2017 - 18 (a reduction of over 20%). This has been driven by a range of factors, including household income, increased resource efficiency and changes in consumer behaviours. Similar factors are also thought to be driving reductions in C&I waste.

11.10 In addition, the transition towards a circular economy, the approach to economic development designed to benefit businesses, society and the environment, is expected to significantly change the way waste will be managed in future. In particular, the quantities of waste reused, recycled, and composted are expected to increase substantially.

11.11 Transitioning towards the circular economy will involve a significant reduction in the amount of waste produced by households and businesses, because avoidable waste will be ‘designed out’ of products at the manufacturing stage. It will also mean a significant shift away from methods of managing unavoidable waste at the bottom of the ‘waste hierarchy’ (waste disposal and energy recovery) and towards those at the top of the hierarchy which can ‘close the loop’ (re-use and recycling).

11.12 As waste facilities are an essential part of the infrastructure of an area, it is not only important that they are appropriately located, but also that policy protection is applied to areas suitable for waste uses, to help achieve the objectives of moving waste up the hierarchy.

11.13 A different set of assumptions have been applied to the CD&E stream, based on the construction waste targets set under the Waste Framework Directive (2009/98/EC), the management of current CD&E arisings and the likely targets to be set in the future.

11.14 Total waste management capacity in the Black Country is driven by decreasing disposal capacity as existing landfill and other disposal sites run out of void space. The capacities include both internal and external capacity for recycling and transfer,

based on exports of waste from the Black Country; the capacities of these site categories are not anticipated to increase or decrease significantly over the plan period.

11.15 To account for likely changes in operational capacity at the waste management sites, internal capacity is based on five-year average (mean) tonnages of 'waste received' at permitted sites and operational incinerators by site category, 2013-2017. Material legislative and collection approach changes have been minimal over this time period, so a five-year average is a more reliable figure than using the longer ten-year average. It should be noted that external capacity is based on 2017 input tonnages of 'waste received' at permitted sites and operational incinerators, by site category.

Expected Changes – Waste Management

11.16 The waste projections have also considered a range of waste management scenarios based on the recycling rates that may be achieved, and these are summarised in Table 8 below. The BCWS considers that Waste Management Scenario 2 (WMS2) is the most likely scenario for the Black Country.

11.17 WMS2 (Circular Economy) assumes that the targets for reuse and recycling of municipal waste will be achieved for household and C&I waste over the plan period (i.e. 65% of waste from these streams will be recycled by 2030). A different set of assumptions has been applied to the CD&E waste stream, based on existing CD&E waste management rates in the Black Country and potential future recycling targets suggested in the 'Circular Economy Package' proposals.

Table 8 - Black Country Waste Study – Waste Management Scenarios

Scenarios	Household Waste	C&I Waste	CD&E Waste
Waste Management Scenario (WMS1): no change in recycling performance	No change in household waste recycling	No change in C&I waste recycling	No change in CD&E waste recycling[92]

[92] It is estimated that the recycling and recovery rate achieved for CD&E waste in the Black Country in 2017 was around 33% (see BCWS, Table 3.10). This suggests that the Black Country is currently not meeting the existing Waste Framework Directive (2009/98/EC) target to recycle or recover 70% of non-hazardous C&D waste by 2020. The likely reasons for this are identified above.

Scenarios	Household Waste	C&I Waste	CD&E Waste
Waste Management Scenario (WMS2): meet indicative EU Circular Economy targets	65% household waste reuse, recycling and composting by 2030	65% C&I waste reuse recycling and composting by 2030	c.85% CD&E waste recycling or recovery by 2030
Waste Management Scenario 3 (WMS3): progress towards EU Circular Economy targets	55% household waste reuse, recycling and composting by 2030	55% C&I waste reuse, recycling and composting by 2030	c. 80% CD&E waste recycling or recovery by 2030

Source: BCWS, Table 4.7

Waste Imports and Exports

11.18 The BCWS waste projections also took into account net waste imports. Around 4.90 million tonnes of waste were received at permitted waste sites (including landfill sites) and operational incinerators in the Black Country in 2017 (BCWS Tables 3.11, 3.15). The total tonnage of waste received in 2017 was exceptionally high compared to previous years and compared to the tonnage received in 2018. Analysis of past trends shows it is more typical for around four million tonnes to be received at Black Country sites annually. If this is compared to the estimated 2.01 million tonnes of waste from the Black Country managed at permitted sites and operational incinerators in 2017, it is clear that the Black Country is a significant net importer of waste.

11.19 More than 80% of the waste received at permitted waste facilities in the Black Country (excluding incinerators) in 2017 by tonnage originated within the former West Midlands region (BCWS Appendix J, Table J4). However, the originating authority of more than half of this waste (56%) is not known. 25% of the waste is recorded as originating from within the Black Country, and 14% from adjacent authority areas (8% from Birmingham, 4% in Staffordshire and 2% from Worcestershire).

11.20 Similarly, more than 80% of the waste received at permitted sites in England which was recorded as having originated in the Black Country in 2017 (by tonnage) did not travel beyond the former West Midlands region, and most of the rest was

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received at sites in the East Midlands (6%) and South West (7%). Because the precise origin of so much of the waste arising in the West Midlands is not known, more waste is likely to have arisen in the Black Country than is actually recorded.

11.21 The waste figures arising above include an estimate of how much of the waste of unknown origin is likely to have arisen in the Black Country. As much of the waste is C&I waste, the 'apportionment' of this waste has been based on the percentage of business enterprises in the West Midlands that were in the Black Country in 2017 (NOMIS Labour Market Statistics, 'Business Counts').

'Capacity Gaps' and Need for New Waste Infrastructure 2018 – 2039

11.22 Based on the assumption that the 'Circular Economy' recycling targets identified in Table 7 above will either be met (WMS2) or partially met (WMS3), the BCWS (Table 4.9) predicts that the following additional waste management capacity will need to be delivered in the Black Country between 2018 and 2038 to maintain net self-sufficiency:

a) Re-use/ Recycling (non-hazardous municipal waste) – 0.75 to 1.0 million tpa

b) Re-use/ Recycling (inert C&DE waste) – 0.75 to 1.0 million tpa[93]

c) Energy Recovery (residual municipal waste) – 1.0 to 1.2 million tpa

(Source - BCWS, 4.5.1 – 4.5.29, Table 4.9)

11.23 Although the BCWS does not identify a need for additional waste transfer capacity, Dudley MBC is looking to provide an additional HWRC to the north or centre of the borough to complement its existing Stourbridge HWRC. Walsall Council is looking to replace its waste transfer station and one of its HWRCs (BCWS, Table 3.17), hence these requirements are identified in the policy. Up to 0.21 million tpa of additional energy recovery capacity would also be required if either of the energy from waste plants (EfWs) in Dudley and Wolverhampton should close.

11.24 The BCWS identifies that the Dunton Environmental soil treatment 'hub' at Horsley Fields in Wolverhampton has an operational capacity of around 40,000 tpa (BCWS,

[93] As no breakdown is provided in the BCWS, the BCAs have assumed that around half of the total Re-use/ Recycling requirement of between 1.5 and 1.9 million tpa will be for non-hazardous household/ similar C&I waste (e.g. glass, metal cans, plastics, card and paper), and around half for inert C&DE waste. This is on the basis that nearly half of the existing Treatment - Recycling capacity at permitted sites in the Black Country is predominantly for recycling of inert C&DE waste (BCWS, Table 3.16, 4.5.8). It is not envisaged that any composting or anaerobic digestion (AD) facilities will be developed in the Black Country due to the difficulty of providing sufficient distance separation from 'sensitive receptors.'

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4.4.11). However, this facility is operating under a temporary permission that ends in September 2020, so there is likely to be a need to replace the capacity lost once it closes, to support the remediation of brownfield sites (BCWS, 4.5.15). The BCWS also identifies that there are permitted/ former mineral working sites in Walsall that may come forward as inert only landfills during the plan period (BCWS, Table 3.13).

11.25 Table 9 below summarises the requirements identified in the policy and what this is likely to mean in terms of the number of new waste sites required, the potential annual throughput capacity per site, and the land take per site, based on examples of facilities of similar type from published sources. Annual monitoring of new waste developments coming forward, and losses in waste capacity, will provide an indicator of progress on meeting the indicative waste capacity targets in the policy.

Table 9 - Black Country Waste Capacity Requirements 2018 - 2039

Management Method	Types of Waste	Total Capacity Requirement (tpa)	Operational Throughput Capacity Per Site (tpa)	Number of Facilities / Location	Land Take Per Site
Re-Use and Recycling	Non-hazardous municipal waste	Up to 1,000,000	MRF - Between 100,000 and 250,000	4 - 10 (Black Country)	1.5 – 3.0 hectares
Re-Use and Recycling	Inert CD&E waste	Up to 1,000,000	Between 50,000 and 150,000	7 - 20 (Black Country)	1.0 – 1.5 hectares
Recovery	Residual municipal waste	Up to 1,200,000	EfW - Between 150,000 and 400,000 *EfW - Around 100,000*	3 - 8 (Black Country) *1 – 2*	2.0 – 3.0 hectares

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Management Method	Types of Waste	Total Capacity Requirement (tpa)	Operational Throughput Capacity Per Site (tpa)	Number of Facilities / Location	Land Take Per Site
				(Dudley and/ or Wolverhampton)[94]	
Transfer	Municipal waste	Around 150,000	Around 150,000	1 (Walsall)	1.0 – 2.0 hectares
HWRC	Municipal waste	Around 65,000	Around 25,000 Around 40,000	1 (Dudley) 1 (Walsall)	0.5 - 1.0 hectare
Treatment	Contaminated soil	Around 40,000	Around 40,000	1 (Black Country)	Variable
Inert Landfill	Residual Inert CD&E waste	Not known	Depends on void space available	Subject to demand (Walsall)	Variable

Source: BCWS Tables 3.17, 4.9 and 5.1, BCWPS 4.6 and Appendix F, Surrey Waste Local Plan - Types of Waste Management Facilities: An Explanation Note (January 2019 v2), Surrey County Council

11.26 Most of the new capacity requirements identified in the policy are expected to be delivered by the waste industry rather than by the BCAs. Delivery will therefore depend on whether new projects are financially viable and attractive to investors. This will in turn depend on demand from waste producers, the effectiveness of government initiatives to incentivise re-use and recycling of waste in preference to energy recovery and disposal to landfill, and the availability of suitable sites within the Black Country where the new facilities can be built (see Policy W3).

[94] May be required to replace capacity lost if either or both of the EfWs is decommissioned once the existing waste contracts end.

Evidence

- Black Country Core Strategy Waste Planning Study (BCWPS) (2008), Atkins
- Black Country Plan Waste Study (BCWS) (2020), Wood
- Black Country Plan – Waste Technical Appendix (2020)
- Black Country Plan - Duty to Co-operate: Waste and Minerals - Strategic Matters (2020)
- Environment Agency Waste Data Interrogator (WDI) 2007 - 2018
- Environment Agency Hazardous Waste Interrogator (HWI) 2007 – 2018
- Defra Local Authority Collected Waste Statistics 2006/07 – 2018/19
- National Planning Policy for Waste (NPPW) (2014), MHCLG
- National Planning Practice Guidance (NPPG) – Waste (2015), MHCLG
- Industrial Strategy: Building a Britain Fit for the Future November 2017), HM Government
- A Green Future: Our 25 Year Plan to Improve the Environment (January 2018), HM Government
- Our Waste, Our Resources: A Strategy for England (December 2018), HM Government
- Environment Bill 2019 – 2021
- Surrey Waste Local Plan – Types of Waste Management Facilities: An Explanation Note (January 2019 v2), Surrey County Council

Delivery

- UK Government – introduce updated national planning policy and regulations for waste, continue with/ introduce new fiscal and other incentives to encourage more efficient use of waste and resources, e.g. Landfill Tax
- Waste Industry – develop new waste management infrastructure in locations that are well placed to meet demand from waste producers
- Investors – support delivery of new/ upgraded waste infrastructure

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- Waste Disposal Authorities – deliver new/ upgraded WTS/ HWRC/ MRF capacity needed to support separate collection of waste glass, metal, paper, card and food from households and increased recycling of these wastes
- Manufacturers and Retailers - maximise use of re-used and recycled materials in production, reduce and where feasible eliminate difficult to recycle packaging waste
- BCA Planning Services – determine planning applications for new waste infrastructure and upgrading or expansion of existing waste infrastructure within the prescribed/ agreed target dates
- Planning Inspectorate (PINS) – determine applications for consent of NSIPs for waste (i.e. energy recovery facilities and hazardous waste treatment/ disposal facilities falling within the thresholds in S104 (3) of Planning Act 2008 (as amended)) where applicable.

Issues and Options consultation responses

11.27 Policy W1 will replace the existing BCCS Policy WM1. The Issues & Options Report (2017) recognised that the indicative waste capacity requirement figures in Policy WM1 would need updating but did not identify a need to change the policy approach (Table 1). The rewritten policy has had regard to the representations received and the recommendations of the BCWS.

11.28 There has been no change to the approach set out in existing policy WM1 except for the updating of waste capacity requirements to reflect planned housing and employment growth in the Black Country to 2039 and the associated projected future waste capacity requirements that flow from the planned levels of growth and development.

11.29 As well as updating waste capacity requirements to 2039, the policy approach and general principles have been revised to reflect current national policy and guidance on waste.

11.30 The BCAs agree with the comments received at the Issues and Options stage that the strategy for waste should reflect the significant changes to national policy on waste and in particular, the adoption of the ‘Circular Economy’ approach. The policy therefore assumes that the Black Country will move towards a more ‘circular

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economy' and that there will be a significant demand for new recycling infrastructure over the plan period to support this.

Waste Sites

11.31 This policy seeks to safeguard and retain the capacity of existing waste facilities in order to maintain the existing waste management capacity and address the Strategic Priority of meeting the Black Country's resource and infrastructure needs.

Policy W2 – Waste Sites

Protecting Waste Sites

1) The BCA will safeguard all existing strategic and other waste management facilities from inappropriate development, in order to maintain existing levels of waste management capacity and meet Strategic Objective 13, unless it can be demonstrated that:

a) there is no longer a need for the facility; and

b) capacity can be met elsewhere; or

c) appropriate compensatory provision is made in appropriate locations elsewhere in the Black Country; or

d) the site is required to facilitate the strategic objectives of the Black Country.

2) This policy will also apply to all new waste management sites that are implemented within the lifetime of the plan.

New development near existing waste facilities

3) 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,

a) unless a temporary permission for a waste use has expired, or the waste management use has otherwise ceased, and the site or infrastructure is considered unsuitable for a subsequent waste use;

b) or redevelopment of the waste site or loss of waste infrastructure would form part of a strategy or scheme that has wider environmental, social and /

Policy W2 – Waste Sites

or economic benefits that outweigh the retention of the site or infrastructure for the waste use and alternative provision is made for the displaced waste use;

c) or a suitable replacement site or infrastructure has otherwise been identified and permitted.

4) Waste Site Impact Assessments will be expected to demonstrate that at least one of the above criteria applies. Applications should also identify any 'legacy' issues arising from existing or former waste uses, and how these will be addressed through the design of the development and the construction process.

Justification

Waste Sites

11.32 The existing pattern of waste management infrastructure is illustrated in the Black Country Waste Study, which shows the location of all known waste management facilities in the Black Country.

11.33 The existing strategic sites are identified on the Waste Diagram and listed in Chapter 13 are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority area and include waste treatment, waste transfer, waste to energy and landfill facilities.

11.34 The definition of a strategic waste management site is;

a) 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 and HWRCs, depots;

b) all commercial waste management facilities that fulfil more than one 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;

c) all commercial facilities specialising in a particular waste stream or waste management technology, of which there are no others, or very few other of the same type operating elsewhere in the Black Country;

d) all facilities likely to make a significant contribution towards existing waste management capacity;

e) a site with sufficient capacity to recover, treat or dispose of at least 20,000 tonnes of waste per annum;

f) a facility forming part of the UK's network of installations for waste disposal, such as landfill sites;

g) a hazardous waste recovery facility of sufficient size to qualify as a Nationally Significant Infrastructure Project (NSIP).

11.35 The Strategic Waste sites are listed in Chapter 13 of the BCP.

Safeguarding Existing and Planned Waste Sites

11.36 The Black Country is expected to see significant housing and employment land growth between now and 2039. However, the need for new housing and employment development has to be balanced against the need to retain the infrastructure needed to support local households, businesses, and the construction industry. This includes the infrastructure that manages the waste they generate. Waste Planning authorities must therefore ensure that the impact of non-waste development on existing and planned waste facilities is acceptable, and "*does not prejudice the implementation of the waste hierarchy and/ or the efficient operation of such facilities*" (NPPW, para. 8).

11.37 The BCWS therefore recommends a safeguarding policy for existing strategic and other waste sites and preferred industrial areas, identified for the development of new waste infrastructure (BCWS, 5.6.1 – 5.6.5 and 6.2.1). However, it also recognises that the redevelopment of existing or former waste management sites with new housing, employment or other land uses is sometimes justified and the policy reflects this. For example, redevelopment is likely to be acceptable where the waste facility has already closed, or the operator is proposing to close it or relocate the operations to another site.

11.38 Another important material consideration will be whether or not the waste operations are lawful, i.e. whether they have planning permission or a lawful development certificate. For example, if the waste operations are unauthorised and unsuitable for the location, the Council will normally consider taking enforcement action to stop them.

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Potential Losses of Waste Management Capacity

11.39 When determining applications for non-waste development within a short distance or adjacent an existing waste management facility, regard will be had to any potential adverse impacts the proposed development might have on the future of the site as a location for the continuation of waste management activities. If a development is likely to have an unacceptable impact on the future of the site as a location for waste management, it will be refused.

Waste Site Impact Assessments

11.40 Taking on board the BCWS recommendations, the policy requires applications for non-waste development, which could be sensitive to the operation of a waste management site, on or near to an existing or planned waste site to include a Waste Site Impact Assessment. This should:

a) identify the waste site potentially affected;

b) explain the spatial relationship between the application site and the waste site;

c) provide a brief description of the waste site, which should include:

i. its operational status and any proposed changes;

ii. the facility type;

iii. whether the site is a strategic waste site;

iv. the types of waste managed;

v. the waste operations permitted on the site.

d) summarise the main effects of the waste operations

e) identify any effects that could be harmful to the health, wellbeing, and amenity of the occupiers of the new development;

f) consider how the occupiers of the new development could be affected;

g) consider how the waste site could be affected by the development;

h) demonstrate how the development complies with the policy and the measures proposed to ensure that the waste site and the proposed development can co-exist without compromising each other.

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Evidence

- Black Country Plan Waste Study (BCWS) (2020), Wood
- Black Country Councils Water Cycle Study: Phase 1 (2020), JBA Associates
- National Planning Policy for Waste (NPPW) (2014), MHCLG
- National Planning Practice Guidance (NPPG) – Waste (2015) MHCLG
- A Green Future: Our 25 Year Plan to Improve the Environment (January 2018), HM Government
- Our Waste, Our Resources: A Strategy for England (December 2018), HM Government
- Making Space for Waste: Designing Waste Management in New Developments (June 2010), Association of Directors of Environment, Planning and Transport (ADEPT)
- The Town and Country Planning (Use Classes) Order 1987 (as amended)
- Planning Act 2008 (as amended)
- Environment Bill 2019 – 2021

Delivery

- Local Planning Authority – planning applications
- Waste Industry – engage positively with developers and the local planning authority on proposals to change the use of existing or planned waste sites and proposals for non-waste development near to existing or planned waste sites
- Developers – ensure that new developments near to existing or planned waste sites have regard to the potential effects on both developments, ensure that proposals for non-waste development make efficient use of resources and are designed to include sufficient space for secure waste storage, management and collection to meet the needs of the occupiers.

Issues and Options consultation responses

11.41 Policy W2 has replaced the previous BCCS Policy WM2. The Issues and Options Report (2017) identified a need for a stronger approach towards safeguarding all waste sites in existing Policy WM2, to reflect concerns expressed by stakeholders

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about land use conflicts that may arise where non-waste development is proposed near to existing waste sites.

11.42 The BCAs are seeking to no longer promote the change of use of employment land to housing on the scale previously required under the provisions of the BCCS. This is because demand for employment land has been more buoyant than anticipated. The cost of remediation of some employment sites to a standard capable of supporting housing has also been a factor. The significant shortfall in readily available employment land compared to demand identified in the Employment Demand Needs Assessment (EDNA), as part of the BCP evidence base, points to a need to retain as much as possible of the Black Country's remaining employment land to support the local economy and enable local businesses to grow and invest.

11.43 Monitoring shows that no Strategic Waste Sites identified in the BCCS have been lost as a direct result of changes of use to housing. However, the BCWS identifies that housing has encroached into some established employment areas that include existing waste sites, and that there is a continuing need for waste sites to be safeguarded.

11.44 The BCAs therefore agree with the comments received at the Issues and Options stage that housing should not normally be developed near to existing or planned waste sites, to avoid land use conflicts that could be difficult to mitigate against once planning permission is granted. The policy also needs to set out how such conflicts should be managed if housing proposals do come forward near to waste sites.

Preferred Areas for New Waste Facilities

11.45 The identification and delivery of new waste management facilities will make a significant contribution towards meeting new capacity requirements set out in W1 and will meet the Strategic Priorities of the Plan.

Policy W3 – Preferred Areas for New Waste Facilities

1) The preferred locations for waste management facilities are the Local Employment Areas shown on the BCP map, Waste Key Diagram and Local Authority Plan Maps.

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Policy W3 – Preferred Areas for New Waste Facilities

2) All proposals for new waste management facilities should demonstrate how they will contribute to Spatial Objective 13 and the strategic objectives of Policy W1, such as the contribution they will make to landfill diversion, delivery of new waste management capacity and diversification of the range of facilities currently available.

3) All applications for waste development will be expected to comply with the requirements in Policy W4.

Justification

11.46 The BCA consider that as the Black Country Plan is a strategic plan, it should continue to focus on safeguarding Strategic Waste Sites, which account for nearly 75% of the Black Country's estimated operational waste management capacity by tonnage, while also giving appropriate protection to other waste sites.

11.47 Waste facilities are an essential part of the infrastructure of an area; hence provision must be made in the BCP to deliver facilities and enable the objectives of moving waste up the hierarchy.

11.48 Certain forms of waste infrastructure are relatively specialised or of strategic scale or are in other ways particularly important in terms of the contribution they make to the overall network. However, and in combination, all facilities can contribute to delivering these objectives.

11.49 National Planning Policy for Waste (NPPW) requires the Waste Management Authorities to identify suitable sites and areas for waste management in Local Plan documents. A number of specific locations have been identified in the Black Country Waste Study 2020, where new waste management facilities could be located.

11.50 When deciding which areas should be allocated waste planning authorities should assess their suitability against a range of criteria;

a) the extent to which the site or area will support the other policies set out in the NPPW;

b) physical and environmental constraints on development, including existing and proposed neighbouring land uses;

c) the capacity of the existing and potential transport infrastructure to support the sustainable movement of waste and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport, and;

d) the cumulative impact of existing and proposed waste disposal facilities on the well-being of local community, including any significant adverse impacts on environmental quality, social cohesion and inclusion or economic potential.

11.51 The NPPW advises that when identifying suitable sites and areas for waste, waste planning authorities should consider opportunities for on-site management of waste where it arises. This has been addressed in Policy W1 part 2b.

11.52 The NPPW also recommends looking at a broad range of locations for the development of new waste infrastructure, including industrial sites (particularly where there are opportunities to co-locate waste management facilities together). Priority should be given to the re-use of previously developed land, sites allocated for employment use and redundant agricultural buildings (NPPW, paragraph 4).

11.53 As the strategy towards sustainable waste management involves broadening the range of waste management facilities available in the Black Country it is necessary to identify a range of opportunities that can accommodate different types of operation and technology. Many waste operations are similar to industrial processes and can be accommodated in Local Employment Areas.

Identification of Preferred Sites

11.54 It is not proposed to allocate specific sites for waste in the BCP because no new sites likely to be deliverable within the plan period have been identified, apart from sites that already have planning permission (NPPF, 16, 35, Annex 2). To have sufficient confidence to allocate a site, it would need to be actively promoted for waste management use by one or more of the BCAs, other waste planning authorities, a landowner, or a commercial waste operator.

Identification of Preferred Areas

11.55 A number of employment areas have been identified in the BCWS as being most suited to the development of new waste recovery, treatment, and transfer infrastructure. These sites were identified through a three-stage screening process followed by an assessment of employment locations and selected sites promoted

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through the 'call for sites' which fell outside of the excluded areas (BCWS, Chapter 5). The methodology is summarised in Table 10 below.

Table 10 - Black Country Potential Areas for Waste – Screening Criteria

Stage	Objectives	Criteria
Stage 1	Identification and mapping of **Positive Locational Objectives** (preferred locations for waste uses)	Brownfield sites, existing industrial areas, co-location of existing waste facilities, existing infrastructure, within five minutes' drive of motorway junction at peak times, close to strategic highway network/ key route network, potential for rail link
Stage 2	Identification and mapping of **Spatial Exclusionary Objectives** (constraints that rule out waste development as a matter of policy)	Sites allocated for other uses in adopted plans, surface water bodies, Groundwater SPZ Inner Zone, undefended Flood Zone 3 / 3b, nationally and internationally important sites for nature conservation and cultural heritage
Stage 3	Identification and mapping of **Spatial Discretionary Objectives** (constraints that may rule out waste development as a matter of policy)	Green Belt, open space, Grade 1, 2, 3a agricultural land, Groundwater SPZ outer zone, undefended Flood Zone 2, locally/ regionally important sites for nature conservation and cultural heritage, areas of NO2 exceedance, Noise Action Plan 'Important Areas,' MSAs

Source: BCWS (2020), 5.2.3 – 5.2.15, Tables 5.1 – 5.4 and Figures 5.1 – 5.3

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11.56 Waste site options within the resulting 'refined study area' were then identified in consultation with the BCA. These were then subjected to two further rounds of assessment:

a) Stage 4: **Positive Local Factors** - using criteria similar to Stage 1 to identify characteristics likely to be attractive to waste operators and to encourage delivery of new waste infrastructure; and

b) Stage 5: **Detailed Non-Spatial Assessment** – focusing on site constraints, potential land use conflicts and transport/ access constraints likely to be a potential barrier to delivery of new waste infrastructure.

11.57 The results of the assessments are presented in Appendix M of the BCWS and are summarised in Table 5.10 of the main report. The preferred areas identified in the policy are those recommended in the study and are listed in the individual local authority sections of Chapter 13 of the plan. These areas are considered least likely to give rise to land use conflicts, and in several cases, there is already co-location of existing waste facilities to which new sites would contribute.

11.58 While most types of waste facilities are likely to be acceptable in all Local Employment Areas, the list of facilities acceptable on Strategic Employment Areas is much shorter. They will normally be restricted to fully enclosed operations that fall within Use Classes B1 (c) or B2 and are already classified as employment uses, or *sui generis* operations that would be compatible with a Strategic Employment Area location and would not compromise existing or potential future employment uses falling within Use Classes E(g)(ii), E(g)(iii), B2 or B8 (Policies EMP2 and EMP3).

11.59 Certain waste operations may be acceptable on 'Other Employment' land not identified as strategic or local employment areas for long-term retention in employment land use. However, given the status of these sites and the potential that they will be developed for a non-employment use, the BCA are only likely to grant a temporary permission for waste development in these types of location.

11.60 The policy recognises that some types of waste operation involve the processing of waste in the open air and are therefore unlikely to be suitable on employment sites, for example, the disposal of inert waste onto or into land.

Evidence

- Black Country Plan Waste Study (2020), Wood

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- Black Country Employment Area Review (BEAR) (2020), Black Country Local Authorities
- National Planning Policy for Waste (NPPW) (2014), MHCLG
- National Planning Practice Guidance (NPPG) – Waste (2015) MHCLG
- Dudley Statement of Community Involvement (SCI) (February 2017), Dudley MBC
- Sandwell Statement of Community Involvement (SCI) (July 2016), Sandwell MBC
- Walsall Statement of Community Involvement (SCI) (November 2018), Walsall Council
- Wolverhampton Statement of Community Involvement (SCI) (October 2018), City of Wolverhampton Council
- Dudley, Sandwell, Walsall, Wolverhampton Authorities' Monitoring Reports

Delivery

- DM, legal and funding mechanisms.

Issues and Options consultation responses

11.61 The Issues and Options Report (2017) identified that references to specific sites in Policy WM3 would need to be updated but proposed to maintain the existing policy approach.

11.62 The following Options for the updated policy were considered, having regard to the representations received and the findings of the BCWS:

1 No change to approach in existing policy WM3.

2 Identify pr eferred areas for enclosed waste facilities the Black Country as well as strategic waste infrastructure projects, preferably within employment area.

3 Identify preferred areas for waste facilities that cannot be expected to locate in employment areas such as facilities requiring an open site.

4 Move locational guidance for different types of waste facilities in existing policy WM4 into this policy and update it to reflect changes to employment land categories and the waste operations likely to be compatible with each land category.

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11.63 Option One was considered a reasonable option because there is a need for more specific guidance for waste operators on the locations where new waste infrastructure is likely to be supported in principle.

11.64 Monitoring has identified several outstanding permissions for new waste infrastructure of a strategic scale, which could make a significant contribution towards the additional capacity requirements identified in Policy W1. It would therefore be appropriate for these existing 'commitments' to be identified in the plan.

11.65 Following a detailed analysis of opportunities and constraints across the Black Country, the BCWS has also identified the employment locations considered to be most suitable for waste development (excluding landfill). The BCAs consider the outcomes of the assessment are robust and that the preferred options for waste development should be identified in the plan.

11.66 This has been updated to reflect the employment land categories proposed in the Plan as a result of the survey work and assessment undertaken through the Black Country Employment Area Review (BEAR).

Locational Considerations for New Waste Facilities

11.67 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 potential harmful effects on the environment and local communities will support the Strategic Priorities of the Plan.

Policy W4 – Locational Considerations for New Waste Facilities

Key Locational Considerations for All Waste Management Proposals

1) Proposals should demonstrate how they will contribute to Spatial Objective 13 and the strategic objectives of Policy W1, 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.

2) Development for new build waste management facilities should be focused in local employment areas and will be required to meet the following criteria:

Policy W4 – Locational Considerations for New Waste Facilities

a) evidence the need for the facility;

b) all waste processes and operations must be contained, processed and managed within buildings unless there are acceptable operational reasons why these processes cannot be contained in buildings;

c) proposals must accord with all other policies in relation to the protection of the environment and public amenity, or demonstrate that other material considerations outweigh any policy conflicts;

d) consideration will be given to the potential impacts of waste management proposals on;

- **i. minimising adverse visual impacts;**
- **ii. potential detrimental effects on the environment and public health;**
- **iii. generation of odours, litter, light, dust, and other infestation;**
- **iv. noise, excessive traffic and vibration;**
- **v. risk of serious fires through combustion of accumulated wastes;**
- **vi. harm to water quality and resources and flood risk management;**
- **vii. land instability;**
- **viii. land use conflict; proposals should demonstrate compatibility with the uses already present within / adjacent to the area;**
- **ix. where necessary mitigation measures should be identified to reduce any adverse effects to an acceptable level.**
- **x. whether the proposal would provide opportunities for co-location of related uses and / or generate other benefits (for example; produce a range of waste types or streams, produce high quality aggregates or other useful raw materials, or supply heat and power or other forms of energy to adjacent uses).**

Waste Applications – Supporting Information

3) Planning applications for waste development (Note 1) should include a supporting statement that clearly describes the key characteristics of the

Policy W4 – Locational Considerations for New Waste Facilities

development. It should also explain how the development aligns with Spatial Objective 13 and the General Principles and Preferred Methods of managing waste in Policy W1. In particular, the application should explain the contribution the development would make towards driving waste up the waste hierarchy, supporting the development of a more circular economy, meeting the Black Country's additional waste capacity requirements, and broadening the range of waste facilities currently available in the plan area.

4) The following information should also be included in the supporting statement and / or on the planning application form:

- **a) the type of waste facility or facilities proposed;**
- **b) the waste streams and types of waste to be managed;**
- **c) the types of operation to be carried out on the site;**
- **d) whether waste would be sourced locally, regionally or nationally;**
- **e) the maximum operational throughput in tonnes per annum;**
- **f) for waste disposal, the total void space to be infilled in cubic metres;**
- **g) the outputs from the operations, including waste residues;**
- **h) the expected fate and destination of the outputs;**
- **i) the number of associated vehicular movements;**
- **j) the number of jobs created.**

Notes:

(1) This includes applications for new build waste developments, changes of use to waste developments, applications for new operational development and other material changes to existing waste sites, and 's73' applications to vary a condition attached to an existing waste permission. For definitions of 'waste development' and 'waste' see the Policy Justification.

Justification

11.68 National policy guidance requires the BCA to identify suitable sites and areas for waste management in development plan documents. When deciding which sites should be allocated, their suitability should be assessed against a range of criteria,

including physical and environmental constraints, cumulative impacts, and transport effects.

11.69 A number of specific sites and locations suitable for the development of new waste management facilities have been identified in Policy W3 and on the Local Plan Policies Map. The Black Country Waste Study has been undertaken to review the existing operating capacity of waste infrastructure across the Black Country and to assess future requirements over the Plan period.

11.70 There are a number of spatial issues common to all waste management proposals that should be addressed in all cases. The relationship of a proposal to the strategy for waste, as set out in Spatial Objective 13 and Policy W1, is of paramount importance and all proposals should demonstrate how they will contribute towards this. They should also address other locational issues such a 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.

11.71 As the strategy towards sustainable waste management involves broadening the range of waste management facilities available in the Black Country, it is necessary to identify a range of opportunities that can accommodate different types of operation and technology.

11.72 Many of the waste management facilities have operations that are similar to industrial processes and therefore may be located in retained employment areas. Operators seeking a location for new waste management facilities should be focusing their search on areas to be retained as employment land and should avoid those areas proposed to change to housing. The Waste Study identifies a number of areas across the Black Country that are considered suitable for locating new waste management facilities.

11.73 There are certain types of waste management facilities that require an open site and will therefore be difficult to accommodate within the urban areas of the Black Country due to the lack of suitable sites (e.g. open window composting facilities). These types of facility are subject to strict regulation by the Environment Agency and must be located at least 250m away from sensitive receptors.

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11.74 The last part of the policy sets out the criteria against which new waste management proposals will be assessed.

Waste Applications – Supporting Information

11.75 All waste applications should be accompanied by a supporting statement which provides a general description of the development. There are a number of other issues common to all waste developments that should also be addressed in all cases. For example, the relationship of the proposal to the strategy for waste and resources as set out in Spatial Objective 13 and in the General Principles and Preferred Methods of managing waste in Policy W1 is of paramount importance, and all applications should explain how the proposed development is aligned with these principles.

11.76 Applicants will be required to provide a certain amount of information about their proposed development on the planning application form, including information about the waste streams to be managed and the maximum annual throughput in tonnes and/ or void space in cubic metres. However, as the space available on the form is limited, a more comprehensive description of the proposed waste operations should be provided in the main supporting statement.

11.77 To assist applicants, the policy sets out the key pieces of information they should provide to enable the Local Planning Authority to understand the types of operation proposed and the potential effects of the development on the environment and on the health, wellbeing and amenity of people living or working near the site. This information should be collated together into the summary included in the supporting statement.

11.78 The most appropriate place to set out, describe in detail and assess such a proposal against relevant planning policies is within a Planning Statement. In addition, if the development is 'EIA development' (meaning it requires an Environmental Impact Assessment), as Schedule 1 or 2 development, details should be included in an Environmental Statement (ES).

Evidence

- Black Country Plan Waste Study (2020), Wood
- Black Country Employment Area Review (BEAR) (2020), Black Country Local Authorities

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- National Planning Policy for Waste (NPPW) (2014), MHCLG
- National Planning Practice Guidance (NPPG) – Waste (2015), MHCLG
- Guidance on the Legal Definition of Waste and its Application (August 2012, Part 2 updated 2016), Defra
- European Council Directive 2008/97/EC (Waste Framework Directive) (as amended)
- The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (EIA Regulations), SI 2017 No. 571 (as amended)
- Town and Country Planning (Development Management) (Procedure) Order 2015 (as amended) (DMPO), SI 2015 No. 595
- Environmental Handbook for the Fire and Rescue Service (2015), Environment Agency and MHCLG
- Reducing Fire Risk at Waste Sites (2017), Waste Industry Safety and Health (WISH) Forum
- National Operational Guidance (NOG): Fires in Waste Sites (online guidance), UK Fire and Rescue Service

Delivery

- Delivery of new facilities in accordance with the policy will primarily be 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 MWMs or other mechanisms. Commercial facilities will be borough forward as and when the market allows, in some cases through the Local Plan as site allocations and other through planning applications. Compliance with the locational criteria will be through an assessment of planning applications and pre-application discussions with waste operators.
- Waste Operators – seek pre-application advice from WPA Development Management Team before submitting planning applications for new waste infrastructure projects, ensure that applications address policy requirements before they are submitted.

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- Environment Agency, Council Pollution Control and Public Health Teams – provide appropriate advice to waste operators and WPA Development Management Teams on the potential environmental and health effects of proposed waste developments at pre-application and application stage.
- Local Planning Authorities – engage positively with waste operators when pre-application advice is sought, check that waste applications include all the information required in the policy as part of the validation process, request any missing information from applicants where necessary, assess compliance with policy when evaluating waste applications.

Issues and Options consultation responses

11.79 Policy W4 is intended to replace that part of the existing BCCS Policy WM4 dealing with the general requirements for new waste applications. The Issues and Options Report (2017) identified that the existing policy has been successful in raising the quality of new waste facilities and did not identify any need for change.

11.80 The following Options for the policy were considered, having regard to the representations received and the findings of the BCWS:

1 No change to requirements in existing policy WM4.

2 Move locational guidance for different types of waste facilities in existing policy WM4 into new Policy W4, and update remainder of policy to reflect current guidance on the potential environmental effects of waste development.

11.81 Option One was considered the best option because the locational guidance had been successful in the existing Core Strategy.

Resource Management and New Development

11.82 Managing material resources – including waste - in a responsible way is an important element of sustainable development and will support Spatial Objective 13 of the Plan.

Policy W5 – Resource Management and New Development
Waste Management in new developments **1) All new developments should;**

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Policy W5 – Resource Management and New Development

a. **address waste as a resource;**

b. **minimise waste as far as possible;**

c. **design sites with resource and waste management in mind;**

d. **manage unavoidable waste in a sustainable and responsible manner; and**

e. **maximise use of materials with low environmental impacts.**

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

3) **Resource and waste management requirements should be reflected in the design and layout of new development schemes. Wherever possible building, engineering and landscaping projects should use alternatives to primary aggregates, such as secondary and recycled materials, renewable and locally sourced products and materials with low environmental impacts. Consideration should also be given to how waste will be managed within the development once it is in use.**

4) **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.**

Justification

11.83 The management of material resources including ‘waste’ in a responsible way is an important element of sustainable development. This policy sets out general principles on waste management and resource efficiency to be addressed by new developments, including requirements to manage large amounts of waste on site or nearby, recycle and re-use products as far as possible.

11.84 The “waste hierarchy” ranks waste management options according to what is best for the environment. It gives top priority to preventing waste arising in the first place.

When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal (e.g. landfill).

11.85 Achieving zero waste growth and driving waste up the "waste hierarchy" are important objectives of national policy guidance and the strategy for waste management in the Black Country. Delivering on site-waste management of waste and making better use of waste generated through development are critical to the delivery of these objectives.

11.86 The scale of development across the Back Country presents a major opportunity to influence decisions over how resources are managed and to develop a more integrated and holistic approach towards this at a local level. This policy sets out the minimum requirements for planning applications for all developments to demonstrate how they have addressed waste and resource issues.

11.87 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. As the Black Country is not a single Waste Authority, applicants for housing development should therefore liaise with the relevant Waste Disposal Authority at the earliest opportunity to check requirements for the storage of recyclable and non-recyclable waste, and to understand requirements for waste collection vehicles.

11.88 The resources and waste management requirements of businesses will be an important consideration in development projects to improve employment areas, town, and district centres. Where feasible, regeneration schemes should include provision for on-site waste management.

11.89 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 waste being disposed of or being recovered at the nearest appropriate facility(s).

11.90 Opportunities for symbiosis – matching waste producers with organisations who might have a use for the waste produced - should be explored.

Evidence

- Black Country Plan Waste Study (BCWS) (2020), Wood
- Black Country Councils Water Cycle Study: Phase 1 (2020), JBA Associates

- National Planning Policy for Waste (NPPW) (2014), MHCLG
- National Planning Practice Guidance (NPPG) – Waste (2015) MHCLG
- A Green Future: Our 25 Year Plan to Improve the Environment (January 2018), HM Government
- Our Waste, Our Resources: A Strategy for England (December 2018), HM Government
- Making Space for Waste: Designing Waste Management in New Developments (June 2010), Association of Directors of Environment, Planning and Transport (ADEPT)
- The Town and Country Planning (Use Classes) Order 1987 (as amended)
- Planning Act 2008 (as amended)
- Environment Bill 2019 – 2021
- Dudley MBC website – online planning application search
- Dudley MBC website – Bins and Recycling (accessed April 2020)
- Sandwell MBC website – online planning application search
- Sandwell MBC website – Bins and Recycling (accessed April 2020)
- Walsall Council website – online planning application search
- Walsall Council website – Bins (accessed April 2020)
- City of Wolverhampton Council website – online planning application search
- City of Wolverhampton Council website – Waste and Recycling (accessed April 2020)
- Environment Agency Public Register

Delivery

- Waste Industry – engage positively with developers and the local planning authority on proposals to change the use of existing or planned waste sites and proposals for non-waste development near to existing or planned waste sites
- Developers – ensure that new developments near to existing or planned waste sites have regard to the potential effects on both developments, ensure that proposals for

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non-waste development make efficient use of resources and are designed to include sufficient space for secure waste storage, management and collection to meet the needs of the occupiers

- Waste Collection Authorities – provide advice to developers and the local planning authority on the waste bins and storage space required in residential developments
- Local Planning Authorities – planning applications
- Indicator and Target.

Issues and Options consultation responses

11.91 The existing policy WM5 is supported in its approach of aiming to reduce waste and deal with waste within the sub-region as close to where it arises as is practical.

Monitoring

Policy	Indicator	Target
W1	% of LACW recycled / recovered per annum (DeFRA LACW Statistics)	50% of municipal waste to be recycled by 2020 55% of municipal waste to be recycled by 2025 60% of municipal waste to be recycled by 2030 65% of municipal waste to be recycled by 2035
	New waste recycling, recovery and transfer capacity (tonnes per annum) New landfill capacity (cubic metres / tonnes) Waste capacity lost (tonnes per annum) (BCA Annual Monitoring)	As specified in Policy W1 d) – l) and Table

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Policy	Indicator	Target
	Waste received annually (tonnes) at permitted sites and operational incinerators by site category (Environment Agency waste data - interrogator and operational incinerators data, which is published separately in an Excel workbook by the Environment Agency / DeFRA)	
W2	Number of planning applications for housing development near to a Strategic Waste Site / % of proposals compliant with policy (BCA Annual Monitoring)	100% of housing developments near to a Strategic Waste Site to include effective measures to manage land use conflicts
	Number of planning applications for new housing development per annum / % of proposals compliant with policy (BCA Annual Monitoring)	100% of new housing developments to include sufficient household waste storage areas
W3	Implementation of permissions on preferred sites	100% of preferred sites delivered
	Total number of planning applications for waste development approved, number of applications approved within the preferred areas or other retained employment areas	100% of planning permissions for waste development (excluding landfill sites) to be in preferred areas or other retained employment areas
	Net change in waste capacity – significant losses in capacity /	100% of indicative waste capacity requirements in Policy W1 delivered

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Policy	Indicator	Target
	significant gains from development of new infrastructure (BCA Annual Monitoring)	
W4	Total number of planning applications for waste development submitted, number of applications held in abeyance / invalid (BCA Annual Monitoring)	100% of waste applications include information required by the policy
W5	Total number of planning applications	100% of waste applications include information required by the policy

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12 Minerals

Introduction

12.1 Strategic plans are expected to make sufficient provision for all kinds of development, including for minerals (NPPG paragraph 20b). The policies for minerals in this Chapter also support the overall Vision, Objectives and Strategic Priorities, notably Strategic Objective **Meeting our resources and infrastructure needs** and Strategic Priority 14 for the plan, by ensuring that in 2039, the Black Country will:

a) use its remaining mineral resources responsibly, including maximising the use of alternatives to produce a steady and adequate supply of minerals and mineral products to support the local economy and growth;

b) ensure that other development does not needlessly prevent mineral resources from being worked in the future if it is feasible and economically viable to do so; and

c) manage and produce mineral products in ways that avoids significantly harming the environment and the health and wellbeing of local communities.

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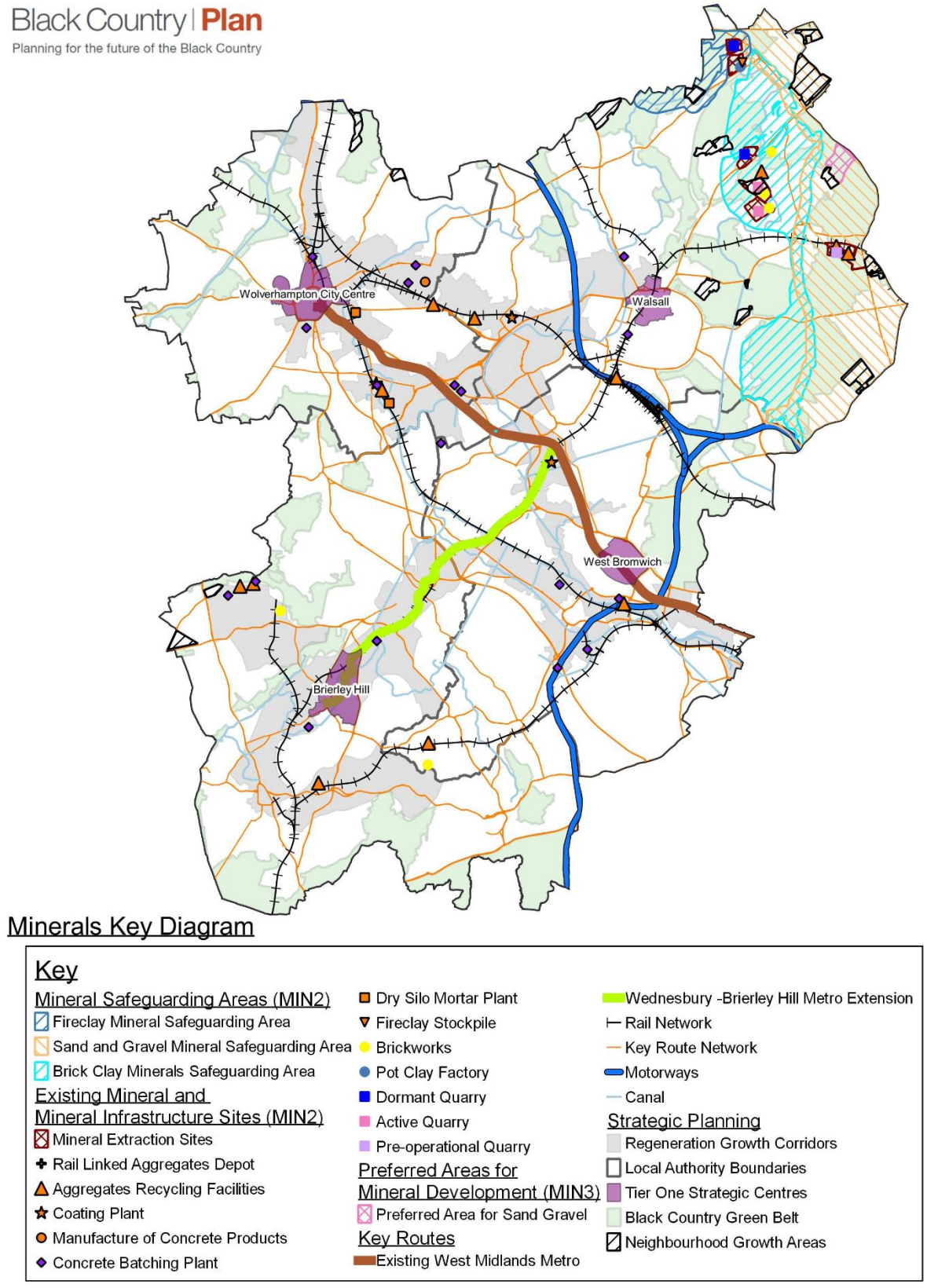
Figure 14 - Minerals Key Diagram



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Mineral Production – Requirements

12.2 This policy identifies the requirements for production of aggregate minerals and industrial minerals in the Black Country over the plan period, having regard to national policy guidance on provision for these minerals, the likely demand for them over the plan period, the constraints to working them in the Black Country, and the contribution likely to be met through imports of these minerals from other areas.

Policy MIN1 - Mineral Production – Requirements

1) To enable the Black Country to make an appropriate contribution towards identified local and regional requirements, the following provision is identified for minerals over the plan period.

Construction Aggregates

Primary Land Won Sand and Gravel

2) Sufficient provision has been identified in this plan to enable the Black Country to supply at least 25% of the seven-year sand and gravel landbank for the West Midlands Metropolitan Area (WMMA)[95] over the plan period. This equated to 6.2 million tonnes in total at the end of 2017, sufficient to provide for an average annual production rate of 120,000 tonnes per annum[96]. The other resources in the Minerals Safeguarding Areas (MSAs) also have the potential to contribute towards future sand and gravel production.

Secondary and Recycled Aggregates

3) At the end of 2017, the Black Country was estimated to be producing around 720,800 tonnes of secondary and recycled aggregates per annum at permitted production sites[97]. As a minimum, the Black Country will aim to maintain this level of production throughout the plan period. In support of this, permitted

[95] The West Midlands Metropolitan Area (WMMA) comprises the seven unitary authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton.

[96] This is based on the potential production rate of the Branton Hill Quarry extension site which has permitted reserves of just over 1 million tonnes and is expected to be worked over seven years up to 2027. Provision for sand and gravel requires careful consideration as well as engagement with other MPAs in the West Midlands that produce sand and gravel, particularly given the potential impact of HS2 on Solihull's permitted sand and gravel reserves and future production capacity.

[97] This is an estimate of annual production at fixed processing sites only and does not include an estimate for recycled aggregates produced and used on-site at construction projects.

Policy MIN1 - Mineral Production – Requirements

secondary and recycled aggregate sites expected to continue in production up to 2039 will be safeguarded (see Policy MIN2).

Efficient Use of Mineral Resources

4) All new developments will be encouraged to be resource-efficient, by making the maximum possible use of recycled mineral products in construction, to reduce reliance on quarried products and help maintain existing supplies for longer.

Industrial Minerals

Brick Clay (Etruria Marl)

5) Sufficient brick clay provision has been identified in this plan to meet the supply requirements of the operational brick manufacturing plants in the Black Country over the plan period, allowing for continued imports from other areas. At the end of 2017 there were around 10 million tonnes of permitted reserves of Etruria Marl in Walsall. Subject to availability and assuming continued importation of material this would be sufficient to provide a 25-year supply to Aldridge, Atlas and Sandown brickworks in Walsall, based on the expected future annual consumption rates of these factories. This brick clay resource should therefore be safeguarded from inappropriate development (see also Policy MIN2).

Fireclay

6) Sufficient fireclay provision has been identified in this plan to meet the supply requirements of Swan Works in Walsall over the plan period. The existing stockpile and permitted reserves identified in Policy MIN3 and the other potential resources within the MSA have the capability to provide a 25-year supply of fireclay to this factory. They could also provide a long-term supply to brick manufacturing plants in Walsall, assuming that the fireclay present meets the requirements of the operators. This Fireclay resource should therefore be safeguarded (see also Policy MIN2).

Justification

12.3 Planning policies for minerals should provide for the extraction of minerals of "local and national importance" (NPPF paragraph 204), including sand and gravel, brick clay and fireclay, which occur naturally in the Black Country.

12.4 Mineral Planning Authorities[98] are expected to maintain a landbank of at least seven years of permitted reserves of sand and gravel (NPPF paragraph 207) to ensure a steady and adequate supply of aggregates for the construction industry. This means that sites with planning permission for sand and gravel extraction need to have enough minerals left in them to sustain the expected demand over the whole of the plan period plus seven years beyond that. If the permitted reserves are not sufficient to meet this requirement, planning policies are expected to identify other sand and gravel resources that could be worked to make up the shortfall.

12.5 For brick clay, Mineral Planning Authorities are expected to maintain a stock of permitted reserves sufficient to meet the needs of each brick manufacturing plant over the next 25 years (NPPF paragraph 208). It is assumed (though it is not explicit) that the same requirement also applies to fireclay, which is used by brick manufacturers for blending with brick clay for the production of buff-coloured facing bricks and pavers. It is also used locally to manufacture pot clay blends at Swan Works in Brownhills, Walsall.

Construction Aggregates

Expected Demand over the Plan Period

12.6 Current national policy guidance on minerals identifies past sales as an indicator of current demand for aggregate minerals (NPPF paragraph 207), but as it is not necessarily a reliable indicator of future demand, "other relevant local information" should also be taken into account when planning for future supplies. This evidence has been reviewed as part of the 2020 Black Country Minerals Study and is summarised below.

[98] In the Black Country, whilst each constituent authority is a Minerals Planning Authority, for minerals planning purposes, past trends and future provision is planned at the West Midlands Metropolitan Area (WMMA) level. Consequently, the data in this chapter assesses the extent to which the BCAs can contribute to the wider identified WMMA minerals requirements.

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12.7 The economic recession has clearly had a significant effect on sales of sand and gravel in the West Midlands Metropolitan Area (WMMA) and wider West Midlands Region over the ten years up to 2017, which was the latest information available at the time the 2020 Black Country Minerals Study was prepared. Table 11 shows that there was a steep fall in sales in 2009 in the WMMA, followed by a gradual increase up to 2016, with sales falling back again in 2017.

Table 11 – Ten -Year Rolling Average Annual Sand and Gravel Sales in the West Midlands Metropolitan Area (WMMA) 2008 – 2017 (million tonnes)

Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Annual Sales	0.500	0.375	0.451	0.401	0.461	0.491	0.498	0.529	0.577	0.480
Rolling ten-year average sales	0.526	0.516	0.513	0.500	0.495	0.494	0.492	0.487	0.489	0.476

Source: Table 5.3 2020 Black Country Minerals Study; West Midlands Aggregates Working Party Annual Monitoring (AM) Reports 1999 - 2017

12.8 Based on the last ten-year average sales figure, the WMMA would need to identify nearly 13 million tonnes of permitted sand and gravel reserves and other potential sand and gravel resources to provide a 'rolling' landbank over the Black Country Plan period. Table 12 below shows how this has been calculated.

Table 12 - Sand and Gravel – West Midlands Metropolitan Area (WMMA) Landbank Requirement (million tonnes), December 2017

Sand and Gravel Landbank Requirement in West Midlands	Million tonnes
Ten-year average sales 2008 – 2017	0.48
20-year requirement to the end of the BCP Period in 2039[99] (ten-year average sales x 20 Years)	9.60
Requirement for Landbank	3.36

[99] Trends in annual sales and landbank supplies of construction aggregates are monitored by calendar year (1 January – 31 December) rather than by the usual monitoring years (1 April – 31 March), therefore the sand and gravel requirement for the plan period runs from the 2019 calendar year to the 2039 calendar year.

(ten-year average sales x seven years)	
Total Landbank Requirement (20 years + 7 Years)	**12.96**

Source: Table 5.3 2020 Black Country Minerals Study

12.9 However, as Table 11 shows, the past ten years' average sales have been lower than sales prior to 2009 and are therefore not a reliable indicator of likely future demand in the Black Country, where significant housing and employment growth is planned over the plan period.

12.10 Another indicator of current demand for construction aggregates in the WMMA is provided by the national aggregate minerals surveys, which record consumption of construction aggregates by region and sub-region. The last survey to have been carried out in 2014 found that the WMMA consumed around 1.9 million tonnes of sand and gravel and around 1 million tonnes of crushed rock in that year. By comparison, consumption of sand and gravel in 2009 was estimated to have been around 1.6 million tonnes, and consumption of crushed rock around 1.3 million tonnes[100].

12.11 Reliable consumption figures for the pre-recession period are not available for the WMMA. However, data from the 2005 national survey indicates that Birmingham and the Black Country alone consumed at least 1 million tonnes of sand and gravel and at least 1.7 million tonnes of crushed rock[101].

12.12 The planned housing and employment growth in the Black Country over the plan period will increase the demand for minerals and will impact on mineral consumption. However, as established in the 2020 Black Country Minerals Study, it is difficult to quantify what the projected housing and employment growth mean in terms of the amount of minerals that needs to be planned for, specifically construction aggregates. The minerals provision in this plan will therefore be continually monitored in conjunction with continued liaison with those Minerals Planning Authorities who form the wider West Midlands region.

[100] CLG (2011), Collation of the results of the 2009 Aggregate Minerals Survey for England and Wales, Table 11 and CLG (2016), Collation of the results of the 2014 Aggregate Minerals Survey for England and Wales, Table 11. This includes an estimate of the aggregates sales assigned to the West Midlands region only, which are likely to have been consumed in the WMMA on the basis of a pro rata apportionment by population.

[101] CLG (2007), Collation of the results of the 2005 Aggregate Minerals Survey for England and Wales, Table 11. This does not include any apportionment of the sales assigned to the West Midlands only, some of which must have been consumed in Birmingham and the Black Country.

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12.13 Notwithstanding the above, the requirement to maintain a 'rolling' landbank over the Black Country Plan period of nearly 13 million tonnes for sand and gravel (as set out in Table 12) remains unaffected.

Sand and Gravel Supply

12.14 Walsall is the only authority in the Black Country with sand and gravel resources that have the capability to be worked over the plan period. The main resource area is in the eastern part of Walsall Borough, in Aldridge and Stonnall.

12.15 Historically, Walsall has contributed up to 10% of the WMMA's annual sand and gravel production[102], although production in Walsall reduced significantly following the closure of the former Aldridge Quarry in 2008 and ceased completely when Branton Hill Quarry closed in 2013. This means that the majority of the WMMA's sand and gravel production is currently (2019) in Solihull, the only other authority in the sub-region with workable sand and gravel resources.

12.16 At the end of 2017, Solihull had nearly 4 million tonnes of permitted sand and gravel reserves. However, a high proportion of these reserves are expected to be sterilised by HS2 if it goes ahead, and this has already led to the closure of one site (Stonebrook Quarry). It is therefore unlikely that Solihull will be able to sustain the same rates of sand and gravel sales seen over the last ten years, at least in the short-term until new sites come forward.

12.17 The Draft Solihull Local Plan (2016) identified Preferred Areas and Areas of Search for sand and gravel, including in areas not affected by HS2. The Draft Plan estimates that there are around 2.5 million tonnes of sand and gravel resources within the Preferred Areas at Marsh House Farm, Hornbook Farm and west of Berkswell Quarry, but the full extent of the resource within the wider Areas of Search has not been quantified[103]. There is no guarantee that any of these reserves will come forward to replace those lost as a result of HS2.

12.18 If the landbank requirement is to be met, it is for the Black Country Plan to provide for as much sand and gravel production as possible to help reduce the shortfall created by the expected fall in production in Solihull.

[102] Actual annual production figures for aggregate minerals are not available, therefore annual sales figures, which are available, are used as a 'proxy.'

[103] Solihull Local Plan Review – Draft Local Plan (November 2016), Policy P13: Minerals

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12.19 At the end of 2018, the only permitted sand and gravel extraction site in Walsall was the Branton Hill Quarry Extension site, which received planning permission in August 2018 (application reference BC64995P). This site is identified in Policy MIN3 and on the Minerals Key Diagram (ref MX1). The site is estimated to have just over 1 million tonnes of permitted reserves of sand. The existing mineral permission has an end date of 31 December 2027, meaning that the site has the capability to produce up to 120,000 tonnes per annum over its eight-year life.

12.20 A Preferred Area for sand and gravel extraction has also been identified at Birch Lane around the former Aldridge Quarry, which remains unrestored. This area corresponds to the Area of Search identified in the Walsall Site Allocation Document (SAD) 2019 and is designated on the Policies Map for Walsall and is estimated to have around 5.2 million tonnes of unpermitted sand and gravel resources. If proposals come forward for sand and gravel working in this area it would enable production to continue beyond the current end date for the Branton Hill site.

12.21 The plan has therefore identified provision for up to **6.2 million tonnes** of sand and gravel in total. This would in theory provide around half of the WMMA's current landbank requirement identified in Table 12 above. However, as there is only one permitted site and no guarantee that others will come forward, it is unlikely that all of these resources are capable of being worked during the plan period. A more realistic assumption would be that the anticipated production rate of 120,000 tonnes per annum at Branton Hill might be sustained to the end of the plan period if a new site comes forward within the Preferred Area at Birch Lane or elsewhere within the MSA. This would be equivalent to around 25% of the current WMMA supply requirement.

Crushed Rock Supply

12.22 The last quarry in the Black Country to produce crushed rock (dolerite), Edwin Richards in Sandwell, closed in 2008. As detailed in the 2020 Black Country Minerals Study, there are no winnable crushed rock resources remaining anywhere in the Black Country, therefore no provision is identified for this mineral.

12.23 Coating plants and construction projects in the Black Country are expected to continue to rely on imports of crushed rock from outside the area. The latest information available suggests that most of the crushed rock imported into the West

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Midlands Metropolitan Area is imported from Leicestershire, Shropshire, and Derbyshire.

Supply of Secondary and Recycled Aggregates

12.24 Secondary and recycled aggregate sites expected to continue in production up to the end of the plan period will be safeguarded (see Policy MIN2). Due regard should also be had to the relevant Black Country Plan waste policies (notably Policies W1 and W2).

Evidence

- Walsall SAD & AAP Minerals Study (2015), Amec Foster Wheeler
- Walsall Site Allocation Document: (2019), Walsall Council
- Black Country Minerals Study: Review of the Evidence Base for Minerals to support the preparation of the Black Country Plan (2020), Wood

Delivery

- **Development Management** – evaluation of minerals applications as they come forward.
- **Duty to Co-operate** – continued liaison with WMMA authorities as part of duty to cooperate obligations and liaison with the wider Minerals Planning Authorities in the West Midlands region.

Issues and Options consultation responses

12.25 Policy MIN1 will replace the relevant sections of existing BCCS Policies MIN2, MIN3 and MIN4. The policy seeks to bring together the mineral production requirements for all minerals in the Black Country under a single policy – construction aggregates (i.e. sand and gravel, secondary and recycled aggregates) and industrial minerals (i.e. brick clay and fireclay).

12.26 The mineral production requirements for each of the Black Country's minerals in the policy are set out in the supporting Black Country Minerals Study.

Minerals Safeguarding

12.27 This policy sets out how the most important mineral resources in the Black Country, and sites that are expected to be producing, processing or transporting minerals

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and mineral products, will be protected from other types of development that could compromise their continued operation over the plan period.

Policy MIN2 - Minerals Safeguarding

Minerals Safeguarding Areas (MSAs)

1) Minerals safeguarding areas (MSAs) have been defined around the following mineral resources in Walsall Borough:

- **a. sand and gravel - Bedrock (Triassic, Sherwood Sandstone);**
- **b. brick clay - Etruria Formation (principal brick clay resource within Carboniferous Upper Coal Measures); and**
- **c. fireclay (potentially winnable resources underlying the principal coal seams within the Carboniferous - Upper Coal Measures).**

2) The MSAs are identified on the Minerals Key Diagram and on the Policies Map and are listed in each of the BCA sections in Chapter 13.

3) Planning applications for non-mineral development will only be supported in an MSA where the development will not compromise existing or future mineral working within the MSA, and the following conditions are met:

- **a. the development will involve the extraction of some or all of the mineral resource prior to development, where is practicable to do so; or**
- **b. it can be demonstrated that the site does not contain any mineral resources of economic value; or**
- **c. it can be demonstrated that the 'prior extraction' of minerals is not feasible.**

4) Applications for non-mineral development in an MSA should include supporting evidence demonstrating that one of the above criteria applies. Exceptions to this policy will apply to householder developments, conversions, and changes of use of existing buildings, and other forms of development that do not involve any new building or excavation works likely to sterilise mineral resources.

Non-minerals developments outside the MSAs

Policy MIN2 - Minerals Safeguarding

5) Outside MSAs, mineral deposits that are identified as being, or may become of, economic importance will be safeguarded from unnecessary sterilisation.

6) Where development is proposed, encouragement will be given to the extraction of the mineral resource prior to or in conjunction with, development, where this would not have unacceptable impacts on neighbouring uses. Developments over five hectares should be accompanied by supporting information (as set out in the Justification) demonstrating that mineral resources will not be needlessly sterilised.

Existing Minerals Sites

7) The location of all permitted mineral extraction and mineral infrastructure sites are identified on the Minerals Key Diagram, and these sites are also listed in each of the BCA sections in Chapter 13. Applications for development within a 150m buffer zone of these sites will need to demonstrate they will not have any unacceptable impacts on these sites that would prevent them from continuing to operate.

Justification

Minerals Safeguarding Areas (MSAs)

12.28 The Black Country is geologically very diverse. A wide range of mineral resources occur within the Plan area, including sand and gravel, brick clay, coal, fireclay, limestone and hard rock (dolerite), which are identified in national policy guidance as minerals of 'local and national importance (NPPF Annex 2 Glossary).

12.29 The exploitation of these resources in the past has had a significant impact on the history and development of the area. For example, the canal network was developed during the C18th and early C19th to improve the transportation of raw materials such as coal and limestone to important industrial centres. Historic coal, limestone and sand and gravel working has also left a legacy of sites of importance for geological conservation and biodiversity, as well as sites affected by ground instability.

12.30 Most of the Black Country's mineral resources are now either exhausted or sterilised by other development and are therefore not capable of being worked on a

commercial scale. However, mineral working is still feasible in the eastern parts of Walsall where large-scale urban development has not yet taken place. The BCP seeks to safeguard those mineral resources in the Walsall area where there is a realistic potential for mineral extraction to take place over the plan period through the identification of MSAs for sand and gravel, brick clay (Etruria Marl), and fireclay. These MSAs have been identified following the review and refinement of the British Geological Society (BGS) mineral resource safeguarding maps and on information from the minerals industry (where this was provided). The adopted Walsall Site Allocations Document (2019) provides full details of the methodology employed to arrive at the MSAs.

Non-Minerals Developments outside the MSAs

12.31 To prevent the unnecessary sterilisation of minerals resources outside the identified MSAs, the prior extraction of these resources is encouraged where non-mineral development is proposed (except for conversions /changes of use that do not involve any new building or excavation works).

12.32 Mineral sterilisation issues will only generally come into play when larger development sites are concerned, i.e. those generally above **five** hectares, and such developments should be accompanied by supporting information demonstrating that mineral resources will not be needlessly sterilised. The supporting information should include details of a prior extraction scheme or, where this is not considered feasible, evidence that:

a) 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

b) extraction of minerals is not feasible, for example due to significant overburden or because mineral extraction would lead to or exacerbate ground instability; or

c) prior extraction of minerals would result in abnormal costs and / or delays which would jeopardise the viability of the development; or

d) there is an overriding need for the development which outweighs the need to safeguard the mineral resources present; or

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e) extraction of minerals would have unacceptable impacts on neighbouring uses, the amenity of local communities or other important environmental assets.

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

Existing Minerals Sites

12.34 Minerals can only be worked where they are found and in seeking to plan for a steady and adequate supply, the Plan must make provision to not only safeguard minerals resources, but also to deliver mineral sites and associated mineral infrastructure sites. As such, existing mineral sites and mineral infrastructure sites need to be safeguarded for continued use and to retain the potential of the areas in which they occur. This is particularly important with the demand for housing and employment land, which is set to increase over the plan period with the planned housing and economic growth in the Black Country.

12.35 The 2020 Black Country Minerals Study identifies 'buffer zones' around existing mineral extraction and mineral infrastructure sites. Given the proximity of permitted mineral sites to existing development in the Black Country, it is considered that the application of the Mineral Products Association's recommended 250m buffer zone around every existing mineral site is unrealistic. A 150m buffer has been applied instead. Any non-mineral development within this 150m buffer zone will need to demonstrate it will not have any unacceptable impacts on these sites that would prevent them from continuing to operate.

Evidence

- Black Country Joint Core Strategy: Minerals Study 2008, RPS
- Walsall SAD & AAP Minerals Study (2015), Amec Foster Wheeler
- Walsall Site Allocation Document: (2019), Walsall Council
- Black Country Minerals Study: Review of the Evidence Base for Minerals to support the preparation of the Black Country Plan (2020), Wood

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- **Development Management** – evaluation of applications for non-mineral development within the MSAs and within the 'buffer zones' around mineral extraction sites, preferred areas and mineral infrastructure.
- **Developers** – will be expected to consider the impact of proposed development on mineral resources and mineral operations in accordance with the policy.

Issues and Options consultation response

12.36 Policy MIN2 will replace the relevant sections of existing BCCS Policy MIN1. The Issues and Options Report (2107) recognised the need to safeguard minerals resources in the Black Country but that this needs to be balanced against the need to bring forward housing and employment growth.

12.37 Having regard to the representations received to the Issues & Options consultation and the recommendations of the Black Country Minerals Study the following preferred policy options for minerals in the Black Country were identified:

1) Adopt more tightly defined MSAs for both sand and gravel and brick clay focused on the mineral resource in Walsall;
2) Make policy provision to enable prior extraction of minerals within the MSAs, where feasible and economically viable, to prevent the sterilisation of mineral resources by non-mineral development; and
3) Safeguard existing mineral and mineral infrastructure sites and include an appropriate 'buffer zone', in accordance with good practices to ensure a consistency of approach.

Preferred Areas for New Mineral Development

12.38 This policy identifies the preferred areas for mineral extraction and other types of mineral development in the Black Country during the plan period, having regard to the requirements identified in Policy MIN1, the availability of mineral resources and the constraints to mineral working and processing in the plan area.

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Policy MIN3 - Preferred Areas for New Mineral Development

1) The preferred areas for new mineral development over the plan period are identified below and are shown on the Minerals Key Diagram and the Policies Map. New mineral extraction proposals will be supported in these locations, provided that the development would comply with Policy MIN4, and would not conflict with other policy requirements or site allocations in this plan or in any other adopted development plan.

Aggregate Minerals

Sand and Gravel

2) Sand and gravel production are currently only permitted at the Branton Hill Quarry Extension site in Walsall (MX1). Further sand and gravel extraction will be supported in principle in the following Preferred Area:

a) MP1: Birch Lane, Aldridge, Walsall.

3) Sand and gravel extraction will also be acceptable elsewhere within the MSA for sand and gravel (see Policy MIN2). When considering new sand and gravel extraction proposals, significant weight will be given to the contribution this would make towards the sand and gravel supply requirements identified in Policy MIN1.

Borrow Pits

4) Short-term, time-limited excavation of fill material for specific engineering projects ('borrow pits') will be supported in principle. Such proposals should be supported by evidence that they are as near as possible to the project they will be supplying, and that secondary or recycled materials are either not available or are insufficient to meet the identified need for fill.

Industrial Minerals

Brick Clay

5) The extraction of brick clay (Etruria Marl) is currently permitted at the following sites in Walsall:

a) MX2: Atlas Quarry

Policy MIN3 - Preferred Areas for New Mineral Development

b) MX3: Sandown Quarry

c) MX4: Highfields North

6) Atlas and Sandown Quarries are active clay pits which are supplying the adjacent brickworks, whereas Highfields North is a 'dormant' site.

7) Due to the constraints on the Etruria Formation resource areas in the Black Country, there is unlikely to be scope for further clay extraction outside of the permitted sites. However, if such proposals should come forward within the Brick Clay MSA during the plan period, significant weight will be given to the contribution that they would make towards providing or maintaining a 25-year supply of clay to a brick manufacturing plant.

Fireclay

8) There is a stockpile of fireclay remaining from the former Birch Coppice site in Walsall (MS1). This is the main source of supply to the adjacent Swan Works, which manufactures pot clay blends. The same mineral permission for clay and coal working also applies to another site nearby, Land at Brownhills Common (MX5). Due to the constraints of the Brownhills Common site, mineral working is not expected to take place during the plan period.

9) Proposals for clay and coal extraction elsewhere within the Fireclay MSA identified on the Key Diagram, and for the stocking of fireclay following extraction, will be supported in principle where it can be demonstrated that this is essential to maintain supplies of fireclay to brickworks over the long-term, and that there are no alternative sources of supply available. Significant weight will also be given to proposals that would allow for the revocation of the existing 'dormant' permission at Brownhills Common.

10) Proposals for fireclay and coal working in the vicinity of the Cannock Extension Canal must be accompanied by a Habitats Regulations Assessment (HRA) demonstrating that they would not harm the integrity of the SAC.

Building Stone

11) Building stone has not been worked in the Black Country for many years and is unlikely to be substantially worked again during the plan period. However,

Policy MIN3 - Preferred Areas for New Mineral Development

short-term, time-limited extraction of Dudley (Wenlock) Limestone, Barr Limestone, Gornal Stone, Halesowen Sandstone and Sherwood Sandstone for the repair and conservation of heritage assets constructed of these materials will be supported in principle.

Energy Minerals

Coal

12) There is a general presumption against deep mining of coal, surface coal working (except where this is in relation to the working of fireclay) and colliery spoil disposal in the Black Country, unless the proposal would meet the tests of environmental acceptability set out in national policy guidance. 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.

Justification

12.39 Planning policies for minerals should provide for the extraction of minerals of "local and national importance (NPPF paragraph 204), including sand and gravel, brick clay, fireclay and coal, which occur naturally in the Black Country.

Preferred Areas for Sand and Gravel Extraction

12.40 The Branton Hill Quarry Extension site was granted permission in August 2018 (application reference BC64995P). This site is estimated to have just over 1 million tonnes of permitted sand reserves. The extant mineral permission has an end date of 31 December 2027.

12.41 No sites have been submitted for sand and gravel extraction in response to the 'call for sites' between July 2017 and August 2020, and a number of sites have been put forward for housing development within the MSA.

12.42 The Preferred Area at Birch Lane is the same as the Area of Search identified on the Policies Map for Walsall and in the adopted Walsall Site Allocation Document (SAD) 2019. This was itself based on the Area of Search identified in the 2011 Black Country Core Strategy. The identification of this area as a preferred area is

justified because there are potentially winnable resources in this area. The preferred area includes a former sand and gravel site in this area which was worked until 2008. As this site remains unrestored, any new sand and gravel extraction proposals in this area will be expected to help facilitate the restoration of this site.

Preferred Areas for Brick Clay Extraction

12.43 The only two active brick clay (Etruria Marl) quarries in the Black Country are Atlas Quarry and Sandown Quarry, both in Walsall. Atlas Quarry supplies Etruria Marl to both the Aldridge and Atlas brickworks. There is also a dormant brick clay site at Highfields North, which is highly constrained by the Jockey Fields SSSI designation and thus considered unlikely to be worked during the plan period. Due to the limitations of the Etruria Formation resource areas in the Black Country, there is unlikely to be scope for further clay extraction outside of the permitted sites.

12.44 No sites have been submitted for brick clay (Etruria Marl) extraction in response to the 'call for sites' between July 2017 and August 2020, and a number of sites have been put forward for housing development within the MSA.

Preferred Areas for Fireclay and Coal Extraction

12.45 There are no sites producing fireclay in the Black Country but extracted fireclay is still being stockpiled at the former Birch Coppice site in Walsall. This is the main source of supply to the adjacent Swan Works, which manufactures pot clay blends. The same mineral permission for fireclay and coal working also applies to the nearby site at Brownhills Common but this site has not been working and as there are no modern working conditions in place, the permission covering this site is dormant.

12.46 Due to the constraints at the Brownhills Common site, mineral working is not expected to take place during the plan period.

12.47 Much, if not all, of the coalfield within the Black County lies in urban areas and therefore the resource is largely sterilised (2020 Minerals Study). Future opencast operations can only occur in association with the redevelopment of large industrial sites.

Alternative Hydrocarbons

12.48 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

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(no PEDLs have been issued within the Black Country to date as set out in the 2020 Black Country Minerals Study). 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 MIN4 and the following conditions will apply:

a) Any permission granted for the extraction of CBM will be temporary, and subject to conditions limiting the duration of the operation.

b) 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.

c) A separate application may be required to relocate a wellhead.

d) Drilling apparatus should be appropriately screened and sited to minimise noise and potentially harmful visual impacts (see Policies ENV2 and MIN4).

12.49 The 2020 Black Country Minerals Study identifies that Black Country geology is unsuitable for fracking. Furthermore, in November 2019 the UK Government issued a moratorium on all fracking activity in England.

Evidence

- Walsall SAD & AAP Minerals Study (2015), Amec Foster Wheeler
- Walsall Site Allocation Document: (2019), Walsall Council
- Black Country Minerals Study: Review of the Evidence Base for Minerals to support the preparation of the Black Country Plan (2020), Wood

Delivery

- **Development Management** – evaluation of application for non-mineral development within the MSAs and within the 'buffer zones' around mineral extraction sites, preferred areas and mineral infrastructure.
- **Developers** – will be expected to consider the impact of proposed development on mineral resources and mineral operations in accordance with the policy.

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Issues and Options consultation response

12.50 Policy MIN3 will replace the relevant sections of existing BCCS Policies MIN2, MIN3 and MIN4. The policy sets out those preferred areas for new mineral development and should be read in conjunction with the new Policy MIN4.

12.51 In response to the representations received in response to the Issues & Options consultation, the policy includes a presumption in favour of borrow pits as well as support in principle for the use of identified building stone materials for the repair and conservation of heritage assets constructed from those materials.

Managing the Effects of Mineral Development

12.52 This policy sets out the requirements that planning applications for mineral working and minerals infrastructure will be expected to address. The policy identifies some general requirements that mineral development proposals will need to satisfy, and then lists several additional criteria against which such proposals will be further assessed. The policy applies to both proposals at existing sites and those at new ones.

Policy MIN4 - Managing the Effects of Mineral Development

General Requirements for Minerals Developments

1) All mineral proposals at both new and existing sites should demonstrate how they will contribute towards Strategic Objective 'Meeting our resources and infrastructure needs', Strategic Priority 14 and the strategic objectives of Policy MIN1.

2) Proposals should minimise waste and provision should be made for the extraction, re-use, or recycling of any other potentially useable materials.

3) Working plans and restoration proposals should include measures to maintain the stability of the working face, site, and surrounding area.

4) When working ceases, all plant and equipment should be removed, and sites should be restored as soon as possible.

5) The working, processing or recycling of minerals must accord with all other policies in relation to the protection of the environment, public amenity and health, and surrounding land uses as set out in this plan or in any other

Policy MIN4 - Managing the Effects of Mineral Development

adopted development plan – or otherwise demonstrate that other material considerations outweigh any policy conflict.

6) Restoration programmes and after-uses for former mineral workings should reflect local character, include provision for after care, and where appropriate contribute towards environmental quality and infrastructure.

7) Long-distance transport or haulage of material should be avoided wherever possible, and the potential for transporting material by rail or inland waterways should be explored where feasible.

8) Proposals should address the impact of transporting minerals and mineral products on the highway network and should be accompanied by a Transport Assessment if generating a significant number of vehicle movements.

Additional Assessment Criteria for Minerals Developments

9) In addition to the general requirements set out above, proposals for mineral working or mineral-related infrastructure at both new and existing sites will be further assessed in terms of:

- **a) minimising any adverse visual impacts;**
- **b) effects on natural, built, and historic (including archaeological) environments and on public health;**
- **c) generation of noise, dust, vibration, lighting, and excessive vehicle movements;**
- **d) compatibility with neighbouring uses – taking into account the nature of the operations, hours of working, the timing and duration of operations and any cumulative effects;**
- **e) harm to water quality and resources and flood risk management;**
- **f) ground conditions and land stability;**
- **g) land use conflict – proposals should demonstrate compatibility with the uses already present within the surrounding area;**
- **h) impacts on the highway, transport, and drainage network;**

Policy MIN4 - Managing the Effects of Mineral Development

i) where necessary, mitigation measures should be identified to reduce any adverse effects to an acceptable level.

10) The above criteria will be used to identify and select sites for inclusion in other development plan documents (where appropriate) as well as for assessing planning applications.

Justification

National Guidance

12.53 The National Planning Policy Framework (NPPF paragraph 203) stresses the importance of ensuring a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs, and therefore that best use needs to be made of these minerals to secure their long-term conservation.

12.54 To this end, the NPPF (paragraph 204) requires that planning policies should:

a) set out criteria or requirements to ensure that permitted and proposed operations do not have unacceptable adverse impacts on the natural and historic environment or human health; and

b) ensure that worked land is reclaimed at the earliest opportunity, and that high-quality restoration and aftercare of mineral sites takes place.

12.55 The NPPF (paragraph 205) then places a number of requirements on minerals planning authorities when considering proposals for mineral extraction – including as to adverse impacts on the natural and historic environment and on human health, cumulative effects of multiple mineral facilities, control and mitigation of noise, dust and vibration, and restoration and aftercare at the earliest opportunity and to a high environmental standard.

General Requirements for Mineral Developments

12.56 This policy sets out the general requirements that will apply to all proposals involving the development of mineral infrastructure and mineral working.

12.57 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

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activities 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.

12.58 Mineral developments differ and early discussion with the mineral planning authority is recommended to clarify the scope and detail of information that will be required. It will be important that the applicant demonstrates the proposal to be consistent with national policy guidance and the overall Spatial Strategy.

Environmental and Amenity

12.59 Although a temporary activity, quarrying can have negative impacts on the areas affected. Such impacts need to be carefully managed, to maintain the environmental quality and amenity of neighbouring uses. For example, proposals should consider the potential:

a) impacts on air quality arising from the transportation of material or dust and particles from excavation and processing;

b) impacts on important environmental assets such as sites designated for their importance for biodiversity / geodiversity, historic buildings, conservation areas, and important archaeological remains;

c) visual impacts on the local landscape, particularly on prominent and highly visible sites;

d) impacts on local communities (including their health) near to mineral handling or production sites.

Cumulative Impacts

12.60 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.

Transportation

12.61 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 generally not considered suitable for transporting

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minerals other than on a short-term temporary basis. Nevertheless, and 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.

Monitoring

12.62 The BCA have a statutory duty to monitor aggregates production and will also need to monitor brick clay production if they are to establish whether their policies are being implemented successfully. Where relevant, applicants should provide information on the extent of reserves and the quantities of material likely to be produced and used per annum. Where regular updates are required for monitoring purposes, conditions may be imposed requiring operators to provide this information.

Evidence

- Black Country Joint Core Strategy: Minerals Study 2008, RPS.
- Responses to the BCP Issues and Options stage consultation (3 July to 8 September 2017).
- Black Country Minerals Study: Review of the Evidence Base for Minerals to support the preparation of the Black Country Plan (2020), Wood.

Delivery

- **Development Management** – pre-application discussions and subsequent evaluation of applications for mineral working and minerals infrastructure within the Black Country.
- **Developers** – will be expected to consider and satisfy the general requirements and additional assessment criteria set out in this policy when submitting their minerals development proposals.

Issues and Options consultation response

12.63 No Issues and Options (I&O) consultation stage representations or comments were made regarding the adopted Black Country Core Strategy (BCCS) Policy MIN5 '*New Proposals for Mineral Developments'*.

12.64 A lack of any objections or concerns made to BCCS Policy MIN5 suggests that this policy as currently exists is considered appropriate and satisfactory – there is

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therefore no I&O consultation stage requirement that the emerging BCP replacement Policy MIN4 'Managing the Effects of Mineral Development' should be significantly different.

Monitoring

Policy	Indicators	Targets
MIN1	Maintenance of 25% contribution made to the WMMA sand and gravel landbank as reported through the annual Local Aggregate Assessment (LAA).	n/a
	Maintenance of 2017 levels of aggregates produced from secondary and recycled sources, as reported through the annual LAA.	n/a
MIN2	Applications for non-mineral development within the MSAs and within the 'buffer zones' (identified in the 2020 Black Country Minerals Study) around mineral extraction sites and mineral infrastructure that comply with the safeguarding policy.	100%
MIN3	Number of applications for minerals extraction within the MSAs and Preferred Areas compared to the number of applications for minerals extraction outside MSAs and Preferred Areas.	100% of applications within MSAs and Preferred Areas.
MIN4	Percentage of applications for mineral related development satisfying the requirements set out in Policy MIN4.	100%

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13 Sub-Areas and Site Allocations

A. Dudley

Introduction

A1 Dudley has a rich cultural and industrial heritage and is often referred to as the historic capital of the Black Country, a name derived from its industrial past of coal mines and blast furnaces used for iron and steelmaking.

A2 Whilst once a key industrial town, a range of high quality and varied attractions now contribute to its historic landscape and heritage value, including: Dudley Castle, which dates back to the 11th Century; the internationally renowned Zoological Gardens; the open-air Black Country Living Museum; and Dudley Canal Trust, which has a sixteen-mile canal network. The tourism sector in Dudley makes a significant economic impact to the borough the wider sub-region, supporting 10,440 jobs and generating some £400 million in the local economy[104].

A3 The borough is predominantly urban in character, but also contains extensive green space, natural assets and nature reserves. The southern and western fringes of the borough form part of the West Midlands Green Belt, which also extends into the urban area as a series of green 'corridors'. Some 18% of the land in the borough is designated as green belt; with a further 14% being public green space. The borough is home to one Special Area of Conservation (SAC), ten Sites of Special Scientific Interest (SSSIs), two National Nature Reserves and seven Local Nature Reserves. Dudley, along with the other districts of the Black Country, achieved UNESCO Global Geopark status in July 2020.

A4 Dudley has a growing and diverse population of over 320,000 residents, the second largest population across the BCA, of which 19.4% are young people; 60.2% are working age and 20.4% are aged 65 and above. There is an equal mix of male and females and in 2016 it was estimated that 12.6% of residents were from Black and Minority Ethnic groups[105]. At 72%, the borough's employment rate is higher than the average of 68.3% across the Black Country.

[104] Economic Impact of Tourism in Dudley Borough, Research Solutions, 2017

[105] ONS Population Estimates by ethnic group and religion Research Report, 2016

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A5 Dudley was once a key industrial town generating wealth from coal and limestone mining, glass, iron and steel production. Despite a decline in activity since the 1970s, the area has retained manufacturing as a core industry, and today the sector employs 18,000 people in Dudley and contributes 15% of the local economy's GVA. The service sector in Dudley accounts for almost 80% of total employment with Public Administration, Education and the Health sector accounting for the highest proportion of employment.

A6 The Covid-19 pandemic had an immediate and significant impact on the UK economy in 2020, with a particular effect on the retail, tourism and hospitality sectors, as well as the manufacturing and construction sectors. Given the predominance of these sectors in Dudley, the pandemic has had a disproportionate adverse impact on the borough. Dudley Council has pro-actively responded to the challenges presented by Covid-19 and is shaping interventions across the borough to address the impact of the pandemic.

The Strategy

A7 Notwithstanding the key issues outlined above, Dudley Council is continuing to provide a framework which includes placemaking as a tool in order to support, promote and deliver economic and social regeneration, with significant public and private sector investment planned across the borough. In addition to recent investment, the area has the following key strengths to build on:

- People and communities – diverse, healthy and safe communities; thriving community and voluntary sector; and strong civic pride and community resilience;
- Place – world renowned cultural and heritage assets; strategic transport investments; a growing learning quarter; excellent digital connectivity and commitment to a sustainable environment;
- Business – sectoral strengths (health, retail, manufacturing, education); Dudley Enterprise Zone; Dudley Business First.

Dudley Borough's Vision

A8 '*Forging a future for all'* is a shared vision for Dudley borough, developed in 2018, following extensive consultation with key partners and stakeholders. It is built around seven aspirations and goals to be reached by 2030:

- Towns – Dudley will have thriving, regenerated town centres where people are proud, work, shop and spend leisure time;

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- Education – outstanding local schools, colleges and universities which secure excellent results for their learners;
- Business – a portfolio of quality industrial, retail and commercial premises;
- Tourism – an attractive tourism offer with a rich industrial, historical and geological focus
- Transport- improved public transport system linking Dudley borough to other Black Country strategic centres, the wider region and the national rail network;
- Environment – Dudley will be an affordable and attractive place to live, with a green network of high-quality parks, waterways and nature reserves that are valued by local people and visitors. There will be a strong affinity to local centres, supporting health, wellbeing and prosperity; and
- Community – Dudley will be a place with healthy, resilient, safe communities with high aspirations and the ability to shape their own future. Dudley will have improved health outcomes and higher wellbeing.

A9 The BCP forms an essential part of this strategy, supporting the recovery and growth of the economy, and providing for a continuous supply of new homes to meet the needs of local communities. The BCP will ensure that the borough's network of open spaces will be protected and enhanced to support its natural assets and can continue to provide opportunities to improve health and well-being whilst ensuring that development is located where it can provide convenient access for all sections of the community to work, shopping, health, education, leisure, green space and other facilities.

A10 The BCP supports the delivery of 13,235 new homes and 22ha employment land to 2039, supporting the growth of the borough's population to around 350,000 people by 2040. To plan for this growth, Dudley is prioritising locations that are both sustainable and deliverable in line with the Spatial Strategy set out in Policy CSP1. This growth will be supported by transport investment, focused on the rapid transit network and key road corridors as well as investment in walking and cycling.

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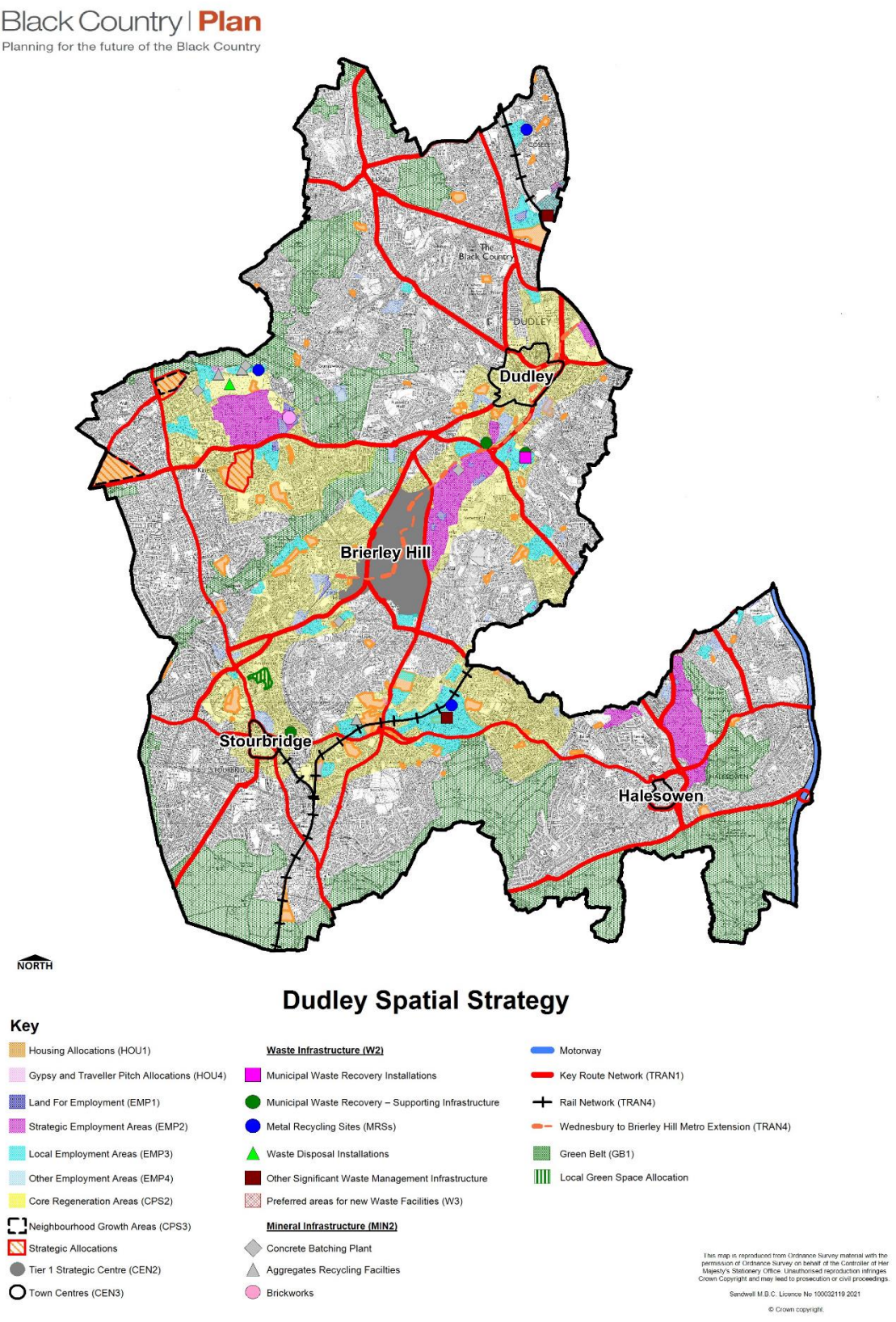
Figure 15 - Dudley Spatial Plan



A11 Development and investment will be focussed on Brierley Hill Strategic Centre and three Core Regeneration Areas as summarised in Table 13 below.

Table 13 - Dudley Growth Targets (2020 - 2039)

Location	Housing (dwellings)	Employment land hectares (ha)
Strategic Centre		
Brierley Hill (Strategic Centre)	3,154 (inc 350 uplift)	0
Core Regeneration Areas		
Central Core Regeneration Area	1,712	7.51
North West Core Regeneration Area	1,145	1.4
Jewellery Line Core Regeneration Area	886	0
Total Growth Network	6,897	8.91
Towns and Neighbourhoods Area		
Dudley Towns and Neighbourhood Areas	2,662	13.09
Kingswinford Neighbourhood Growth Area	860	0
Total Towns and Neighbourhoods Area	3,522	13.09
Allowance for windfall housing sites (outside of the strategic centre)	**2,816**	**0**
Total	**13,235**	**22**

Brierley Hill Strategic Centre

A12 Brierley Hill Strategic Centre incorporates both the traditional High Street and the Merry Hill Centre. The traditional Brierley Hill High Street is a separate entity (i.e. excluding

Merry Hill) and represents a retail area that serves its immediate hinterland and local community. The Merry Hill Centre is a key element of the Brierley Hill economic and physical landscape. It represents the single largest quantity of managed floorspace within the Black Country Local Authorities' (BCLA) area and is a regional centre of significance and ranks within the top 100 retail centres nationally (Experian). It has a wide catchment area that encompasses the Black Country and beyond.

A13 The BCP supports the diversification, repurposing and rejuvenation of the Strategic Centre. Changing shopping patterns and challenges to the high street will be addressed through increased flexibility and facilitating the consolidation of the shopping core (particularly to reduce vacancy rates), complemented by office and leisure-led mixed uses, and supported by maximising residential provision in all locations (including the use of upper floors). The future of the centre, as with most strategic centres across the Black Country, is dependent on ensuring less reliance on retail to generate footfall and to support alternative uses (potentially including mixed uses) that function both during the day and into the evening.

A14 The Brierley Hill Town Centre Investment Programme, supported by £10 million funding from the Government's Future High Street Fund, will deliver environmental improvements and improved pedestrian access to the High Street/Metro and Merry Hill. There is significant potential to redevelop vacant properties for office and new residential uses, alongside estate renewal opportunities. In addition, Dudley Council secured a further £1.8m of funding for the Brierley Hill High Street Heritage Action Zone (HAZ). It is a Government funded and run by Historic England with the aim of making the high street a more attractive, engaging and vibrant place for people to live, work and spend time. Brierley Hill High Street was one of 68 High Street across England selected to receive a share of the fund. The character and quality of both the cultural and civic function of the strategic centre and the built and natural environment will be improved, helping to make it a sustainable, healthy and attractive place to shop, live, work and visit. This will be achieved through BCP Policies (particularly CSP2, CEN2 and Environmental Transformation Policies).

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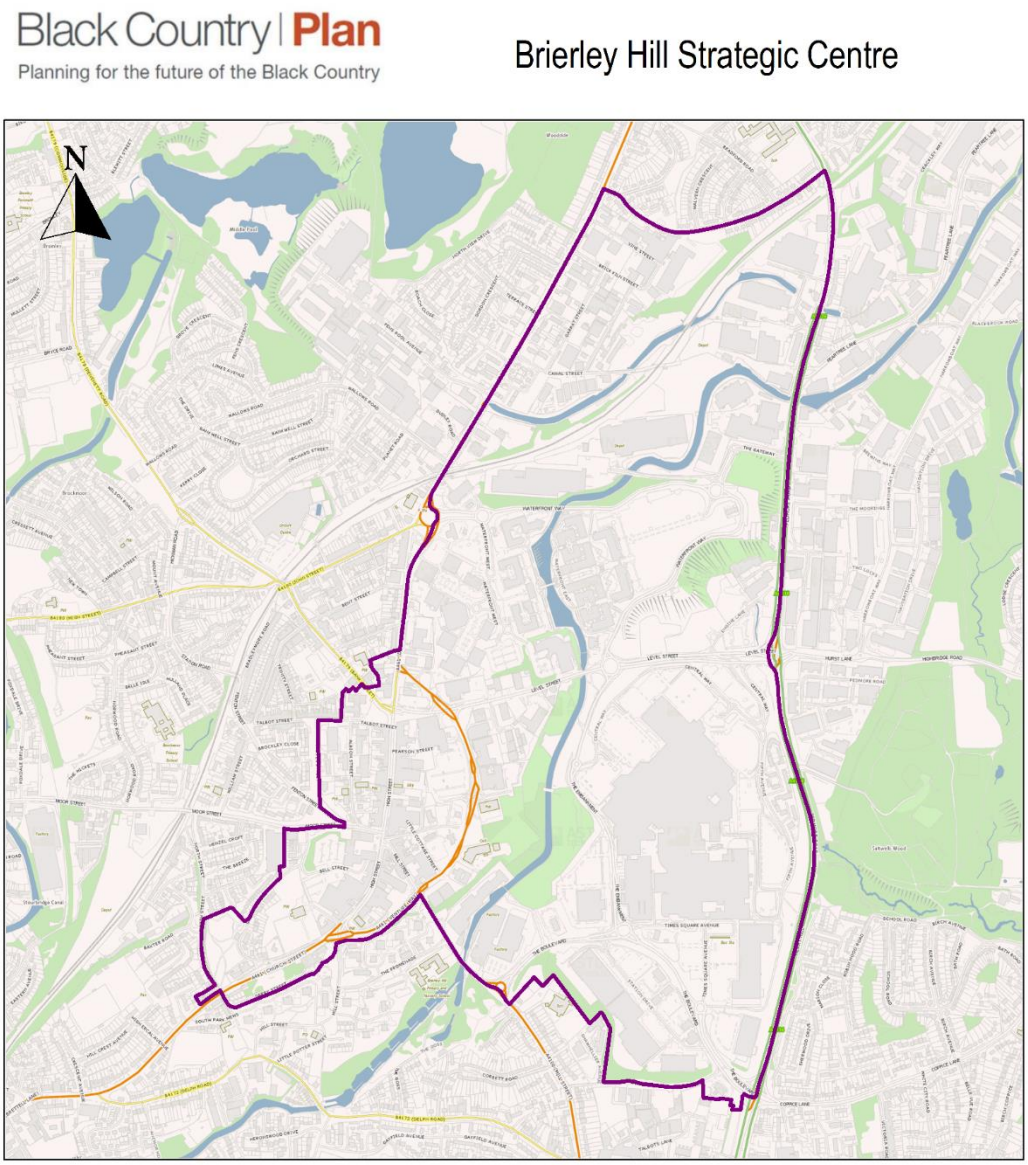
Figure 16 - Brierley Hill Strategic Centre



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A15 The Black Country Centres Study advises that the future prosperity of the Brierley Hill Strategic Centre is predicated on the need to reduce its reliance on the retail sector and instead seek alternative mixed uses that generate a daytime and evening economy.

A16 The key opportunities for Brierley Hill Strategic Centre are:

a) The diversification of uses within the centre, including the potential for a growth in leisure, restaurants and pubs, education and community facilities provision.

b) The identification of sites for a significant increase in new housing.

c) The programmed Midland Metro route, which runs through the centre with several stops proposed, including a potential interchange at Canal Street, including integrating stations within a network of pathways and cycleways.

d) The challenge of climate change and adapting to a low carbon future, including the further greening of the centre and the provision of renewable energy initiatives, including the provision of EV charging points.

e) Raising the profile of the High Street and capitalising on the successful Future High Streets (FHS) and Heritage Action Zone (HAZ) funding bids.

f) The Enterprise Zone (DY5 EZ), including the new university music faculty at The Waterfront.

g) The retention of The Waterfront primarily as an office centre.

h) The creation of high-quality public realm and more communal spaces and community focal points.

i) Improving the linkages between the Merry Hill Centre and Brierley Hill High Street, and the centre and the adjoining nature reserves.

j) Comprehensive 5G broadband coverage.

A17 Policy CSP2 sets the critical role of the four strategic centres as the key drivers to deliver the overall growth strategy. This is supplemented by Policy CEN2, which defines this role in more detail, providing specific guidance on the range of activities and scale of development that will be appropriate.

A18 The strategic centre benefits from an existing Area Action Plan (AAP) which was adopted in 2011. The AAP is currently the subject of a review and will be referred to as the Brierley Hill Plan (BHP). It is proposed that the BHP Issues and Options Report, which is due to be consulted upon after the consultation on the draft BCP, will present different options on the extent of the plan area and strategic centre boundaries. These will include an option that this boundary remains the same as those within the AAP. However, this may also mean that, subject to consultation on the BHP, the responses received and further assessment, the boundary of Brierley Hill Strategic Centre will change from that shown in Figure 15, and therefore be revised within later stages of the BCP.

A19 As stated above the AAP is currently subject to a review, with the review document (BHP) programmed for adoption shortly after the approval of the BCP. At this stage, the existing Brierley Hill AAP will be superseded (in total) by the new BHP, including the existing AAP land use allocations and policies.

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A20 Therefore, for the purposes of applying Policies CEN1-6, within Brierley Hill Strategic Centre the following AAP policies are relevant in defining in-centre boundaries, but will be superseded post-BCP adoption within the BHP:

- Retail – Primary Shopping Area (AAP Policies 45 and 46)
- Office – AAP boundary (and AAP Policies 46 and 48)
- Leisure - AAP boundary (and AAP Policy 46)

A21 The housing capacity for the strategic centre outlined in Table 13 is based on the existing AAP allocations and recent evidence including the Black Country Centre's study and the DY5 Enterprise Zone Review by Cushman Wakefield. It includes an estimated uplift as detailed in the Black Country Urban Capacity Review 2021. This capacity will be further tested through the AAP review but provides a sound basis to understand the housing capacity for the Strategic Centre for the purposes of this Plan.

A22 The Brierley Hill AAP also has the following targets for other land uses, carried through from the Black Country Core Strategy: -

- Offices – an additional 220,000 sq. m (gross) of floorspace
- Comparison Retail – an additional 95,000 sq. m (gross) of floorspace

A23 However, current evidence highlights future uncertainty and little capacity to support additional floorspace for these land uses. Subject to further assessment, monitoring and review, this evidence will inform the scope for future land use allocations within the BHP.

Central Core Regeneration Area

A24 The Central Core Regeneration Area is focussed on A461 Birmingham Road / Stourbridge Road and the Midland Metro Wednesbury to Brierley Hill extension. It is centred on the Wednesbury to Brierley Hill Growth Corridor, recognised as a priority for investment in the WMCA SIDP and the West Midlands Housing Deal.

A25 The area contains the town centres of Dudley (which has a tourism focus of regional and national significance) and Stourbridge and runs adjacent to the Brierley Hill Strategic Centre.

A26 The area has major regeneration and renewal opportunities (inc. Netherton) for new employment and residential development, which will be well-connected by public transport via the new Dudley Interchange and the metro extension, to retail, office and leisure opportunities at Brierley Hill Strategic Centre and DY5 Enterprise Zone.

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A27 The area is well connected to important road, canal and tram infrastructure, that link Dudley with the Black Country, the national rail network and the wider hinterland. Utilising the opportunities presented by the extended Metro line serving Wednesbury to Brierley Hill, proposals are being put forward to enhance rapid public transport connectivity along the Brierley Hill to Stourbridge corridor.

A28 In and around Dudley town centre a series of public sector-led interventions have been implemented since 2012 and as of 2021, a programme of further investment is on site or planned that will deliver the comprehensive regeneration of the area. This includes the Metro Extension; Dudley Transport Interchange; construction of the Very Light Rail National Innovation Centre (VLRNIC), the Black Country and Marches Institute of Technology (IOTT) and the extension of the Black Country Living Museum. There are further aspirations to deliver a new higher education facility, creating a University Centre and Learning Quarter at Castle Hill, that will stimulate the transformational change of the town centre.

A29 The Plan supports the role of the Central Core Regeneration Area as a major Growth Corridor and offers the opportunity to enhance the town centres of Dudley and Stourbridge and the corridor between them. The extension of the Metro through Dudley and Brierley Hill and the proposed further extension of a rapid transit system from Brierley Hill to Stourbridge, provide a game changing opportunity for the economic, social and environmental regeneration of the Borough. The location of housing and employment land opportunities along the route of the metro has the potential to facilitate significant housing and employment growth within the catchment of new stations.

A30 New development will respect and enhance the historic character and local distinctiveness of the area, with investment in environmental infrastructure including the canals, open spaces and wildlife habitats.

Jewellery Line Core Regeneration Area

A31 The Jewellery Line Core Regeneration Area is focused on Lye which has been identified as a key housing-led regeneration area within the Dudley Borough Development Strategy[106]. In the region of 880 homes have been identified for development primarily on obsolete employment sites adjacent to the district centre, Lye Station and along the river Stour corridor.

[106] https://www.dudley.gov.uk/residents/planning/planning-policy/dudley-local-plan/dudley-borough-development-strategy/

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A32 Opportunities exist to consolidate the area as a location for housing growth through the development of outdated or obsolete areas of industrial land and the exploitation of the excellent main-line rail links. Lye is well-connected to key road and rail networks. Lye Station lies on the Birmingham-Worcester railway line (Jewellery Line), with central Birmingham and future links to HS2 just 25 minutes away. The Wednesbury to Brierley Hill Metro extension, to be completed in 2022, will improve connectivity between Lye and employment opportunities at Brierley Hill, Dudley and the wider sub-region.

A33 Lye has been promoted as one of the Black Country Garden City locations[107] by the Black Country LEP. The original Garden City movement focused on improving quality of life and society living and functioning within the natural environment.

A34 The Plan will support the comprehensive development of Lye and its surrounding area as an Urban Garden City, creating an enhanced sense of place by seeking to improve its housing offer, realise the economic potential of the area, enhance the District Centre and local community facilities, whilst at the same time enhancing the Stour Valley and protecting the area's environment and nature conservation value.

North West Core Regeneration Area

A35 The North West Core Regeneration Area is focussed on the area of Pensnett. The area is served by Pensnett Trading Estate, one of the largest secure business estates in Europe, and home to 160 businesses, as well as adjacent industrial areas, providing a major employment location for the borough.

The Plan identifies opportunities for new residential communities, including the former Ketley Quarry site (strategic allocation DSA3), providing additional high-quality housing. New housing development will provide additional catchment for Kingswinford District Centre and for Pensnett and Wall Health local centres, helping to sustain their resilience and vitality as local centres. The BCP promotes enhanced connectivity to local facilities via more sustainable transport links (public transport, walking and cycling) and enhanced environmental improvements. Development will protect and enhance the area's wildlife corridor, which runs between the green belt from South Staffordshire into the urban areas of Brierley Hill, Pensnett and Dudley. There are also important ecological links to Fens Pools Local Nature Reserve and its Special Area of Conservation. Opportunities to

[107] https://www.blackcountrylep.co.uk/upload/files/GardenCity/bcgc_brochure_FINAL.pdf

contribute to the Wildlife Corridor between Fens Pools SAC and Baggeridge Country Park should be explored as part of future developments in the area.

Dudley Towns and Neighbourhoods Area

A36 The Plan includes existing Towns and Neighbourhood Areas such as Halesowen, Sedgley, Coseley and Stourbridge. These areas are established residential and employment areas served by a network of district and local centres as defined in Policy CEN1 and CEN5, as well as providing local employment opportunities and community facilities to serve communities outside the strategic centre and Regeneration Growth Areas. The BCP seeks to sustain and enhance these areas by ensuring a mix of good quality residential areas through a constant supply of small-scale development opportunities and potential renewal.

A37 The Towns and Neighbourhoods Area also includes a new Neighbourhood Growth Area in Kingswinford where two sites, Land south of Holbeache Lane / Wolverhampton Road in Kingswinford and Land at Swindon Road in Wall Heath, will be released from the green belt. This will be covered by a Strategic Allocation and will be the focus of new residential growth. There will be a requirement for development proposed on allocated sites to be of the highest quality and accommodate the correct infrastructure provision in the right places. Housing growth in this part of the borough will be supported by a strengthened local infrastructure, including local highway improvements, and creation of new green spaces of value for residents and wildlife. New housing development will provide additional catchment for Kingswinford District Centre and Wall Health local centres, helping to sustain their resilience and vitality as local centres. These requirements will be addressed through the production of master plans for the sites in accordance with Policy CPS3 and policies DSA1 and DSA2 below.

Green Belt Areas

A38 The green belt areas of Dudley form a series of wedges and urban fringe areas and perform many different functions. The green belt areas do contain some rural landscapes, including agricultural land such as around Halesowen and Stourbridge. However, much of the green belt is captured within the urban area and provides a network of natural and formal open spaces, historic parks, such as Leasowes, education buildings, recreational facilities (such as Stourbridge and Halesowen golf courses), and other infrastructure (such as sewage works, sub-stations and cemeteries). Fens Pools SAC forms an important wedge of the green belt in the heart of borough's urban area.

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Opportunities to contribute to the wildlife corridor between Fens Pools SAC and Baggeridge Country Park is a priority for improvement and extension.

Delivering the Strategy

A39 This strategy will be delivered by:

a) A review of the adopted Brierley Hill Area Action Plan (AAP), to be known as the Brierley Hill Plan to refresh detailed site allocations within the strategic centre boundary in a comprehensive manner, in accordance with the Vision and strategic priorities set out in Policy CSP2.

b) The allocation of sites and implementation of policies in this Plan across the administrative area to accommodate housing and employment development.

c) The saving of policies contained in the Dudley Borough Development Strategy and the Dudley, Halesowen and Stourbridge Area Action Plans (AAP) unless specifically replaced by Policies in the Black Country Plan as listed in Appendix A1.

A40 A number of the Development Allocations replace existing allocations made in adopted Local Plan documents, which formed part of the Dudley Policies Map. Where this is the case, the previous allocation reference and the Local Plan document concerned are listed in Appendix A1. Appendix A2 provides details of all other Local Plan designations in Dudley that have also been replaced or amended through this Plan. Such changes have only been made where this is necessary to deliver development allocations.

A41 Where town centre policies contain a housing element which have counted towards Dudley's housing provision, but do not form part of the Black Country Plan allocations, these have been listed in Appendix A3.

A42 Detailed site and designation boundaries can be viewed on the online Policies Map for Dudley.

Development Allocations

A43 Outside the strategic centre, Table 14 provides details of all development allocations made through this Plan within Dudley. A number of these allocations are of strategic significance to the delivery of the Plan because of their size, either individually or in combination with adjoining allocations. Each strategic allocation has a separate policy, providing details of the specific constraints and requirements affecting development, which should be read alongside the information for the allocation provided in Table 14.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH208	Not previously allocated	Land south of Holbeache Lane / Wolverhampton, Kingswinford	housing	330 (40 DPH)	14.8	8.24	greenfield	2030 - 2035 155 homes 2035 – 2039 175 homes	Site removed from green belt. See Policy CSA1 for further details.
DUH211	Not previously allocated	Land at Swindon Road, Wall Heath, Kingswinford (The Triangle Site)	housing	530 (40 DPH)	26	13.30	greenfield	2030 - 2035 280 homes 2035 - 2039 253 homes	Site removed from green belt. See Policy CSA1 for further details.
DUH218	Not previously allocated	Lower Guys Lane, Lower Gornal	housing	25 (35 DPH)	1.0	0.75	greenfield	2030 - 2035 25 homes	Site removed from green belt. See Policy

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									CSA1 for further details.
DUH203	Not previously allocated	Ketley Quarry / Ketley Farm, Dudley Road, Kingswinford	housing	600 (40/45dph)	20.81	13.52	brownfield	2024 – 2029 50 homes 2030 - 2035 250 homes 2035- 2039 300 homes 12 homes – density uplift	See Strategic Allocation Policy xx
DUH206	Not previously allocated	Worcester Lane North, Stourbridge	housing	10 (35 DPH)	0.61	0.61	greenfield	2024 - 2029 10 homes	Site removed from green belt. See Policy CSA1 for further details. SLINC mitigation required.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									Hedgerow to be protected. Railway to be considered.
DUH207	Not previously allocated	Worcester Lane Central, Stourbridge	housing	45 (35 DPH)	2.29	1.37	greenfield	2024 - 2029 45 homes	Site removed from green belt. See Policy CSA1 for further details. SLINC mitigation required. Hedgerow to be protected. Railway to be considered.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH209	Not previously allocated	Worcester Lane South, Stourbridge	housing	60 (35 DPH)	3.30	3.00	greenfield	2030-35 60 homes	Site removed from green belt. See Policy CSA1 for further details. SLINC mitigation required.
DUH217	Not previously allocated	Grazing Land Wollaston Farm, Wollaston, Stourbridge	housing	90 (35 DPH)	3.77	2.56	greenfield	2024-2029 20 homes 2030-35 70 homes	Site removed from green belt. See Policy CSA1 for further details. Access constraints to be considered.
DUH210	Not previously allocated	Viewfield Crescent, Dudley	housing	24 (30DPH)	1.56	0.83	greenfield	2024-2029 24 homes	Site removed from green belt. See Policy CSA1 for further details.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									Rights of Way-Along southern Boundary SLINC mitigation required. Steep incline on site.
DUH222	Not previously allocated	Corbyns Hall Open Space	Housing	15 (15DPH)	1.01	1.01	Greenfield		Access constraints on site
DUH223	DBDS E11B.6	Brockmoor Foundry North	housing	60 (40DPH)	1.9	1.7	brownfield	2035-2039 60 homes	Noise constraints from adjacent industrial works.
DUH220	Not previously allocated	VB Old Wharf	Housing	36 (35DPH)	1.40	1.05	Brownfield		Industrial area

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH001	DBDS H11B.1	Cookley Works, Leys Road, Brockmoor, Brierley Hill	housing	70 (45DPH)	2.16	1.62	brownfield	2030 – 2035 70 homes	Access constraints on site.
DUH002	DBDS H11B.16	Land at Old Wharf Road, Stourbridge	housing	230 (55 DPH)	7.02	4.20	brownfield	2024-2029 80 homes 2030 – 2035 100 homes 2035-2039 50 homes	Majority of the site is cleared with main businesses relocated. Net area to allow for supporting infrastructure and open space requirements.
DUH219	DBDS NETH.E1	Marriott Road, Netherton	housing	105 (40 DPH)	3.50	2.6	brownfield	2030-35 88 homes	SLINC mitigation required. Area of high historic townscape

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
								2035-2039 17 homes	value and archaeological priority area.
DUH003	DBDS H13.26	West of Engine Lane, north of the railway, Lye	housing	168 (40 DPH)	6.00	4.25	brownfield	2030- 2035 90 homes 2035-2039 78 homes	Sustainable location close to Lye train station – likely to come forward as part of the Lye regeneration project. Net area allows for open space.
DUH004	DBDS H13.29	Long Lane / Malt Mill Lane, Shell Corner	housing	13 (35 DPH)	0.36	0.36	brownfield	2024 – 2029 13 homes	Site adjoins an existing housing commitment.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH005	DBDS H13.4	Belmont Road, Lye	housing	12 (35 DPH)	0.33	0.33	brownfield	2024- 2029 12 homes	Back – land site to the rear of properties
DUH006	DBDS H13.5	Caledonia Sewage Works, Lye	housing	140 dwellings (35 DPH)	6.24	3.97	brownfield	2024- 2029 100 homes 2030-2035 40 homes 18 homes – density uplift	Net area reduced to allow for flood risk areas and SLINC mitigation required.
DUH007	DBDS H13.28	Clinic Drive, Lye	mixed use	10 (15 DPH)	0.91	0.68	brownfield	2024-2029 10 homes	Mixed use site for community uses or supermarket provision with peripheral housing.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH008	DBDS H13.10	116-120 Colley Gate, Cradley	housing	14 (60 DPH)	0.25	0.25	brownfield	2024 – 2029 14 homes	Within Cradley / Windmill Hill Local Centre
DUH009	DBDS H11B.7	Land off Delph Lane, Brierley Hill	housing	45 (35 DPH)	1.28	1.28	brownfield	2030 - 2035 45 homes	Vacant site in a residential area
DUH010	DBDS HO.10	Land off Ruiton Street / Colwall Road, Lower Gornal	housing	19 (40 DPH)	0.46	0.46	brownfield	2024-2029 19 homes	Vacant land allocated in a residential area
DUH058	DBDS NETH.H8	St Peter's Road, Netherton	housing	55 (50 DPH)	1.2	0.89	brownfield	2024-2029 55 homes	Industrial area adjacent to the canal.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH012	DBDS HO.12	Summit Place, Gornal Wood	housing	15 (35 DPH)	0.43	0.43	greenfield	2024-2029 15 homes	Land adjacent to PH in a residential area
DUH013	DBDS H16.11	Land adj. to 49 Highfields Road, Coseley	housing	13 (35 DPH)	0.40	0.40	brownfield	2024-2029 13 homes	Vacant land adjacent to residential premises.
DUH014	DBDS H13.21	Springfield Works, Pearson Street, Lye	housing	10 (40 DPH)	0.35	0.25	brownfield	2024-2029 10 homes	Locally listed building means conversion is preferable. Indicative yield provided - based on 40 DPH (edge of centre).
DUH015	DBDS H11B.24	Land at Plant Street, Mill Street and	housing	43 (45 DPH)	1.29	0.97	brownfield	2024-2029 43 homes	Industrial area with fragmented ownership. Site area

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
		Bridge Street, Wordsley							and capacity has been reduced in line with owners' intentions. The site adjoins the canal conservation area and has historic buildings.
DUH016	DBDS H11B.18	Leys Road / Moor Street, Brierley Hill	housing	78 (40 DPH)	2.77	1.95	brownfield	2035 – 2039 78 homes	Industrial premises including a former garage site.
DUH017	DBDS H11B.22	Quantum Works, Enville Street, Stourbridge	housing	14 (40 DPH)	0.36	0.36	brownfield	2024-2029 14 homes	Narrow and restrictive site resulting in access constraints.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH018	DBDS H13.14	East of Balds Lane, Lye	housing	68 (35 DPH)	2.6	1.95	brownfield	2030 – 2035 68 homes	Underused industrial site. Current planning application on the site shows a willing landowner for redevelopment.
DUH019	DBDS H13.23	Rufford Road, Stourbridge	housing	16 (40 DPH)	0.41	0.41	brownfield	2024-2029 16 homes	Capacity and site area reduced in line with owner's intentions.
DUH020	DBDS H13.12	Lyde Green / Cradley Road, Cradley	housing	27 (40 DPH)	0.69	0.69	brownfield	2024-2029 27 homes	Capacity and site area reduced in line with owners' intentions and to allow for a buffer adjacent to the canal,

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									in line with planning policy.
DUH021	DBDS NETH.H13	Land at corner of Saltwells Road and Halesowen Road, Netherton	housing	49 (35 DPH)	1.40	1.40	brownfield	2024-2029 49 homes	Industrial area adjacent to the canal. Land levels likely to reduce capacity.
DUH022	DBDS H13.17	Land off Thorns Road, Lye (North)	housing	105 (40 DPH)	3.42	2.61	brownfield	2024-2029 60 homes 2030-35 45 homes	Site area and capacity reduced in line with landowner consultation exercise.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH023	DBDS H13.16	Land off Engine Lane, (south of railway), Lye	housing	68 (40 DPH)	1.70	1.70	brownfield	2035 – 2039 68 homes	Sustainable location close to Lye Station. Other uses may be considered acceptable if there is a proven need for flexibility, subject to the proposed use being appropriate and non-conflicting with residential uses.
DUH024	DBDS H13.27	East of Engine Lane (south of the railway), Lye	housing	35 (35 DPH)	1.25	0.93	brownfield	2030 – 2035 35 homes	Sustainable location close to Lye Station. Other uses may be considered acceptable if there is a proven

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									need for flexibility, subject to the proposed use being appropriate and non-conflicting with residential uses.
DUH025	DBDS H13.15	Bott Lane / Dudley Road, Lye	housing	43 (35 DPH)	1.25	1.25	brownfield	2035- 2039 43 homes	Sustainable location close to Lye Station. Other uses may be considered acceptable if there is a proven need for flexibility, subject to the proposed use being appropriate and non-

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									conflicting with residential uses.
DUH027	DBDS H11A.21	280 Stourbridge Road (former Henry Boot training centre), Holly Hall, Dudley	housing	22 (80 DPH)	0.28	0.28	brownfield	2024 – 2029 22 homes	Adjacent site has outline planning permission for residential development.
DUH028	DBDS H11B.27	Land opposite Spicer Lodge, Enville Street, Stourbridge	housing	10 (40 DPH)	0.25	0.25	brownfield	2024 – 2029 10 homes	Yield based on an apartment scheme.
DUH029	DBDS H13.31	St Marks House, Brook Street, Lye	housing	12 (40 DPH)	0.29	0.29	brownfield	2024 – 2029 12 homes	Yield based on an apartment scheme.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH030	DBDS H11A.23	Shaw Road / New Road, Dudley	housing	16 (55 DPH)	0.39	0.29	brownfield	2024 - 2029 16 homes	Sustainable location. Original site boundary reduced following landowner engagement. Site is a difficult shape which will reduce capacity.
DUH031	DBDS NETH.H15	The Straits, Lower Gornal	housing	23 (35 DPH)	0.64	0.64	greenfield	2030 - 2035 23 homes	Green space on borough boundary.
DUH032	DBDS H11A.22	The Woodlands, Dixons Green Road	housing	22 (55 DPH)	0.40	0.40	brownfield	2024-2029 22 homes	Site of demolished care home.

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH034	DBDS NETH.E1	Industrial land at Marriott Road and Cradley Road	housing	88 (35 DPH)	3.34	2.5	brownfield	2030—2035 88 homes	Industrial area within local employment area.
DUH035	DBDS E13.6	Hays Lane, Stour Vale Road, Lye	housing	58 (50DPH)	1.45	1.09	brownfield	2035 – 2039 58 homes	AHHTV area and heritage asset on site for conversion potential. Any proposed development will needs to meet requirement of Policies DEL2 / EMP4 and has potential contamination on site.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH036	DBDS E13.2	Leona Industrial Estate, Nimmings Road, Blackheath	housing	21 (40 DPH)	0.53	0.53	brownfield	2030-2035 21 homes	Subject to DEL 2 / EMP 4.
DUH044	DBDS H13.12	Land adj. rear 84-86 Lyde Green, Halesowen	housing	17 (35 DPH)	0.50	0.50	brownfield	2030 – 2035 17 homes	Mixed use scheme to allow for ground floor retail units.
DUH045	DBDS H13.13	Former factory site, Park Lane, Cradley	housing	80 (40 DPH)	3.6	2.00	brownfield	2024 - 2029 80 homes	Subject to a planning application currently being assessed – residential development.

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH046	DBDS H14.4	Former MEB Headquarters, Mucklow Hill Halesowen	housing	60 (40 DPH)	1.50	1.50	brownfield	2030-2035 60 homes	Mixed use development opportunity.
DUH049	DBDS H16.2	Former Mons Hill Campus (Dudley College), Wrens Hill Road, Dudley	housing	30 (50 DPH)	0.81	0.60	brownfield	2024-2029 30 homes	Site is being progressed through pre-application discussions - adjacent residential development.
DUH053	DBDS ES13.3	Timmis Road, Lye	housing	17 (40 DPH)	0.6	0.45	brownfield	2024-2029 17 homes	Planning application on site.

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH051	DBDS E11B.5	Northmoor Estate, Brierley Hill	housing	22 (50 DPH)	0.53	0.4	brownfield	2024-2029 22 homes	
DUH057	DBDS H16.9	Land adjacent to Pear Tree Lane, Coseley	housing	38 (50 DPH)	0.99	0.74	greenfield	2024-2029 38 homes	
DUH060	DBDS H13.22	Foredraft Street, Cradley (two sites, A and B)	housing	18 (35 DPH)	0.53	0.53	brownfield	2024-2029 18 homes	Site is subject to a live planning application.
DUH059	DBDS H14.3	Former New Hawne Colliery, Hayseech Road, Halesowen	housing	15 (30 DPH)	0.63	0.63	brownfield	2024-2029 15 homes	Grade II and Grade II* listed buildings on site, therefore sympathetic conversion is required, and any proposals need to be

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
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									sympathetic to the setting of the designated heritage assets and to the AHHLV and APA
DUH033	DBDS H11B.26	Former Hospital Site, Ridge Hill, Brierley Hill Road, Wordsley	housing	103	3.5	3.5	brownfield	2024-2029 103 homes	Reserved matters approved for 103 units (P19/1777)
DUH061	DBDS H10.4	Former Ibstock Works Brick Ltd. Stallings Lane, Kingswindford	housing	148 (40 DPH)	7.58	4.5	brownfield	2024-2029 148 homes	Outline planning permission P16/1461 P20/0631 – reserved matters for 148 units, currently being assessed.

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH011	DBDS H0.17	Bourne Street, Coseley	housing	79 (30DPH)	2.8	2.57	brownfield	2024-2029 79 homes	Former refuse tip. Will require remediation. Outline permission for up to 100 homes (P17/0184). Current application for 79 homes (P20/1306)
DUH026	DBDS H11A.19	Land at Bull Street, Dudley	housing	80 (40DPH)	2.06	2.06	brownfield	2024-2029 80 homes	Reserved matters for 80 units approved in October 2020 (P20/0647).
DUH063	SAAP S9	Bradley Road West, Stourbridge	housing	80 (45 DPH)	0.25	0.25	brownfield	2024-2029 80 homes	Housing site in the Stourbridge AAP

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH062	DBDS H16.1	Land at Birmingham New Road, Coseley	housing	472	13.4		brownfield	2024-2029 472 homes	Reserved matters for 472 units (P19/0611). Site area reduced from previous allocation. Part of the site re-allocated to employment use.
DUH066	Not previously allocated	Sandvik Ltd, Manor Way, Halesowen	housing	60 (40 DPH)	1.5	1.5	brownfield	2024-2029 60 homes	Mixed use development opportunity.
DUH205	Not previously allocated	National Works, Hall Street, Dudley	housing	150 (55 DPH)	5.0	2.9	brownfield	2035-2039 150 homes	The site occupies an elevated location with respect to surrounding land uses to the north, east and south. The

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									layout / density design will need to prevent overlooking. Tree retention is a possibility in the south east section of the site adjacent to Bean Road. The whole site is within an Area of High Historic Townscape Value - Kates Hill and Dixons Green Road; mixed historic housing and industry

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH050	Not previously allocated	Car park, Oak Court, Dudley	housing	24	0.37	0.37	brownfield	2024-2029 24 homes	
DUH039	Not previously allocated	Land rear of Salcombe Grove, Coseley	housing	44	1.1	0.80	greenfield	2024-2029 44 homes	
DUH054	Not previously allocated	Garage site adjacent Hinbrook Road, Dudley	housing	14	0.29	0.29	brownfield	2024-2029 14 homes	Garage site in centre of residential estate.
DUH052	Not previously allocated	Land rear of 294 - 364 Stourbridge Road, Halesowen	housing	39 (40 DPH)	1.34	1.0	brownfield	2024-2029 39 homes	Narrow access and substantial tree coverage on site.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH055	Not previously allocated	Land at Anchor Hill, Delph Road, Brierley Hill	housing	28 (40 DPH)	0.88	0.66	brownfield	2024-2029 28 homes	Site is being progressed through pre-application discussions.
DUH056	Not previously allocated	Land at Corporation Road and Cavell Road, Dudley	housing	20 (50 DPH)	0.42	0.42	brownfield	2024-2029 20 homes	Site is being progressed through pre-application discussions.
DUH038	Not previously allocated	Land between Heath Road and Copse Road, Netherton	housing	27 (40 DPH)	0.76	0.57	brownfield	2024 – 2029 27 homes	Open space

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DUH040	Not previously allocated	High Street, Wollaston, Stourbridge	housing	14 (45 DPH)	0.40	0.30	brownfield	2024-2029 14 homes	Non-conforming use adjacent to the river.
DUH041	Not previously allocated	Land rear of Two Gates Lane, Cradley	housing	24 (45 DPH)	0.68	0.51	greenfield	2024-2029 24 homes	
DUH042	Not previously allocated	Woodman Inn, 31 Leys Road, Brockmoor	housing	12 (40 DPH)	0.26	0.26	brownfield	2024-2029 24 homes	Former public house with residential to the south and Cookley Wharf industrial estate to the north.
DUH047	Not previously allocated	Land adjacent 32 Whitegates Road, Coseley	housing	10 (40 DPH)	0.25	0.25	brownfield	2024-2029 10 homes	Site is being progressed through

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BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
									pre-application discussions.
DUH037	Not previously allocated	206 Thorns Road, Quarry Bank	housing	26 (50 DPH)	0.55	0.47	brownfield	2024 – 2029 26 homes	Potential access constraints.
DUH048	Not previously allocated	Hampshire House, 434 High Street, Kingswinford	housing	30 (70 DPH)	0.44	0.44	brownfield	2024-2029 30 homes	Office building and associated parking, close to Kingswinford local centre.
DUH212	Not previously allocated	Lewis Rd, Lye	housing	38 (45 DPH)	4.14	1.4	greenfield	2024-29 38 homes	Tree mitigation works. Mitigation for loss of public open space. Land remediation works following landfill and mining works.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH204	Not previously allocated	Wellington Road and Dock Lane, Dudley	housing	74 (45 DPH)	2.2	1.65	brownfield	2030- 2035 74 homes 14 homes – density uplift	Edge of centre location, net area reduced to allow for supporting infrastructure and open space requirements.
DUH213	Not previously allocated	Lapwood Avenue, Kingswinford	housing	45 (40 DPH)	1.38	1.38	greenfield	2030 - 2035 45 homes	
DUH214	Not previously allocated	Seymour Road, Wollescote	housing	4 (40DPH)	0.19	0.15	greenfield	2024-2029 4 homes	Site has steep topography.
DUH215	Not previously allocated	Bent Street,	housing	7 (40 DPH)	0.15	0.15	greenfield	2024-2029	

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		Brierley Hill						7 homes	
DUH216	Not previously allocated	Bryce Road, Pensnett	housing	115 (40 DPH)	4.0	3.0	greenfield	2024- 2029 55 homes 2030 – 2035 70 homes	Residential bounding all sides of the site. Former primary school now demolished to the north east. Allow for 25% open space and infrastructure.
DUH221	Not previously allocated	Standhills Road, Kingswinford South	housing	52 (35DPH)	3.93	1.57	brownfield	2035 – 2039 52 homes	To be included in Masterplan of Ketley Quarry (inc site access). Protected trees and SLINC mitigation required.

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Table 14 - Dudley Housing Allocations in the Black Country Plan (BCP Policy HOU1)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net new homes)**	**Gross Site Area (ha)**	**Site area (ha) net**	**Brownfield/ greenfield**	**Anticipated delivery timescale**	**Further information**
DUH042	Not previously allocated	Land at Blowers Green Road, Dudley	housing	63 (45 DPH)	1.88	1.41	brownfield	2024 – 2029 63 homes 12 homes – density uplift	Housing redevelopment would remove non-conforming use.
DUH004	H13.29	Long Lane / Malt Mill	housing	13 (35 DPH)	0.36	0.36	brownfield		
DUH043	Not previously allocated	Woodman Inn	housing	12 (46 DPH)	0.26	0.26	brownfield		
DUH065		Church Road	housing	29	0.88	0.66	brownfield		Housing renewal site
DUH064		Baptist End Road	housing	49	1.45	1.09	brownfield		Housing renewal site

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Table 15 - Dudley Gypsy and Traveller Pitch Carried Forward Allocations in Black Country Plan (BCP Policy HOU1 / HOU4)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
DUGT01	DBDS – L5	Delph Lane, Brierley Hill	Gypsy and Traveller Pitches	4 pitches	0.12	0.12	N/A	Existing allocation	Established in 1965 and allocated in local plan in 2016. Potential further capacity for an additional two pitches
DUGT02	DBDS – L5	Holbeache Lane, Wall Heath	Gypsy and Traveller Pitches	4 pitches	0.24	0.24	N/A	Existing allocation	Established since 1960 without formal planning permission. Site allocated in Dudley Borough Development Strategy to regularise the site

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Table 15 - Dudley Gypsy and Traveller Pitch Carried Forward Allocations in Black Country Plan (BCP Policy HOU1 / HOU4)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									in planning policy. Potential further capacity for an additional 4 pitches
DUGT03	DBDS – L5	Dudley Road, Lye	Gypsy and Traveller Pitches	6 pitches	0.3	0.3	N/A	Existing allocation	Established in 1953 and allocated in local plan in 2016
DUGT04	DBDS – L5	Smithy Lane, Pensnett	Gypsy and Traveller Pitches	15 pitches	0.45	0.45	N/A	Existing allocation	Established in 1984 allocated in local plan in 2016
DUGT05	DBDS – L5	Oak Lane, Pensnett	Gypsy and Traveller Pitches	22 pitches	1.1	1.1	N/A	Existing allocation	Allocated in Local Plan since 1993. Site established in 1974

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Table 15 - Dudley Gypsy and Traveller Pitch Carried Forward Allocations in Black Country Plan (BCP Policy HOU1 / HOU4)									
BCP Site Ref	**Previous local plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
DUGT10	Not previously allocated	Saltbrook Scrapyard, Salbrook Road, Halesowen	Gypsy and Traveller Pitches	2 pitches	2.92	2.19	N/A	Existing	Site secured planning permission in 2019 and was implemented in 2020. Site allocated in BCP

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
DUE323	DBDS E16.2	Fountain Lane / Budden Road, Coseley	Mixed Employment Uses B2/B8/E(g)	5,000	1.79	Post 2026	Land adjoining existing industrial unit within Local Employment Area.
DUE326	DBDS E10.2	Gibbons Industrial Park / United Steels, Pensnett	Mixed Employment Uses B2/B8/E(g)	4,500	0.74	2021-26	Vacant land adjoining steelworks within Local Employment Area.
DUE123	DBDS ES10.1	Dandy Bank Road Phases 2 and 3, Pensnett	Mixed Employment Uses B2/B8/E(g)	5,869	4.27	2021-26	Within DY5 EZ Extension to Pensnett Trading Estate Strategic Employment Area, granted planning permission for three

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
							industrial units in 2020 (P19/1532).
DUE327	DBDS ES10.1/E10.1	Tansey Green Road, Pensnett	Mixed Employment Uses B2/B8/E(g)	7,000	2.33	2021-26	Within DY5 EZ Land around existing brickworks - possible former surface working of clay and marl and tipping of waste material.
DUE320	DBDS E10.1	Dreadnought Road, Pensnett	Mixed Employment Uses B2/B8/E(g)	3,716	0.99	2021-26	Within DY5 EZ Part of area around existing brickworks Planning permission granted for industrial unit (mixed

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
							employment uses) in 2019 (P19/0942)
DUE132	DBDS ES11A.3	Hulbert Drive, Blackbrook Valley	Mixed Employment Uses B2/B8/E(g)	8,440	2.04	2021-26	Within DY5 EZ Planning applications for industrial employment uses recently submitted (P20/1527 and P20/1565)
DUE136	DBDS ES11A.4	Narrowboat Way, Blackbrook Valley	Mixed Employment Uses B2/B8/E(g)	5,000	1.48	Post 2026	Within DY5 EZ Adverse ground conditions are required to be remediated

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
DUE137	DBDS ES11A.7	Brewins Way, Blackbrook Valley	Mixed Employment Uses B2/B8/E(g)	1,850	0.75	2021-26	Within DY5 EZ. Planning Permission granted for the erection of an industrial unit to house a metal recycling operation (P19/1426).
DUE147	DBDS NETH.ES9	Cradley Road, Westminster Industrial Estate, Netherton	Mixed Employment Uses B2/B8/E(g)	1,600	0.48	2021-26	Existing industrial units on 2/3 sides.
DUE149	DBDS ES11B.2	Moor Street, Brierley Hill	Mixed Employment Uses B2/B8/E(g)	9,000	2.17	Post 2026	Land alongside and including redundant freight line (former depot).

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
DUE187	DBDS ES14.3	Steelpark Road, Halesowen	Mixed Employment Uses B2/B8/E(g)	2,700	0.40	2021-26	Existing industrial units on 4 sides.
DUE198	DBDS ES13.1	Cakemore Road, Blackheath	Mixed Employment Uses B2/B8/E(g)	5,234	1.18	2021-26	Reserved Matters approved for mixed industrial use - P20/0348
DUE322	DBDS E11A.1	Grazebrook Park, Blackbrook Valley,	Mixed Employment Uses B2/B8/E(g)	1,704	0.47	2021-26	Within DY5 EZ Recent planning application for industrial employment uses submitted – P20/1528

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Table 16 - Dudley Employment Allocations in Black Country Plan (BCP Policy EMP1)							
BCP Site Ref	**Previous local plan allocation (replaced unless stated) or other source**	**Site name and address**	**Appropriate uses**	**Indicative development capacity (employment land floorspace sqm)**	**Gross site area (ha)**	**Anticipated delivery timescale**	**Further information**
DUE321	DBDS H16.1	Bean Road, Coseley	Mixed Employment Uses B2/B8/E(g)	4,000	2.16	Post 2026	Adverse ground conditions to be remediated. Whole site previously allocated for housing. Site area now amended to include employment land allocation on part of site.
DUE135	DBDS ES11A.8	New Road, Netherton	Mixed Employment Uses B2/B8/E(g)	2,800	0.75	2021-26	Within DY5 EZ and adjacent to existing industrial units

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Waste Allocations

Strategic Waste Management Sites

A44 The existing strategic sites identified on the Waste Key Diagram are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority area. Under Policy W2 (Waste Sites), the BCA will safeguard all existing strategic and other waste management facilities from inappropriate development, in order to maintain existing levels of waste management capacity and meet Strategic Priority 13, "*To manage waste as a resource and minimise the amount produced and sent to landfill*".

A45 The strategic waste management sites within Dudley Borough are listed in Table 17:

Table 17 - Strategic Waste Management Sites in Dudley (BCP Policy W2

BCP Site Ref/location	**Previous Local Plan Ref** (2011 Black Country Core Strategy, BCCS)	**Site Name and Address**	**Operational capacity (tonnes per annum, tpa)** **Total Landfill Capacity (tonnes) (end of 2018)**
Municipal Waste Recovery Installations			
WS01	WSD6	Dudley Energy from Waste (EfW) facility, Lister Road Depot, Lister Road, Dudley	95,000
Municipal Waste Recovery – supporting infrastructure			
WS04	WSD11 (see DBDS page 20)	Blowers Green Recycling Depot, Blowers Green Road, Dudley	40,000
WS05	n/a	Lister Road Transfer Station, Lister Road Depot, Lister Road, Dudley	23,500

Table 17 - Strategic Waste Management Sites in Dudley (BCP Policy W2			
BCP Site Ref/location	**Previous Local Plan Ref** (2011 Black Country Core Strategy, BCCS)	**Site Name and Address**	**Operational capacity (tonnes per annum, tpa)** **Total Landfill Capacity (tonnes) (end of 2018)**
WS06	WSD10	Stourbridge Household Waste Recycling Centre (HWRC) off Birmingham Street (A458), Stourbridge	20,000
Waste Disposal Installations			
WS16	WSD5	Himley Quarry Landfill, Oak Lane, Kingswinford	150,000 / 432,000
Significant Metal Recycling Sites (MRS)			
WS21	WSD9	Shakespeare's MRS, Oak Lane, Kingswinford	40,000
WS22	WSD1	Sims MRS Halesowen, James Scott Road, Cradley, Halesowen (formerly E Coley Steel)	35,000
WS23	n/a	Wades of Wednesbury, Webb Street, Coseley	20,000
Other Significant Waste Management Infrastructure			
WS34	n/a	AB Waste Management and Skip Hire (formerly Bloomfield Recycling)	45,000
WS35	n/a	Green World Recycling, Hayes Trading Estate, Folkes Road, Lye	50,000

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Preferred Areas for New Waste Facilities

A46 A number of employment areas have been identified in the Black Country Waste Study (BCWS) as being most suited to the development of new waste recovery, waste treatment and waste transfer infrastructure.

A47 Under Policy W3 (Preferred Areas for New Waste Facilities), these areas are considered least likely to give rise to land use conflicts, and in several cases, there is already co-location of existing waste facilities to which new sites would contribute.

A48 There is only one such area in Dudley Borough, and this is identified on the Waste Key Diagram and listed in Table 18:

Table 18 - Preferred areas for new waste facilities in Dudley (BCP Policy W3)

Area Ref	**Previous Local Plan Ref** (2017 Dudley Borough Development Strategy, DBDS)	**Address**	**Area (hectares)**
WPD1	E16.2 (local employment area)	Bloomfield Road / Budden Road, Coseley (note that parts of this area extend into Sandwell Borough)	28.1

Minerals Allocations

A49 The Black Country Minerals Study (BCMS, Tables 12.10 and 12.9) lists all known existing mineral sites and mineral infrastructure sites in the Black Country. Existing mineral sites within the Black Country include permitted mineral extraction sites, stockpiles, brick and tile works, and a pot clay factory. Existing Black Country mineral infrastructure sites include secondary / recycled aggregates production, rail-linked aggregates depots, coating plants, ready-mix (RMX) concrete batching plants, manufacture of concrete products, and dry silo mortar (DSM) plants.

A50 Under Policy MIN2 (Minerals Safeguarding Areas, MSAs), the BCA will safeguard all existing mineral sites and mineral infrastructure sites from inappropriate development – this being necessary in order to retain existing capacity, and thereby helping to make best use of and conserve the Black Country's finite mineral resources and meet Strategic Priority 14, to manage the Black Country's mineral resources (Objective - Meeting our resource and infrastructure needs).

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A51 The locations of these Black Country mineral sites and mineral infrastructure sites are identified on the Minerals Key Diagram; those sites located within Dudley Borough are listed in the following tables:

Table 19 - Mineral Sites in Dudley

BCP Site Ref	Previous Local Plan Ref	Site Name	Location	Use
MSD1	n/a	Dreadnought Brickworks	Dreadnought Road, Pensnett	Operational brickworks

Table 20 - Mineral infrastructure sites in Dudley (BCP Policy MIN2)

Site Ref	Previous Local Plan Ref	Site Name	Location	Type
MID1	n/a	Accumix Concrete	Ham Lane, Kingswinford	Concrete Batching Plant
MID2	n/a	Bell Recycling Centre	Oak Lane, Kingswinford	Aggregates Recycling
MID3	n/a	Breedon Dudley (Brierley Hill) Concrete Plant	Off Delph Road, Brierley Hill	Concrete Batching Plant
MID4	n/a	Dudleymix Concrete	Peartree Lane, Netherton	Concrete Batching Plant
MID5	n/a	Oak Lane Aggregates Recycling Site	Oak Lane, Kingswinford	Aggregates Recycling
MID6	n/a	SW Jackson Aggregates	Off Oak Lane, Kingswinford	Concrete Batching Plant

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Site Ref	Previous Local Plan Ref	Site Name	Location	Type
MID7	n/a	Regen R8 Limited	Timmis Road, Lye	Aggregates Recycling

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Policies for Strategic Allocations

Policy DSA1 Land South of Holbeach Lane /Wolverhampton Road, Kingswinford

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STRATEGIC ALLOCATION

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Key:
- Strategic Allocation
- Conservation Area
- Listed Buildings
- Individual Tree Preservation Order (TPO)
- Grouped TPO
- Sites of Importance for Nature Conservation (SINC)
- Sites of Local Importance for Nature Conservation (SLINCs)
- Greenway
- Green Belt

Strategic Allocation:	DSA.1
Site Assessment Reference:	SA-0017-DUD
Site Names:	Land South of Holbeache Lane
Local Authority:	Dudley
Ward:	Kingswinford North and Wall Heath

Dudley
Metropolitan Borough Council

A52 The Land South of Holbeache Lane / Wolverhampton Road Strategic Allocation falls within the Kingswinford Neighbourhood Growth Area and covers BCP Allocation DUH208. It is proposed that the site be removed from the green belt and be allocated to deliver approximately 330 homes at an average net density of 40 dph.

A53 The estimated phasing of delivery is:

- 2030 - 2035 155 homes
- 2035 – 2039 175 homes

A54 There will be a requirement for the development of the site to deliver homes and infrastructure of the highest quality design and functionality, and to accommodate the required infrastructure provision to fully mitigate for the release of this site from the green belt and to deliver maximum benefits to the local environment and community. The key planning requirements for the Holbeache Lane / Wolverhampton Road Strategic Allocation are set out below. Other standard policy requirements, as set out in the BCP and Dudley Local Plan documents and SPDs, will also apply. A masterplan will be prepared to guide the development of the Strategic Allocation. This will provide further detail on the requirements set out in this policy and will provide a spatial framework for development.

A55 The site is in one ownership and is situated in close proximity to strategic sites and Policy DSA2: Land at Swindon Road, Wall Heath, Kingswinford Strategic Allocation and Policy DSA3: Ketley Quarry Strategic Allocation. The cumulative impact of the sites (and other housing / employment allocations) on local infrastructure provision will need to be considered, in terms of:

- school place impacts;
- highways impacts;
- delivery of green belt loss mitigation;
- delivery of biodiversity net gain;
- delivery of recreational open space improvement.

A56 Once the BCP has been adopted, allocations should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

School Place Requirements

A57 It is currently anticipated that both primary and secondary school place requirements arising from housing developments in the north west of Dudley over the Plan period will be capable of being met through extensions to existing primary and secondary schools. Pedestrian and public

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transport improvements to increase accessibility to local primary and secondary schools may be required in accordance with Policy HOU2.

Highways Requirements

A58 It is essential that a cycling and walking network which includes active travel routes around key sites should form a key part of the site layout providing connections to all nearby local amenities, including local primary schools and local centres. These connections should include pedestrian crossing improvements at the A449 to enable safe crossing of the highway. Details will need to be set out in the master plan.

A59 It is considered that a vehicular access point could be gained from the existing roundabout (A449 / A491) to the west of the site, subject to junction capacity analysis and wider transport modelling. A potential second access to Oak Lane via an improved Ham Lane could be provided. Highway and junction improvements would be required to Wall Heath and Kingswinford centres, as well as Stalling Lane and A449/ Himley Road. Details will be set out in the masterplan.

Green Belt Loss Mitigation Requirements

A60 Measures to provide sufficient mitigation for the loss of green belt cannot be confirmed yet; rather this will be set out in the pre-submission document.

A61 There will be a requirement for all green belt loss mitigation works and any necessary transfer of land ownership to be completed before the substantial completion of development.

A62 The green belt boundary has been redrawn around the development site. In most cases there is an existing landscaped buffer or road that provides a defensible new green belt boundary. It is recommended that a buffer of landscaped open space is provided along the northern portion of the site, in order to ensure development is appropriately screened from the historically sensitive Holbeache Lane and Holbeache House. Developments should be designed to minimise potential harm to the integrity of remaining green belt areas and to landscape character, as identified in the Black Country Green Belt Study and Black Country Landscape Sensitivity Assessment.

Nature Conservation and Net Biodiversity Gain Requirements

A63 All existing SINCs, SLINCs, tree preservation orders, hedgerows, woodland and significant trees both within and adjoining the development sites should be retained, protected and incorporated sympathetically into the design of development. Sufficient buffer areas should be provided at the edge of these habitat areas, particularly mature trees and hedgerows, to allow them to thrive following development (see ENV4).

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A64 It is anticipated that net biodiversity gain requirements for the developments will be met through delivery of the green belt loss mitigation requirements, subject to the minimum 10% requirement identified in the Environment Bill / Act and the requirements of Policy ENV3.

Historic Environment Requirements

A65 Located adjacent to this allocation, on its northern boundary, is the Grade II* listed Holbeache House and its curtilage (List Entry Number 1228293). The impact of any proposals on the setting and significance of this designated heritage asset will be a material planning consideration for development. Also, in close proximity to this allocation, on its northern and north-eastern boundary, is the Oak Farm Wedge Area of High Historic Landscape Value (AHHLV 38), a non-designated heritage asset.

A66 Applicants will therefore be required to support their proposals with a Statement of Heritage Significance (prepared in accordance with Historic England's latest guidance) illustrating that proposals have been formulated with a full appreciation of the requirements of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and with the policies relating to designated and non-designated heritage assets laid out in the NPPF and local plan.

A67 The design of the development should not impact on the existing character and appearance of Holbeache Lane, which provides a significant contribution to the setting and significance of Holbeache House and is also one of the positive features that contributes to the Oak Farm Wedge AHHLV.

Recreational Open Space Requirements

A68 The incorporation of high-quality landscaping across the development should be a significant forethought of the design process. A well landscaped green buffer is required to the north of the site, which should also provide a neighbourhood area for play. In effect this should well separate development completely from the historically sensitive elements to the north.

A69 Further to this, there should be some offsetting of development to the south of the site where existing dwelling houses are located, and well-used informal pedestrian routes exist. It is understood that a high-pressure gas pipeline runs across the middle of the site, which may require some offsetting of development if it were to be retained.

Sustainable Drainage Requirements

A70 Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided for the site, in accordance with Policy CC6. An allowance for the space necessary to accommodate these systems has been made when defining the indicative net developable area. This allowance may be adjusted when the master plan is prepared.

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Local Wastewater Treatment Capacity

A71 This site is served by Roundhill WwTW and it is not anticipated that there are any issues with the site handling additional flow during the Plan period.

Design principles

A72 The development of the site will form a new community and neighbourhood on green belt land; all proposals must have distinguishable merit in their design and form. Only high-quality design that is bespoke, unique and specific to the site will be acceptable, in line with the requirements of Policies CSP4 and ENV9 among others. The incorporation of high-quality landscaping across the development should be a significant part of the initial design process. A well-landscaped green buffer is required to the north of the site, which should also provide a neighbourhood area for play. It should also be a continuous green thread, which links in with other treed areas and hedgerows in and around the site to provide a meaningful wildlife corridor. All mature trees and hedgerows should be maintained as this will be vital to mitigate some of the visual impact of developing this green belt site.

A73 Development should sit behind the existing tree-lined boundary along the A449 and should be outward looking making use of continuous perimeter roads to aid connectivity and permeability. The site as a whole should be highly permeable, avoiding the use of private drives and cul-de-sacs that limit on-foot and cycle connectivity. The layout of development should consider as a priority the amenity of existing residents to the south of the site, specifically those with dwellings that back onto it. Where possible the site layout should also seek to maintain and maximise key views across the development (predominantly south-east to north-west). Although there are no key commutable desire lines across the site, at current it is well-used for leisure by residents. This reinforces the need for a well-connected and permeable site layout as well as for an enhanced element of open space to make up for the loss of the site as whole.

A74 Due to the sensitive historic location of the site and existing green belt setting, it is considered that apartments would not be acceptable here.

Nature Conservation and Net Biodiversity Gain Requirements

A75 The site is currently a large arable field surrounded by species-rich hedgerows – designated as SLINC, with rich ground flora. The site is adjacent to a woodland SLINC and has connectivity to the wider open countryside to the north of the site via arable fields and hedgerows. Mature hedgerows form the boundary of the arable area and the grassland areas of the site. These will need to be retained as part of the development as they support a wide variety of flora, support breeding birds and create a nesting and foraging habitat for many species. They include large stretches of intact, stock-proof hedge, and stretches of defunct, non-stock proof, hedge with

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gaps. The hedgerow adjacent to the Wolverhampton Road (A491) has several large, mature trees within it, including Norway maple and aspen. These will need to be retained as part of the development.

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Policy DSA2– Land at Swindon Road, Wall Heath, Kingswinford (The Triangle site) Strategic Allocation

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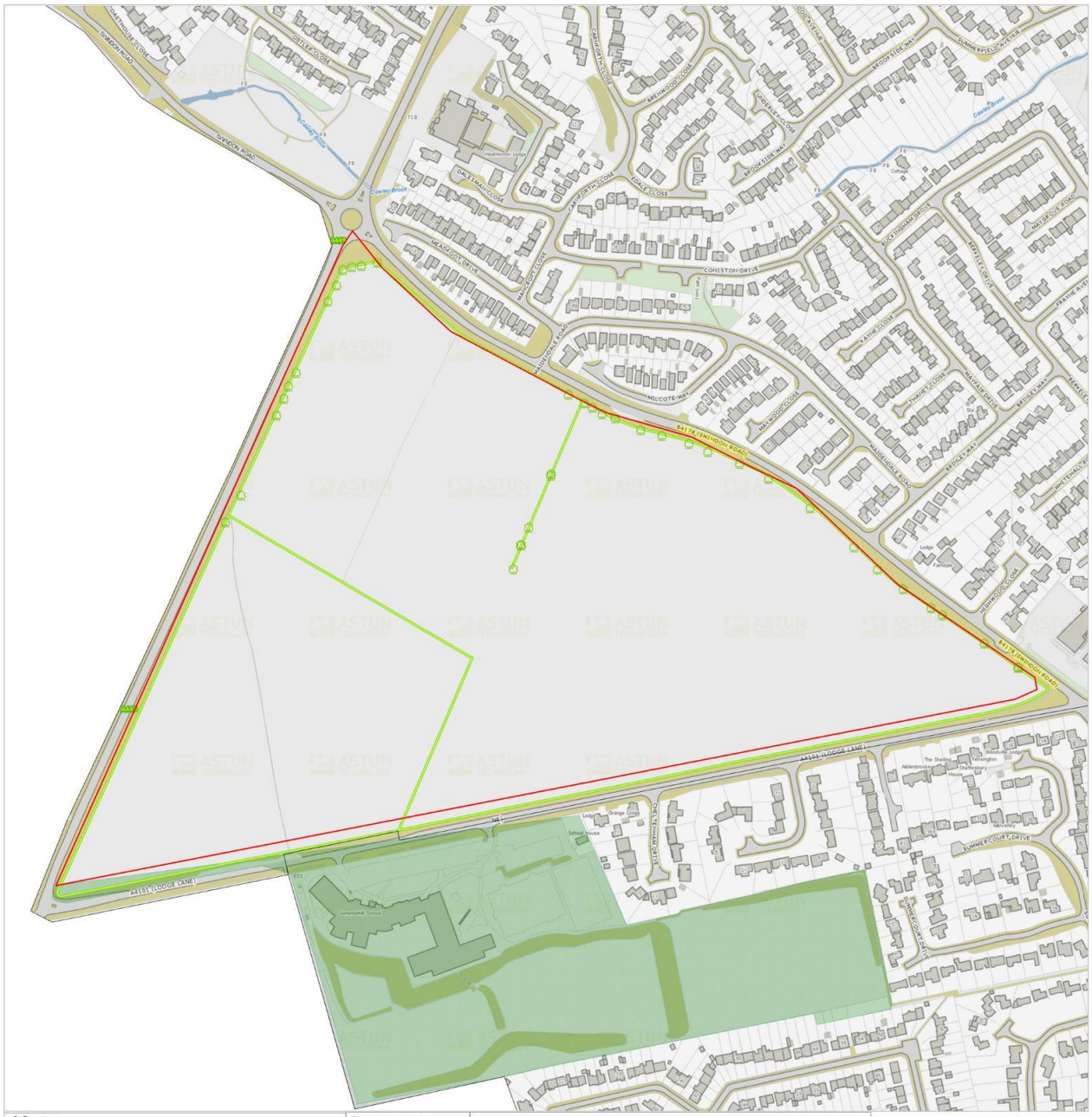
STRATEGIC ALLOCATION



Key:
- Strategic Allocation
- Conservation Area
- Listed Buildings
- Individual Tree Preservation Order (TPO)
- Grouped TPO
- Sites of Importance for Nature Conservation (SINC)
- Sites of Local Importance for Nature Conservation (SLINCs)
- Greenway
- Green Belt

Strategic Allocation:	DSA.2
Site Assessment Reference:	SA-0025-DUD
Site Names:	The Triangle
Local Authority:	Dudley
Ward:	Kingswinford North and Wall Heath

Dudley Metropolitan Borough Council

A76 Land at Swindon Road, Wall Heath, Kingswinford will be allocated for new residential growth and will form part of the Kingswinford Neighbourhood Growth Area; it includes BCP Allocation DUH211. It is proposed that the site be removed from the green belt and be allocated to deliver approximately 530 homes at an average net density of 40 dph.

A77 The estimated phasing of delivery is:

- 2030 - 2035 280 homes
- 2035- 2039 250 homes

A78 There will be a requirement for the development of the site to deliver homes and infrastructure ~~be~~ of the highest quality design and functionality, and to accommodate the required infrastructure provision to fully mitigate for the release of this site from the green belt and to deliver maximum benefits to the local environment and community. There will be a requirement for the development of the site to be of the highest quality and accommodate the correct infrastructure provision in the right places. The key planning requirements for the Swindon Road, Wall Heath Strategic Allocation are set out below. Other standard policy requirements, as set out in the BCP and Dudley Local Plan documents and SPDs, will also apply. A master plan will be prepared to guide the development of the strategic allocation. This will provide further detail on the requirements set out in this Policy and will provide a spatial framework for development.

A79 The site is in one ownership and is situated near strategic sites: Policy DSA1: South of Holbeache Lane / Wolverhampton Road Strategic Allocation and Policy DSA3: Ketley Quarry Strategic Allocation. The cumulative impact of these sites (and other housing / employment allocations) on local infrastructure provision will need to be considered, in terms of:

- school place impacts;
- highways impacts;
- delivery of green belt loss mitigation;
- delivery of biodiversity net gain;
- delivery of recreational open space improvement.

A80 Once the BCP has been adopted, allocations should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

School Place Requirements

A81 It is currently anticipated that both primary and secondary school place requirements arising from housing developments in the north west of Dudley over the Plan period will be capable of being

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met through extensions to existing primary and secondary schools. Pedestrian and public transport improvements to increase accessibility to local primary and secondary schools may be required in accordance with Policy HOU2.

A82 Should it be determined that some form of primary school provision is required as the BCP progresses towards adoption, this may need to be accommodated on the site and land will need to be allocated to accommodate a two-form entry primary school (approximately 2.4ha).

Highways Requirements

A83 Highway infrastructure is necessary in order for any development to function effectively and to minimise impacts on surrounding road junctions. It is considered that there should be three points of vehicular access, including from Swindon Road to the north and Lodge Lane to the south. The number of access points required, and their precise location should be subject to further detailed transport assessment. Connections should be made through the site, so that pedestrians and vehicles can travel from Swindon Road, through to the A449 or Lodge Lane as they choose. A cycling and walking network which includes active travel routes around key sites should form a key part of the site layout providing connections to all nearby local amenities, including local primary schools and local centres. Details will need to be set out in the master plan.

Green Belt Loss Mitigation Requirements

A84 Measures to provide sufficient mitigation for the loss of green belt cannot be confirmed yet; rather this will be set out in the pre-submission document.

A85 There will be a requirement for all green belt loss mitigation works and any necessary transfer of land ownership to be completed before substantial completion of development. Being a green belt site, the retention and provision of high-quality landscaping should be a significant first stage in the design process. Aside from the aforementioned considerations regarding open space, mature trees along the periphery and within the site should be retained, as well as hedgerows within the site where possible.

A86 The green belt boundary has been redrawn around the development site. In most cases there is an existing landscaped buffer or road that provides a defensible new green belt boundary. A significant level of well-landscaped open space should be retained, providing a landscaped open space buffer along the western side of the site where the impact on views is highest and there are clear constraints to development (notably the north-westernmost and south-westernmost fields, due to their topography and the potential impact of development on visual amenity in this location). Development will be concentrated in the easternmost portion of the site, where impacts on views and the surrounding area would be lowest. It is likely that higher densities could be accommodated here than in locations to the west. Developments should be designed to minimise

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potential harm to the integrity of remaining green belt areas and landscape character, as identified in the Black Country Green Belt Study and Black Country Landscape Sensitivity Assessment.

Nature Conservation and Net Biodiversity Gain Requirements

A87 The site sits on the fringe of the urban area, with links to wider greenspace and open countryside. The site is surrounded by hedgerows that are of high ecological value due to the species that they support. Both the internal and boundary hedgerows contain mature trees, which should be retained as part of the site's features. These current hedgerow lines are growing along pre-existing / old boundaries. The site as a whole assists in the movement and migration of species as well as providing important feeding areas for local and migratory wildlife populations. There is potential for bat roosting sites in the mature hedgerow trees. Bat and bird boxes could be installed on some of the mature trees to provide nesting and roosting opportunities. A mixed semi-natural woodland occurs in the form of a small wooded copse, situated in the west of the site. Opportunities for enhancement and planting around this part of the site should be explored in line with Policy ENV4 - Trees, Woodland and Hedgerows. A management plan for the long-term maintenance of the woodland would also be required.

A88 It is anticipated that net biodiversity gain requirements for the developments will be met through delivery of the green belt loss mitigation requirements set out above.

A89 Policy ENV3 - will apply to this site.

Historic Environment Requirements

A90 Located adjacent to this strategic allocation, on its south-eastern edge is the Grade II listed Summerhill Hotel (List Entry Number 1228678). The impact of any development proposals on the setting and significance of this designated heritage asset will be a material planning consideration. Applicants will therefore be required to support their proposals with a *Statement of Heritage Significance* (prepared in accordance with Historic England's latest guidance) illustrating that proposals have been formulated with a full appreciation of the requirements of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 and with the policies relating to designated heritage assets laid out in the NPPF and local plan.

A91 Within this allocation there is one site recorded on the Council's Historic Environment Record (HER), HER record 12113, which relates to a medieval book fitting. In view of this and in view of the fact that the allocation still retains the majority of its original field boundaries (as marked on the first edition OS) applicants will be required to support their proposals with a historic environment desk-based assessment, undertaken in accordance with guidance provided by the Chartered Institute for Archaeologist (CIfA).

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Recreational Open Space Requirements

A92 Subject to satisfactory delivery of mitigation for the loss of green belt, it is considered that the local area will have good access to existing recreational open space, allotment, play and sports facilities that have the capacity to meet the varied needs of new residents, in line with adopted open space standards. Therefore, no new on-site open space will be required, beyond that necessary to protect existing nature conservation value and provide sufficient natural, sustainable drainage systems. However, it will be necessary to provide quality walking and cycle routes within the developments that provide easy, quick and safe access to nearby open spaces and the countryside.

Sustainable Drainage Requirements

A93 Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided for the site, in accordance with Policy CC6. An allowance for the space necessary to accommodate these systems has been made when defining the indicative net developable area. This allowance may be adjusted when the master plan is prepared.

Local Wastewater Treatment Capacity

A94 This site is served by Roundhill WwTW and it is not anticipated that there are any issues with the site handling additional flow during the Plan period.

Design principles

A95 Due to the tree-lined periphery of the site and its topography, it is considered that development would be best located at the edge of the site, fronting directly onto Swindon Road and Lodge Lane. The chosen layout must be highly permeable and well connected, prioritising pedestrian and cycle users, maximising the feeling of enclosure and responding to human scales. Proposals should avoid the use of private drives and cul-de-sacs, as these hinder good on-foot / cycle connectivity. As such it is likely that proposals brought forward will differ to much of the existing morphology (cul-de-sac) in the surrounding area. As the site will create a new community / neighbourhood on green belt land, proposals must have distinguishable merit in their design and form. Only high-quality design that is bespoke, unique and specific to the site will be acceptable.

A96 Existing desire lines are well-used by local residents for leisure and walking to / from Summerhill School in the south. These should be retained and routes for school commuters diverted as little as possible.

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Policy DSA3 - Land at Ketley Quarry, Kingswinford

Black Country | Plan
Planning for the future of the Black Country

STRATEGIC ALLOCATION

Key:
- Strategic Allocation
- Conservation Area
- Listed Buildings
- Individual Tree Preservation Order (TPO)
- Grouped TPO
- Sites of Importance for Nature Conservation (SINC)
- Sites of Local Importance for Nature Conservation (SLINC)
- Greenway
- Green Belt

Strategic Allocation:	DSA.3
Site Assessment Reference:	SA-0004-DUD
Site Names:	Ketley Quarry, Dudley Road, Kingswinford
Local Authority:	Dudley
Ward:	Kingswinford South

Dudley Metropolitan Borough Council

A97 Land at Ketley Quarry, Kingswinford will be allocated for new residential growth and will form part of the North West Regeneration Core Area covering BCP Allocations DUH203 and DUH221. The site's gross area is 20.81ha of which 13.52 ha of the site is developable for 600 dwellings based on 40 - 45dph.

A98 The estimated phasing of delivery is:

- 2024 – 2029 50 homes
- 2030 - 2035 250 homes
- 2035 - 2039 300 homes

A99 There will be a requirement for the development of the site to deliver homes and infrastructure ~~be~~ of the highest quality design and functionality, and to accommodate the required infrastructure provision in appropriate locations. The key planning requirements for the Ketley Quarry Strategic Allocation are set out below. Other standard policy requirements, as set out in the BCP and Dudley Local Plan documents and SPDs, will also apply. A master plan will be prepared to guide the development of the strategic allocation. This will provide further detail on the requirements set out in this Policy and will provide a spatial framework for development.

A100 The Quarry and adjacent sites are in separate ownership and are situated in close proximity to strategic sites identified in Policy DSA1: South of Holbeache Lane / Wolverhampton Road and Policy DSA2: land at Swindon Road, Wall Heath. The cumulative impact of these sites (and other housing / employment allocations) on local infrastructure provision will need to be considered, in terms of:

- school place impacts;
- highways impacts;
- delivery of biodiversity net gain;
- delivery of recreational open space improvements

A101 Once the BCP has been adopted, allocations should be developed in accordance with the criteria identified in respect of each site and all other relevant general policy requirements, including any necessary developer contributions.

School Place Requirements

A102 It is currently anticipated that both primary and secondary school place requirements arising from housing developments in the north west of Dudley over the Plan period will be capable of being met through extensions to existing primary and secondary schools. Pedestrian and public

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transport improvements to increase accessibility to local primary and secondary schools may be required in accordance with Policy HOU2.

A103 Should it be determined that some form of primary school provision is required as the BCP progresses towards adoption, this may need to be accommodated on the site and land will need to be allocated to accommodate a two-form entry primary school (approximately 2.4ha).

Highways Requirements

A104 Highway infrastructure is necessary in order for any development to function effectively and to minimise impacts on surrounding road junctions. It is considered that there should be vehicular access, of Dudley Road with a possible secondary access of Ketley Road, by Ketley Farm. The number of access points required, and their precise location should be subject to further detailed transport assessment. A cycling and walking network which includes active travel routes around key sites should form a key part of the site layout providing connections to all nearby local amenities, including local primary schools and local centres. Details will need to be set out in the master plan.

Nature Conservation and Net Biodiversity Gain Requirements

A105 There is a statutory designation for features of geological significance (SSSI) at the north of the site and two non-statutory geological designations (SINC) within the site. The SSSI designation is a geological outcrop of the Etruria Formation, created during the Carboniferous Period (359 - 299 million years ago). The wider site is designated as a SLINC. The vast majority of the site is a disused quarry and is made up of bare ground and large mounds of quarry spoil. Parts of the quarry have become vegetated with early successional species and tall ruderal vegetation. The disused Tansy Green branch railway line runs to the east of the site, providing a further link to Fens Pools Nature Reserve to the south. Dawley Brook to the east of the site is designated as a SINC. The site also contains three distinct areas of woodland, with the belt to the east and southwest of the site acting as a boundary feature.

A106 Bat and bird surveys, including for barn owls, will need to be carried out in the abandoned farmhouse and surrounding buildings. Other surveys such as reptile and badger surveys may also be required.

A107 Policy ENV3 - Biodiversity Net Gain will apply to this site.

Historic Environment Requirements

A108 This allocation is the site of the former Ketley Colliery (HER 7963) recorded as being mostly abandoned by the production of the first edition OS in 1884. It also contains the site of Ketley

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Quarry (also recorded on the first edition OS), which is one of the 'Geo-sites' located within the Black Country Geopark, (see Policy ENV6)[108].

A109 Located in the north-west corner of this allocation, adjacent to the road, is the site of a weighbridge and its associated Weights and Measures building (HER15424). The buildings first appeared on the Fourth Edition OS (1937-1948). Any proposed development should seek to incorporate these heritage assets into any future proposals for this part of the site along with suitable interpretation information.

A110 Located in the southern part of the allocation is the site of Stourbridge Extension Canal (HER 7385), built during the 1830s and opened in 1840. Proposals for the site should seek to include within it sympathetic ways of revealing the significance of this heritage asset.

Recreational Open Space Requirements

A111 It will be necessary to provide good-quality walking and cycle routes within the developments, which can provide easy, quick and safe access to nearby open spaces and the countryside.

Sustainable Drainage Requirements

A112 Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided for the site, in accordance with Policy CC6. An allowance for the space necessary to accommodate these systems has been made when defining the indicative net developable area. This allowance may be adjusted when the master plan is prepared.

Local Wastewater Treatment Capacity

A113 This site is served by Roundhill WwTW and it is not anticipated that there are any issues with the site handling additional flow during the Plan period.

Design principles

A114 New development will have a density of no more than 40 - 45dph and will also retain a network of public open space across the site. Any proposed development should create a permeable layout by connecting the surrounding vehicle roads and pedestrian routes with a network of public open space and tree-lined streets. Layouts should incorporate 'back to back garden' housing and avoid the rear or sides of gardens facing the streets and public realm. Existing trees and on-site biodiversity value (according to the outcome of robust surveys) must be safeguarded and incorporated into the proposed layouts. These assets should form part of the publicly accessible open space and should not be located within any private plots, except in exceptional

[108] For more information, please see https://blackcountrygeopark.dudley.gov.uk/sites-to-see/ketley-quarry/

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circumstance. Corner plots should be designed to address both aspects e.g. consider and propose a dual building frontage to minimise blank / dead frontages. All public open space should be overlooked by housing.

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Local Green Space Designations

A115 Local Green Space designation is a way to provide special protection for green areas of particular importance to local communities. The Council has designated an area of green space for special protection, as outlined in the policy table below. The Local Green Space has been put forward by the local community, with a strong evidence base, due to its local importance. The area has been identified on the Dudley Proposals Map.

Policy DSA4 Corbett Meadow Local Green Space

A116 The area shown on the Proposals Map is allocated as Corbett Meadow Local Green Space. In line with national policy the site will be protected from inappropriate development, unless there are very special circumstances that outweigh the harm to the site.

A117 The views of the local community will also need to be taken into account when considering any development proposals on the site.

A118 Designation of land as Local Green Space is set out in the NPPF, allowing communities to identify and protect green areas of particular importance to them. It has been demonstrated that Corbett Meadow meets the criteria set out in Paragraph 100 of the NPPF (2019). The site of the meadow was purchased by local philanthropist John Corbett in 1892 to provide a hospital and the gardens and public grounds were to be used for the purposes of a public park. The site supports a variety of wildlife and is made up of flower-rich lowland meadow pasture, many wooded areas of veteran age and natural ponds.

Nature Conservation Alterations and Designations

A119 Dudley Council will safeguard and enhance designated nature conservation sites, habitats and features through the development process and in accordance with the Black Country Plan, in particular Policy ENV1 and the Dudley Borough Development Strategy Policy S21.

A120 A number of designations or amendments have been made to Nature Conservation sites which have been adopted by the Council. Details of the sites are shown in Appendix A4. In addition, site and designation boundaries can be viewed on the online Policies Map for Dudley.

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B. Sandwell

Introduction

B.1 Sandwell is a metropolitan borough in the Black Country, made up of six towns: Oldbury, Rowley Regis, Smethwick, Tipton, Wednesbury and West Bromwich. With 327,378 residents, Sandwell has the third largest population in the West Midlands Combined Authority area and is the 34th largest local authority in Great Britain. The borough's population is predicted to grow faster than both that of the West Midlands and the national average.

B.2 Sandwell has many growing and productive businesses and a higher than average proportion of its businesses are small, but residents are not always able to take up opportunities related to those employment and economic activities. Local businesses will often need a highly skilled workforce to be able to grow to meet modern demands; that workforce needs training and support to help deliver and accelerate innovation. Sandwell also has a limited amount of the type of high quality land needed to enable businesses to expand and grow in the borough's industrial core.

B.3 Creating a clean, attractive and safe living environment in Sandwell is a key priority, as is developing a robust response to climate change in an area with a complex industrial heritage and its associated legacy of land, water and air pollution

B.4 Although Sandwell has many challenges, it also has a significant number of opportunities. The BCP and Sandwell's own Inclusive Economy Deal will be focusing on the challenges for people, place and business and the opportunities that are available to make a difference.

B.5 The aim is to deliver a healthier, more successful future for the people of Sandwell – working closely together with residents, businesses and other stakeholders.

The Strategy

B.6 The 2030 Vision for Sandwell is:

> '*It's where we call home and where we're proud to belong - where we choose to bring up our families, where we feel safe and cared for, enjoying good health, rewarding work, feeling connected and valued in our neighbourhoods and communities, confident in the future, and benefiting fully from a revitalised West Midlands'*.

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B.7 The BCP forms an essential part of this strategy, supporting the re-energising, diversification and re-purposing of the borough, supporting the recovery and growth of our economy, and providing for a continuous supply of new homes to meet the needs of our communities.

B.8 The BCP will ensure that the borough's network of open spaces will be protected and enhanced to support its natural assets, and continue to provide opportunities to improve health and well-being whilst ensuring at the same time, that development is located where it can provide convenient access for all sections of the community to work, shopping, health, education, leisure, green space and other facilities.

B.9 This Plan supports the delivery of 9,158 new homes and 126,000 jobs to 2039, supporting the growth of the borough's population and a workforce of 108,000. To plan for this growth, the Council is prioritising locations that are both sustainable and deliverable in line with the Spatial Strategy set out in Policy CSP1.

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Figure 17 - Sandwell Spatial Plan

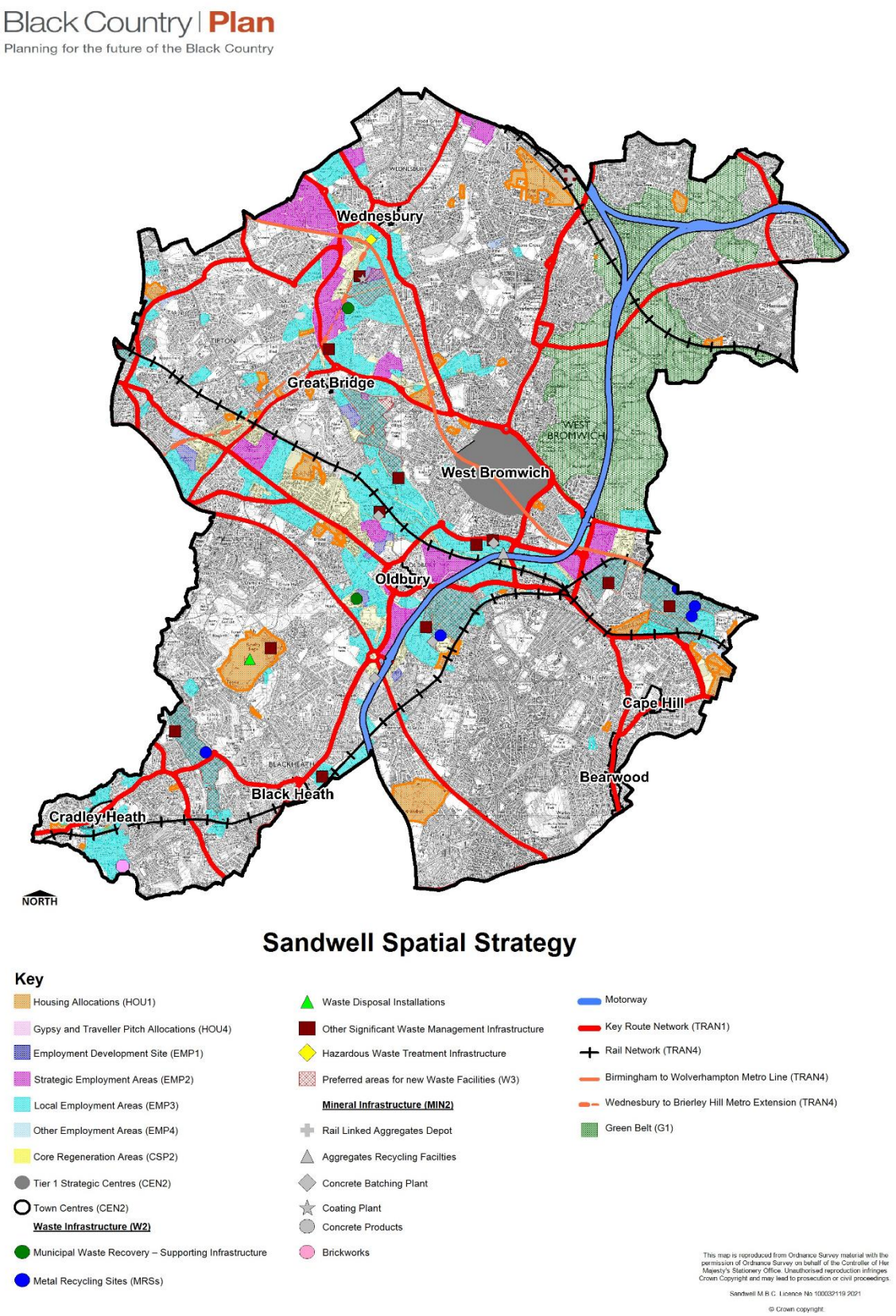


Table 21 - Sandwell Growth targets (net) 2020 - 2039

Location	Housing	Employment Land allocations (ha)
The Growth Network		
Strategic Centre	201 200 (Uplift to be tested) = 401	0
Sandwell Central Core Regeneration Area	2,032	28
Towns and Neighbourhood Areas		
Neighbourhood Growth Areas	N/A	N/A
Other Sites in Towns and Neighbourhood Areas	4,997	0
Small Windfall Housing Sites	1,728	N/A
Total	**9,158**	**28**

West Bromwich Strategic Centre

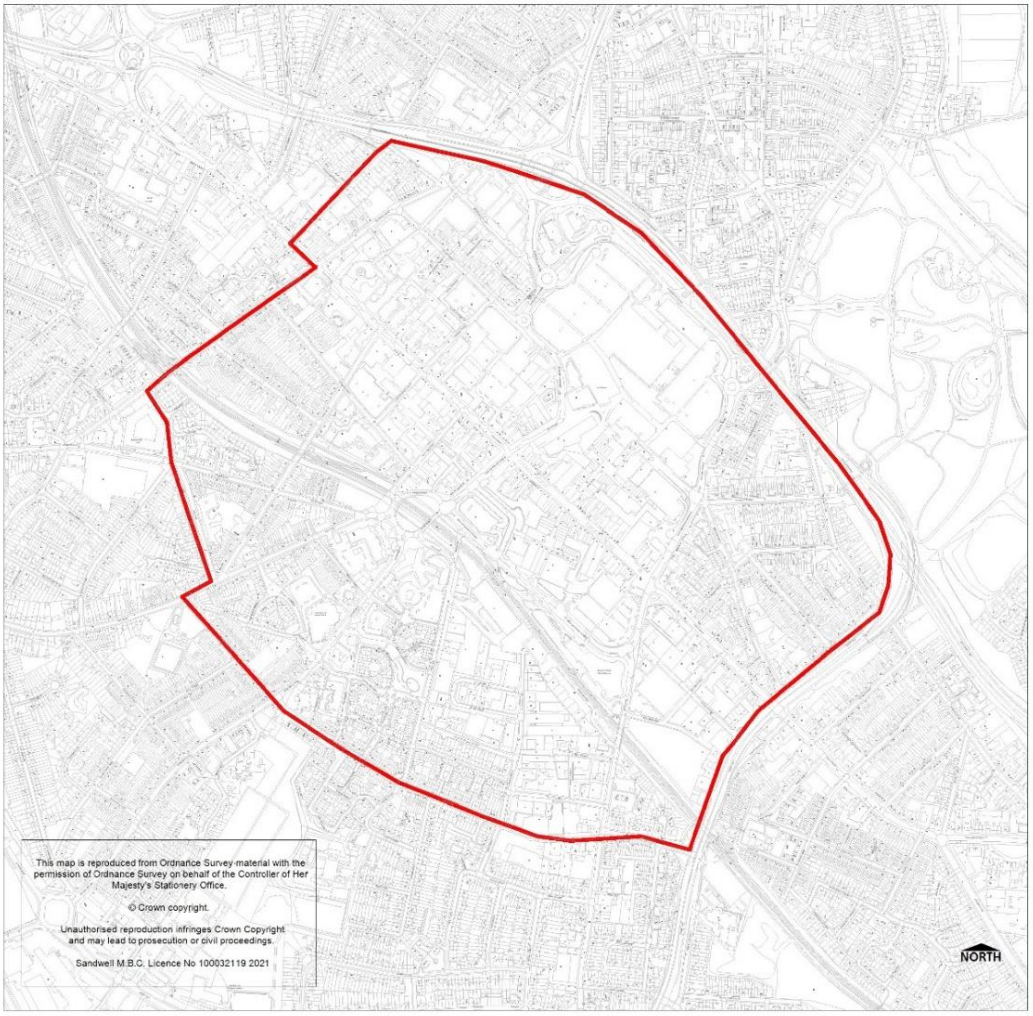
B.10 West Bromwich Strategic Centre, as designated on the Policies Map and shown on Figure 17 is the third largest centre in the Black Country and It is the focus for a wide range of civic, retail, cultural and leisure functions. The centre is organised around a strong linear high street form. The High Street runs north-west to south-east with a focus on high street retail activity along the pedestrianised Princess Parade / Duchess Parade section, which is enclosed by the West Bromwich Ringway. It is a highly accessible location by a range of public transport options including rail, metro and bus services.

B.11 This Plan supports the diversification, repurposing and rejuvenation of the Strategic Centre, being a focus for a well-balanced mix of commercial, business and service uses. Changing shopping patterns and challenges to the high street will be addressed through increased flexibility and facilitating the consolidation of the shopping core (particularly to reduce vacancy rates), complemented by surrounding

office and leisure-led mixed uses, and supported by maximising residential provision in all locations (including the use of upper floors).

B.12 The future of the centre, as with most Strategic Centres across the Black Country, is dependent on ensuring less reliance on retail to generate footfall and to generate alternative uses (potentially mixed uses) that function both during the day and into the evening.

Figure 18 - West Bromwich Strategic Centre



B.13 The Strategic Centre benefits from an existing Area Action Plan (AAP) which was adopted in 2011. The AAP will be reviewed following the adoption of the BCP. Until the AAP review is completed, all AAP policies remain relevant for proposals within the BCP boundary of West Bromwich Strategic Centre.

B.14 Therefore, for the purposes of applying Policies CEN1- CEN6, within West Bromwich Strategic Centre the following AAP policies are relevant in defining in-centre boundaries:

- Retail – Primary Shopping Area (AAP Policies)
- Conservation Area - AAP boundary (and AAP Policy) WBP8

B.15 The housing capacity for West Bromwich Strategic Centre set out in Table 21 is based on existing permissions and AAP allocations, but also includes an estimated uplift based on more recent evidence, including the Black Country Centres study and emerging development proposals, as detailed in the Black Country Urban Capacity Review Update 2021. This housing capacity figure will be further tested, in detail, through the AAP review, but provides a sound basis to understand the housing capacity of the City Centre for the purposes of this Plan.

West Bromwich Masterplan and Interim Planning Statement (IPS)

B.16 Until the review of the AAP and to aid regeneration of the centre and stimulate a Covid -19 recovery, a masterplan and Interim Planning Statement has been commissioned with a final report due mid-summer 2021. It is hoped that the masterplan will act as a catalyst for on-going and new regeneration schemes for West Bromwich – unlocking further investment and opportunities to boost the town's future economic growth.

B.17 The masterplan will build on the Towns Investment Plan for West Bromwich, which has already been drawn up by the council in response to the Government's Towns Fund programme, with the council bidding for £25 million to help reinvigorate the town.

B.18 The priorities for West Bromwich are to reinvigorate the town centre; unlock land to aid regeneration; support good quality jobs and stimulate Covid-19 recovery by:

- Repurposing vacant premises and sites in the strategic centre to provide community, education, healthcare provision, with additional residential use being a major contributor in attracting investment and promoting vitality of the centre.
- Seeking office development in sustainable locations within the centre.
- Creating a Civil and Mechanical Engineering Centre, delivering a range of apprenticeships and training including in groundworks, street works, steel fixing and scaffolding.

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- Creating a Digital Den to establish affordable digital services for deprived communities; create pathways to opportunities to education and employment via accredited online training courses; provide careers guidance; and provide children with online educational resources so opportunities for learning are always accessible.
- Regenerating the Town Hall Quarter to establish a fully restored cultural and entertainment offer in the town centre.
- Transforming the town centre further through site assembly and development paving the way for new markets, education facilities and high-quality housing.
- Providing a new green corridor to link the centre to Dartmouth Park and Sandwell Valley.
- Creating cycling and walking routes across the town centre and to Sandwell Valley.

B.19 The Interim Planning Statement will take the land use changes proposed by the masterplan forward to be endorsed by the Council.

B.20 Following adoption of the BCP, the production of a revised Tier 2 Sandwell Plan will follow approximately six months afterwards, to ensure conformity.

B.21 Following adoption of the Sandwell Plan, a formal Area Action Plan (AAP) for West Bromwich Strategic Centre will be produced, incorporating and updating key issues from the masterplan.

Sandwell Central Core Growth Area

B.22 The Sandwell Central Core Regeneration Area covers the main employment areas of the Borough, from Smethwick in the south east to Wednesbury in the north, taking in areas of Oldbury, Tipton and West Bromwich.

B.23 The area provides regeneration and renewal opportunities for new employment and residential development, which will be well-connected by public transport, as well as by the new Metro extension. Through residential allocations within the Growth Area there is capacity for 2,032 new dwellings. The area contains 947 hectares of employment land, which will be safeguarded through the protection and improvement of existing employment areas as set out in Policies EMP1, EMP2 and EMP3.

B.24 The area is well-connected by road and rail, with access to the national motorway network at Junctions 1 and 2 of the M5, and sections of the West Midlands Key

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Route Network, linking Sandwell with the rest of the Black Country and the wider West Midlands area. There are three rail lines running through the area; the Stour Valley Line (Birmingham to Wolverhampton), which forms part of the West Coast Main Line; the Birmingham Snow Hill to Worcester line; and the Birmingham to Rugeley line. The area is also well-served by the West Midlands Metro with the existing Birmingham to Wolverhampton line and will benefit from the opening of the Wednesbury to Brierley extension.

B.25 Further investment in the highway network to support public transport and active travel is planned through the Key Route Network Corridor Investments Plans.

Delivering the Strategy

B.26 This strategy will be delivered by:

- An early review of the adopted West Bromwich Area Action Plan (AAP) to refresh detailed site allocations within the Strategic Centre boundary in a comprehensive manner.
- The allocation of sites and implementation of policies in this Plan across the administrative area to accommodate housing and employment development.
- The saving of policies contained in the Sandwell SADDPD and West Bromwich AAP unless specifically replaced by Policies in the Black Country Plan as listed in Appendix B1.

B.27 Tables 22, 23, 24, 25, 26, 27, 28, and 29 provide details of all development allocations and waste and minerals allocations made through the BCP within Sandwell (outside the West Bromwich Strategic Centre boundary).

B.28 Several of the allocations replace existing ones identified in adopted local plan documents, which previously formed part of the Sandwell Policies Map. Where this is the case, the previous allocation reference and the Local Plan document concerned are listed. Table 29 and Appendix B1 provides details of other local plan designations in Sandwell that have also been replaced or amended through the BCP. Such changes have only been made where this is necessary to deliver development allocations. All detailed allocation and designation boundaries can be viewed on the online Sandwell Policies Map.

Other

Environment and climate change

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B.29 In line with the Council's Climate Change Strategy, a local heat network for West Bromwich is at detailed project development stage. This is part of the strategy towards achieving carbon neutrality for Sandwell Council buildings and operations by 2030 and for the borough as a whole by 2041.

B.30 Other heat networks are being explored, albeit these are currently at an initial stage. General 'greening' of the centre, via landscaping and other environmental enhancements is proposed, with improved links to Dartmouth Park and Sandwell Valley.

B.31 As part of the above, the central area will have more meet-and-greet areas to foster non-transactional interactions and drive footfall, thus bolstering a reduced but viable amount of retail and other centre uses.

Sandwell Valley

B.32 The Council will investigate opportunities for utilising the Sandwell Valley for leisure and tourism through the Cultural Strategy, whilst respecting its green belt status and the other nature conservation allocations it contains.

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Development Allocations

Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH226	N/A	Land to north of Painswick Close Sub Station	Housing	120	4.3 (G)	To be determined	28		Site removed from the GB. Green Belt mitigation will be required Majority of site is a SLINC (SA006 Land at Yew Tree) mitigation measures will be required See below for more detailed information

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The Rushall Canal bounds the site to the east and community open space to the west. The Q3 academy is located to the east of the site over the canal and there are established pedestrian routes to the north of the site and indeed through the middle over the canal via a restricted byway. There is an extensive Electricity Distribution site to the southwest. The greatest asset of this site is its location next to the canal and open space; opportunities to overlook these spaces should be maximised and there is potential to raise the heights of the building in these areas. There are pylons and overhead lines present to the south of the site. The National Grid Design Guide states that '*as these guidelines show, where development is proposed on a site crossed by an overhead line there are good operational and amenity reasons - not to do with EMFs (sic. Electro Magnetic Fields) - for not siting built development directly beneath overhead lines*'. If this area was left as undeveloped, it would aid in providing mitigation from development for the SLINC on the rest of the site. Not developing this area would also provide a sizeable buffer between the motorway and built form. The current main issue is that there doesn't appear to be a viable access option from an existing adopted highway. All current potential access points cross private driveways to dwellings and hence to open up development opportunities would require the purchase of private properties and demolition to provide access from either Caledonian Close, Delamere Drive and/or Broom Road. For a residential site of this proposed size, two accesses are preferred, for amenity and highways safety issues.									

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If a suitable access could be found then the junction of Greenside Way and Walsall Road would need to be tested for capacity and safety. The area is adjacent to Rushall Canal and hence the need to provide a Flood Risk Assessment and suitable and complimentary sustainable drainage and flood prevention measures must be emphasised. No evidence of existing flooding issues currently exists. The Council would not wish to accept underground attenuation tanks as a solution as this is currently a green field site.									
SAH224	N/A	Land off Tanhouse Avenue, Great Barr	Housing	50	2.49 (G)	1.25	40		Site removed from the GB. GB mitigation will be required. Submitted as a CfS – 40 Majority of the site is a SLINC (SA045 – Tanhouse Avenue)

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									so mitigation measures will be required. Small part of the site is a SINC (0.21ha). Part of site is Community Open Space – replacement in wider site which will need to be mitigated See below for more detailed information

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The site slopes to the south and rises from east to west, so that the western part of the site is level with the road. A SINC separates the two sites, which includes an access road to the RSPB reserve running through the middle of it. Houses on either site should face onto this area for reasons of safety and security. A railway track bounds the site to the south, which separates the site from Sandwell Valley. There is an access road that serves a social club that bounds the site on the southwest boundary. A public foul gravity lateral drain runs almost parallel to the railway on the southern boundary. Development here would need to retain a standoff distance from the sewer unless it was diverted. Within the planning application (DC/17/60630) for flood protection works to the wider area, the Environment Agency were intending to plant trees to the southern boundary of the site as a visual screen. If this has been carried out, it may prevent development on this section; however, there is a sewer / drain in a similar location that requires a standoff from it. The front of the site has a strong treeline, which should be retained. Consideration would need to be given in terms of capacity and safety to the junctions of; Tanhouse Avenue and Hamstead Road; Bowstoke Road and Newton Road; Newton Road and Hamstead Road									

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Consideration should be given to additional traffic on Tanhouse Avenue and the potential need for additional safety measures, particularly near to Hamstead Junior School and Hamstead Primary School. The current access road to the RSPB Nature centre runs through the middle of the site and needs to be retained. Each parcel of land to either side of the RSPB access road could be served by their own entrance from Tanhouse Avenue, although the distance from other existing junctions would need to meet current Residential Design Guidance Standards. Proposed roads on any new estate must have traffic calming and 20mph zones designed in from the start as an integral part of the overall urban design package, not simply bolted on afterwards. Area is close (adjacent?) to a large River Tame floodplain area, currently subject to new flood defence works and hence the need to provide suitable and complementary sustainable drainage and Flood Prevention measures needs to be emphasised. Liaison with the Environment Agency will be required due to the proximity to the main river. There is evidence of some surface water flooding issues on Tanhouse Road that would need to be considered by Flood Risk Assessment. The Council would not wish to accept underground attenuation tanks as a solution here as currently the area is a greenfield site.									

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SAH225		Charlemont Community Centre	Housing	1	0.05 (B)	To be determined	20		Site removed from the GB. GB mitigation will be required. Submitted as a CfS – 263 Site is surrounded by COS
SAH091	HOC7	Land at Friar Park Road, Wednesbury	Housing	750	26.65 (G) and (B)	Masterplanning will determine the net	28	2024 - 2039	Joint Venture between Sandwell Council and WMCA and have commissioned a

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						development area			Masterplan and remediation strategy for the land. Outline application anticipated to be submitted by end of 2021 with building commencing 2024. Mitigation needed for SLINC (SA004).
									Community Open Space part of site and will need mitigating.

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									Playing pitches on site and need to be retained or replaced on site Capacity is an estimate and will be confirmed following Masterplan work
SAH228		Brandhall Golf Course	Housing	560	37.2 (G)	Masterplanning will determine the net development area	15	2025-2034	Masterplan has been commissioned. COS and SLINC (SA097 – Brandhall Golf Course) and

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BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									Wildlife Corridor on part of site will need to be mitigated. Capacity is an estimate and will be confirmed following Masterplan work
SAH081 (SCGA)	H12.8	North Smethwick Canalside	Housing	400	8.77 (B)	8.77	46	2028 - 2036	Actively looking at bringing part of this forward with either WMCA or Towns Fund intervention

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH096	H13.3	Forge Lane / Silverthorne Lane	Housing	127	2.82 (B)	2.82	45	2030-2033	Boundary amended to exclude employment area. Land owner has assembled site.
SAH077 (SCGA)	H12.9	Heartlands Furniture, Cranford Street, Smethwick - Phase 2 of Grove Lane MP	Housing	300	2.4 (B)	To be determined by Masterplan work.	125	2028 - 2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the land. Capacity will be confirmed

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									following Masterplan work. Rest of the site will follow.
SAH227 (SCGA)		Dudley Road East	Housing	106	2.65 (B)	2.65	40		Employment review and site assessment found site suitable for housing
SAH104 (SCGA)	H12.9	Heath Street Housing Zone Deal - Phase 3 of Grove Lane MP	Housing	30	0.9 (B)	To be determined by Masterplan work.	33	2028-2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									land. Capacity will be confirmed following Masterplan work Rest of the site will follow.
SAH102 (SCGA)	H12.9	PJ Commercial - Phase 4 of Grove Land Master Plan	Housing	28	0.8 (B)	To be determined by Masterplan work.	35	2028-2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the land. Capacity will be confirmed

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									following Masterplan work. Rest of the site will follow.
SAH085 (SCGA)	H12.9	Grove Lane - Phase 5a of Grove Lane Master Plan	Mixed Use	70	1.85 (B)	To be determined by Masterplan work.	38	2028-2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the land. Capacity will be confirmed following Masterplan

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									work Rest of the site will follow.
SAH084	H12.9	Abberley Street, Smethwick - Phase 5b of Grove Lane Masterplan	Mixed Use	200	6.27 (B)	To be determined by Masterplan work.	32	2028-2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the land. Capacity will be confirmed following Masterplan work. Rest of the site will follow.

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH105 (SCGA)	H12.9	Phase 6 of Grove Lane MP	Mixed Use	40	1.18 (B)	To be determined by Masterplan work.	34	2028-2036	Masterplan due to be completed August 2021. Estimate first phase to commence in 2025, subject to remediation of the land. Rest of the site will follow.
SAH088 (SCGA)	H9.3	Rattlechain Site, Land to the north of Temple Way, Tividale, Oldbury	Housing	322	14.7 (B)	7.24	45	2034-2039	Land owner in discussions to include other land - looking to masterplan the area.

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									SLINC on part of the site (SA037-Johns Lane) mitigation may be required
SAH080	H16.5	Bradleys Lane / High Street	Housing	241	5.6 (B)	5.6	45	2034-2039	Redevelopment with the cooperation of owners looking to relocate.
SAH083 (SCGA)	WBPr36	Swan Lane Former Gas Works	Housing	149	5.4 (B)	4.07	37	2033-2038	Land owner interested in bringing site forward for residential use. Capacity as per

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									application discussions May have an impact on SLINC (SA017 – Snowhill to Wolverhampton Railway) and mitigation may be required
SAH087 (SCGA)	H8.1	Land to east of Black Lake, West Bromwich	Housing	110	2.45 (B)	2.45	45	2035-2038	Land owners want to develop for housing
SAH094			Housing	95	2.72 (B)	2.72	35	2036-2039	Land owner advised will continue to

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
(SCGA)	Post 2021 Housing Site	Langley Maltings, Western Road, Langly							operate but will look at opportunities to move and redevelop Grade II Listed Building
SAH070	H9.9	Land at Horseley Heath, Alexandra Road and Lower Church Lane, Tipton	Housing	86	2.62 (B)	1.9	45	2037-2039	SLINC (SA028 – Alexandra Road) on part of the site. Land owner interested in bringing site forward for residential use.

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH103	HOC8	The Phoenix Collegiate, Friar Park Road, Wednesbury	Housing	84	4.8 (B)	4.8	18	2025-2026	Planning application - DC/20/63911 - for 84 homes
SAH076 (SCGA)	H9.2	Lower City Road, Oldbury	Housing	64	1.83 (B)	1.83	35	2036-2038	Response from some land owners looking to bring site forward. Does not meet accessibility thresholds in HOU2
SAH089	H9.9	Site surrounding former Post Office and Telephone	Housing	52	1.16 (B)	1.16	45	2033-2035	

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
		Exchange, Horseley Heath, Tipton							
SAH093 (SCGA)		Tatbank Road, Oldbury	Housing	52	1.15 (B)	1.15	45	2036-2038	Land owner advised will continue to operate but will look at opportunities to move and redevelop
SAH082	WBPr25	Carters Green / Gun Lane	Housing	49	1.09 (B)	1.09	45	2031-2033	Part of One Public Estate
SAH092	HOC8	Friar Street, Wednesbury	Housing	45	1.01 (B)	1.01	45	2037-2039	Land owner interested in bringing site forward for residential use

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH078	WBPr26	John Street	Housing	45	1.01 (B)	1.01	45	2031-2032	Long term plans
SAH073 (SCGA)	H9.6	Wellington Road, Tipton	Housing	40	0.91 (B)	0.91	45	2036-2037	Land owner interested in relocating.
SAH072	H13.9	Elbow Street	Housing	33	0.77 (B)	0.77	45	2029-2030	Land owner advised interested in developing site
SAH086	HOC18	Former Sunlight Laundry, Stanhope Rd, Smethwick	Housing	32	0.73 (B)	0.73	44	2024-2025	Part of Council Housing programme

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH098 (SCGA)	H9.3	Temple Way (Rattlechain), Tividale, Oldbury	Housing	32	0.9 (B)	0.9	36	2036-2037	Awaiting discussions with neighbouring land owners. Does not meet accessibility thresholds in HOU2
SAH099 (SCGA)	H9.2	Summerton Road	Housing	32	0.89 (B)	0.89	36	2032-2034	Site boundary amended - land owners operate for next 5-10 years with a view to redevelop. Does not meet accessibility thresholds in HOU2

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH074	WBPr17	Trinity Way / High Street	Residential - Mixed Use	53	0.6 (B)	0.6	88	2031-2033	Land owner advised looking to invest in site in next 5-10 years
SAH067	HOC8	Alma Street, Wednesbury	Housing	23	0.52 (B)	0.52	45	2025-2026	Land owner interested in bringing site forward for development for residential use
SAH090 (SCGA)	H9.6	Used Car Sales site on corner of Lower Church Lane, and	Housing	23	0.56 (B)	0.56	41	2036-2037	Long term plans

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
		Horseley Heath, Tipton							
SAH069 (SGCA)	H8.8	Beever Road, Great Bridge	Housing	18	1.01 (B)	1.01	18	2024-2025	Part of Council Housing programme. Site constraints
SAH097	H13.4	Cokeland Place / Graingers Lane	Housing	16	0.36 (B)	0.36	45	2030-2031	Land owner interested in bringing site forward for development for residential use
SAH068	HOC13	Hawes Lane, Rowley Regis	Housing	15	0.56 (B)	0.56	27	2024-2025	Part of Council Housing

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									programme. Site constraints
SAH095	H13.1	Macarthur Road	Housing	13	0.3 (B)	0.3	43	2033-2034	Land owner interested in bringing site forward for development for residential use
SAH079	H12.6	West End Avenue	Housing	11	0.32 (B)	0.32	34	2024-2025	Part of Council Housing programme
SAH071	H9.9	Mill Street, Great Bridge	Housing	34	0.86 (B)	0.86	40	2033-2034	Land owner interested in bringing site forward for residential use

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH075 (SCGA)	HOC6	Bank Street (West), Hateley Heath	Housing	43	0.85 (B)	0.85	51	2028-2030	Land owner advised will be looking to develop for housing
SAH100		Edwin Richards Quarry, Portway Road, Rowley Regis	Housing	281	10.1 (B)	10.1	28	2026/2032	Outline expires 2023 - advised they are still looking to develop the site. Capacity as per planning permission Part of site is Strategic Open Space which cannot be built on.

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									Part of site is a SLINC (SA070 – Hailstone Quarry) which may require mitigation
SAH100	H12.9	Thandi Coach Station, Alma Street, Smethwick	Housing	58	0.71 (B)	0.71	82	2023-2025	expires 2021 - land owner still showing interest in developing site
SAH229 (SCGA)		Brades Road, Oldbury	Housing	51	1.14 (B)	1.14	45	2032-2033	Submitted as a Call for Site

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Table 22 - Sandwell Residential Site Allocations (BCP Policy HOU1)									
BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (net homes)**	**Gross Site Area (ha) (brownfield /greenfield)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
SAH206	H12.4	Kitchener Street, Black Patch Smethwick	Housing	49	1.39 (B)	1.39	35	2030-2035	Identified in Black Patch Interim Planning Statement and Masterplan. Accessibility will need to be addressed.

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Table 23 - Sandwell Gypsy and Traveller Site Allocations

BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	Previous Local Plan Allocation (replaced unless stated)	Address	Appropriate Uses	Gross Site Area	Net Site Area	Indicative Development Capacity	Anticipated Delivery Timescale	Further Information
SAGT28	H16.7	Brierley Lane	Residential	0.73		10 Plots	2030-2031	Extension to caravan site - funding required

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Employment

B.34 Under Policy EMP2, 219 hectares of employment land will be allocated as High-Quality Employment Land and will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii)), B2 and B8.

B.35 Within Sandwell, High-Quality Employment land is concentrated in three main areas. Two of these are around the M5 - adjacent to Junction one in West Bromwich and adjacent to Junction two in Oldbury; both of these fall within Growth Corridor 12. The third area where there is a concentration of High Quality Employment Land is along the Black Country New Road, from Tipton to Wednesbury, which is in Growth Corridor Eight.

B.36 Under Policy EMP3, a further 890 hectares of employment land will be allocated as Local Quality Employment Land and will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii)), B2 and B8. The main concentrations of Local Quality Employment are concentrated in Growth Corridors Nine, Oldbury to Tipton and Corridor 12, Oldbury, West Bromwich and Smethwick.

B.37 In addition, there is a further 18 hectares of employment land that is not being allocated; Policy EMP4 will apply to these sites.

B.38 In addition to the existing occupied employment it is proposed to allocate 23 hectares of vacant land as employment development sites. The proposed employment development sites are set out in Table 24.

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Table 24 - Sandwell Employment Development Allocations

BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	Previous Local Plan Allocation (replaced unless stated)	Site Name and Address	Appropriate Uses	Indicative Development Capacity (ha employment land)	Gross Site area (ha)	Anticipated Delivery Timescale	Further Information
SAE246	Whiteland	Whitehall Road, Tipton	Employment	5.3	5.3	2039	
SAE176	Housing	Coneygree, Newcomen Drive, Tipton	Employment	6.9	6.9	2030	
SAE329	Employment (Not replaced)	Land adjacent to M5 J2, Oldbury	Employment	1.12	1.12	2030	
SAE200	Employment (Not replaced)	Land adjacent to Asda, Wolverhampton Road Oldbury	Employment	1.6	1.6	2030	
SAE158	Employment/Mixed Use	Severn Trent land off Roway Lane, Oldbury	Employment	3.4	3.4	2030	

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BCP Site Ref / Location - (Sandwell Central Growth Area (SCGA))	Previous Local Plan Allocation (replaced unless stated)	Site Name and Address	Appropriate Uses	Indicative Development Capacity (ha employment land)	Gross Site area (ha)	Anticipated Delivery Timescale	Further Information
SAE253	Employment (not replaced)	Rounds Green Road / Shidas Lane, Oldbury	Employment	2.9	2.9	2026	
SAE261	Housing	British Gas, land off Dudley Rd, Oldbury	Employment	1.1	1.1	2039	
SAE258	Housing	Legacy 43, Ryder Street, West Bromwich	Employment	0.9	0.9	2039	
SAE256	Employment (Not replaced)	Site off Bilport Lane, Wednesbury	Employment	5.29	5.29	2039	

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Strategic Waste Sites

B.39 The existing strategic sites, identified on the Waste Diagram and listed in Table 25, are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority area. Under Policy W2, the four Local Authorities will safeguard all existing strategic and other waste management facilities from inappropriate development, in order to maintain existing levels of waste management capacity and meet Strategic Objective 13.

Table 25 - Sandwell Strategic Waste Sites

Site Ref	Site	Authority	Operational Capacity (tpa)
Municipal Waste Recovery – Supporting Infrastructure			
WS07	Eagle Recovery and Transfer Hub	Sandwell	140,000
WS08	Sandwell HWRC (Shidas Lane)	Sandwell	20,000
Waste Disposal Installations (1)			
WS17	Edwin Richards Landfill	Sandwell	250,000 9,171,000[109]
Significant Hazardous Waste Treatment Infrastructure			
WS19	Wednesbury Treatment Centre	Sandwell	40,000
Significant Metal Recycling Sites (MRSs)			
WS23	Alutrade	Sandwell	24,000
WS24	Cradley Metal Recycling Centre	Sandwell	165,000
WS25	ELG CSR Depot (Rowley Regis) [1]	Sandwell	20,000

[109] Estimated Total Landfill Capacity in tonnes has been calculated from the remaining landfill capacity in cubic metres at the end of 2018, using the following formula: 0.85 tonne = 1 cubic metre, therefore tonnes = cubic metres x 0.85.

Site Ref	Site	Authority	Operational Capacity (tpa)
WS26	EMR Smethwick	Sandwell	60,000
WS27	Sims MRS Smethwick (Rabone Lane)	Sandwell	200,000
WS28	Sims MRS Smethwick (Unit 60 Anne Road)	Sandwell	20,000
Other Significant Waste Management Infrastructure			
WS36	Arrow Recycling	Sandwell	22,000
WS37	Bescot LDC, Bescot Sidings	Sandwell	150,000
WS38	Biffa Tipton WTS	Sandwell	65,000
WS39	Bull Lane Works WTS	Sandwell	200,000
WS40	Edwin Richards Inert Recycling and Soil Treatment Facility	Sandwell	75,000
WS41	Envira Recycling	Sandwell	50,000
WS42	Giffords Recycling	Sandwell	20,000
WS43	Jayplas	Sandwell	70,000
WS44	Metal & Waste Recycling (Cox's Lane)	Sandwell	25,000
WS45	ELG CSR Depot	Sandwell	75,000
WS46	Trinity Street MRF	Sandwell	60,000
WS47	Union Road Inert Waste Recycling Facility	Sandwell	40,000
WS48	Wednesbury Aggregates Recycling Facility	Sandwell	35,000
[1] Operational in 2018 but currently (April 2020) 'mothballed.'			

Sources: Environment Agency: Waste Data Interrogator (WDI) 2007 – 2018, Operational Incinerators, 2018, Public Register, Remaining Landfill Capacity in England as at end of 2018 Version 2.

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Preferred Areas for New Waste Facilities

B.40 A number of employment areas have been identified in the Black Country Waste Study (BCWS) as being most suited to the development of new waste recovery, treatment and transfer infrastructure. In Sandwell, they are the sites contained in table 26. Under Policy W3, these areas are considered least likely to give rise to land use conflicts, and in several cases, there is already co-location of existing waste facilities to which new sites would contribute.

Table 26 - Sandwell Preferred Areas for new Waste Facilities

Site Ref	Address	Potentially Suitable Waste Use [1]	Area
WPSa1	Cornwall Road and Parkrose Industrial Estates, Soho	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	60.1
WPSa2	Tat Bank, Langley	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	53.1
WPSa3	Charles Street Enterprise Park, Queens Court Trading Estate, Swan Village	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	42.7
WPSa4	Hill Top and Bilport Lane Industrial Estates, Wednesbury	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	19.9
WPSa5	Powke Lane and Waterfall Lane Trading Estates, Rowley Regis	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	46.1
WPSa6	Dartmouth Road	n/a	26.2

[1] As indicated in the Black Country Waste Study, *Wood* 2020

Minerals

B.41 The Black Country Minerals Study (BCMS, Tables 12.9 and 12.10) lists all known existing mineral sites and mineral infrastructure sites in the Black Country. Existing

mineral sites within the Black Country include permitted mineral extraction sites, stockpiles, brick and tile works, and a pot clay factory.

B.42 Existing Black Country mineral infrastructure sites include secondary / recycled aggregates production, rail-linked aggregates depots, coating plants, ready-mix (RMX) concrete batching plants, manufacture of concrete products, and dry silo mortar (DSM) plants.

B.43 Under Policy MIN2 (Minerals Safeguarding Areas, MSAs), the BCA will safeguard all existing mineral sites and mineral infrastructure sites from inappropriate development – this being necessary in order to retain existing capacity, and thereby helping to make best use of and conserve the Black Country's finite mineral resources and meet Strategic Objective 13.

B.44 The locations of these Black Country mineral sites and mineral infrastructure sites are identified on the Minerals Key Diagram, and those sites located within Sandwell Borough are listed in the following tables:

Table 27 - Sandwell Key Mineral Infrastructure

Site Ref	Site	Location	Type
MIS1	Anytime Concrete	Gerard House, Kelvin Way, West Bromwich	Concrete batching plant
MIS2	Bescot LDC - Rail Ballast Facility	Land at Bescot Sidings, off Sandy Lane, Wednesbury	Rail-related aggregates depot/ Aggregates recycling
MIS3	Breedon Oldbury Concrete Plant	Engine Street, Oldbury	Aggregates recycling
MIS4	Breedon Oldbury Concrete Plant	Cemex House, Wolverhampton Road, Oldbury	Concrete batching plant
MIS5	Former Hanson Site (West Bromwich)	Grice Street, West Bromwich	Aggregates recycling
MIS6	Hanson Ready Mixed Concrete Plant	Roway Lane, Oldbury	Concrete batching plant

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Site Ref	Site	Location	Type
MIS7	Wednesbury Asphalt Plant	Smith Road, Wednesbury	Coating plant
MIS8	Cradley Special Brick	Corngreaves Trading Estate, Overend Road, Cradley Heat	Brickworks
MIS9	Oldfields Inert Recycling Facility	Oldfields, Off Corngreaves Road, Cradley Heath	Aggregates recycling

Table 28 - Sandwell changes to existing Local Plan designations (Waste and Minerals)

Local Plan Document	Designation / Site Reference	Site Name	Description of Change	Reason for Change
BCCS (also mapped in the DBDS)	MSA (BCCS Policy MIN1)	Mineral Safeguarding Area (covers almost the whole of the Black Country)	Removed	Replaced in the draft BCP by more tightly defined MSAs in Walsall Borough

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H8.3	2929		Site on corner of New Street, Hill Top, West Bromwich	1.11	allocated as both community open space and housing	propose to delete the housing allocation and retain the community open space allocation.
H9.7	1401	801	Bell Street / Dudley Road, Tipton	0.62	20	employment
H9.6	1448	81	Station Street, Tipton	1.37	43	employment
H13.8	1461	665 80 and 82	Waterfall Lane & 101-126 Station Rd	0.34	8	employment
HOC11	2232	263	United Steels Ltd, Upper Church Lane Tipton	1.58	73	employment
H12.8	2372	121	Rabone Lane, Smethwick	5.98	209	employment
WBPr30	2381		Bus Depot	1.1	68	employment
WBPr31	2384		Oldbury Road	16.8	588	employment
WBPr32	2385		Brandon Way / Albion Road (North)	6.2	248	employment
WBPr33	2386		Brandon Way / Albion Road (South)	1.5	494	employment
WBPr34	2387		Brandon Way / Brandon Close	1	43	employment
WBPr38	2389		Church Lane / Gladstone Street	2.8	111	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H9.5	2463	150 / 856	Coneygre	7.61	300	employment
H8.5	2906	15	Darlaston Road/ Old Park Road, Kings Hill, Wednesbury	5.2	200	employment
H8.4	2907	34	Holloway Bank, Wednesbury	5.71	149	employment
H8.4	2911	334	Mounts Road, Wednesbury	1.1	39	employment
H8.2	2916	553	Whitehall Industrial Estate, Whitehall Road, Great Bridge	2.51	65	employment
H8.2	2917	555	Land between Whitehall Road and Walsall Canal, Great Bridge	0.75	23	employment
H8.1	2920	634	Land to north and west of Ridgacre Road	1.63	51	employment
H8.5	2921	642	Kings Hill Trading Estate, Darlaston Road, Wednesbury	3.28	86	employment
H8.5	2922	643	Old Park Trading Estate site on Old Park Road, Wednesbury	2.62	68	employment
H8.1	2923	654	Land to the south of Ridgacre Road, West Bromwich	1.11	35	employment
H8.1	2924	657	Church Lane, West Bromwich	0.75	24	employment
H8.4	2925	788	Site off Mount Road Wednesbury	0.49	17	employment
H8.4	2926	791	Corner of Bridge Street and Mounts Road, Wednesbury	3.15	110	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H8.4	2927	795	Site on corner of Woden Rd South and Bridge St, Wednesbury	1.61	56	employment
H9.1	2935	966	Wellman Robey Ltd, Newfield Road, Oldbury	4.91	129	employment
H9.4	2936	1239	CBF LTD, Wade Building Services, Groveland Road, Oldbury	1.26	40	employment
H9.5	2937	151	Fisher Street / Coneygre Road, Tipton	1.7	60	employment
H9.7	2938	265	Castle Street, Tipton	1.49	47	employment
H9.5	2943	878	Coneygre Road / Burnt Tree, Tipton	1.11	35	employment
H9.1	2944	967	Birmingham Board Co Ltd, Dudley Road East, Oldbury	1	32	employment
H9.1	2945	968	Beswick Paper, Dudley Road, Oldbury	0.96	33	employment
H9.1	2949	1196	British Gas Plc, Land off Dudley Road, Oldbury	1.04	33	employment
H9.4	2950	1240	Land adjacent to Cleton Business Park, Tipton Road, Tipton	0.56	18	employment
H9.4	2951	-	Vaughan Trading Estate	19.92	349	employment
(834)	2953		Sedgley Road West, High Street, Tipton	1.12	39	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
(145)	2955		Unit 1, Groveland Road	0.36	13	employment
(147)	2956		Upper Chapel Street / Brittania Street / 70 - 74 Dudley Road West	0.63	22	employment
(148)	2957		Dudley Road / 28 Dudley Road West	1.78	62	employment
(149)	2958		Tipton Road, Oldbury	1.76	62	employment
(247)	2960		Diamond Buses, Hallbridge Way, Oldbury	3.13	110	employment
(248)	2963		Groveland Road	1.18	41	employment
(578)	2965		Land between Great Bridge Street and William Street, Tipton	1.92	67	employment
(300)	2966		Alexandra Industrial Estate, Locarno Road / Alexandra Road, Tipton	2.2	77	employment
(911)	2967		Black Country Park, Great Bridge Street, Great Bridge	2.18	76	employment
(375) Post 2021	2969		Dudley Road West, Oldbury	0.46	16	employment
(836)	2971		Hurst Lane / Birmingham Canal / Sedgley Road, West Tipton	2.19	77	employment
(144)	2973		Burnt Tree Industrial Estate, Groveland Road	0.82	29	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
WBPr36	2975		Swan Village Industrial Estate, West Bromwich	0.8	25	employment
H12.6	2990	200	Fitzgerald Lighting Ltd, Rood End Road	1.39	44	employment
H12.7	2994	854	Oldbury Road Industrial Estate	0.57	18	employment
H13.5	3004	259 / 896	Newlyn Road	3.37	103	employment
H13.2	3010	1301	Corngreaves Road	2.8	98	employment
(789)	3013		JAS Industrial Park, Titford Lane, Oldbury	0.93	33	employment
(855)	3014		Oldbury Road, Oldbury	2.89	102	employment
(1130)	3016		230 Oldbury Road	1.48	52	employment
H13.8	3017	284	Sandwell MBC Depot and surrounds, Waterfall Lane, Cradley Heath	1.36	43	employment
3019	3019		Station Road (South), Rowley Regis	0.85	30	employment
H13.8	3020	656	Broadcott and Broadway Industrial Estates	1.49	47	employment
H13.4	3026	268	Station Street / Graingers Lane	1.3	41	employment
H13.4	3027	280	Bridge Trading Estate	0.57	19	employment
H13.5	3032	260	Oldfields	1.64	51	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H13.6	3034	933	Foxoak Street, Newtown Lane, Providence Street	4.82	168	employment
H13.7	3043	297	Station Road	3.21	84	employment
(724)	3140		Land at Dolton Way, between Factory Road, Bloomfield Road and railway line, Tipton.	2.62	99	employment
H13.5	3142	1302	Spinners End	0.71	25	employment
H16.2	3219	753	Bloomfield Road / Barnfield Road	0.83	26	employment
H16.3	3221	842	Bloomfield Road / Fountain Lane	1.5	53	employment
H13.6	3226	1303	Bank Street, Cradley Heath (west of Kimber Drop Forgings site)	1.3	41	employment
H9.8	3398	302	Alexandra Road / Upper Church Lane / Locarno Road, Tipton	10.43	142	employment
	5129		Portway Road, Wednesbury	10.7	375	employment
	5139		Brymill Industrial Estate, Brown Lion Street, Tipton	1.98	69	employment
	5265		Phase 9, The Parkway, site between Stafford Street, Victoria Street and Potters Lane, Wednesbury	0.94	33	employment
	5450		Barnfield Trading Estate Tipton	2.24	78	employment

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
	5551		Ridgacre Enterprise Park, Ridgacre Road, West Bromwich	0.8	28	employment
	5553		Rimstock Plc, Ridgacre Road, Black Lake, West Bromwich	1.05	37	employment
	5556		Vector Industrial Park, Church Lane, West Bromwich	5.2	182	employment
	5623		Brook Street Business Centre, Brook Street Community Centre, 196- 200 Bloomfield Road.	1.5	53	employment
	5641		Site between Great Western Street and Potters Lane, Wednesbury	1.14	49	employment
	5642		Land between Potters Lane and Stafford Street Wednesbury	0.85	30	employment
	5646		Site on Stafford Street, Wednesbury	1.45	51	employment
	5648		Land at Potters Lane, Wednesbury	0.74	26	employment
	5972		Former Corus Premises, Bloomfield Road, Tipton	0.56	20	employment
	5138		Nicholls Road, Tipton	3.96	139	White land – EMP4
H9.5	354	91	Park Lane West (South Staffs Depot), Tipton	2.95	77	White land – EMP4

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H9.5	6109	80	Groveland Road, Dudley Port, Tipton	0.11	7	White land
H9.7	265	93	Old Cross Street, Tipton	0.48	14	white land
H9.5	440	89	Orchard Street, Burnt Tree, Tipton	0.28	30	white land
H12.5	585	466	Flash Road / Broadwell Road, Oldbury	0.68	5 (36)	white land
HOC18	841	431	Wilson Road / Sycamore Road Smethwick	1.07	37	white land
H13.6	1436	71	St. Anne's Road, Cradley Heath	1.13	36	white land
WBPr37	1440		John Street North	0.49	18	white land
H8.1	1443	51	Cardigan Close / Sussex Avenue	0.14	5	white land
H12.7	1446	482	Holly Lane, Smethwick	0.53	29	white land
H12.6	1698	614	Land adjacent to 88 Wellesley Road	0.26	9	white land
H12.3	1919	1032	Former Starlight Auto Sales, Wolverhampton Road	0.23	14	white land
H12.10	1997	1037	Tudor Works, 36A Windmill Lane	0.25	24	white land
HOC9	2085	1047	Brunswick Park Trading Estate, Wednesbury	0.36	42	white land
H16.1	2227	756	Factory Road	0.44	35	white land

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H13.9	2259	1071	Sentine Plastics Ltd, Wrights Lane	0.17	13	white land – EMP4
HOC11	2368	262	Summerhill Primary School, Central Avenue, Tipton	1.09	40	white land
H16.5	2370	303	Bradleys Lane / High Street	0.38	13	white land – EMP4
H12.7	2423	210	Churchill Road, Smethwick	0.5	60	white land
H8.7	2910	269	Leabrook Road / Willingsworth Road, Tipton	0.37	13	white land – EMP4
H8.2	2913	439	Sheepwash Lane / Whitehall Road, Great Bridge	0.08	3	white land
H8.2	2915	550	Land between Tinsley Street and Whitehall Road, Tipton	0.28	10	white land – EMP4
H8.1	2930	804	Pembroke Way, Hateley Heath, West Bromwich	2.3	81	white land
H8.2	2931	1120	Garage on Whitehall Road, Great Bridge, Tipton	0.14	5	white land
H8.2	2932	1121	Old Inn site, Sheepwash Lane, Great Bridge, Tipton	0.04	1	white land
H8.7	2933	45	Bannister Road, Wednesbury	2.22	76	white land
H8.8	2934	154	Site on New Road, Great Bridge inc St Lukes Centre	0.4	14	white land
H9.7	2942	779	Castle Street / High Street, Tipton	0.7	23	white land

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H9.9	2947	1117	Railway Street, Horseley Heath, Tipton	0.35	12	white land – EMP4
H9.9	2948	1119	Salem Street, Great Bridge, Tipton	0.32	11	white land
(765)	2952		Lower Church Lane, Tipton	0.38	13	white land
(146)	2974		88-90 Dudley Road West	0.37	13	white land
H12.4	2980	109	Clay Lane, Oldbury	0.28	12	white land – EMP4
HOC13	2982	40	Tippity Green, Hawes Lane, Rowley Regis	1.13	40	white land
HOC13	2983	1135	Allsops Hill Rowley Regis	0.38	13	white land
HOC13	2984	1282	Land at Tippity Green, Rowley Regis	4.47	150	white land
H12.1	2987	5	Wolverhampton Road and Anvil Drive, Oldbury	0.31	9	white land – EMP4
H12.10	2997	123	Cape Hill / Durban Road	2.97	94	white land
(205)	2999		South Road / Broomfield, Smethwick	0.27	10	white land
(1129)	3015		104-110 Oldbury Road, Smethwick	0.68	24	white land
H13.4	3029	587	Cradley Road (West)	0.99	33	white land
H13.4	3031	1124	Cradley Road (East)	0.41	12	white land

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
H13.11	3044	613	High Street, Blackheath	0.35	12	white land
HOC3	3048	1014	Land at Newton Road, Great Barr	0.2	16	white land
H16.5	3141	863	Batmanshill Road / Hobart Road	0.25	8	white land
	3223		Summerton Road	0.52	18	white land
H9.2	3224	310	10 - 60 Dudley Road East, Oldbury	2.00	70	white land – EMP4
H13.6	3225	217	Foxoak Street / St Annes Road (Kawasaki Garage)	0.4	14	white land
H12.10	3462	122	Unett Street / Raglan Road	4.6	81	white land
H13.3	3467	586	Chester Road	2.38	10	white land
	5301		Potters Lane / Great Western Street, Wednesbury	0.19	6	white land – EMP4
	5381		Victoria Street / Albert Street, Wednesbury	0.19	7	white land – EMP4
	5643		Site between Dudley Street and Victoria St Wednesbury	1.18	41	white land – EMP4
	6206		West Cross Centre. Oldbury Road / Mallin Street, Smethwick	1.06	37	white land
			Dudley Road East / Brades Road, Oldbury	3.76		white land – EMP4
			Zion Street, Tipton	2.43		white land – EMP4

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Table 29 - Sandwell changes to existing housing allocations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Est. Capacity**	**proposed use**
			70-74 Crankhall Lane	1.78		white land – EMP4

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C. Walsall

Introduction

C.1 Walsall has an estimated population of 285,500 people[110], comprised of approximately: -

- 21.7% children between 0-15,
- 60.7% working-aged between 16-64, and
- 17.6% 65 years and over.

C.2 The population has seen a 7.8% increase over the past decade, up from 264,800 in 2009. Most of this increase has been in people aged under 16 and over 65; both groups have seen approximately 12% increases. This is in contrast to a working age population (16-64 years) increase of around 5%. Walsall is expected to see continued and consistent population growth of 7% to an estimated 304,400 people by 2030 and by a further 13% to an estimated 320,400 by 2040.

C.3 Walsall's economy has an annual output of £4.77 billion and provides around 120,000 jobs. The local economy supports a steadily increasing resident population of over a quarter of a million people, with three in every five people being of working age. However, only two-thirds of working-age residents are in employment, and for those in work, earnings are below the national average while testing economic conditions prevail.[111]

Walsall town centre is at the heart of the borough, while there are second-tier district centres in Bloxwich, Brownhills, Willenhall, Darlaston and Aldridge. These district centres are supported by smaller centres and settlements across the borough.

C.4 Walsall can be defined by two main character areas based on its geology, the mineral resources from which drove Walsall's industrial past. The west and central part is a legacy of the Industrial Revolution, a largely urban area rich in coal and limestone and an area that has experienced changing economic prosperity,

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110 https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland - ONS Mid-year estimate 2019

111 Walsall Insight – Trends and Intelligence (Accessed February 2021)

significant areas of ground contamination and abandoned infrastructure. The east remains largely rural, with open landscapes, agricultural land and woodland, but also with areas of 20th century housing and industry, including active quarries and brickworks.

C.5 Much of the urban area has been regenerated in recent decades, with new homes and industry provided on formerly derelict land. The development opportunities that remain present significant challenges because of the cost of addressing contamination and ground instability. Some former industrial land is also now of value for nature conservation and as open space. The total supply of land that might be available in the urban area to meet future need for homes and jobs is therefore limited. In order to ensure that sufficient new homes and employment remain available, the opportunity to review both open space within the urban area and also land in the Green Belt was taken during the preparation of the BCP.

C.6 Strategic opportunities for employment are focused on previously-developed sites that have complex ground mitigation requirements, and which already provide the sustainable transport infrastructure required for such uses, together with a small number of greenfield sites on the edge of the urban area that have good highway access, and which relate to existing employment areas. The opportunities for large housing sites are focussed on the edge of existing urban settlements, to ensure sustainable linked neighbourhoods are created.

The Strategy

C.7 The vision for Walsall Council is set out in the Corporate Plan. This states that

> ” We *are led by the communities we serve who help shape the services we provide, and we help those communities to make a positive difference to their own lives through active civic engagement and co-operation [so that] Inequalities are reduced and all potential is maximised*.”[112]

C.8 In the future, Walsall will be a more confident place, with renewed investment in key infrastructure and key centres, greater opportunities for work and leisure and an affordable, accessible housing stock.

C.9 The Corporate Plan sets out the Council’s priorities, which include:

[112] Walsall’s *Corporate Plan* (2018-2021)

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- Creating an environment where business invests and everyone who wants a job can access one.
- People live a good quality of life and feel that they belong.
- Children thrive emotionally, physically, mentally and feel they are achieving their potential.
- Housing meeting all peoples' needs, is affordable, safe and warm.

C.10 The BCP will help to deliver these priorities through:

- economic growth for all people, communities and business
- Adaptable and diversified urban centres that increasingly support a range of residential, leisure and community uses to support and enhance the retail function.
- housing to meet the needs of everyone in the community, to be concentrated in sustainable areas to ensure that their housing needs are met, that they can integrate with the existing urban area to ensure a strong sense of belonging and cohesion and so that they can contribute to and benefit from existing services and public space;
- new large edge-of-urban residential sites in sustainable locations with good accessibility, supported by access to health and education services, which will include the necessary environmental protection and enhancement measures to address environmental challenges now and into the future;
- strategic and other waste management facilities and identify suitable new facilities to ensure continued economic growth and to ensure waste management is sufficient to protect the needs of communities.

Delivering the Strategy

C.11 Most development is carried out by the private sector through the delivery of planning permissions. The strategy and the BCP will guide investment decisions through the determination of planning applications and the delivery of financial and other support by the local authority and other public bodies where necessary. As well as the policies and site allocations in the BCP, the strategy is supported by the policies that will be saved in the existing development plan documents:

- Walsall Town Centre Area Action Plan (2019)
- Walsall Site Allocations Document (SAD) (2019) most of the allocations in the SAD are 'carried forward' into the BCP and are listed in this chapter)
- "saved" policies of the Walsall Unitary Development Plan (2005)

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Development Allocations

C.12 The sites listed below and shown on the Policies Map are allocated for the stated uses and are subject to the listed policies. The sites are of three types; land for housing development, land for travellers and land for employment development (industry and warehousing). A small number of these allocations are of strategic significance to the delivery of the Plan because of their size, either individually or in combination with adjoining allocations. Each strategic allocation has a specific Policy applying to it, providing details of the particular constraints and requirements affecting development, which should be read alongside the information for the allocation provided in Table 31.

C.13 Most existing allocations in Walsall's Site Allocation Document are 'carried forward' into the Plan, except where sites have been developed or in a small number of cases the allocated use is no longer considered to be appropriate. These carried-forward allocations are listed separately for clarity in the tables below but are also subject to the listed policy(ies) in the Plan. In some cases, the precise site boundaries and site reference numbers have changed from those in the SAD. In the adopted version of the Plan, the 'newly allocated' and 'carried forward' sites will be listed together and will have equal status.

C.14 The policies of the BCP will safeguard various existing land uses and designations. Occupied employment land will be safeguarded by policies EMP2, EMP3 and EMP4. Sites that are safeguarded by these policies are not listed individually below but are shown on the Policies Map. In the case of sites in Walsall, occupied employment land is currently safeguarded by the SAD and most of this land will be carried forward to the BCP, although the categories of some sites (local or strategic quality) will change.

C.15 The Plan will not allocate sites in Walsall Strategic Centre and this area will remain subject to the Town Centre Area Action Plan. However, some of the targets, in particular for housing, office and retail uses, are based on provision to be made in the Strategic Centre. Details are set out in the chapters for these topics.

C.16 The sites listed in this appendix can be viewed in detail on the online Policies Map.

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Figure 19 - Walsall Spatial Plan

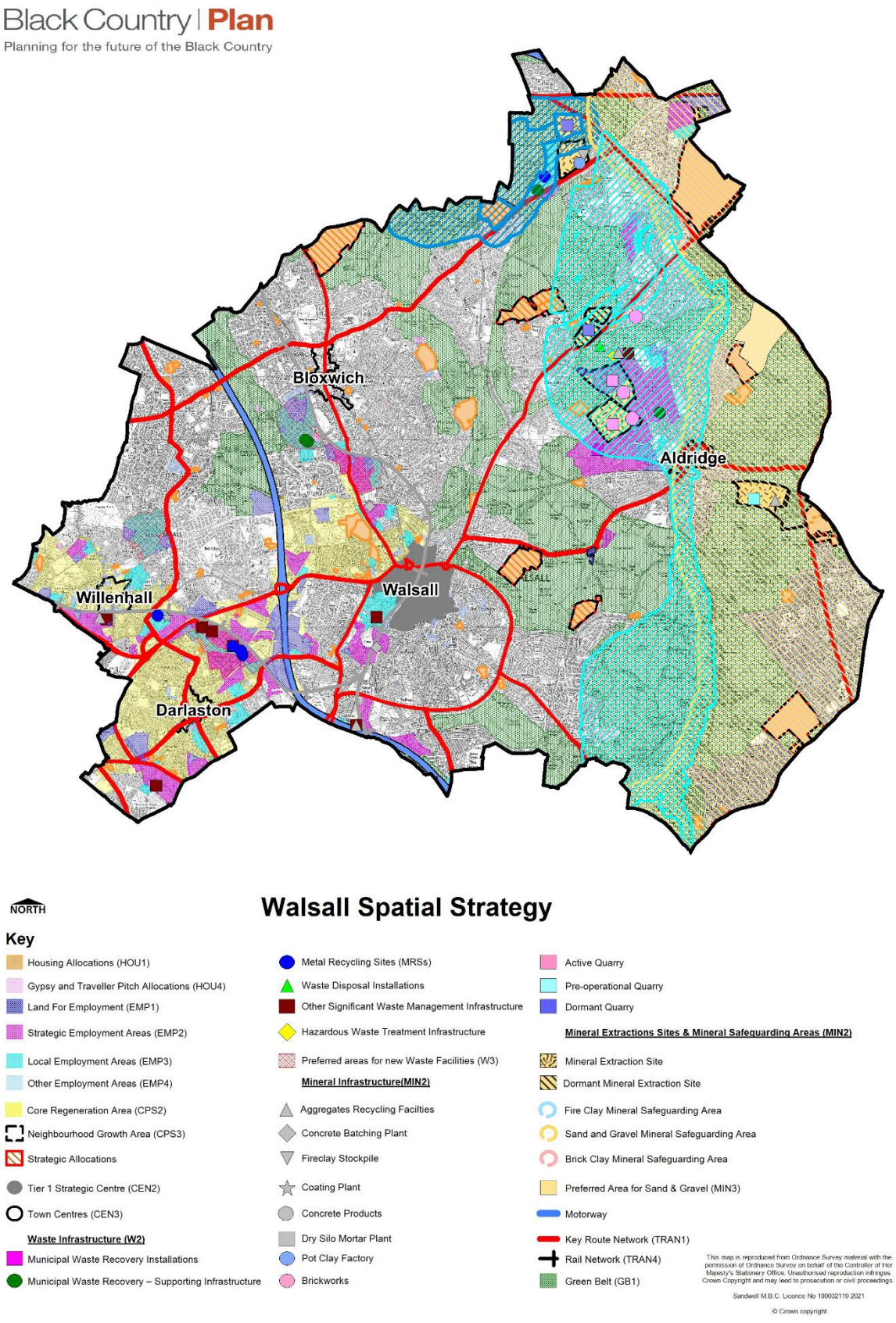
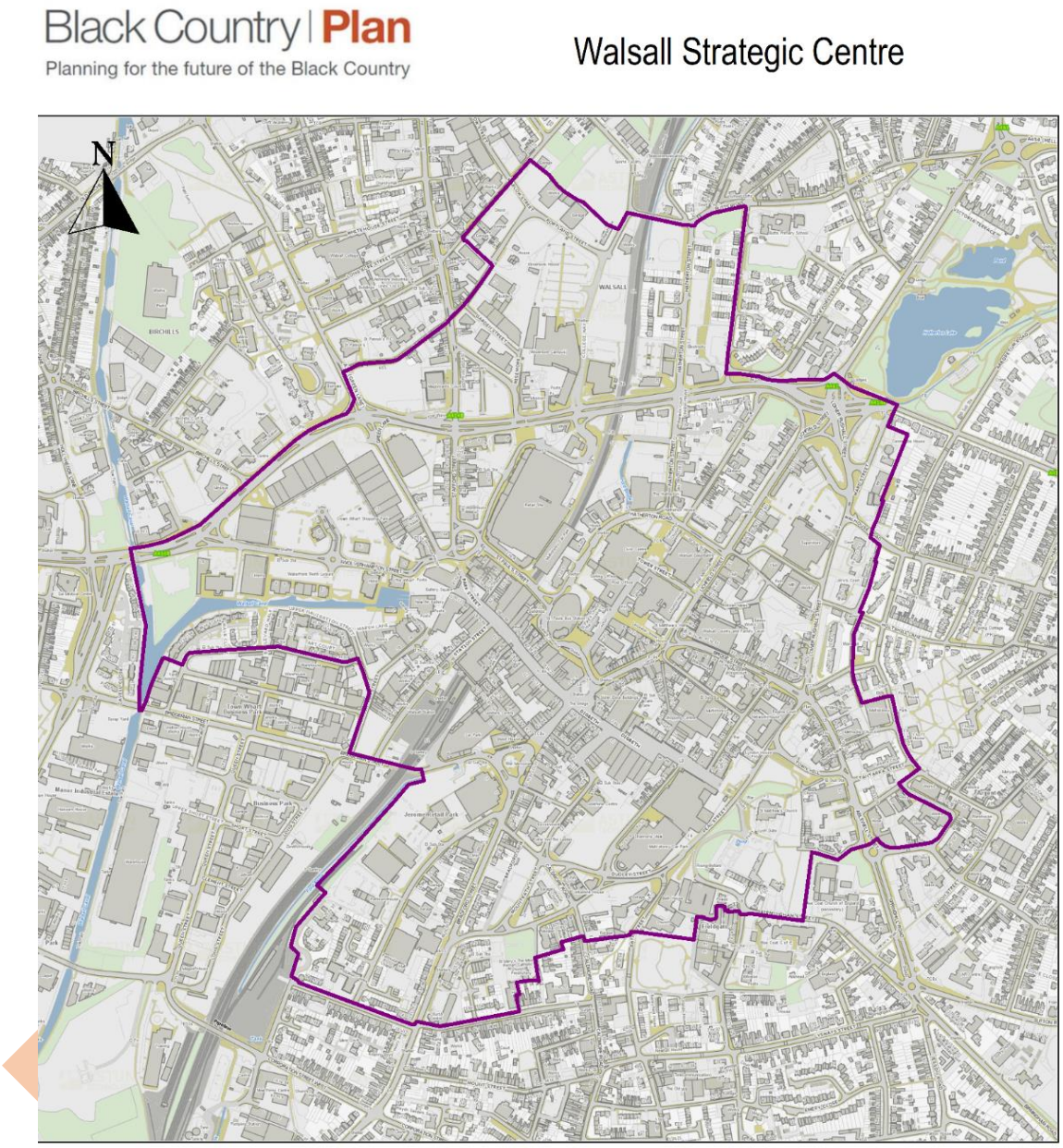


Figure 20 - Walsall strategic centre and AAP boundary



General Spatial Strategy

C.17 Policy CSP1 describes the development strategy for the Black Country as a whole, with growth and regeneration focussed into the Strategic Centres and Core Regeneration Areas as outlined in policy CSP2. Outside these locations, policy CSP3 states that the quality of the Existing Neighbourhood Areas will be protected and enhanced, and a limited number of Neighbourhood Growth Areas in highly sustainable locations on the edge of the Urban Areas will be delivered. These areas in Walsall are described below.

Walsall Strategic Centre

C.18 Walsall Strategic Centre is the administrative, commercial and cultural heart of the borough. It is the focus for a wide range of civic, retail, cultural and leisure functions, including being home to the Town Hall and Civic Centre, County and Magistrates Courts, Walsall College, Waterfront, Crown Wharf and the New Art Gallery. The location is highly accessible by public transport, through the provision of increasingly well-integrated rail and bus services. It lies at the centre of the Walsall to Wolverhampton Core Growth Area.

C.19 In the context of this strategy, and the evidence and opportunities outlined above, the priority for Walsall Town Centre for 2039 is to become a diversified, repurposed and rejuvenated strategic centre, providing a focus for a well-balanced mix of commercial, business, service and community uses spanning the daytime and nigh-time economy. Changing shopping patterns and challenges to the high street will be addressed through increased flexibility, facilitating the consolidation of the shopping core and opening space up to new uses, flexible models of operation and reducing vacancies., This flexibility in the shopping core will be complemented by surrounding office and leisure-led mixed uses, and supported by maximising residential provision in all locations (including the use of upper floors) and with it the services, community functions and educational amenity and accessibility that residents need. The character and quality of the town centre's built and natural environment will be improved to make the town centre a sustainable, healthy and attractive place to shop, live, work and visit.

C.20 The existing strategy for the strategic centre compromises the Unitary Development Plan (2005) and Area Action Plan (AAP) (2019). The UDP, while largely superseded by subsequent Development Plan Documents (including the Black Country Core Strategy and the Walsall Site Allocations Document), still contains

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saved policies that apply to the Strategic Centre of Walsall, namely Part 1 5.4 - 5.11, Part 2 5.12 - 5.24, Policy S1, Policy S2, Policy S3, Policy S4 and affects developments outside of centres through saved paragraphs and policies 5.41, Policy S6, Policy S7 as well as other general centres Policies S8 - S17. The AAP identifies several areas for investment and targeted use, including St Matthew's Quarter, Walsall Gigaport, Walsall Waterfront and Park Street Shopping Core, with an associated set of policies and proposals for each one. All AAP policies are relevant to proposals within the BCP boundary of Walsall Strategic Centre.

District Centre

C.21 Walsall has five District Centres, Aldridge, Bloxwich, Brownhills, Darlaston and Willenhall, as outlined in BCP Policy CEN1. The district centres serve more localised roles, providing substantial retail, leisure and services to a wide area. Their main role is to meet the needs of their districts for convenience goods, local services and community facilities, although they all have some importance for comparison shopping and in accommodating facilities of Borough-wide importance which cannot be located in Walsall Town Centre.

C.22 The priority for District Centres in 2039 will be to help drive forward the growth and regeneration of the borough outside of the strategic centre as a hub for their respective district areas, providing an enhanced level of town centres uses and services for residents in the district while strengthening connections to the town centre and the outlying local centres and residential areas on the urban fringe. District Centres will be more adaptable and flexible, accommodating housing provision where possible to improve vibrancy and the health of the centre, and offer the most sustainable areas well served by public transport links and a wide array of uses and services. Darlaston and Willenhall lie within the Walsall to Wolverhampton Core Growth Area: they will serve as centres for targeted investment in infrastructure delivery and employment land to help deliver strengthened links between the Black Country's strategic centres. Aldridge, Bloxwich and Brownhills will serve nearby Neighbourhood Growth Areas.

Local Centres

C.23 Walsall has 34 local centres as listed in BCP Policy CEN1. This network of vibrant Local Centres provides particularly for day-to-day convenience shopping and service needs both within the Core Regeneration Areas and Existing Neighbourhood Areas. Within these areas the retention, enhancement and further

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development of shops, services and other town centre uses is the key aim, with housing supported where it can complement and not prejudice the main town centre uses. Local centres are important to the vitality of Walsall. These centres generally meet day-today convenience goods needs and are especially useful to the elderly and less mobile. They also provide a focal point for the communities within Walsall and are an important part of the Borough's character.

C.24 The priority for Local Centres in 2039 is their protection from the loss of provision to the communities that rely on them, ensuring retention of a good level of access to local convenience and comparison retail, services, community facilities and other amenities. Improved connections through the Neighbourhood Growth Areas will ensure communities continue to be sustainable, with a range of services to support residents' local needs.

C.25 The existing strategy for Local Centres includes the SAD, which outlines policies and allocations for all areas in Walsall outside of the strategic centre and district centres, namely SLC1 and SLC2 which detail plans to strengthen Local Centres.

Walsall to Wolverhampton Core Growth Area

C.26 The Walsall to Wolverhampton Core Regeneration Area is based around the road, rail and waterway corridor, with the Black Country Route linked to M6 Junction 10, the re-opened railway stations at Darlaston and Willenhall, and the Wyrley and Essington Canal which provides a pedestrian, cycle and leisure route from Birchills, through Walsall Strategic Centre, Phoenix 10 and Darlaston to Moxley. Much regeneration has already taken place in this area, and many new homes and jobs are expected to be delivered in the future at key locations such as Phoenix 10, Bentley Lane, Moxley Tip and in Willenhall Town Centre. The Core Regeneration Area will continue to be the focus of public sector investment to regenerate brownfield sites.

Existing Neighbourhood Areas

C.27 Outside the strategic centre and growth areas, existing commitments for new homes and employment will continue to be delivered. The neighbourhood areas provide a network of sustainable residential areas, including some new housing sites of medium size, as well as clusters of employment areas, a network of green infrastructure and community facilities, with seamless links to the strategic centres, Core Regeneration Areas and the Green Belt. It is also expected that small scale

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housing developments will continue to come forward in the neighbourhood areas as windfalls.

Neighbourhood Growth Areas

C.28 The existing growth network does not have the capacity to accommodate all our need for new homes and jobs. It is also important to safeguard the character of the existing neighbourhood areas, which are often low to medium density housing with good quality open space. A number of Neighbourhood Growth Areas are therefore proposed in sustainable locations close to the existing urban area that have good access to services. These areas will provide for additional homes and jobs to meet the needs of our residents. They will also provide for new or enhanced services where necessary, and in most cases, developers will be required to enhance biodiversity through the provision of new areas for wildlife and the restoration of existing ones.

Green Belt

C.29 Policy CSP3 states that a strong Green Belt will continue to be retained to promote urban renaissance and to provide easy access to the countryside for urban residents where the landscape, nature conservation and agricultural land will be protected and enhanced. Walsall contains the bulk of Green Belt land in the Black Country, compromising over one third of the borough. Walsall's Green Belt is mainly agricultural.

Growth Targets

Table 30 - Walsall growth targets for housing and employment land allocations

Location	Housing (net homes)	Employment Land allocations
Neighbourhood Growth Areas	5,418 (to 2039)	36ha
Core Regeneration Area	2,126	88ha
Walsall Strategic Centre	1,168	n/a
Towns and Neighbourhood Areas	3,177	40ha

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Location	Housing (net homes)	Employment Land allocations
Windfalls	1,455	n/a
Total	**13,344**	**164ha**

C.30 The figures in this table are the numbers that are expected to be capable of delivery during the period of the plan. Proposals that will result in the numbers of homes or employment land exceeding the figures will be supported where they are in accordance with the other policies of the development plan.

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Table 31 - Walsall Sites Allocated for Housing by Black Country Plan (policy HOU1)									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative net developable area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH230	GB1	Land on the east side of Chester Road, Aldridge	Neighbourhood Growth Area.	66	5.09	2.55	35	Between 2027-2028	See Strategic Allocation Policy WSA.9.
WAH231	GB1	Land off Sutton Road, Longwood Lane, Walsall	Neighbourhood Growth Area.	202	11.9	7.74	35	Between 2027-2031	See Strategic Allocation Policy WSA.6.
WAH232	GB1	Yieldsfield Farm (sometimes recorded as Yieldfields farm), Stafford Road, Bloxwich	Neighbourhood Growth Area.	978	39.55	37.26	35	600 by 2039	See Strategic Allocation Policy WSA.4.
WAH233	GB1	Middlemore Lane West, Aldridge	Neighbourhood Growth Area.	35	1.35	1.35	35	By 2027	A strategy for landscape and ecology that ensures the retention and / or mitigation for established trees. Footpath improvements along Middlemore Lane to provide safe and secure access routes. On-site provision or funding for

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									off-site arrangements to improve access to a primary school and local health centre.
WAH234	GB1	Land between Queslett Road, Doe Bank Lane and Aldridge Road, Pheasey	Neighbourhood Growth Area.	1426	42.27	42.27	45	960 by 2039	See Strategic Allocation Policy WSA8.
WAH235	GB1	Home Farm, Sandhills, Walsall Wood	Neighbourhood Growth Area.	1417	54	54	35	800 by 2039	See Strategic Allocation Policy WSA1.
WAH236	GB1	Land at Yorks Bridge, Lichfield Road, Pelsall	Neighbourhood Growth Area.	580	21.41	17.21	45	Between 2027-2039	See Strategic Allocation Policy WSA5.
WAH237	GB1	Land north of Stonnall Road, Aldridge	Neighbourhood Growth Area.	363	13.82	13.82	35	Between 2027-2034	See Strategic Allocation Policy WSA3.

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WAH238	GB1	Land at Vicarage Road / Coronation Road, High Heath	Neighbourhood Growth Area.	504	32.11	19.22	35	400 by 2039	See Strategic Allocation Policy WSA.2.
WAH239	GB1	Land north of Northfields Way, Clayhanger, Brownhills	Neighbourhood Growth Area.	46	1.87	1.37	45	By 2027	A satisfactory strategy for enhancement mitigation and compensation for ecology will be required.
WAH240	GB1	Land at Mob Lane, High Heath, Pelsall	Neighbourhood Growth Area.	209	7.99	7.99	35	Between 2027-2031	See Strategic Allocation Policy WSA.2.
WAH241	GB1, ENV7	Former NHS site, land east of Nether Hall Avenue, Great Barr	Neighbourhood Growth Area.	18	1.43	0.71	35	By 2025	Site access must be from Stewards Drive. Landscaping scheme to include details of tree protection and retention. The site is in a MSA and requires prior extraction where practical and

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									environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock sand and gravel, shall take place.
WAH242	GB1	Calderfields West, Aldridge Road, Walsall	Neighbourhood Growth Area.	592	22.48	18.6	35	442 by 2039	See Strategic Allocation Policy WSA.7.
WAH243	GB1	Cartbridge Lane South Open Space	Neighbourhood Growth Area.	61	1.81	1.81	45	By 2027	The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for superficial sand and gravel, shall take place. On-site provision or

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									funding for off-site arrangements to improve access to a health centre.
WAH244	OS1	Former Reedswood Golf Course	Towns and Neighbourhood Area.	94	5.6	2.8	45	Between 2027-2028	Part of reclaimed former power station. Landscaping scheme to include details of tree protection and retention.
WAH245	OS1	Former Allens Centre and Hilton Road amenity greenspace	Towns and Neighbourhood Area.	23	2.10	0.71	45	By 2025	Redundant open space. Only 0.71 ha of the submitted area to the west is allocated.
WAH246	GB1	Land to the east of Chester Road, north of Pacific Nurseries Hardwick	Neighbourhood Growth Area.	228	8.69	8.69	35	Between 2030-2034	See Strategic Allocation Policy WSA9.

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WAH247	GB1	Sandfield Farm, Lichfield Road, Brownhills	Neighbourhood Growth Area.	33	1.27	1.27	35	By 2027	High quality design to provide for single storey accommodation is required. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock sand and gravel, shall take place. On-site provision or funding for off-site arrangements to improve access to a primary school and local health centre.

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Table 31 - Walsall Sites Allocated for Housing by Black Country Plan (policy HOU1)									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative net developable area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH248	GB1	Land to the northeast of Shire Oak, Lichfield Road	Neighbourhood Growth Area.	10	0.37	0.37	35	By 2027	The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place. Development of the site must be in conjunction with Sandfield Farm development to ensure sustainability.
WAH249	GB1	Land to the southwest of Shire Oak, Lichfield Road	Neighbourhood Growth Area.	8	0.32	0.32	35	By 2027	The site is in a MSA and requires prior extraction where practical and environmentally feasible.

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									Where practical and environmentally feasible prior extraction for bedrock, sand and gravel will take place. Development of the site must be in conjunction with Sandfield Farm development to ensure sustainability.
WAH250	GB1	Star Service Station, Queslett Road East	Neighbourhood Growth Area.	53	0.27	0.27	45	By 2022	Former Green Belt site with planning permission for flats.
WAH251	GB1	212 Barns Farm, Barns Lane	Neighbourhood Growth Area.	112	4.26	4.26	45	Between 2027-2029	A satisfactory strategy for enhancement mitigation and or compensation for ecology which takes account of the adjacent

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									SLINC. Investigation and remediation of contaminated land. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for superficial sand and gravel, brick clay shall take place. Mitigation including consideration of acceptable layout to ensure no significant amenity impacts from the operation of Atlas Quarry. On-site provision or

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									funding for off-site arrangements to improve access to a health centre.
WAH252	GB1	The Three Crowns, Sutton Road	Towns and Neighbourhood Area.	7	0.7	0.7	35	By 2022	Brownfield site in green belt with existing planning permission. A satisfactory strategy for enhancement mitigation and or compensation for ecology.
WAH253	GB1	South of Stonnall Road	Neighbourhood Growth Area.	38	5.07	4.45	35	Between 2032-2033	Investigation and remediation of contaminated land. Footpaths required to serve the development and provision for a controlled / uncontrolled pedestrian crossing on

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									Stonnall Road. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock sand and gravel, shall take place. On-site provision or funding for off-site arrangements to improve access to a primary school and local health centre.
WAH254	GB1	Pacific Nurseries, Chester Road, Walsall	Neighbourhood Growth Area.	121	4.65	2.09	35	Between 2029-2031	Investigation and remediation of contaminated land.

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									Established trees worthy of protection shall be retained and could reduce the developable area. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place. . On-site provision or funding for off-site arrangements to improve access to primary school,

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									secondary school and local health centre.
WAH255	GB1	Rear of 91 Wood Lane, Streetly	Neighbourhood Growth Area.	49	2.33	1.7	35	By 2026	Established trees worthy of protection shall be retained and could reduce the developable area. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place. On-site provision or funding for off-site arrangements to

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									improve access to a primary school.
WAH256	GB1	Land to the rear of 114-130 Green Lane, Shelfield	Neighbourhood Growth Area.	37	1.91	1.41	35	By 2026	Landscaping scheme to include details of tree protection and retention. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for superficial sand and gravel, shall take place.

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Table 32 - Walsall Sites Allocated for Housing 'Carried Forward' from Site Allocation Document									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH001	HC1	New Road (former car showroom), Willenhall		9	0.27			by 2026	Residential development to north and south. Site may be affected by underground power cable: see National Grid / Western Power comments
WAH002	HC1	Field Street (Gilberts' Club), Willenhall		26	0.77			by 2026	Potential to enlarge UDP allocated site to include all or part of this area as part of Willenhall district centre development
WAH003	HC1	Kendrick Place and Castle View Road, Moxley		25	0.73			by 2026	Surplus Walsall Council land. Boundary amended and capacity revised to exclude area with planning permission
WAH005	HC1	Goscote Lane Copper Works, Goscote		263	8.76			by 2026	Large site in housing renewal area. Reclamation work is underway. SAD allocation is for 395 but

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									capacity reduced to match latest planning application
WAH006	HC1	Bentley Road North (corner of King Charles Avenue), Bentley		23	0.34			by 2026	Cleared former social housing site. Potential to develop with similar site immediately to north.
WAH007	HC1	Joynson Street (site of former Kings Hill JMI School), Darlaston		17	0.49			by 2026	Surplus Walsall Council property. Planning permission for nursing home but suitable for conventional dwellings if this is not implemented. Add lapsed pp area to west
WAH008	HC1	Adjoining 15 Joynson Street, Darlaston		5	0.08			by 2026	Lapsed planning permission. Site too small to allocate by itself but lies adjacent to much larger housing sites

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WAH009	HC1	Riding Way, Short Heath		14	0.40			by 2026	Part is surplus Council property. Inaccessible and little used open space
WAH010	HC1	Hatherton Liberal Club, North Street, Walsall		6	0.18			by 2026	Need to consider potential for housing in conjunction with adjoining sites
WAH011	HC1	Mill Street, (former scrap yard), Walsall		12	0.34			by 2026	Need to consider potential for housing in conjunction with adjoining sites
WAH012	HC1	Watling Street (land north of Kings Deer Road), Brownhills		15	0.21			by 2026	Vacant site adjacent to recently completed housing development.
WAH013	HC1	Poplar Avenue (east), Bentley		23	0.63			by 2026	

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WAH014	HC1	Noose Crescent (former Lakeside School), Willenhall		59	1.71			by 2026	Surplus school site owned by Walsall Council
WAH015	HC1	Rear of 16 High Road, Lane Head, Willenhall		29	0.84			by 2026	Garage and open storage area. Site lies in residential area. Housing recently completed on former church site to north-east. Site enlarged to include former site 348
WAH016	HC1	30 to 32 Hollyhedge Lane (east side)), Walsall		33	0.29			by 2026	
WAH017	HC1	28 Hollyhedge Lane (east side) (), Walsall		24	0.21			by 2026	

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WAH018	HC1	former Bradford Coal Wharf, Hollyhedge Lane (east side) , Walsall		52	0.45			by 2026	
WAH019	HC1	Orange Tree, 20 Wolverhampton Road, Walsall		4	0.03			by 2026	Estimated dwelling capacity based on numbers proposed in planning application 07/0196/FL/W7 divided pro-rata across application site. Suitability for residential subject to air quality being acceptable
WAH020	HC1	Former Metal Casements, Birch Street, Walsall		95	2.71			by 2026	Developability depends on treatment of limestone workings
WAH021	HC1	Hollyhedge Lane (west side), Walsall		14	0.39			by 2026	

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WAH022	HC1	Walsall Iron and Steel, Wolverhampton Road, Walsall		67	0.48			by 2026	Potential to develop in conjunction with adjoining former Harvestime
WAH023	HC1	Festival Avenue (end of street), Darlaston		10	0.31			by 2026	Surplus open space.
WAH024	HC1	Festival Avenue, Darlaston		24	0.68			by 2026	Surplus Open Space. Formerly playing field for now demolished school.
WAH025	HC1	Woodwards Road (former garage and vehicle storage yard), Walsall		24	0.37			by 2026	
WAH026	HC1	New Invention Methodist Church, Lichfield Road, New Invention		14	0.42			by 2026	Former church in residential area.

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WAH027	HC1	Allen's Centre, Hilton Road, New Invention		22	0.64			by 2026	Surplus council property. Allocation relates to building footprint only, not adjacent open space
WAH028	HC1	Essington Lodge, Essington Road, New Invention		23	0.66			by 2026	Potential surplus Walsall Council property
WAH030	HC1	60, Walsall Road, Willenhall, Walsall		24	0.39			by 2026	Lapsed planning permission for residential development. In use as car parking for adjacent temple
WAH031	HC1	1 and 2 Fletchers Lane, Willenhall		2	0.05			by 2026	allocate for housing in conjunction with adjoining sites
WAH032	HC1	3 Fletchers Lane, Willenhall		3	0.06			by 2026	Lapsed planning permission. Allocate for housing with adjoining sites

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WAH033	HC1	ASK Motors, 664 Bloxwich Road, Walsall		20	0.15			by 2026	Lapsed planning permission. Site currently in use for car sales but lies in predominantly residential area
WAH034	HC1	British Lion Works, Forest Lane, Walsall		16	0.23			by 2026	capacity reduced in line with latest permission
WAH035	HC1	British Lion Works, Forest Lane, Walsall		3	0.07			by 2026	Residual area covered by SAD housing allocation. Estimated capacity based on 40dph
WAH036	HC1	Eagle Public House, Creswell Crescent, Bloxwich		17	0.12			by 2026	Lapsed planning permission for apartments. Adjacent to rail station and frequent bus service so suitable for high density residential development despite adjacent development only comprising houses

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WAH040	HC1	Former Works Site c/o Cemetery Road, Villiers Street, Willenhall		14	0.16			by 2026	potential for development in conjunction with adjacent sites and as part of Willenhall district centre
WAH043	HC1	Howdles Lane / Castle Street, Brownhills		40	1.19			by 2026	Site boundary amended from UDP allocation to match boundary with Gladstone House and exclude access to Howdles Lane garages
WAH044	HC1	Gladstone House, 45 Castle Street, Brownhills		6	0.18			by 2026	Too small to allocate in SAD by itself, but add to adjoining UDP allocation site (HO168a)
WAH045	HC1	Land adjacent Bentley Green, Bentley Road North, Walsall		144	0.78			by 2026	
WAH046	HC1	Land at Churchill Road and Kent Road, to the rear of 2-14 Kent Road		26	0.92			by 2026	Site boundary and housing capacity based on outline planning

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		and 201-205 Churchill Road, Bentley, Walsall							permission. Part of site is within SLINC. Sewer beneath part of site
WAH048	HC1	Bentley Moor Club, Bentley Drive, Walsall		10	0.27			by 2026	lapsed planning permission but site remains clear and available
WAH049	HC1	Lichfield Road, Little Bloxwich		10	0.29			by 2026	Part of UDP allocation has been developed. Remainder of site is currently in use as community transport base
WAH050	HC1	Petrol Station, 274 - 276 Lichfield Road, Willenhall		21	0.51			by 2026	Lapsed planning permission. Site remains in use as petrol station but surrounding area is residential, so this would be preferred alternative use
WAH051	HC1	Rear of Pinson Road, Willenhall		15	0.40			by 2026	Potential to enlarge site to include land to east and north as part of

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Table 32 - Walsall Sites Allocated for Housing 'Carried Forward' from Site Allocation Document									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
									Willenhall district centre development
WAH053	HC1	Former Petrol Station corner of Bentley Mill Way, Wolverhampton Road West, Walsall		21	0.10			by 2026	Lapsed planning permission. Potential to be added to adjoining former Pickfords Site IN91.4 but housing in conjunction with Lane Arms PH site more feasible
WAH054	HC1	Former Lane Arms Public House, corner of Bentley Road North, Wolverhampton Road West, Walsall		12	0.24			by 2026	
WAH055	HC1	Between 114 and 120 and 122a and 127 Watling Street/ Roman Close, Brownhills		10	0.29			by 2026	Surplus Walsall Council land.

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Table 32 - Walsall Sites Allocated for Housing 'Carried Forward' from Site Allocation Document									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH056	HC1	Cricket Close allotments and tennis courts, Walsall		42	1.22			by 2026	
WAH057	HC1	Former Royal Navy Club, 120 Elmore Green Road, Bloxwich		10	0.10			by 2026	lapsed permission but site remains vacant and available
WAH058	HC1	Gordon House (TA Centre), Sutton Road, Walsall		22	0.63			by 2026	Potential surplus Government property
WAH059	HC1	Narrow Lane House and Neighbourhood Office Site, Narrow Lane, Walsall		14	0.48			by 2026	Surplus Walsall Council property. Boundary revised 29-03-18 following completion of junction improvement

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Table 32 - Walsall Sites Allocated for Housing 'Carried Forward' from Site Allocation Document									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH060	HC1	Pleck Working Men's Club, Pleck Road, Walsall		11	0.24			by 2026	Lapsed planning permission. Site has been cleared and in use for temporary car parking
WAH061	HC1	Royal British Legion Club, Broad Lane Gardens, Bloxwich		25	0.71			by 2026	Surplus Walsall Council property
WAH063	HC1	Former Warreners Arms, High Street, Brownhills		58	0.36			by 2026	Capacity based on planning application but this has been withdrawn
WAH065	HC1	Birway Garage, Newhall Street, Willenhall		28	0.33			by 2026	allowed on appeal 6/1/15
WAH066	HC1	Willenhall Coachcraft, 348 Wolverhampton Road West, Willenhall		33	0.62			by 2026	Long established car sales use at front of site but remainder is vacant

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Table 32 - Walsall Sites Allocated for Housing 'Carried Forward' from Site Allocation Document									
Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Growth Area**	**Indicative Housing Capacity**	**Gross Site area (ha)**	**Indicative Net Developable Area (ha)**	**Net Density (dph)**	**Anticipated Delivery Timescale**	**Further Information**
WAH067	HC1	Rowley View, Moxley (former nursery and open space)		15	0.43			by 2026	Former Rowley View Nursery
WAH068	HC1	Rowley View, Moxley (Former Highgate Arms)		11	0.17			by 2026	Former Highgate Arms Pub.
WAH069	HC1	Gorway Road		25	1.65			by 2026	Future of site needs to be considered in conjunction with remainder of Wolverhampton University site. Still potential for housing, but impact on woodland needs to be addressed

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Table 33 - Walsall Sites Allocated for Permanent Gypsy and Traveller Sites by Black Country Plan

Policies	Site Ref	Policy in Previous Local Plan	Site Name and Address	Appropriate Uses	Indicative Development Capacity (housing and employment land)	Site area (ha)	Anticipated Delivery Timescale	Further Information
HOU4	WAGT019	GB1	56 Cartbridge Lane	Travellers	4 pitches	0.27ha	Immediate	Existing occupied site in Green Belt with temporary planning permission that lapsed in 2016
HOU4	WAGT020	GB1	34-38 Gould Firm Lane	Travellers	4 pitches	0.20ha	Immediate	Existing occupied site in Green Belt with personal permission

Table 34 - Walsall Sites allocated for permanent Gypsy and Traveller sites carried forward from Site Allocation Document

Policies	Site Ref	Policy in Previous Local Plan	Site Name and Address	Appropriate Uses	Indicative Development Capacity (housing and employment land)	Site area (ha)	Anticipated Delivery Timescale	Further Information
HOU4	WAGT001	HC4, GB1	Willenhall Lane Caravan Site, Willenhall Lane, Bloxwich (Former Community Room)	Travellers	2 pitches	n/a	2024	Additional pitches on existing local authority site through redevelopment of former community room
HOU4	WAGT002	HC4	Rear of 48 - 72 Foster Street, Blakenall	Travellers	3 pitches	n/a	2024	Existing allocation

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Policies	Site Ref	Policy in Previous Local Plan	Site Name and Address	Appropriate Uses	Indicative Development Capacity (housing and employment land)	Site area (ha)	Anticipated Delivery Timescale	Further Information
HOU4	WAGT003	HC4	Dolphin Close (Goscote Site C), Goscote	Travellers	10 pitches	n/a	2024	Existing allocation on local authority owned land

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Table 35 - Walsall Existing Traveller Sites Safeguarded for Current Use and Carried Forward from Site Allocation Document								
Policies	Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (housing and employment land)**	**Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
HOU4	WAGT018	HC4, GB1	Willenhall Lane Caravan Site, Willenhall Lane, Bloxwich	Travellers	19 pitches			
HOU4	WAGT005	HC4	Haywoods, Noose Lane, Willenhall	Travellers	1 pitch			
HOU4	WAGT004	HC4	Trentham Cottage, Noose Lane, Willenhall	Travellers	11 pitches			
HOU4	WAGT006	HC4	47A Guild Avenue, Bloxwich	Travellers	1 pitch			
HOU4	WAGT007	HC4, GB1	Railswood Nursery, Railswood Drive, Pelsall	Travellers	1 pitch			
HOU4	WAGT016	HC4	Adjacent 1 Croft Street, Willenhall	Travellers	1 pitch			

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Table 35 - Walsall Existing Traveller Sites Safeguarded for Current Use and Carried Forward from Site Allocation Document								
Policies	Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (housing and employment land)**	**Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
HOU4	WAGT012	HC4, GB1	Bridge Farm, Goscote Lane, Bloxwich	Showpeople	12 plots			
HOU4	WAGT011	HC4, GB1	Oak Tree Farm, Goscote Lane, Bloxwich	Showpeople	9 plots			
HOU4	WAGT010	HC4, GB1	Goscote Lane (Storage Yard), Bloxwich	Showpeople	0 (storage area)			
HOU4	WAGT009	HC4, GB1	Showmen's Guild Site, Goscote Lane, Bloxwich	Showpeople	20 plots			
HOU4	WAGT013	HC4, GB1	East of Goscote Lane (Strawberry Fields), Bloxwich	Showpeople	1 plot			
HOU4	WAGT014	HC4	Lindon Road, Brownhills	Showpeople	1 plot			
HOU4	WAGT017	HC4	Toberland, Reaymer Close, Walsall	Showpeople	14 plots			

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Table 35 - Walsall Existing Traveller Sites Safeguarded for Current Use and Carried Forward from Site Allocation Document								
Policies	Site Ref	**Policy in Previous Local Plan**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (housing and employment land)**	**Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
HOU4	WAGT015	HC4	Charlie Swann, 110 Lindon Road, Brownhills	Showpeople	9 plots			

Table 36 - Walsall Sites Allocated for Employment by Black Country Plan (policy EMP1)

BCP Site Ref	Policy in previous local plan	Site Name and Address	Indicative development capacity (ha employment land)	Gross site area (ha)	Anticipated delivery timescale	Further Information
WAE409	GB1	237 Watling Street, Brownhills	5.92	5.92	By 2039	Neighbourhood Growth Area
WAE404	GB1	Lynx / Beatwaste Site, Bentley Lane	11.22	11.2	By 2039	Former landfill site in green belt. Investigation and remediation of contaminated land.
WAE410	GB1	Johnsons Farm and Meadow Farm	8.41	8.41	By 2039	Neighbourhood Growth Area. Footpaths are required to serve the development along Lichfield Road and Hanney Hay Road. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical

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BCP Site Ref	Policy in previous local plan	Site Name and Address	Indicative development capacity (ha employment land)	Gross site area (ha)	Anticipated delivery timescale	Further Information
						and environmentally feasible prior extraction for bedrock sand and gravel, shall take place.
WAE411	GB1	Land to the south east of Longwood Bridge	1.3	1.3	By 2039	Neighbourhood Growth Area adjacent to Aldridge Airport industrial area. Established trees worthy of protection shall be retained and could reduce the developable area.
WAE412	GB1	Sandown Quarry, Stubbers Green Road, Aldridge	20.85	20.85	By 2039	Currently active quarry that will need to be infilled and stabilised before development. Landscaping scheme required in the interests of local amenities and ecology. The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for superficial sand and gravel, brick clay shall take place.

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE002	IND3	Pelsall Road / Bullows Road, Brownhills		1.51		
WAE005	IND2	North of Maybrook / Clayhanger Road, Brownhills		1.79		
WAE004	IND3	Former scrapyard, north of Joberns Tip, Coppice Lane, Walsall Wood		1.91		
WAE007	IND3	Longleat Road, Walsall Wood (south of Focus Car Park)		0.19		
WAE009	IND3	Land corner of Northgate / Longleat Road, Aldridge		0.62		
WAE010	IND2	Adjacent Shaylors, Anchor Industrial Park, Wharf Approach, Aldridge		0.95		
WAE012	IND2	Former Aldridge Rail Sidings, Middlemore Lane, Aldridge		2.16		
WAE014	IND2	Former Jack Allen Site, South of Middlemore Lane, Aldridge		1.87		
WAE021	IND2	McKechnie Brass, Middlemore Lane, Aldridge		6.34		

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE017	IND3	Focus 10 (adjacent former Trident Alloys), Willenhall Lane, Bloxwich		5.92		
WAE024	IND3	Fryers Road, Bloxwich		3.82		
WAE018	IND3	Rear of Biasi House, opposite Mary Elliot School, Leamore Lane		0.55		
WAE027	IND2	Former Calor Gas Site fronting Green Lane, Walsall		1.01		
WAE041	IND2	North of Newfield Close, Walsall		2.19		
WAE032	IND3	Former scrap yard, Alma Street, Walsall		0.51		
WAE052	IND2	Walsall Enterprise Park West, Regal Drive, Pleck		0.79		
WAE056	IND2	Adjacent to Middletons, Bescot Crescent		0.43		
WAE058	IND2	Reedswood Way		4.02		

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE063	IND2	Tempus 10 North (land east of KFC, Tempus Drive)		1.76		
WAE064	IND2	Tempus 10 South (land south of Village Hotel, Tempus Drive)		1.64		
WAE068	IND3	Land between St. Annes Road, Monmer Lane and Sharesacre Street, Willenhall		2.57		
WAE065	IND3	Adjacent Rainbow Business Park, Stringes Lane, Willenhall		0.45		
WAE069	IND3	Former Ductile, Charles Street, Willenhall		2.59		
WAE070	IND2	Aspray (Former George Carter Pressings), Park Road, Willenhall		1.24		
WAE076	IND3	Land rear of Guardian Lock and 47 Wednesfield Road, Willenhall		0.39		
WAE071	IND3	North of Watery Lane, Willenhall		0.63		

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE072	IND3	Rear of Assa Abloy, School Street, Willenhall		2.24		
WAE076	IND2	Rear of 18 Rose Hill, Willenhall		0.3		
WAE078	IND2	North of Westacre, Willenhall		0.64		
WAE084	IND2	Central Point, Willenhall Road, Darlaston		1.67		
WAE093	IND2	Axcess 10 Business Park, land adjacent Unit 401, Bentley Road South		1.03		
WAE099	IND2	Heath Road / Kendricks Road, Darlaston		0.41		
WAE103	IND3	Former IMI south of canal, Darlaston Road, Pleck (Phoenix 10 Site A - Part)		0.84		
WAE104	IND2	Former IMI Works, Pleck (Phoenix 10 Site A - part)		9.45		
WAE106	IND2	North of IMI, Pleck (Phoenix 10 Site B)		4.09		

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE105	IND2	Rear of Globe Pub, Darlaston Road, Walsall		2.89		
WAE109	IND2	Box Pool Site, Darlaston Road, Walsall		1.67		
WAE110	IND2	James Bridge Gasholders Site, Darlaston Road, Walsall		8.22		
WAE118	IND2	Rear of Woods Bank Trading Estate, Woden Road West, Darlaston		1.2		
WAE120	IND2	Moxley Junction, Moxley		0.48		
WAE122	IND5	Former Moxley Tip, Moxley Road		10.38		
WAE205	IND2	Bentley Mill Way East (Phoenix 10 Site C)		2.4		
WAE315	IND5	Casino and Cinema, Bentley Mill Way		4.58		
WAE317	IND5	Millers Close, Bentley Mill Way		0.82		
WAE328	IND3	Leamore Lane (south side - former Dealeys Castings)		2.54		

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Table 37 - Walsall Sites Allocated for Employment 'Carried Forward' from Site Allocation Document						
BCP Site Ref	**Policy in Previous Local Plan (replaced unless stated)**	**Site Name and Address**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WAE333	IND5	Willenhall Sewage Works		8.9		
WAE341	IND5	Hughes Road, Moxley		4.37		

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Strategic Allocations

C.31 The following strategic allocations are large sites that are significant in size and that have specific development considerations. Decisions on planning applications for these sites should be made in accordance with the specific policy requirements listed in this document.

C.32 For each site where the allocation includes housing, an indicative site capacity is provided. The precise number of homes to be developed will be determined through the planning application process.

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Aldridge North & Walsall Wood

Policy WSA1 (Walsall Strategic Allocation) – Home Farm, Sandhills, Walsall Wood

General introduction

C.33 Home Farm is located on the northern boundary of Walsall with Lichfield. The northwest boundary is defined by the Wyrley and Essington Canal, with housing beyond and industrial uses to the far northwest corner. The northeast boundary follows the boundary to Lichfield District with more land in agricultural use beyond. The southwest boundary meets the rear garden boundaries to houses on Chester Road. The southeast boundary meets the Lichfield Road with houses on the opposite side.

C.34 The developable area is 54 hectares.

C.35 The estimated capacity of the site is 1435 houses.

C.36 Mixed tenure housing is suitable on the site, with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Deliver appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school and local health centre.
- Investigation and detailed proposals for remediation of contaminated land.
- A transport strategy that includes:
    - unconnected access to and from the site along Chester Road and Lichfield Road;
    - necessary capacity mitigation and improvements to the junction at Lichfield Road and Chester Road;
    - provides a new traffic light junction between Lindon Road and Chester Road; and
    - provides opportunities for bus routes to serve the development.
- Enhanced provision for pedestrians and cyclists, including enhanced connectivity with the district centre.
- Develop a site-wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.

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- A strategy for landscape and habitat creation that provides enhancement, retention and mitigation for established trees and hedges, to ensure there is no significant adverse impact on visual amenity and character or on protected animal species
- The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place.

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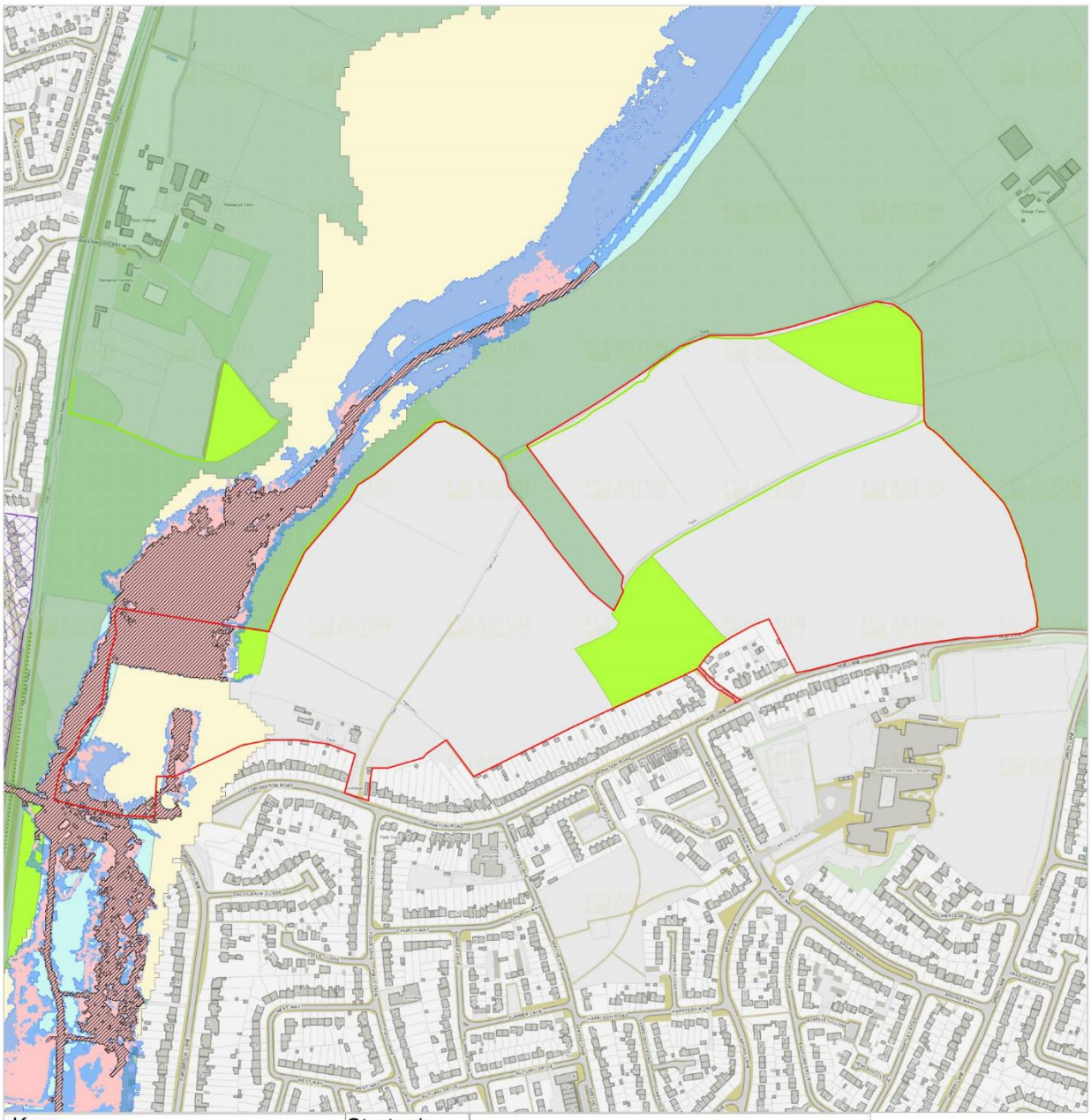
Policy WSA2 – Land at Vicarage Road and Coronation Road, High Heath and land at Mob Lane, Pelsall

Black Country Plan
Planning for the future of the Black Country

STRATEGIC ALLOCATION



Key:
- Strategic Allocation
- Conservation Area
- Listed Buildings
- Individual Tree Preservation Order (TPO)
- Grouped TPO
- Sites of Importance for Nature Conservation (SINC)
- Sites of Local Importance for Nature Conservation (SLINC)
- Greenway
- Green Belt
- Environmental Agency (EA) Flood Zone 2
- EA Flood Zone 3
- JBA Indicative Flood Zone 2
- JBA Indicative Flood Zone 3a
- JBA Indicative Flood Zone 3b

Strategic Allocation:	WSA.2
Site Assessment Reference:	SA-0056-WAL & SA-0048-WAL
Site Names:	Land at Mob Lane, Pelsall, Walsall, West Midlands
Local Authority:	Walsall
Ward:	Aldridge North and Walsall Wood

Walsall Council

General introduction

C.37 Land at Vicarage Road and Coronation Road and land at Mob Lane is located along the northern urban edge of High Heath. To the north are fields with Pelsall and Clayhanger urban areas beyond, to the east fields and a sewage works, to the south is proposed allocation WSA3, High Heath and an area of housing that is characterised by predominantly traditional semi-detached houses, and to the west is Pelsall and a former railway line.

C.38 The developable site area is 30.19ha.

C.39 The estimated capacity of the site is 713 houses.

C.40 Mixed tenure housing is suitable with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Deliver appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school and local health centre.
- Investigation of and detailed proposals for the remediation of contaminated land.
- A transport strategy that includes improvements to Mob Lane and Green Lane.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and that is designed to deliver landscape, biodiversity and amenity benefits.
- A strategy for landscape and habitat creation that provides enhancement, retention and / or mitigation for established trees and hedges, to ensure there are no significant adverse impacts on visual amenity and character or on protected animal species.
- The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place.

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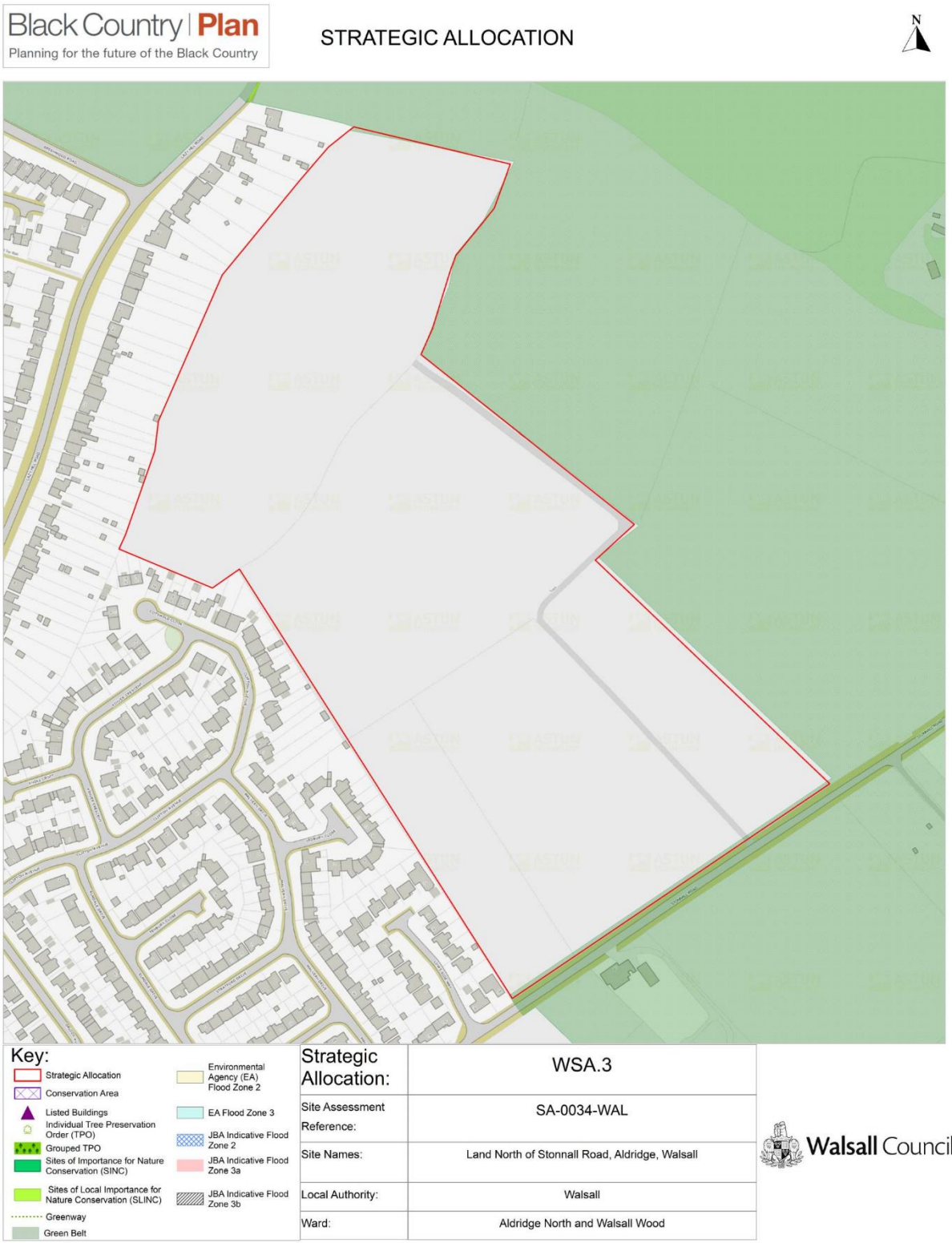
Policy WSA3 – Land north of Stonnall Road, Aldridge



General introduction

C.41 Land north of Stonnall Road is located along the eastern urban edge of Aldridge. To the north are houses; to the east agricultural fields; to the south is proposed allocation WAH253 and agriculture beyond; and to the west are houses. The predominant character of houses here are a mix of detached bungalows and houses, modern but traditionally styled.

C.42 The estimated capacity of the site is 13.82ha.

C.43 The site is proposed to be allocated for 363 houses.

C.44 Mixed tenure housing is suitable, with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Improvements to local facilities, to support residents and to enhance the sustainability of the existing area, in particular improved capacity at the primary school and local health centre.
- Investigation of and detailed proposals for remediation of contaminated land.
- A transport strategy that includes widening to Stonnall Road for the extent of the site allocation and improves pedestrian access.
- Develop a site-wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.
- Develop a strategy for landscape and habitat creation that provides enhancement, retention and mitigation for established trees and hedges, to ensure there is no significant adverse impact on visual amenity and character or on protected animal species.
- The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place.

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Bloxwich East

Policy WSA4 – Yieldsfield Farm (sometimes recorded as Yieldfields farm), Stafford Road, Bloxwich

General introduction

C.45 Yieldsfield Farm is located along the northern urban edge of Bloxwich. To the north are fields with Newtown and Landywood beyond in South Staffordshire District. To the east lie fields and to the south is Bloxwich Golf Course. To the west is the Turnberry housing estate, composed of predominantly modern, traditionally styled detached houses. Within this site is Yieldsfield Hall, a Grade II listed building.

C.46 The developable site area is 26ha.

C.47 The estimated capacity of the site is 978 houses.

C.48 Mixed tenure housing is suitable on the site with higher densities of at least 35dph and affordable housing provision.

Design principles:

- High quality, sensitive design and layout that conserves and enhances the setting and significance of Yieldsfield Hall, a Grade II listed building; this must be informed by a detailed heritage character assessment for the proposal.
- Delivery of appropriate local facilities to support residents and to enhance the sustainability of the existing area, including a new primary, school and local health centre.
- Contribution to improvements for secondary school provision in North Bloxwich.
- Investigation and detailed proposals for remediation of contaminated land.
- A transport strategy that includes new crossing points on the A34 and a new vehicular junction to serve the development.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.
- A strategy for landscape and habitat creation that provides enhancement, retention and mitigation for established trees and hedges, to ensure there is no significant adverse impact on visual amenity and character, in particular that might be experienced from the north and west, and to ensure there is no significant adverse impact on protected animal species.

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Pelsall

Policy WSA5 – Land at Yorks Bridge, Lichfield Road, Pelsall

General introduction

C.49 Yorks Bridge is located on the northern urban edge of Pelsall, along the border with Cannock Chase District. To the north are fields with Norton Canes the nearest urban area beyond in Cannock. To the east lie fields; to the south and west is residential development, predominantly modern, traditionally-styled detached houses. The site contains ten protected trees and a SLINC to the east.

C.50 The developable site area is 13.47ha.

C.51 The estimated capacity of the site is 580 houses.

C.52 Mixed tenure housing is suitable with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Delivery of appropriate local facilities to support residents and to enhance the sustainability of the existing area, including a new primary school and local health centre.
- Investigation and detailed proposals for the remediation of contaminated land.
- A transport strategy that includes the widening of Lichfield Road to allow for a ghost turn into the site, and which includes necessary capacity mitigation and improvements to the junction at Lichfield Road, Wolverhampton Road, Lime Lane and Walsall Road.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits whilst protecting existing SLINC designated areas.
- A strategy for landscape and habitat creation, which provides enhancement, retention and mitigation for protected and established trees and hedges, to ensure there is no significant adverse impact on ecology, biodiversity, visual amenity and character and protected animal species.

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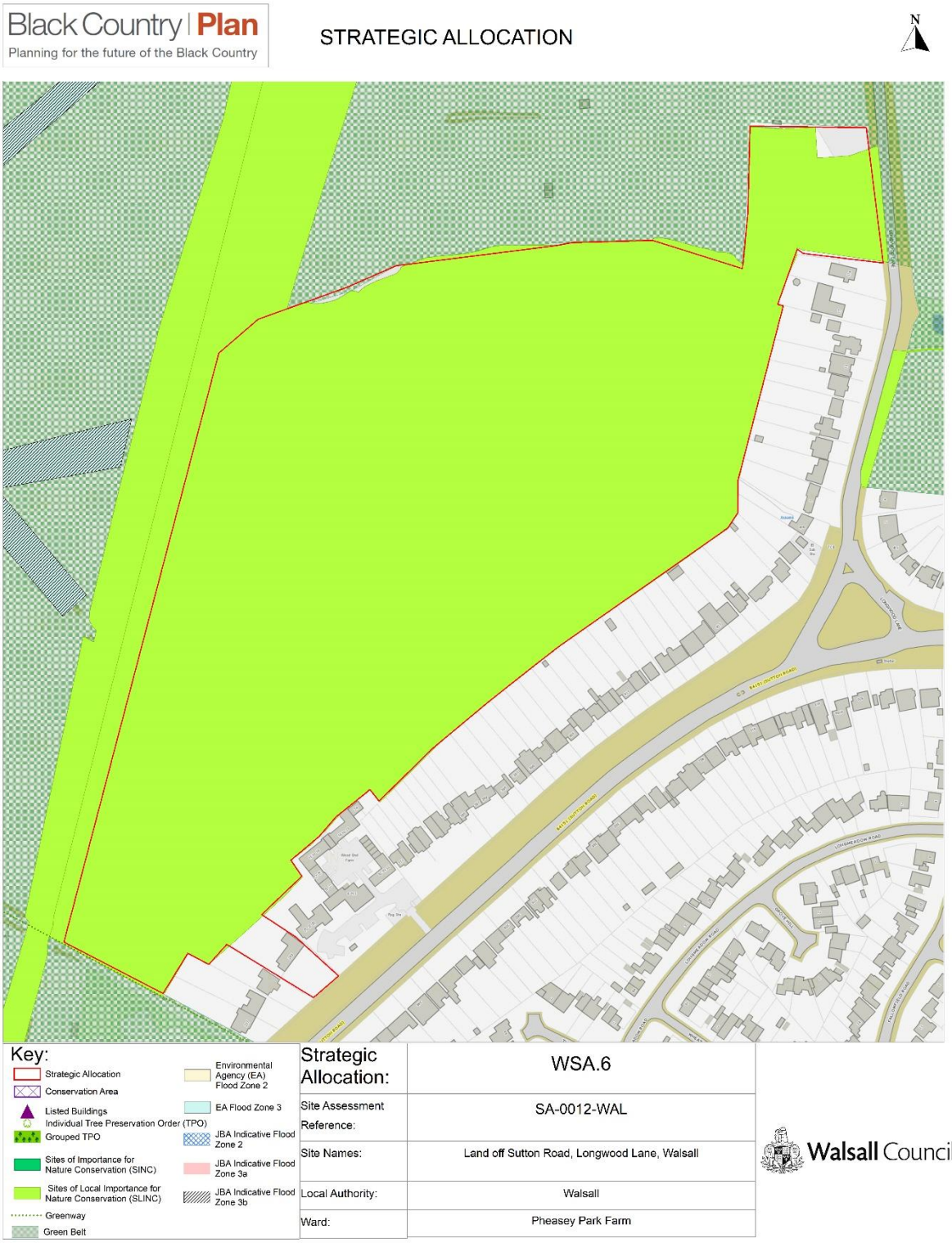
Pheasey Park Farm

Policy WSA6 – Land off Sutton Road, Longwood Lane, Walsall



General introduction

C.53 Land off Sutton Road, Longwood Lane is located along the very northern part of Pheasey Park Farm. To the north are fields, to the east and south are houses and to the west is the canal with Arboretum Park beyond it. The character of the immediate area is defined by predominantly traditionally-styled detached houses. The site has recently been designated a SLINC.

C.54 The developable site area is 7.74ha.

C.55 The estimated capacity of the site is 202 houses.

C.56 Mixed tenure housing is suitable in this location, with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Improvements to local facilities, to support residents and to enhance the sustainability of the existing area, in particular improved capacity at the primary school and local health centre.
- Investigation of and detailed proposals for the remediation of contaminated land.
- A transport strategy that includes single access onto Sutton Road, and which ensures that the transport impacts of the development are appropriately managed and mitigated.
- Enhanced provision for pedestrians and cyclists, including enhanced connectivity with cycle route CR012.
- A site-wide Sustainable Drainage Strategy to ensure that drainage requirements can be met on site and that are designed to deliver landscape, biodiversity and amenity benefits, which also takes full account of existing watercourses.
- A strategy for landscape and habitat creation that provides enhancement, retention and mitigation for existing SLINC features and established trees, to ensure there is no significant adverse impact on ecology, biodiversity, visual amenity and character or on protected animal species.

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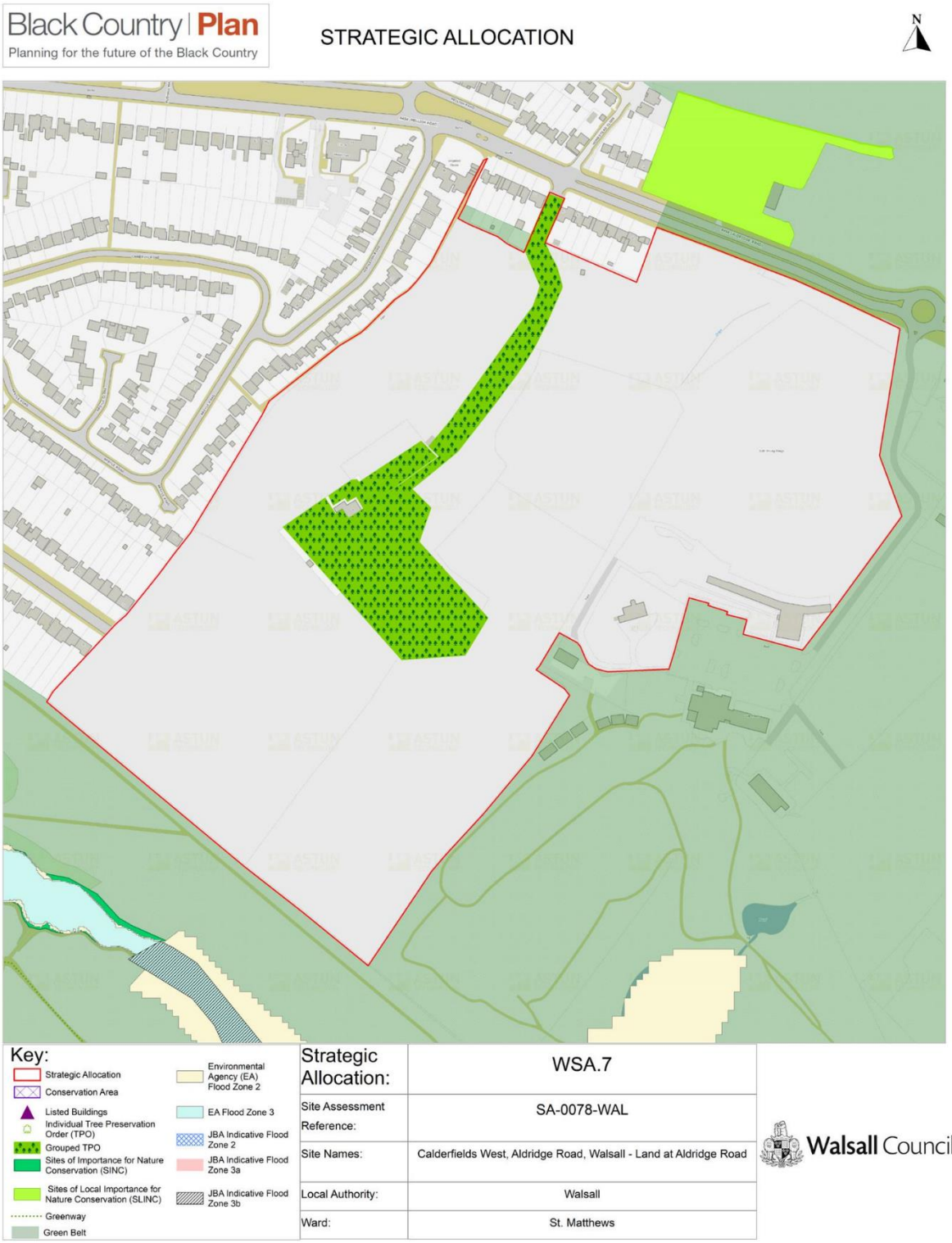
St Matthews

Policy WSA7 – Calderfields West, Land at Aldridge Road, Walsall



General introduction

C.57 The site at Calderfields West, on land at Aldridge Lane, is located along the eastern urban edge of St. Mathews. To the north are fields, to the east is Calderfields Golf Club, to the south is the Arboretum and to the west are houses. The character of the area is a mix of traditional and modern styled detached houses. Within the developable site area is Calderfields Farm, which provides seven existing barn conversion properties with gated access from Aldridge Road.

C.58 The developable site area is 18.6ha.

C.59 The estimated capacity of the site is 592 houses.

C.60 Mixed tenure housing is suitable with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Deliver appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school and local health centre.
- Investigation and detailed proposals for the remediation of contaminated land.
- A transport strategy that ensure that the transport impacts of the development are appropriately managed and mitigated.
- Enhanced provision for pedestrians and cyclists, including enhanced connectivity with the town centre.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and are designed to deliver landscape, biodiversity and amenity benefits.
- A strategy for landscape and habitat creation, in particular along the southern boundary to the Arboretum, providing new tree planting to ensure there is no significant adverse impact on the visual amenity and character of the Arboretum, nor on protected animal species.

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Streetly

Policy WSA8 – Land between Queslett Road, Doe Bank Lane and Aldridge Road, Pheasey

General introduction

C.61 Land between Queslett Road, Doe Bank Lane and Aldridge Road is made up of fields between the Pheasey Estate and Streetly. To the north are agricultural fields, to the east, south and west lies housing. The site surrounds Doe Bank Lane Farmhouse and farm buildings to the west, which are Grade II listed.

C.62 The developable site area is 42.27ha.

C.63 The estimated capacity of the site is 1426 houses.

C.64 Mixed tenure housing is suitable with higher densities of at least 35dph and affordable housing provision.

Design principles:

- High quality, sensitive design and layout that conserves and enhances the setting and significance of Doe Bank Lane Farmhouse and farm buildings, which are Grade II listed buildings; this must be informed by a detailed heritage character assessment undertaken for the proposal.
- Deliver appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school and local health centre..
- Investigation and detailed proposals for remediation of contaminated land.
- A transport strategy that ensures that the transport impacts of the development are appropriately managed and mitigated.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and designed to deliver landscape, biodiversity and amenity benefits.
- A strategy for landscape and habitat creation that provides enhancement, retention and mitigation for established trees and hedges, to ensure there is no significant adverse impact on visual amenity and character, nor on protected animal species.
- The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place.

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Policy WSA9 – Land to the east of Chester Road, north of Pacific Nurseries, Hardwick

General introduction

C.65 Land to the east of Chester Road (WAH230), north of Pacific Nurseries (WAH246) and Pacific Nurseries (WAH254) are a cluster of three sites, currently used for a mix

of agriculture, horse grazing and a garden centre; to the east is a railway line with a golf course beyond it; to the south lies the urban edge of Streetly; and to the west are agricultural fields.

C.66 The developable site area is 13.33ha.

C.67 The estimated capacity of the site is 415 houses.

C.68 Mixed tenure housing is suitable with higher densities of at least 35dph and affordable housing provision.

Design principles:

- Deliver appropriate local facilities to support the new residents and to enhance the sustainability of the existing area, including a new primary school and local health centre.
- Investigation and detailed proposals for remediation of contaminated land.
- A transport strategy that ensures the transport impacts of the development are appropriately managed and mitigated.
- Enhanced provision for pedestrians and cyclists, including enhanced connectivity with the local centre.
- A site-wide Sustainable Drainage Strategy, to ensure that drainage requirements can be met on site and that is designed to deliver landscape, biodiversity and amenity benefits.
- A strategy for landscape and habitat creation which provides enhancement, retention and mitigation for established trees, to ensure there is no significant adverse impact on visual amenity and character nor on protected animal species.
- The site is in a MSA and requires prior extraction where practical and environmentally feasible. Where practical and environmentally feasible prior extraction for bedrock and superficial sand and gravel, shall take place.

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Waste

Strategic Waste Management Sites

C.69 The existing strategic sites identified on the Waste Key Diagram are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority area.

C.70 Under Policy W2 (Waste Sites), the BCA will safeguard all existing strategic and other waste management facilities from inappropriate development, in order to maintain existing levels of waste management capacity and meet Strategic Priority 13.

C.71 The strategic waste management sites within Walsall Borough are listed in the following table:

Table 38 - Strategic Waste Management Sites in Walsall

BCP Site Ref	Walsall SAD Site Ref	Site Name and Address	Operational Capacity (tpa) Total Landfill Capacity (tonnes)[113]
Municipal Waste Recovery Installations			
WS02	WS9	Aldridge MRF (Biffa)[114], Westgate Aldridge	150,000
Municipal Waste Recovery – Supporting Infrastructure			
WS09	WS8	Fryers Road WTS, Bloxwich	100,000
WS10	WS8	Fryers Road HWRC, Bloxwich	12,000

[113] Estimated Total Landfill Capacity in tonnes has been calculated from the remaining landfill capacity in cubic metres at the end of 2018, using the following formula: 0.85 tonne = 1 cubic metre, therefore tonnes = cubic metres x 0.85.

[114] Formerly operated by Greenstar MRF

Table 38 - Strategic Waste Management Sites in Walsall			
BCP Site Ref	**Walsall SAD Site Ref**	**Site Name and Address**	**Operational Capacity (tpa)** **Total Landfill Capacity (tonnes)[113]**
WS11	WS14	Merchants Way HWRC, Aldridge	10,000
WS12	WS19	Walsall Council Environmental Depot, Brownhills	2,700
Waste Disposal Installations			
WS18	WS10	Highfields South Landfill, Walsall Wood	130,000 928,000
Significant Hazardous Waste Treatment Infrastructure			
WS20	WS6	Empire Treatment Works, Aldridge	100,000
Significant Metal Recycling Sites (MRSs)			
WS29	W17	Chas B Pugh, Heath Road, Darlaston	18,000
WS30	W21	ELG Haniel Metals, Heath Road, Darlaston	30,000
WS31	WS05	EMR Darlaston, Bentley Road South	260,000
WS32	W62	Scanmetals (UK) Ltd, Bilston Lane, Willenhall	56,000
WS33	W77	Tandom Metallurgical, Apex Road, Brownhills	25,000
Other Significant Waste Management Infrastructure			

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Table 38 - Strategic Waste Management Sites in Walsall			
BCP Site Ref	**Walsall SAD Site Ref**	**Site Name and Address**	**Operational Capacity (tpa)** **Total Landfill Capacity (tonnes)[113]**
WS49	WS17	Bescot Triangle South, Bescot Road	50,000
WS50	WS03	Credential Environmental, Parkway North, Western Way	40,000
WS51	W76	D S Smith Birmingham Depot, Rose Hill Industrial Estate, Willenhall	20,000
WS52	WS01	D E O'Reilly Waste Management[115], Coppice Lane, Aldridge	40,000
WS53	WS05	EMR Darlaston (Fridge Recycling Plant), Bentley Mill Lane, Darlaston	40,000
WS54	WS04	Ecobat Logistics[116], Crescent Works Industrial Estate, Willenhall Road	25,000
WS55	WS11	Veolia Darlaston, Holland Industrial Park, Bentley Road South	30,000
WS56	W16	Central Waste Oil Collections, Premier Business Park, Queen Street	35,000

Sources: Environment Agency: Waste Data Interrogator (WDI) 2007 – 2018, Operational Incinerators, 2018, Public Register, Remaining Landfill Capacity in England as at end of 2018 Version 2.

[115] Formerly Interserve MRF.
[116] Formerly t/a G & P Batteries, re-branded by parent company in 2018.

Preferred Areas for New Waste Facilities

C.72 A number of employment areas have been identified in the Black Country Waste Study (BCWS) as being most suited to the development of new waste recovery, waste treatment and waste transfer infrastructure.

C.73 Under Policy W3 (Preferred Areas for New Waste Facilities), these areas are considered least likely to give rise to land use conflicts, and in several cases, there is already co-location of existing waste facilities to which new sites would contribute.

C.74 There are three such areas in Walsall Borough that are identified on the Waste Key Diagram and listed in the following table:

Table 39 - Walsall Preferred Areas for New Waste Facilities

BCP Site Ref	Walsall SAD Site Ref	Site name and address	Area (Ha)
WPwa1	IN18.1 IN27	Leamore and Newfield Close Industrial Estates, Bloxwich	80.4
WPwa2	IN88 IN95 IN96	Holland Industrial Park / Heath Road and Environs, Darlaston	52.4
WPwa3	IN67 IN68	Ashmore Lake Industrial Estate, Willenhall	40

Minerals

C.75 The Black Country Minerals Study (BCMS, Tables 12.10 and 12.9) lists all known existing mineral sites and mineral infrastructure sites in the Black Country.

C.76 Existing mineral sites within the Black Country include permitted mineral extraction sites, stockpiles, brick and tile works, and a pot clay factory.

C.77 Existing Black Country mineral infrastructure sites include secondary / recycled aggregates production, rail linked aggregates depots, coating plants, ready-mix (RMX) concrete batching plants, manufacture of concrete products, and dry silo mortar (DSM) plants.

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C.78 Under Policy MIN2 (Minerals Safeguarding Areas, MSAs), the BCA will safeguard all existing mineral sites and mineral infrastructure sites from inappropriate development – this being necessary in order to retain existing capacity, and thereby helping to make best use of and conserve the Black Country's finite mineral resources and meet Strategic Priority 14.

C.79 The locations of these Black Country mineral sites and mineral infrastructure sites are identified on the Minerals Key Diagram, and those sites located within Walsall Borough are listed in the following tables:

Table 40 - Walsall Mineral Sites

BCP Site Ref	Walsall SAD Site Ref	Site Name and Address	Type
MSwa1	MB1	Aldridge Brickworks, Brick Yard Road, Aldridge	Brickworks
MSwa2	MB2	Atlas Brickworks, Stubbers Green Road, Aldridge	Brickworks
MSwa3	MP2	Atlas Quarry, 175 Stubbers Green Road, Walsall	Brick Clay
MSwa4	MP3	Birch Coppice, Pelsall Rd, Walsall	Coal and Fireclay
MSwa5	MP4	Branton Hill Quarry and extension, Branton Hill Lane, Walsall	Sand
MSwa6	MXA2	Highfields North, Walsall Road, Walsall	Brick Clay (dormant permitted minerals site)
MSwa7	MP9	Land at Brownhills Common, Chester Road North, Brownhills	Coal and Fireclay (dormant permitted minerals site)
MSwa8	MP5	Sandown Brickworks, Stubbers Green Road, Aldridge	Brickworks

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BCP Site Ref	Walsall SAD Site Ref	Site Name and Address	Type
MSwa9	MB3	Sandown Quarry, Stubbers Green Road, Aldridge	Brick Clay
MSwa10	MP7	Swan Works, Swan Works, Pelsall Road	Manufacture and supply of pot clay blends

Table 41 - Walsall Mineral Infrastructure Sites

BCP Site Ref	Walsall SAD Site Ref	Site Name and Address	Type
MIwa1	MI4	Bescot Triangle South, Off Bescot Road, Walsall	Aggregates recycling
MIwa2	MI2	Branton Hill CLEUD Relocation Site, Branton Hill Lane, Walsall	Aggregates recycling
MIwa3	MI3	Breedon Walsall Cement and Aggregates Depot, Fairground Way, Walsall	Rail-linked aggregates depot
MIwa4	MI3	Breedon Concrete Plant, Fairground Way, Walsall	Concrete batching plant
MIwa5	MI5	Express Asphalt, Downs Road, Darlaston	Coating plant
MIwa6	MI16	G & B G Morris, Willenhall Industrial Estate, off Eastacre, Willenhall	Secondary aggregates processing
MIwa7	MI17	Interserve Site Services, Brickyard Road, Walsall	Aggregates recycling
MIwa8	MI18	Concrete Walsall, Fenchurch Close, Walsall	Tarmac / concrete batching plant

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D. City of Wolverhampton

Introduction

D.1 Wolverhampton is the City of the Black Country, forming the gateway between the West Midlands conurbation and the countryside of Staffordshire and Shropshire. The City has excellent transport connectivity with the sub-region and the rest of the UK. It is well- served by the M54 and M6 motorways and benefits from good public transport links through the Metro, cross-country railway links and in its role as a hub of the sub-regional bus network.

D.2 Wolverhampton is a young, vibrant and diverse City with a population of 263,357 people in 2019. The City covers an area of 69.4sq km and includes the City Centre and the town centres of Bilston and Wednesfield. While the City has the smallest population of the four Black Country local authorities, it is the second most densely-populated, the administrative boundary being very tightly drawn around the urban area. The northern, western and south-western fringes of the City lie within the West Midlands Green Belt, which also extends into the urban area in a series of green 'corridors'.

D.3 There were 103,000 jobs in the City in 2019, concentrated in the City Centre, and a series of employment areas that are home to a wide range of manufacturing and logistics businesses. The City economy has traditional strengths in high-value manufacturing and construction and is also developing clusters in other key sectors while retaining a strong focus on investing in skills. Wolverhampton is home to the University of Wolverhampton, who are investing £100m into the Springfield super-campus – an international centre for urban innovation - and the City of Wolverhampton College and its Science, Technology, Engineering and Mathematics (STEM) orientated academies.

D.4 The City grew initially as a market town, specialising in the wool trade. In the industrial revolution it became a major centre for coal mining, lock-making and subsequently the manufacture of cars and motorcycles. This has created a rich legacy of historic buildings and attractive parks and open spaces. It has a strong sporting, cultural and leisure offer, and is home to Wolverhampton Wanderers Football Club, the Grand Theatre and nationally important Civic Halls concert venue.

D.5 Covid-19 hit the city hard from the earliest and during subsequent waves of the pandemic, exacerbating existing social and economic challenges including lower-than-average earnings, relatively high levels of unemployment and a need to enhance the skills base of the local workforce. But the City is bold and ambitious city and wants to move forward, plan for recovery and 'level up' prosperity for the benefit of the community.

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The Strategy

D.6 In the context of the issues and opportunities outlined above, the 2030 Vision for Wolverhampton is for:

> *'a place where people come from far and wide to work, shop, study and enjoy our vibrant city. It will be transformed while still retaining all of those attributes that give our city its unique identity. A healthy, thriving and sustainable international 'smart city' – renowned for its booming economy and skilled workforce, rich diversity and a commitment to fairness and equality that ensures everyone has the chance to benefit from success.'*

D.7 This Plan forms an essential part of this strategy, supporting the re-energising, diversification and re-purposing of the City Centre, supporting the recovery and growth of the economy, and providing for a continuous supply of new homes to meet the needs of local and wider communities. At the same time, the Plan will protect key environmental assets – the green belt, the network of high quality green and blue spaces, and the local character and heritage.

D.8 This Plan supports the delivery of 12,100 new homes and 65ha of employment land to 2039, supporting the growth of the City's population to around 290,000 people and a workforce of 180,000. To plan for this growth, locations that are both sustainable and deliverable have been prioritised in line with the Spatial Strategy set out in Policy CSP1. This growth will be supported by transport investment, focused on enhancing the rail and rapid transit network and the key road corridors and investment in walking and cycling. Development will help to green the City, by increasing tree cover and providing biodiversity net gain and will help to deliver priority environmental improvements to ensure residents have easy access to a range of healthy recreation opportunities. These priorities will include those set out in the emerging Black Country Nature Recovery Network Strategy, Wolverhampton Open Space and Playing Pitch Strategies, and include opportunities to improve the canal network and restore the Bradley Arm Canal Link (as set out in BCAAP Policy BC7).

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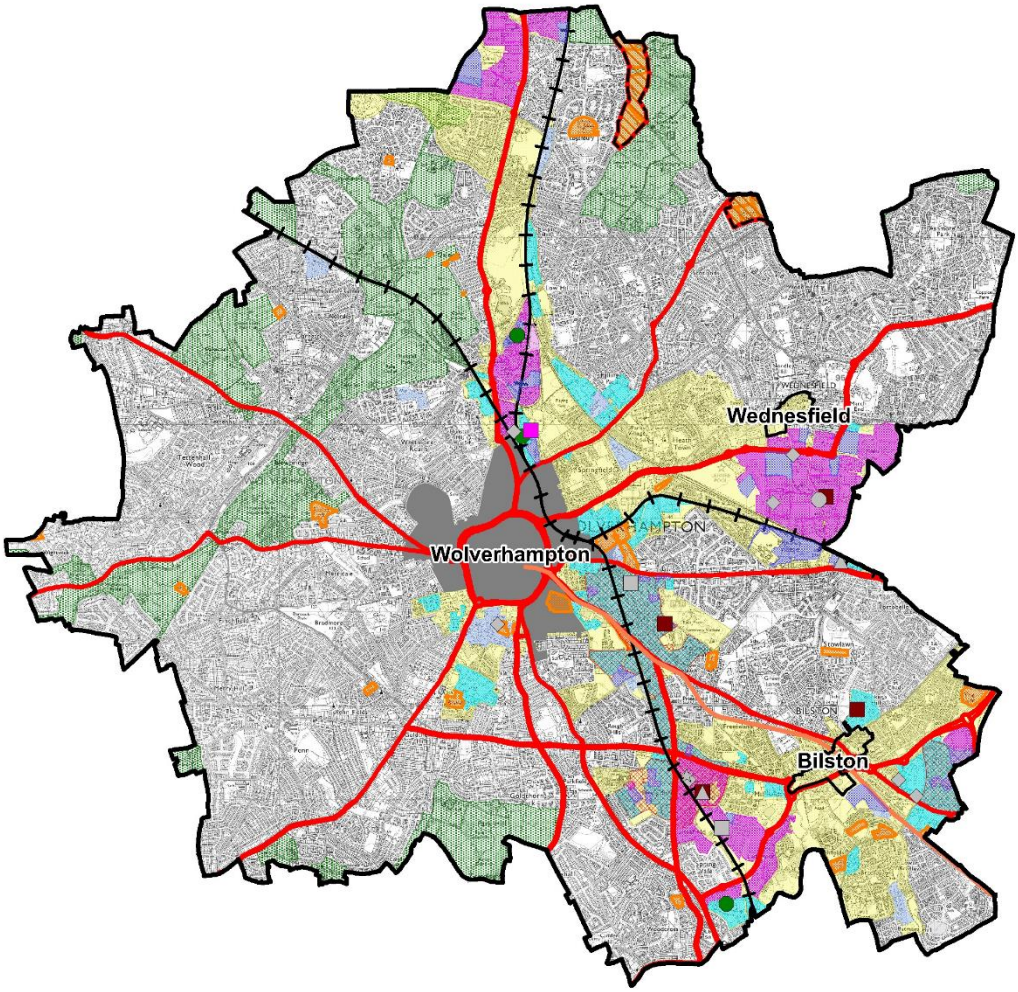
Figure 21 - City of Wolverhampton Spatial Plan

Black Country | Plan
Planning for the future of the Black Country



Wolverhampton Spatial Strategy

Key

- Housing Allocations (HOU1)
- Gypsy and Traveller Pitch Allocations (HOU4)
- Land For Employment (EMP1)
- Strategic Employment Areas (EMP2)
- Local Employment Areas (EMP3)
- Other Employment Areas (EMP4)
- Core Regeneration Areas (CPS2)
- Neighbourhood Growth Areas (CPS3)
- Strategic Allocations
- Tier 1 Strategic Centre (CEN2)
- Town Centres (CEN3)

Waste Infrastructure (W2)

- Municipal Waste Recovery Installations
- Municipal Waste Recovery – Supporting Infrastructure
- Waste Disposal Installations
- Other Significant Waste Management Infrastructure
- Preferred areas for new Waste Facilities (W3)

Mineral Infrastructure (MIN2)

- Concrete Batching Plant
- Aggregates Recycling Facilties
- Coating Plant
- Dry Silo Mortar Plant

- Motorway
- Key Route Network (TRAN1)
- Rail Network (TRAN4)
- Exiting West Midland Metro (TRAN4)
- Green Belt (GB1)

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D.9 Development and investment will be focussed on Wolverhampton City Centre and three Core Regeneration Areas as summarised in Table 42.

Table 42 - Wolverhampton Housing and Employment Growth Network

Location	Housing (net homes)	Employment Land allocations (ha)
Growth Network		
Wolverhampton City Centre (Wolverhampton Strategic Centre)	4838 (Sites = 3276; Windfalls = 812; Uplift = 750)	0.0
Stafford Road Core Regeneration Area	395	16.8
Wednesfield Core Regeneration Area	627	26.3
Bilston Core Regeneration Area	2285	22.9
Total Growth Network	8,145	66.0
Towns and Neighbourhoods Area		
Bushbury Neighbourhood Growth Area	532	0.0
Fallings Park Neighbourhood Growth Area	303	0.0
Other Sites in Wolverhampton Towns and Neighbourhoods Area	1468	0.0
Total Towns and Neighbourhoods Area	2,303	0.0
Small Windfall Housing Sites (outside Wolverhampton City Centre)	1652	0.0
Wolverhampton Total	**12,100**	**65.0**

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Wolverhampton City Centre

D.10 **Wolverhampton City Centre**, as designated on the Policies Map and shown on Figure 21 is the administrative, commercial and cultural heart of the City and in its role as the City of the Black Country. It is the focus for a wide range of civic, retail, cultural and leisure functions. It is a location that is highly accessible by a range of public transport options, including rail, Metro and bus services. The BCP supports the diversification, repurposing and rejuvenation of the City centre, promoting a well-balanced mix of commercial, business and service uses. Changing shopping patterns and other challenges to the traditional high street will be addressed through increased flexibility and by facilitating the consolidation of the shopping core (particularly to reduce vacancy rates), complemented by surrounding office and leisure-led mixed uses, and supported by maximising residential provision in all locations (including the use of upper floors). The character and quality of both the cultural and civic function of the City centre and the built and natural environment will be improved, helping to make the City centre a sustainable, healthy and attractive place to shop, live, work and visit. This will be achieved through BCP policies (particularly CSP2, CEN2 and Environmental Transformation policies), City centre regeneration projects and through more detailed policies in the City Centre Area Action Plan (AAP)

Figure 22 - Wolverhampton Strategic Centre Boundary

D.11 The Black Country Centres Study advises that the future prosperity of the City centre is predicated on attracting additional footfall. This can be achieved through new residential

development, the repurposing of existing vacant space to create and attract interest in, and qualitative improvements to, the leisure offer and associated services. The provision of Grade A offices to focus employment in the centre will also contribute to generating additional footfall. This will build on the strategy of the City Centre AAP, which looked to consolidate the role of the shopping core and encourage complementary activities such as leisure, office and residential uses; and the need for planning 'flexibility' to capture future investment. Regeneration of the City Centre is being delivered through various funding mechanisms and regeneration schemes. For example, the Future High Streets Fund is a £15.7million scheme providing major works that focus on 15ha covering the Victoria Street, Bell Street, Cleveland Street, Fold Street and public realm around the Civic Halls area of the City Centre. This will involve new investment in public realm and events space, helping to boost the evening economy and unlock a wider package of investment, maximising the creation of new jobs, delivery of new homes, a hotel, event zone and green public space improvements.

D.12 The key opportunities for Wolverhampton City Centre are:

a) building on the current wave of development activity - there are several major investment and regeneration opportunities underway (2021) within the City centre, including the Interchange Commercial Area, Canalside, Westside Development Area and the Civic Halls;

b) providing high density uses that would aid in increasing footfall; and

c) patronage of the centre's facilities;

d) exploring the potential to attract more visitors in the afternoon and evening;

e) increasing a more family-oriented evening economy;

f) continuing to improve on the perception of the centre as a safe place;

g) exploring the opportunities to increase cycling?

h) maximising the opportunity for rapid 5g rollout.

D.13 Policy CSP2 sets out the critical role of the four Strategic Centres as the key drivers to deliver the overall growth Strategy. This is supplemented by Policy CEN2, which defines this role in more detail, providing specific guidance on the range of activities and scale of development that will be appropriate.

D.14 The City centre benefits from an existing Area Action Plan, adopted in 2016. The AAP identifies a number of character areas, with an associated set of policies and proposals with

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indicative development capacity figures for each one. The early review of this AAP is a priority for the Council and will commence in 2023. Until the AAP review is completed, all AAP policies remain relevant for proposals within the BCP boundary of Wolverhampton Strategic Centre. The Blakenhall and Graiseley[117] and All Saints[118] (Character Areas of the AAP are outside the BCP Wolverhampton Strategic Centre boundary and were consequently 'in scope' as potential locations for BCP site allocations). Therefore, AAP allocations within these areas have been replaced by allocations in the BCP, as detailed in Appendix 15D.

D.15 For the purposes of Policies CEN1- CEN6, within Wolverhampton Strategic Centre the following are relevant in-centre boundaries (see also Appendix 16):

a) Retail - Primary Shopping Area (AAP Policy CC1(a) and CA1 – Shopping Core)

b) Office - Wolverhampton City Centre AAP boundary (AAP Policy CC2)

c) Leisure - Wolverhampton Ring Road (AAP Policy CC3)

D.16 The housing capacity for Wolverhampton City Centre set out in Table 46 is based on existing permissions and AAP allocations, but also includes an estimated uplift based on more recent evidence, including the Black Country Centres study and emerging development proposals, as detailed in the Black Country Urban Capacity Review Update 2021. This housing capacity figure will be further tested in detail through the AAP review, but provides a sound basis to understand the housing capacity of the City centre for the purposes of the BCP.

Stafford Road Core Regeneration Area (SRCRA)

D.17 The Stafford Road Core Regeneration Area is focussed on the A449 Stafford Road and is one of the main gateways into the Black Country. It contains important road, canal and rail infrastructure that links the City with Staffordshire, Shropshire, Telford and northwest England.

D.18 The BCP supports the role of this area as one of the premier employment locations in the Black Country, building on the success of the adjacent i54 Business Park in South Staffordshire, by safeguarding jobs in existing Strategic and Local Employment areas, complemented by sites to accommodate new high-quality development in Fordhouses and Wolverhampton Science Park. There are also more limited opportunities for residential

[117] Policy CA10

[118] Policy CA11

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development. The Plan also promotes enhancements to public transport, walking, cycling and highway networks, particularly along the A449, to maintain sustainable travel patterns and secure private sector investment. Development will respect and enhance the historic character and local distinctiveness of the area, with investment in environmental infrastructure including the canals, open spaces and wildlife habitats.

Wednesfield Core Regeneration Area (WCRA)

D.19 The Wednesfield Core Regeneration Area is centred on the Walsall to Wolverhampton Growth Corridor, recognised as a priority for investment in the WMCA SIDP and the West Midlands Housing Deal. The area contains a range of facilities, including New Cross Hospital, Wednesfield Town Centre, the Bentley Bridge retail centre and the Wednesfield employment area. It is subject to a number of existing regeneration projects including housing renewal and new housing at the Heath Town Estate, Wednesfield Town Centre enhancements and the A454 Eastern Gateway enhancement programme. It is also a key transport corridor linking the City with Walsall and the M6 motorway, served by the A454 Wolverhampton to Walsall dual carriageway and the Walsall to Wolverhampton railway line.

D.20 The BCP supports the protection and enhancement of the Wednesfield employment area by identifying a number of sites for development and safeguarding existing business premises from redevelopment to non-employment uses. The BCP also promotes enhanced connectivity both through and into the area to better meet the needs of businesses and local people. Key projects include the improvements to the A454 and access to New Cross Hospital.

Bilston Core Regeneration Area (BCRA)

D.21 The Bilston Core Regeneration Area acts as a gateway linking Wolverhampton to the heart of the Black Country and Birmingham by rail, Metro, road and canal. At the centre of the Core Regeneration Area is the largest concentration of industrial land in the City, providing thousands of jobs and reflecting the area's industrial heritage. This industrial core, fringed by housing, is anchored by Wolverhampton City Centre in the north and Bilston town centre in the south. Bilston town centre acts as a significant focus for the local community, offering a range of shopping, leisure and community facilities.

D.22 The BCP supports the protection and enhancement of the employment function of the area by identifying new development opportunities and encouraging the refurbishment and enhancement of existing premises. The BCP also identifies opportunities for residential development on poor-quality surplus industrial land clustered around the City centre and

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Bilston town centre, building on the success of flagship partnership-led regeneration schemes currently on-site including Bilston Urban Village, Steelhouse Lane and Ward Street. The BCP promotes enhanced connectivity and high-quality networks of open space focussed on the canal and Metro corridor to serve new communities, with significant environmental projects underway at Ward Street and Bilston Urban Village, and further improvements planned for East Park and the Bradley Canal Arm Link.

Wolverhampton Towns and Neighbourhoods Area (WTNA)

D.23 The Towns and Neighbourhoods Area of the City includes Tettenhall and Penn to the west, Bushbury, Wednesfield and Ashmore Park to the north and Ettinghshall to the south. This is where the majority of residents live, and is served by areas of open space, health and education facilities and a network of district and local centres as defined in Policy CEN1 and CEN5. There are also a small number of employment areas subject to Policy EMP4, providing a valuable source of jobs for local people.

D.24 The BCP seeks to sustain and enhance the Towns and Neighbourhoods Area by ensuring that residents have good access to jobs, shopping, health, recreation, open space and other facilities to meet day-to day community needs. The Towns and Neighbourhoods Area will provide for enhanced housing choice through the bringing forward of a constant supply of development opportunities.

D.25 The Towns and Neighbourhoods Area also includes two new Neighbourhood Growth Areas: Bushbury (BNGA) and Fallings Park (FPNGA), located in the north east of the City. Each of these Neighbourhood Growth Areas covers a Strategic Allocation, for which there is a separate Policy to guide master planning work (see Policies CSA1 and CSA2 below). Housing growth in this part of the City will be supported by strengthened local infrastructure, including local highway improvements, provision for a new primary school (should this be required) and creation of new green space of value for residents and wildlife. Where there are cross-boundary issues arising from the emerging South Staffordshire Local Plan, infrastructure investment will be coordinated with South Staffordshire Council and Staffordshire County Council.

Green Belt Areas

D.26 The green belt areas of Wolverhampton form a series of wedges and urban fringe areas and perform many different functions. The green belt areas do contain some rural landscapes, including agricultural land and rural settlements such as Penn Village. However, much of the Wolverhampton green belt is urban in character and provides a

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network of natural and formal open space, education buildings, recreational facilities (such as Aldersley Leisure Village, Dunstall Park Racecourse and golf courses), and other infrastructure (such as sewage works, sub-stations and cemeteries). The Smestow Valley Local Nature Reserve, which follows the routes of the canal network, disused railway and Smestow Brook running north-south through the western part of the City, is a particularly important wedge of green belt of high value for wildlife and people, and a priority for improvement and extension. Northycote Farm Country Park is another key community facility located in the green belt, which is a priority for improvement – this will be significantly supported through delivery of the Bushbury Strategic Allocation CSA1 (see below).

Delivering the Strategy

D.27 This strategy will be delivered by:

a) The allocation of sites and implementation of policies in the BCP across the administrative area to accommodate housing and employment development;

b) The saving of policies and designations contained in existing Local Plan documents unless specifically replaced by Policies in the Black Country Plan as listed in Tables 43 - 48 and Appendix 15D;

c) An early review of the adopted Wolverhampton City Centre Area Action Plan to refresh detailed site allocations within the Wolverhampton Strategic Centre boundary in a comprehensive manner, in accordance with the Vision and Strategic priorities

D.28 Tables 43 - 48 provide details of all development allocations and waste and minerals allocations made through the BCP within Wolverhampton (outside the Wolverhampton Strategic Centre boundary). These allocations are shown on Figure 21. A small number of development allocations are considered to be of strategic significance to delivery of the BCP because of their size, in combination with adjoining allocations. These have been grouped together to form two Strategic Allocations, each of which has a separate policy, providing details of the specific constraints and requirements affecting development. This policy should be read alongside the information for each allocation provided in Tables 43-48.

D.29 A number of the allocations replace existing allocations made in adopted Local Plan documents, which formed part of the Wolverhampton Policies Map. Where this is the case, the previous allocation reference and the Local Plan document concerned are listed. Appendix 15D provides details of all other Local Plan designations in Wolverhampton which have also been replaced or amended through this Plan. Such changes have only been

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made where this is necessary to deliver Development Allocations. All detailed allocation and designation boundaries can be viewed on the online Wolverhampton Policies Map.

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Development Allocations

Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
WOH183 WCRA	HNP – H6 (not replaced)	Former G & P Batteries, Grove Street, Heath Town	Housing	56	0.79 (B)	0.79	71	By 2025	Development has outline planning permission
WOH186 WCRA	BCAAP – H1	East of Qualcast Road, Wolverhampton	Housing	101	2.4 0 (B)	2.00	51	By 2029	Development has outline planning permission.
WOH192 BCRA	CCAAP – 10d (part)	Dudley Road / Bell Place, Blakenhall	Housing	100	0.68 (B)	0.68	147	By 2025	Development has full planning permission for housing and offices. Remaining part of 10d is not now developable.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
WOH182 BCRA	CCAAP – 11a	Former Royal Hospital, Royal Hospital Development Area, All Saints	Housing	192	5.13 (B)	4.11	47	By 2029	Development has outline / full planning permission
WOH187 WCRA	BCAAP – H1 (part)	West of Qualcast Road, Wolverhampton	Housing	119	3.40 (B)	3.00	40	2029-34	Occupied employment land. Majority of site suitable for 40 dph subject to minor improvements to access to health services. Any development should be designed to mitigate noise and vibration

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									effects arising from neighbouring land uses.
WOH188 WCRA	BCAAP – H1 (part)	West of Colliery Road, Wolverhampton	Housing and Employment	90	2.94 (B)	2.00	45	2034-49	Occupied employment land. 75% of site suitable for housing at 45 dph and 25% suitable for employment uses. Any development should be designed to mitigate noise and vibration effects arising from neighbouring land uses. Remaining part of H1 is not now developable.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
WOH189 BCRA	BCAAP – H2	Delta Trading Estate, Bilston Road, Wolverhampton	Housing	80	2.00 (B)	2.00	40	2034-39	Occupied employment land. Site suitable for 40 dph subject to access improvements. The Bilston Corridor Canals Conservation Area Appraisal and Management Proposals sets out principles for development on this site.
WOH190 BCRA	BCAAP – H6	Greenway Road, Bradley, Wolverhampton	Housing	180	4.00 (B)	4.00	45	2029-34: 80 2034-39: 100	Occupied employment land. Site suitable for 45 dph subject to access improvements.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
WOH191 BCRA	BCAAP – MU2	South of Oxford Street, Bilston	Housing	20	0.63 (B)	0.45	45	2034-39	Occupied employment land. Site suitable for 45 dph subject to access improvements. Any development should be designed to mitigate noise effects arising from neighbouring land uses.
WOH185 BCRA	BCAAP – HOS1 BCAAP Recreational Open Space (not to be replaced)	Alexander Metals Open Space, Darlaston Lane / Wrenbury Drive, The Lunt	Housing and Open Space	70	4.08 (G)	1.75	40	2029-34	A development of around 70 new homes on 2 ha of open space to the east of Wrenbury Drive and along the northern edge of Bailey's Pool (exact extent to be

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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									determined). Subject to mitigation for loss of open space through creation of a 4 ha area of Neighbourhood Park to serve the local area on the remaining Alexander Metals Open Space. The details of the Neighbourhood Park creation works are to be determined in consultation with the local community and should include any necessary improvements

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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									to paths around Bailey's Pool, to facilitate fishing and deal with drainage issues. Links via the Black Country Route path/cycleway to Dingle Wood and a multi-use games area to the south to be maintained. Housing should front onto Bailey's Pool, making the pool safer to use, and the development should be designed and constructed so as to

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									minimise amenity impacts on existing residents of Wrenbury Drive, including noise, traffic safety and parking. The site is a former landfill and the existing mound will need to be flattened and material removed to provide a developable area. There are records of great-crested newts on lower-lying parts of the site behind Wrenbury Drive, therefore an

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									ecological survey should be carried out and retention of these areas or mitigation may be required.
WOH195 BCRA	BCAAP – B3	Land at Hall Street / The Orchard, Bilston Town Centre	Housing and Commercial	21	0.12 (B)	0.12	175	2034-39	Site located within Bilston Town Centre therefore suitable for net density of over 100 dph.
WOH193 / WOH194 BCRA	CCAAP – 10g	Former St Luke's Junior School, Goldthorn	Housing	89	2.21 (B/G)	2.21	40	By 2029	Part is former school buildings and part is former school playing fields. Compensation for loss of these playing

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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		Road, Wolverhampton							fields has already been provided at new St Luke's School site. Capacity may be constrained by highways access. Work is underway to re-assess the capacity of this site which will be reflected in the Publication Plan.
WOH199 WTNA	Not allocated	Former Northicote Secondary School, Northwood	Housing	178	4.94 (B/G)	4.94	36	By 2024	Part is former school buildings and part is former school playing fields. Full planning application (19/01269/FUL) under

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
		Park Road, Wolverhampton							consideration as of March 2021.
WOH196 BCRA	Not allocated	Dobbs Street, Wolverhampton	Housing	266	0.96 (B)	0.96	277	By 2029	Former banqueting suite and industrial units acquired by WMCA in 2020 for high density residential.
WOH198 WTNA	Not allocated	Former Beckminster House, Beckminster Road, Wolverhampton	Housing	15	0.86 (B)	0.25	60	By 2029	Grade II Listed Building in grounds with potential for conversion / refurbishment to provide approx. 15 flats.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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WOH184 WTNA	Not allocated	Former Rookery Lodge, Woodcross Lane, Wolverhampton	Housing	16	1.04 (B)	0.25	64	2029-34	Permission granted 2012 for care village including self-contained accommodation. Not brought forward due to viability / mineshafts. External funding being sought.
WOH200 WTNA	Not allocated	Former Nelson Mandela House, Whitburn Close, Wolverhampton	Housing	20	0.6 (B)	0.6	33	By 2024	

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WOH201 WTNA	Not allocated	Former Stowheath Day / Childrens Centres, Stowheath Lane, Wolverhampton	Housing	45	1.13 (B)	1.13	40	By 2029	Site suitable for 40 dph..
WOH202 WTNA	Not allocated	Land to rear of former Stowheath Day Centre, Stowheath Lane, Wolverhampton	Housing	16	0.39 (G)	0.39	40	By 2029	Site suitable for 40 dph.

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WOH197 BCRA	Not allocated	Former Pipe Hall, The Orchard, Bilston	Housing	20	0.13 (B)	0.13	154	By 2024	Listed building purchased by WMCA in 2020 for residential development and suitable for conversion to create up to 20 flats.
WOH272 BCRA	Not allocated	Lane Street / Highfields Road, Bradley	Housing	72	1.79 (B)	1.79	40	2029-34	Occupied employment land submitted through BCP 'call for sites'. Site suitable for 40 dph, subject to a design which: protects the operation of employment land to the east; retains the locally listed

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									Highfield Works building; respects the setting of this building and the Bilston Canal Corridor Conservation Area within which it falls; and respects the Area of High Historic Townscape Value designation covering the whole site. Recreational open space needs of new residents to be met through off-site improvements to local open space.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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WOH274 WTNA	BCAAP Recreational Open Space (not to be replaced)	Moseley Road Open Space (part), Langdale Drive, Bilston	Housing	85	1.89 (G)	1.89	45	By 2029	Part of recreational open space suitable for 45 dph, subject to improvements to local open space sufficient to offset loss and meet needs of new residents.
WOH259 BNGA	Not allocated	North of Moseley Road, Bushbury	Housing	78	2.01 (G)	1.95	40	By 2034 (see CSA1 for est. phasing)	Site removed from green belt. See Policy CSA1 for further details.
WOH258 BNGA	Not allocated	South of Moseley Road, Bushbury	Housing	124	4.26 (G)	3.10	40	By 2034 (see CSA1	Site removed from green belt. See Policy CSA1 for further details.

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								for est. phasing)	
WOH257 BNGA	Not allocated	Northycote Lane, Bushbury	Housing	182	7.44 (G)	4.56	40	By 2034 (see CSA1 for est. phasing)	Site removed from green belt. See Policy CSA1 for further details.
WOH260 BNGA	Not allocated	Land at Bushbury Lane / Legs Lane, Bushbury	Housing and Primary School	148	7.30 (G)	3.70	40	By 2034 (see CSA1 for est. phasing)	Site removed from green belt. See Policy CSA1 for further details
WOH263 FPNGA	Not allocated	Land North of Grassy Lane, Fallings Park	Housing	80	2.70 (G)	2.00	40	By 2034 (see CSA2 for est. phasing)	Site removed from green belt. See Policy CSA2 for further details.

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WOH264 FPNGA	Not allocated	Land at Grassy Lane, Fallings Park	Housing	95	2.38 (G)	2.38	40	By 2034 (see CSA2 for est. phasing)	Site removed from green belt. See Policy CSA2 for further details.
WOH262 FPNGA	WUDP Recreational Open Space (not to be replaced)	Open space at Grassy Lane, Fallings Park	Housing and Recreational Open Space	88	3.20 (G)	2.20	40	By 2034 (see CSA2 for est. phasing)	Site removed from green belt. See Policy CSA2 for further details.
WOH271 FPNGA	Not allocated	Land east of Wood Hayes Road, Wolverhampton	Housing	40	2.04 (G)	1.60	25	By 2034 (see CSA2 for est. phasing)	Site removed from green belt. See Policy CSA2 for further details.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
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WOH266 WTNA	Not allocated	City of Wolverhampton College / Activity Centre, Paget Road, Compton Park	Housing	140	3.52 (B)	3.52	40	By 2029	Site removed from green belt. The new green belt boundary will continue to follow the edge of built development. Mitigation for green belt loss to be provided through accessibility, biodiversity and environmental quality improvements to nearby Smestow Valley Local Nature Reserve. Site suitable for 40 dph, in accordance with local character, subject to relocation of the College

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									and Activity Centre to appropriate sites and splitting highways access between Paget Road and Compton Park to limit impact on Paget Road capacity. Recreational open space needs of new residents to be met through off-site improvements to local open space. .
WOH261 WTNA	Not allocated	Oxley Park Golf Club land adjacent to 139 Oxley Moor	Housing	3	0.13 (G)	0.13	Na	By 2029	Site removed from green belt. The new green belt boundary will continue to follow the edge of Oxley

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BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
		Road, Wolverhampton							Park Golf Course. The whole of Oxley Park Golf Course, including this site, is designated as a SLINC. Mitigation for green belt and SLINC loss to be provided through accessibility, biodiversity and environmental quality improvements to Oxley Park Golf Course. Capacity determined in accordance with local character and presence

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									of trees which may require retention.
WOH268 WTNA	Not allocated	Oxley Park Golf Club land adjacent to 1A Ribbesford Road, Wolverhampton	Housing	3	0.06 (B)	0.06	Na	By 2029	As for C33.
WOH269 WTNA	Not allocated	Oxley Park Golf Club land adjacent to 21 Oxley Links Road	Housing	3	0.14 (G)	0.14	Na	By 2029	As for C33.

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
WOH270 WTNA	Not allocated	Oxley Park Golf Club land adjacent to 10 Oxley Links Road	Housing	4	0.23 (G)	0.23	Na	By 2029	As for C33.
WOH267 WTNA	Not allocated	South Staffordshire Golf Course land at Codsall Road, Wolverhampton	Housing	8	0.85 (G)	0.40	20	By 2029	Site removed from green belt. The new green belt boundary will continue to follow the edge of South Staffordshire Golf Course. Mitigation for green belt loss to be provided through accessibility, biodiversity and environmental

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									quality improvements to South Staffordshire Golf Course. Mature trees cover half of the site, reducing the net developable area. Adjoining housing is of very low density with large rear gardens and new development should reflect this open character and ribbon development with a net density of no more than 20 dph. Subject to reconfiguration of golf

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									course to replace hole lost to development and retain high standard of South Staffordshire Golf Course as defined in current Playing Pitch evidence.
WOH265 WTNA	Not allocated	Land West of Perton Road, Wightwick	Housing	4	0.60 (G)	0.60	Na	By 2029	Site removed from green belt. Mitigation for green belt loss to be provided through accessibility, biodiversity and environmental quality improvements to nearby Smestow Valley Local Nature Reserve. Track

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									to the north west, which runs along the Wolverhampton / South Staffs District boundary, is capable of providing a defensible new green belt boundary.
WOH274 WTNA	Not allocated	Former Wolverhampton Environment Centre (WEC), Westacre Crescent, Finchfield	Housing	14	0.83 (B)	0.45	31	By 2029	Previously developed site removed from green belt. Outline permission previously granted on site for 14 houses. Mitigation for green belt loss to be provided through 10 years maintenance funding for

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Table 43 - Wolverhampton Housing Allocations in Black Country Plan									
BCP site ref / location	**Previous Local Plan allocation (replaced unless stated)**	**Site name and address**	**Appropriate Uses**	**Indicative development capacity (net homes)**	**Gross site area (ha) (brownfield /greenfield)**	**Indicative net developable area (ha)**	**Net density (dph)**	**Anticipated delivery timescale**	**Further information**
									former WEC grounds, which are to be incorporated into the adjoining Smestow Valley Local Nature Reserve. .

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Table 44 - Wolverhampton Gypsy and Traveller Pitch Allocations in Black Country Plan

BCP Site Ref / Location	Previous Local Plan Allocation (replaced unless stated)	Site Name and Address	Appropriate Uses	Indicative Development Capacity (net homes)	Gross Site Area (ha) (Brownfield /Greenfield)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale	Further Information
WOGT06 SRCRA	SRCAAP – HP5	Former Bushbury Reservoir, Showell Road, Wolverhampton	Gypsy and Traveller Pitches	12	2.42 (G)	0.30	40	By 2029	Subject to compensation for loss of SLINC value.

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WOE684 SRCRA	SRCAAP EDO 2	Rear of IMI Marstons, Wobaston Road	Employment	7.2	7.2	By 2039	High quality design adjacent to canal.
WOE731 WCRA	Not allocated	Pantheon Park (former Prime 10, Bentley Bridge)	Employment	7.2	7.2	By 2029	
WOE737 BCRA	BCAAP MU3	Bilston Urban Village	Employment	6.0	6.0	By 2029	
WOE703 WCRA	BCAAP Recreational Open Space (not to be replaced)	Dean Road / Neachells Lane	Employment	8.0	8.0	By 2029	Part of larger Neachells Lane Open Space. Subject to mitigation for loss of open space and SLINC / nature conservation value.

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
							Capacity may be constrained by highways access onto Neachells Lane. Further assessment work is underway which will be reflected in the Publication Plan.
WOE618 WCRA	Not allocated	Tata Steel, Wednesfield	Employment	4.3	4.3	By 2034	
WOE735 BCRA	BCAAP EDO 13	South of Citadel Junction, Bilston	Employment	3.2	3.2	By 2039	Subject to remediation and mitigation for loss of nature conservation value.

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WOE723 SRCRA	SRCAAP EDO 10	Gas Holder site, Wolverhampton Science Park	Employment	2.6	2.6	By 2029	
WOE732 WCRA	Not allocated	Bowmans Harbour, Wednesfield	Employment	2.6	2.6	By 2029	
WOE662 BCRA	Not allocated	Former MEB site, Major Street / Dixon Street	Employment	2.5	2.5	By 2039	
WOE681 SRCRA	SRCAAP EDO 14	Cross Street North / Crown Street	Employment	2.1	2.1	By 2039	High quality design adjacent to canal. Specific guidance in Wolverhampton Locks Conservation Area. Appraisal to be

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
							Incorporated into design and layout of site.
WOE755 BCRA	BCAAP EDO 8	Rolls Royce Playing Field, Spring Road	Employment	1.8	1.8	By 2039	Subject to compensation for loss of playing field / bowling green.
WOE725 SRCRA	SRCAAP EDO 4	Wolverhampton Business Park	Employment	1.8	1.8	By 2034	Existing commitment (includes Class E Office use)
WOE698 WCRA	Not allocated	Phoenix Road	Employment	1.8	1.8	By 2039	
WOE757 BCRA	BCAAP EDO 1	Inverclyde Drive	Employment	1.4	1.4	By 2034	

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WOE753 BCRA	BCAAP EDO 12	Rear of Dale Street (Vulcan Road)	Employment	1.4	1.4	By 2034	
WOE729 WCRA	Not allocated	Bentley Bridge Business Park, Well Lane	Employment	1.2	1.2	By 2029	
WOE694 WCRA	Not allocated	Land behind Keyline Builders Merchants Limited, Neachells Lane / Noose Lane	Employment	1.2	1.2	By 2034	
WOE756 BCRA	BCAAP EDO 5	Purbrook Road	Employment	0.9	0.9	By 2034	Subject to protecting and improving the environment along Willenhall Road in line with Bilston Corridor AAP Policy BC2.

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WOE759 BCRA	BCAAP EDO 6	Powerhouse, Commercial Road	Employment	0.9	0.9	By 2039	
WOE763 BCRA	Not allocated	Dale St, adjacent Debs Diner	Employment	0.9	0.9	By 2039	
WOE727 SRCRA	SRCAAP EDO 12	Mammoth Drive, Wolverhampton Science Park	Employment	0.8	0.8	By 2034	
WOE690 SRCRA	SRCAAP EDO 18	Shaw Road	Employment	0.8	0.8	By 2034	
WOE758 SRCRA	Not allocated	Former Strykers, Bushbury Lane	Employment	0.8	0.8	By 2029	
WOE658 BCRA	Not allocated	Millfields Road, Ettingshall	Employment	0.7	0.7	By 2039	

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
WOE726 SRCRA	SRCAAP EDO 11	Stratosphere Site, Wolverhampton Science Park	Employment	0.7	0.7	By 2034	High quality design adjacent to canal. Specific guidance in Wolverhampton Locks Conservation Area Appraisal to be Incorporated into design and layout of Site.
WOE760 BCRA	BCAAP EDO 9	Rear of Spring Road	Employment	0.7	0.7	By 2039	
WOE734 BCRA	BCAAP EDO 11	Springvale Avenue	Employment	0.7	0.7	By 2039	
WOE754 BCRA	BCAAP EDO 4	Hickman Avenue	Employment	0.7	0.7	By 2039	Subject to protecting and improving the environment

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Table 45 - Wolverhampton Employment Allocations in Black Country Plan – Policy EMP1							
BCP Site Ref / Location	**Previous Local Plan Allocation (replaced unless stated)**	**Site Name and Address**	**Appropriate Uses**	**Indicative Development Capacity (ha employment land)**	**Gross Site area (ha)**	**Anticipated Delivery Timescale**	**Further Information**
							along Willenhall Road in line with Bilston Corridor AAP Policy BC2.
WOE761 BCRA	BCAAP EDO 2	Chillington Fields	Employment	0.6	0.6	By 2039	Subject to protecting and improving the environment along Willenhall Road in line with Bilston Corridor AAP Policy BC2.
WOE762 BCRA	BCAAP EDO 3	St Matthews Street	Employment	0.5	0.5	By 2039	

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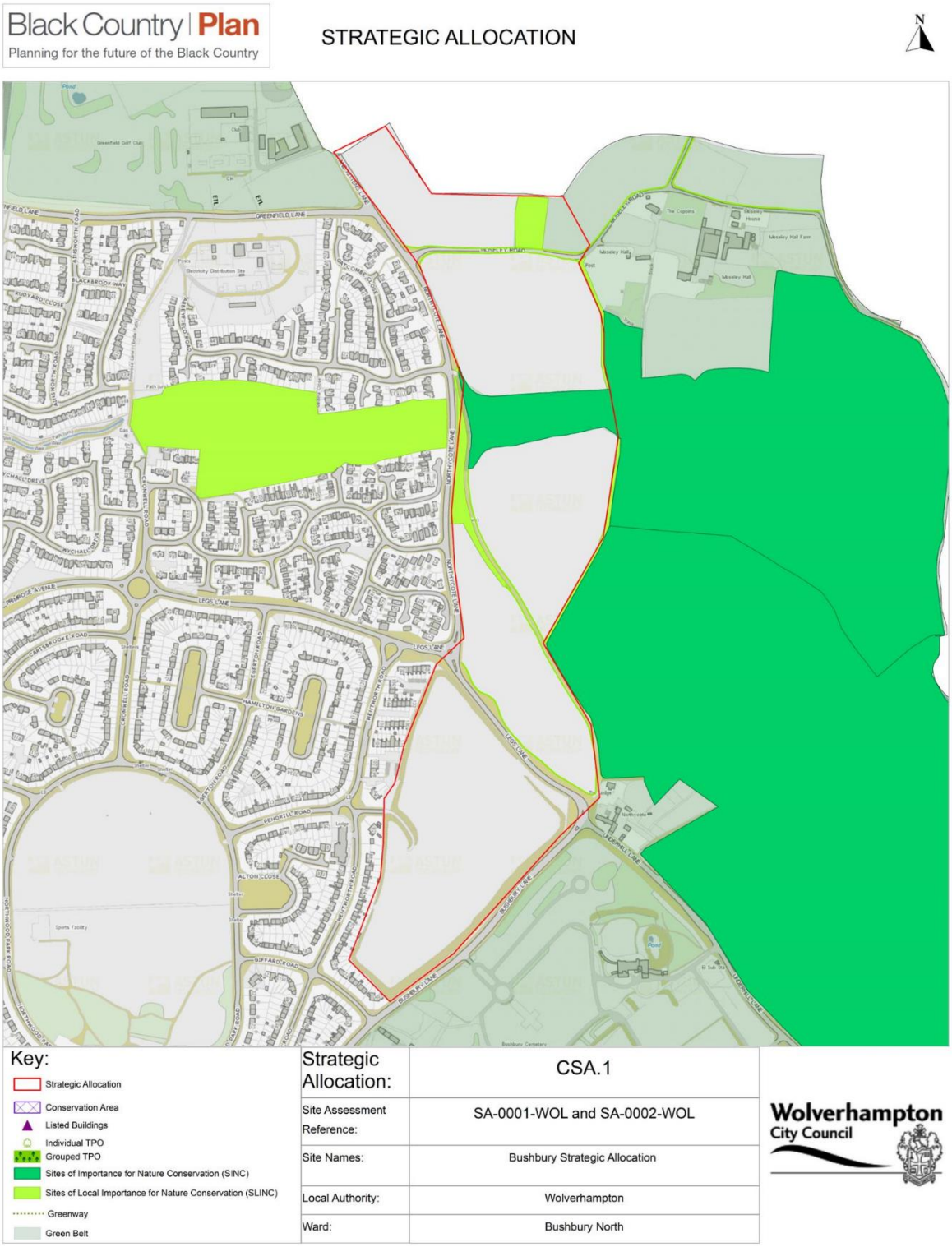
Policies for Strategic Allocations

Policy CSA1 – Bushbury Strategic Allocation



D.30 The Bushbury Strategic Allocation falls within the Bushbury Neighbourhood Growth Area and covers BCP Housing Allocations WOH257, WOH258, WOH259 and 617

WHO260. These sites have been removed from the green belt and allocated to deliver 532 homes in total, at an average net density of 40 dph, together with sufficient space to provide a two-form entry primary school.

The estimated phasing of delivery is:

- By 2029: 348 homes and primary school (if necessary)
- 2029-34: 184 homes

D.31 The sites are currently in two separate ownerships; however, they require an integrated and comprehensive approach to development because they are adjacent to each other and have joint infrastructure needs, in terms of:

- school place impacts;
- highways impacts;
- delivery of mitigation for green belt loss ;
- delivery of biodiversity net gain;
- delivery of improvements to recreational open space

D.32 The potential new primary school could also serve the needs of the Fallings Park Strategic Allocation (see Policy CSA2).

D.33 The key planning requirements for the Bushbury Strategic Allocation are set out below. Other standard policy requirements, as set out in the BCP and Wolverhampton Local Plan documents and SPDs, will also apply. A masterplan will be prepared to guide comprehensive development of the Bushbury Strategic Allocation. This will provide further detail on the requirements set out in this Policy and will provide a spatial framework for developments.

School Place Requirements

D.34 Current pupil yield estimates from housing developments indicate that additional primary school places may be required to serve the Bushbury Neighbourhood Growth Area and other planned housing developments in the north east of Wolverhampton. Therefore, 2.3ha of Site WOH260 has been set aside for a potential primary school. If this site is not ultimately required for provision of a primary school, it will be brought forward for additional housing. In this event, improvements to increase accessibility to nearby primary schools may be required in accordance with Policy HOU2.

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D.35 It is currently anticipated that secondary school place requirements arising from housing developments in the north east of Wolverhampton over the plan period will be capable of being accommodated in existing secondary schools and / or the potential provision of a new secondary school within Wolverhampton. Public transport improvements to increase accessibility to secondary schools may be required in accordance with Policy HOU2.

Highways Requirements

D.36 To avoid adverse impacts on the wider road network, improvements to highway junctions along the Northycote Lane / Legs Lane / Bushbury Lane route will be required. Part of Moseley Road will also need to be upgraded to provide access to Sites WOH258 and WOH259, which will need to be brought forward together. Details will be set out in the masterplan.

Green Belt Loss Mitigation Requirements

D.37 The following measures will together form sufficient mitigation for the loss of green belt at Sites WOH257, WOH258, WOH259 and WOH260:

a. accessibility, biodiversity and environmental quality improvements to Northycote Farm Country Park, which falls within the green belt and is owned and managed by City of Wolverhampton Council;

b. accessibility, biodiversity and environmental quality improvements to 10.4ha of land designated as the Northycote Farm Country Park Extension Area, which is currently in the control of the owner of Sites WOH257, WOH258 and WOH259. This area falls within the green belt and is a designated SINC, which is currently not accessible to the public. The area will be subject to sensitive improvements, opened up for public access and maintained in perpetuity as an extension to the existing Northycote Farm Country Park.

D.38 There will be a requirement for all green belt loss mitigation works and any necessary transfer of land ownership to be completed before substantial completion of development at sites WOH257, WOH258, WOH259 and WOH260.

D.39 The green belt boundary has been redrawn around the development sites to exclude them from it. In most cases there is an existing landscaped buffer or road that will provide a defensible new green belt boundary. However, the northern boundary of Site WOH259 abuts agricultural land in South Staffordshire. To provide a defensible

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new green belt boundary in this location, it is important to ensure that the design of development on the site incorporates a significant landscaped buffer along this northern boundary.

D.40 Developments should be designed to minimise potential harm to the integrity of remaining green belt areas and landscape character, as identified in the Black Country Green Belt Study and Black Country Landscape Sensitivity Assessment.

Nature Conservation and Net Biodiversity Gain Requirements

D.41 All existing SINCs, SLINCs, tree preservation orders, hedgerows, woodland and significant trees, both within and adjoining the development sites, should be retained, protected and incorporated sympathetically into the design of development (see Policy ENV4). Sufficient buffer zones should be provided at the edge of these habitat areas, particularly where there are mature trees and hedgerows, to allow them to thrive following development.

D.42 It is anticipated that biodiversity net gain requirements for the developments will be met through delivery of the green belt loss mitigation requirements set out above, and subject to the minimum 10% requirement identified in the Environment Bill / Act and the requirements of Policy ENV3.

Historic Environment Requirements

D.43 The design of developments should respect the existence of historic environment designations in areas to the north, east and south of the sites, specifically: Moseley Old Hall (National Trust); Northycote Farm Grade II Listed Building; Moseley Mill and Fishponds Area of High Historic Landscape Value; Moseley Court Bushbury Designed Landscape of High Historic Value; Moseley Historic Rural Settlement Area of High Historic Townscape Value and Bushbury Hill Conservation Area.

Recreational Open Space Requirements

D.44 Subject to satisfactory delivery of the green belt loss mitigation requirements set out above, it is judged that the local area will have good access to existing recreational open space, allotments and play and sports facilities that have the capacity to meet the varied needs of residents, in line with adopted open space standards. Therefore, no new on-site open space will be required, beyond that necessary to protect existing nature conservation value and to provide sufficient natural, sustainable drainage systems. However, it will be necessary to provide quality walking and cycle routes within the developments, which provide easy, quick and

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safe access to nearby open spaces and the countryside, and incorporate existing rights of way, including the existing footpath / cycleway track currently dividing the two parts of Site WOH257.

Sustainable Drainage Requirements

D.45 Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided separately for each site, in accordance with Policy CC5. An allowance for the space necessary to accommodate these systems has been made when defining the indicative net developable area. This allowance may be adjusted when the masterplan is prepared.

Local Wastewater Treatment Capacity

D.46 The Black Country Water Cycle Study concludes that there is limited headroom / capacity at the Coven Heath wastewater treatment works serving the area. Severn Trent have identified this constraint and have indicated that they will be able to deliver the upgrades required to local wastewater treatment capacity in a timely manner to support the delivery of developments within Bushbury Neighbourhood Growth Area, and also other developments in the north of Wolverhampton and parts of South Staffordshire, over the Plan period.

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Policy CSA2 – Fallings Park Strategic Allocation

D.47 The Fallings Park Strategic Allocation lies within the Fallings Park Neighbourhood Growth Area and covers BCP Housing Allocations WOH262, WOH263, WOH264 and WOH271. These sites have been removed from the green belt and allocated to deliver 303 homes in total together with a central area of high-quality recreational

open space, including play facilities, on Site WOH262, to serve existing and new residents. The sites are suitable for an average density of 40 dph, with the exception of Site WOH271. Due to the linear shape of this site, the rural character of the local area and the need to create a defensible green belt boundary, a development of no more than 25 dph is appropriate.

D.48 The estimated phasing of delivery is:

- By 2029: 200 homes and recreational open space
- 2029-34: 103 homes

D.49 The sites are currently in four separate ownerships; however they require an integrated and comprehensive approach to development because they are adjacent to each other and have joint infrastructure needs, in terms of:

a) school place impacts;

b) highways impacts;

c) delivery of green belt loss mitigation;

d) delivery of biodiversity net gain;

e) delivery of recreational open space

D.50 The potential new primary school on the Bushbury Strategic Allocation could also serve the needs of the Fallings Park Strategic Allocation (see Policy CSA1 above).

D.51 The key planning requirements for the Fallings Park Strategic Allocation are set out below. Other standard policy requirements, as set out in the BCP and Wolverhampton Local Plan documents and SPDs, will also apply. A masterplan will be prepared to guide the comprehensive development of the Fallings Park Strategic Allocation. This will offer further detail on the requirements set out in this Policy and will also provide a spatial framework for developments.

School Place Requirements

D.52 Current pupil yield estimates from housing developments indicate that additional primary school places may be required to serve the Fallings Park Neighbourhood Growth Area and other housing developments over the plan period in the north east of Wolverhampton. Therefore, 2.3ha of Site WOH260 has been set aside for a potential primary school.

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D.53 It is currently anticipated that secondary school place requirements arising from housing developments in the north east of Wolverhampton over the plan period will be capable of being accommodated in existing secondary schools and / or the potential provision of a new secondary school within Wolverhampton.

Highways Requirements

D.54 To avoid adverse impacts on the wider road network, major improvements will be required to Grassy Lane, Wood Hayes Road, the Grassy Lane \ Wood Hayes Road junction and the Wood Hayes Road \ Wood End Road signal-controlled junction. Development would also contribute towards increasing congestion on Cannock Road, which has been identified as a pinch point requiring medium term investment.

D.55 Therefore, major improvements along the routes of Cannock Road and Wood Hayes Road are likely to be required. Details will be set out in the masterplan.

Green Belt Loss Mitigation Requirements

D.56 Mitigation for the loss of green belt at Sites WOH262, WOH263, WOH264 and WOH271 will be provided through accessibility, biodiversity and environmental quality improvements to the significant areas of recreational open space located in the nearby Bushbury Hill area, which fall within the green belt and are owned and managed by City of Wolverhampton Council. These cover: Tennyson Road Neighbourhood Park; Bushbury Hill Amenity Area; and Sandy Lane Allotments.

D.57 There will be a requirement for all green belt loss mitigation works and any necessary transfer of land ownership to be completed before substantial completion of development at sites WOH262, WOH263, WOH264 and WOH271.

D.58 The green belt boundary has been redrawn around the development sites to exclude them and to align with the administrative boundary between Wolverhampton and South Staffordshire. To the north and east this lies along a culvert / brook and hedgerows and through agricultural fields. To provide a defensible new green belt boundary in this location, it is important that the design of development incorporates significant landscaped buffers, which will also enhance the nature conservation value of existing habitats.

D.59 Developments should be designed to minimise potential harm to the integrity of remaining green belt areas and landscape character, as identified in the Black Country Green Belt Study and Black Country Landscape Sensitivity Assessment.

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Nature Conservation and Net Biodiversity Gain Requirements

D.60 All existing hedgerows, woodland and significant trees both within and adjoining the development sites should be retained, protected and incorporated sympathetically into the design of development (see Policy ENV4). Sufficient buffer areas should be provided at the edge of these habitat areas, particularly where mature trees and hedgerows exist, to allow them to thrive following development.

D.61 It is anticipated that biodiversity net gain requirements for the developments will be met on-site or through the green belt mitigation measures set out above, and subject to the minimum 10% requirement identified in the Environment Bill / Act and the requirements of Policy ENV3.

Recreational Open Space Requirements

D.62 1ha of recreational open space, including play facilities, will be provided on Site WOH262 to deliver a park to serve residents. Following this provision, the local area will benefit from good access to recreational open space, allotments, play and sports facilities that together have the capacity to meet the varied needs of residents, in line with adopted open space standards. No additional new on-site open space is likely to be required, beyond that necessary to protect existing nature conservation value and provide sufficient natural, sustainable drainage systems. However, it will be necessary to provide quality walking and cycle routes within the developments that provide easy, quick and safe access to nearby open spaces and the countryside, and which also incorporate existing rights of way.

Sustainable Drainage Requirements

D.63 Naturalised sustainable drainage systems that are sufficient to retain greenfield runoff rates should be provided in accordance with Policy CC5. Allowances for the space necessary to accommodate these systems, and a culvert standoff zone, have been made when defining the indicative net developable area. These allowances may be adjusted when the masterplan is prepared.

Local Wastewater Treatment Capacity

D.64 The Black Country Water Cycle Study concludes that there is limited headroom / capacity at the Coven Heath wastewater treatment works that serve this area. Severn Trent have identified this constraint and have indicated that they are able to deliver the upgrades required to local wastewater treatment capacity in a timely

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manner to support the delivery of developments within the Fallings Park Neighbourhood Growth Area, and also other developments in the north of Wolverhampton and parts of South Staffordshire, over the Plan period.

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Waste Allocations

Strategic Waste Management Sites

D.65 The existing strategic sites identified on the Waste Key Diagram are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority's area. Under Policy W2: Waste Sites, the BCA will safeguard existing strategic and other waste management facilities from inappropriate development, to maintain existing levels of waste management capacity. The strategic waste management sites within Wolverhampton are listed in Table 50:

Table 46 - Wolverhampton Strategic Waste Management Sites (BCP Policy W2)

BCP Site Ref / Location	Previous Local Plan Ref (replaced unless stated)	Site Name and Address	Operational Capacity (tonnes per annum)
Municipal Waste Recovery - installations			
WS03 SRCRA	SRCAAP – SW1	Wolverhampton Energy from Waste (EfW), Crown Street	115,000
Municipal Waste Recovery - Supporting Infrastructure			
WS13 SRCRA	SRCAAP – SW2	Crown Street Recycling Transfer Station	20,000
WS14 BCRA	BCAAP – BC2 (1)	Anchor Lane Household Waste Recycling Centre (HWRC)	10,000
WS15 SRCRA	SRCAAP – SW3	Shaw Road Household Waste Recycling Centre (HWRC)	10,000
Other Significant Waste Management Infrastructure			
WS57 BCRA	Not Allocated	Ettingshall Inert Waste Recycling Facility, Millfields Road	100,000

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BCP Site Ref / Location	Previous Local Plan Ref (replaced unless stated)	Site Name and Address	Operational Capacity (tonnes per annum)
WS58 BCRA	Not Allocated	Neachells Lane WTS (SUEZ Recycling and Recovery UK Ltd)	25,000
WS59 BCRA	Not Allocated	JMP Wilcox & Company, Road, Beldray Road, Bilston	45,000
WS60 BCRA	BCAAP – BC2 (6)	Purbrook WTS (S.B. Waste Management & Recycling Ltd), Purbrook Road	25,000

Sources: Environment Agency: Waste Data Interrogator (WDI) 2007 – 2018, Operational Incinerators, 2018, Public Register, Remaining Landfill Capacity in England as at end of 2018 Version 2

Preferred Areas for New Waste Facilities

D.66 A number of employment areas have been identified in the Black Country Waste Study (BCWS) as being suited to the development of new waste recovery, waste treatment and waste transfer infrastructure. Under Policy W3: Preferred Areas for New Waste Facilities, these areas are considered to be the least likely locations to give rise to land use conflicts; in several cases, there is already co-location of existing waste facilities to which new sites would contribute. There are three such areas within Wolverhampton, and these are identified on the Waste Key Diagram and listed in Table 51:

Table 47 - Wolverhampton Preferred Areas for New Waste Facilities (BCP Policy W3)

BCP Site Ref / Location	Site Name and Address	Potentially suitable waste uses[119]	Area (hectares)
WPWo1 BCRA	Wolverhampton / Ettingshall Corridor (North) The area west of the railway line is under pressure from non-employment uses / proximity to housing, however, proposals will be dealt with on a case by case basis.	Energy from Waste Treatment In-vessel composting	88.5

[119] As indicated at 5.10 of the Black Country Waste Study, Wood 2020

BCP Site Ref / Location	Site Name and Address	Potentially suitable waste uses[119]	Area (hectares)
	The area to the east of the railway line is less threatened and should therefore be the focus for additional waste uses.	Anaerobic digestion Transfer Recycling	
WPWo2 BCRA	Wolverhampton / Ettingshall Corridor (South) The area is under pressure from housing proposals with significant areas of interest to the north eastern and western boundaries. The area to the east of the railway line is less threatened, nd should therefore be the focus for additional waste uses.	Energy from Waste Treatment In-vessel composting Anaerobic digestion Transfer Recycling	74.5
WPWo3 BCRA	Dale Street, Loxdale, Bilston	Treatment In-vessel composting Anaerobic digestion Transfer Recycling	20.6

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Minerals Allocations

D.67 The Black Country Minerals Study (BCMS, Tables 12.10 and 12.9) lists all known existing mineral sites and mineral infrastructure sites in the Black Country. Existing mineral sites within the Black Country include permitted mineral extraction sites, stockpiles, brick and tile works, and a pot clay factory. There are no existing mineral sites in Wolverhampton.

D.68 Existing Black Country mineral infrastructure sites include secondary / recycled aggregates production, rail-linked aggregates depots, coating plants, ready-mix (RMX) concrete batching plants, manufacture of concrete products, and dry silo mortar (DSM) plants.

D.69 Under Policy MIN2: Minerals Safeguarding Areas, the BCA will safeguard all existing mineral sites and mineral infrastructure sites from inappropriate development; this is considered necessary in order to retain existing capacity, thus helping to make the best use of and conserve the Black Country's finite mineral resources.

D.70 The locations of Black Country mineral sites and mineral infrastructure sites are identified on the Minerals Key Diagram, and those sites located within Wolverhampton are listed in Table 52:

Table 48 - Wolverhampton Mineral Infrastructure Sites (BCP Policy MIN2)

BCP Site Ref / Location	Previous Local Plan Ref (replaced unless stated)	Site Name	Address	Type
MIWo1 WCRA	Not Allocated	Aggregate Industries (Wolverhampton)	Manfield Road, Wolverhampton	Concrete batching plant
MIWo2 BCRA	Not Allocated	Britannia Onsite Concrete	Oxford Street/ Vulcan Road, Bilston	Concrete batching plant
MIWo3 BCRA	Not Allocated	CPI Mortars (Wolverhampton)	Springvale Industrial Estate, Springvale Avenue, Bilston	Dry silo mortar plant

BCP Site Ref / Location	Previous Local Plan Ref (replaced unless stated)	Site Name	Address	Type
MIWo4 WCRA	Not Allocated	Dismantling & Engineering Services	Noose Lane, Willenhall	Aggregates recycling
MIWo5 BCRA	BCAAP – BC2 (5)	Ettingshall Asphalt Plant	Spring Road, Wolverhampton,	Coating plant
MIWo6 BCRA	BCAAP – BC2 (5)	Ettingshall Recycling Facility	Millfields Road, Ettingshall	Aggregates recycling
MIWo7 BCRA	Not Allocated	G L Ready Mix Concrete	Unit 1a, Thomas Street, Blakenhall	Concrete batching plant
MIWo8 BCRA	Not Allocated	Hanson Ready Mix, Concrete (Wolverhampton)	Neachells Lane, Wednesfield	Concrete batching plant
MIWo9 WCRA	Not Allocated	Landywood Concrete Products Ltd	Neachells Lane, Wednesfield	Concrete batching plant
MIWo10 WCRA	Not Allocated	Neachells Lane Transfer Station	Consolidation House, Neachells Lane, Willenhall	Specialist facility for manufacture of concrete blocks from recovered street sweepings
MIWo11 BCRA	Not Allocated	Premier Mortars (Wolverhampton)	Chillington Works Industrial Estate, Cross Street, Eastfield	Dry silo mortar plant
MIWo12 BCRA	Not Allocated	S S Concrete	Price Street, Bilston	Concrete batching plant

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BCP Site Ref / Location	Previous Local Plan Ref (replaced unless stated)	Site Name	Address	Type
MIWo13 BCRA	BCAAP – BC2 (5)	Tarmac Concrete Ettingshall	Millfields Road, Ettingshall	Concrete batching plant

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14 Delivery, Monitoring, and Implementation

BCP Monitoring and Review

14.1 The BCA are committed to ensuring robust monitoring of the implementation of the BCP. The aim is to ensure that the plan is delivered successfully, efficiently and working in partnership with stakeholders.

14.2 Monitoring indicators have been included within each chapter of the BCP to measure the implementation of policies. The indicators will identify trigger points at which it may be appropriate to address any emerging issues.

14.3 The purpose of the monitoring indicators are to:

- Assess the performance of the plan in delivering the spatial vision and objectives.
- Identify the need to amend policies or supplementary planning documents.
- Demonstrate the plan is deliverable in the plan period.

14.4 The BCP has been prepared to be flexible over the plan period and adjust to changes where they arise. These changes may include changes to national policy and guidance, demographic changes and variable economic conditions. There also may be circumstances or unexpected external factors that means certain policies become less effective or out of date. Monitoring the plan is essential in identifying any issues and devising appropriate actions. Such actions might include adjusting the implementation of the policies or undertake a partial or early review of the BCP.

14.5 The BCLAs, in line with national policy, will review the policies in the Plan to assess whether they need updating at least once every five years and the policies will be updated as necessary.

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15 Appendix – changes to Local Plans

A - Dudley

Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Dudley Borough Development Strategy	Policy S26 - Residential Canal Moorings	Policy ENV 7 Canals of the Black Country
Dudley Borough Development Strategy	Policy S25 – Canals	Policy ENV 7 Canals of the Black Country (in part)
Dudley Borough Development Strategy	Policy S20: The Borough's Geology	Policy ENV6: Geodiversity and the Black Country UNESCO Global Geopark (in part)
Dudley Borough Development Strategy	Policy S23: Green Belt	Policy GB1: The Black Country Green Belt (in part)
Dudley Borough Development Strategy	Policy S2: Planning for a Healthy Borough	Policy HWI: Health and Wellbeing (in part)

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Dudley Borough Development Strategy	Policy D9 – Hot Food Takeaways	Policy HWI: Health and Wellbeing (in part)
Dudley Borough Development Strategy	Policy S2: Planning for a Healthy Borough	Policy HW3: Health Impact Assessments (HIAs) (in part)
Dudley Borough Development Strategy	Policy S2: Planning for a Healthy Borough	Policy HW2: Health Infrastructure (in part)
Dudley Borough Development Strategy	Policy S3: Renewable Energy	Policy CC7: Renewable and Low Carbon Energy and BREEAM Standards (in part)
Dudley Borough Development Strategy	Policy S4: Flood Risk	Policy CC5: Flood Risk (in part)
Dudley Borough Development Strategy	Policy S5: Minimising Flood Risk and Sustainable Drainage Systems (SuDS)	Policy CC6 - Sustainable drainage and surface water management (SuDS)
Dudley Borough Development Strategy	Air Pollution	Will need to be in accordance with CC4 – Air Quality

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Dudley Borough Development Strategy	Policy S19: Dudley Borough's Green Network	Designations updated in accordance with Black Country Plan Proposals Map
Dudley Borough Development Strategy	The Borough's Green Infrastructure	All policies will need to reflect updated BCP Policies ENV8, ENV3, CC5 and CC3
Dudley Borough Development Strategy	Policy S22: Mature Trees, Woodland and Ancient Woodland	Policy ENV4 – Provision, retention and protection of trees, woodlands and hedgerows
Dudley Borough Development Strategy	Policy S27: River Stour and its Tributaries	Policy CC5: Flood Risk (in part) as replacement to BCCS ENV5
Dudley Borough Development Strategy	Policy S28 – Sports Facilities and Stadiums	Policy ENV8: Open Space, Sport and Recreation (STRATEGIC) replaces to BCCS ENV6: Open Space, Sport and Recreation
Dudley Borough Development Strategy	Policy S29 – Public Open Space	Policy ENV8: Open Space, Sport and Recreation (STRATEGIC) replaces to BCCS ENV6: Open Space, Sport and Recreation

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Dudley Borough Development Strategy	Policy L1: Housing Development, extensions and alterations to existing dwellings	Policy HOU 6: Houses in Multiple Occupation (in part
Dudley Borough Development Strategy	Policy L3: Provision of Affordable Housing in New Developments	BCP Policy HOU3: Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing
Dudley Borough Development Strategy	Policy L6: Strategic High-Quality Employment Areas	BCP Policy EMP2: Strategic Employment Areas
Dudley Borough Development Strategy	Policy L7: Local Quality Employment Areas	BCP Policy EMP3: Local Employment Areas BCP Policy EMP4: Other Employment Sites
Dudley Borough Development Strategy	Policy L8 – Protecting the Viability and Integrity of Industrial and Business Uses	Policy EMP 4: Other Employment Sites
Stourbridge Area Action Plan	Policy 1 – Urban Design	Policy ENV9: Design Quality
Stourbridge Area Action Plan	Policy 9 – Hot Food Takeaways (A5 Uses	Policy HWI: Health and Wellbeing

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Stourbridge Area Action Plan	Policy 10 – Housing Mix and Tenure	Policy HOU2: Housing Density, Type and Accessibility
Stourbridge Area Action Plan	Policy 12 – New Housing near to Business uses	Policy HOU2: Housing Density, Type and Accessibility (in part)
Stourbridge Area Action Plan	Policy 15 – Nature Conservation	Policy ENV1: Nature Conservation
Stourbridge Area Action Plan	Policy 19 – Sustainable Urban Drainage Systems and Flood Risk	Policy CC5: Flood Risk (in part) and Policy CC6 - Sustainable drainage and surface water management (SuDS)
Brierley Hill Area Action Plan	Policy 46: Edge of Centre and Out of Centre Development	BCP Policy CEN6: Edge of Centre and Out of Centre Development BCP Policy CEN2: Tier One: Strategic Centres
Brierley Hill Area Action Plan	Policy 48: Offices	BCP Policy CEN2: Tier One: Strategic Centres – *in part as reference within Policy 48 to the BCCS*

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
Brierley Hill Area Action Plan	Policy 49: Living in Brierley Hill Town Centre	BCP Policy HOU3: Delivering Affordable, Wheelchair Accessible and Self Build / Custom Build Housing – in part - *as reference within Policy 49 to the BCCS and the Affordable Housing SPD*
Brierley Hill Area Action Plan	Policy 66: Phasing of Comparison Retail Allocations	BCP Policy CEN2: Tier One: Strategic Centres *Comment as AAP Policy 66 hooks out to BCCS CEN3*
Halesowen Area Action Plan (HAAP)	HAAP Policy 1 'Retail Floorspace' includes that retail proposals in the primary shopping area (PSA) will be supported subject to them satisfying relevant parts of BCCS Policies CEN2 'Hierarchy of Centres' and CEN4 'Regeneration of Town Centres'	Replace 'BCCS Policy CEN2 Hierarchy of Centres' with *'BCP Policy CEN1 The Black Country Centres'*; Replace 'BCCS Policy CEN4 Regeneration of Town Centres' with '*BCP Policy CEN3 Tier Two Centres'*.
HAAP	HAAP Para 4.9 (as supporting text to Policy 4 'Land Uses outside Halesowen's Primary Shopping Area') states the need to encourage town centre uses outside the PSA in accordance with BCCS Policy CEN4 and restricting A1 shops.	Replace 'BCCS Policy CEN4 Regeneration of Town Centres' with '*BCP Policy CEN3 Tier Two Centres'*.

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
HAAP	HAAP Para 4.12 (as supporting text to Policy 6 'Proposed Development and the River Stour') makes reference to BCCS Policy ENV5 'Flood Risk, Sustainable Drainage Systems and Urban Heat Island'.	Replace 'BCCS Policy ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island' with '*BCP Policy CC5 Flood Risk*' and Policy CC6 - Sustainable drainage and surface water management (SuDS)
HAAP	H AAP Para 5.5 (as supporting text to Policy 8 'Development Opportunity Site 1: Pool Road Car Park') makes reference to BCCS Policy ENV5.	Replace 'BCCS Policy ENV5' with '*BCP Policy CC5 Flood Risk'* and Policy CC6 - Sustainable drainage and surface water management (SuDS)
HAAP	HAAP Para 5.10 (as supporting text to Policy 9 'Development Opportunity Site 2: Trinity Point and High Street Car Park') makes reference to BCCS Policy ENV5.	Replace 'BCCS Policy ENV5' with '*BCP Policy CC5 Flood Risk'* and Policy CC6 - Sustainable drainage and surface water management (SuDS)
HAAP	HAAP Para 5.15 (as supporting text to Policy 10 'Development Opportunity Site 3: Link House and Pioneer House') makes reference to BCCS Policy ENV5.	Replace 'BCCS Policy ENV5' with '*BCP Policy CC5 Flood Risk'* and Policy CC6 - Sustainable drainage and surface water management (SuDS)

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
HAAP	HAAP Para 5.18 (as supporting text to Policy 11 'Development Opportunity Site 4: Little Cornbow') makes reference to BCCS Policy ENV5.	Replace 'BCCS Policy ENV5' with '*BCP Policy CC5 Flood Risk'* and Policy CC6 - Sustainable drainage and surface water management (SuDS)
HAAP	HAAP Para 5.21 (as supporting text to Policy 12 'Development Opportunity Site 5: Fountain House') makes reference to BCCS Policy ENV5.	Replace 'BCCS Policy ENV5' with '*BCP Policy CC5 Flood Risk'*. And Policy CC6 - Sustainable drainage and surface water management (SuDS)
HAAP	HAAP Para 7.2 as introductory text to the Nature Conservation Chapter makes reference to BCCS Policies CSP3 'Environmental Infrastructure' and ENV1 'Nature Conservation'.	Re BCCS Policy CSP3: There does not appear to be a direct BCP policy replacement for this. Including given the context of this HAAP paragraph, it is sufficient that Para 7.2 be amended to remove the reference to BCCS Policy CSP3 (the reference to ENV1 being sufficient). Amend HAAP Para 7.2 from: 'This complements the Black Country Core Strategy which plans for…' to '*This complements the Black Country Plan which plans for…*'

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
		Re Policy ENV1 - <u>No change required</u> – remains as (BCP) Policy ENV1 'Nature Conservation'
HAAP	HAAP Para 7.13 under the subheading 'Protecting Key Nature Conservation Sites and Corridors' makes reference to BCCS Policy ENV1 'Nature Conservation'.	Amend HAAP Para 7.13 from: '…*are protected through Core Strategy Policy ENV1*…' to '…*are protected through Black Country Plan Policy ENV1*… Re Policy ENV1 - <u>No change required</u> – remains as (BCP) Policy ENV1 'Nature Conservation'
HAAP	HAAP Para 8.5 as introductory text to the Historic Environment Chapter under the subheading 'Halesowen Urban Historic Landscape Characterisation study (UHLC)' makes reference to BCCS Policy ENV2 'Historic Character and Local Distinctiveness'.	Replace 'BCCS Policy ENV2 Historic Character and Local Distinctiveness' with '*BCP Policy ENV5 Historic Character and Local Distinctiveness of the Black Country*'.
HAAP	HAAP Para 9.8 as supporting text to Policy 27 'Walking and Cycling' makes reference to BCCS Policy TRAN4 '*Creating Coherent Networks for Cycling and for Walking'*.	Replace BCCS Policy TRAN4 'Priorities for the Development of the Transport Network' with BCP Policy TRAN5 'Creating Coherent Networks for Cycling and for Walking'.

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
HAAP	HAAP Para 9.10 as supporting text to Policy 28 'Car Parking' makes reference to BCCS Policy CEN8 'Car Parking in Centres'.	Where development is being proposed, BCP Policy TRAN7 'Parking Management' provides guidance on maximum parking standards.
HAAP	HAAP Para 11.3 in the Delivery Chapter refers to BCCS Policy DEL1 'Infrastructure Provision'	Amend HAAP Para 11.3 from: '…in particular Core Strategy Policy DEL1…' to '…*in particular Black Country Plan Policy DEL1*…' Re Policy DEL1 - <u>No change required</u> – remains as (BCP) Policy DEL1 'Infrastructure Provision'
HAAP	HAAP Policies Map Key in terms of Sites of Local Importance for Nature Conservation (SLINCs) refers to BCCS Policy ENV1 'Nature Conservation'.	Amend the Key's text under SLINC from 'Black Country Core Strategy Policy ENV1…' To '*Black Country Plan Policy ENV1…'* Re Policy ENV1 - <u>No change required</u> – remains as (BCP) Policy ENV1 'Nature Conservation'

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
HAAP	HAAP Policies Map Key in terms of Scheduled Ancient Monuments refers to BCCS Policy ENV2 'Historic Character and Local Distinctiveness'.	Replace 'BCCS Policy ENV2 Historic Character and Local Distinctiveness' with '*Black Country Plan Policy ENV5 Historic Character and Local Distinctiveness of the Black Country*'.
Dudley Area Action Plan (DAAP)	Policy 7 – Development Opportunity Site 1 – in the section regarding Acceptable range of land uses refers to CEN4 'Regeneration of Town Centres' in terms of convenience retail floor space	DAAP states 'A1 shops … and a contribution to the requirement for convenience retail floor space identified by BCCS Policy CEN4 However, BCP Policies do not identify an amount of convenience retail floor space. BCP Policy CEN3 covers Tier-Two Centres.
DAAP	Policy 8 – Development Opportunity Site 2 – in the section regarding Acceptable range of land uses refers to CEN4 'Regeneration of Town Centres' in terms of convenience retail floor space	DAAP states 'A1 shops … and a contribution to the requirement for convenience retail floor space identified by BCCS Policy CEN4 However, BCP Policies do not identify an amount of convenience retail floor space. BCP Policy CEN3 covers Tier-Two Centres.

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
DAAP	Paragraph 6.32 in Housing Opportunities section refers to Policy HOU1 'Delivering Sustainable Housing Growth' (also to vision for regeneration corridor 11a)	Replace Policy HOU1 in the Black Country Core Strategy with *Policy HOU1 in the Black Country Plan.* Re Policy HOU1 - <u>No change required</u> – remains as (BCP) Policy HOU1 'Delivering Sustainable Housing Growth'
DAAP	Para. 6.36 in Housing allocations within the AAP section refers to HOU3 'Affordable Housing'	Replace: Core Strategy Policy HOU3: Affordable Housing With *Black Country Plan Policy HOU3: Delivering Affordable, Wheelchair Accessible and Self Build/Custom Build Housing.*
DAAP	Para. 7.5 in Dudley's Primary Shopping Area Section refers to CEN4 'Regeneration of Town Centres' in terms of identified need for retail floor space	BCP Policies do not identify an amount of convenience retail floor space for Dudley Town Centre. BCP Policy CEN3 covers Tier-Two Centres.
DAAP	Policy 15 'Retail Floorspace' (due to reference to CEN4)	In part BCP Policies do not identify an amount of convenience retail floor space for Dudley Town Centre. Replace: Core Strategy Policy CEN4 'Regeneration of Town Centres

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
		With: *Black Country Plan Policy CEN3 'Tier Town Centres'*
DAAP	Para7.9 and 7.11 in Beyond Dudley's Primary Shopping Area section refers to CEN4 'Regeneration of Town Centres'	Para.7.9 states: *''The Black Country Core Strategy Policy CEN4 specifically acknowledges that Dudley town centre has a particular function as a heritage and leisure focus for regeneration*" No BCP policy incudes this Para 7.11 Replace: The Black Country Core Strategy Policy CEN4 'Regeneration of Town Centres' With: *The Black Country Plan Policy CEN1 'The Black Country Centres'*
DAAP	Policy 17 'Land Uses outside Dudley Primary Shopping Area' in part reference to CEN4	
DAAP	Para. 8.1 in housing Section refers to Policy CSP1 'The Growth Network', HOU1 'Delivering Sustainable Housing Growth', HOU2 'Housing Density, Type and Accessibility'	Replace (Policy CPS1) with: *(Policy CSP2)* Amend Policies HOU1 and HOU2 of the Black Country Core Strategy to *HOU1 and HOU2 of the Black Country Plan*

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
DAAP	Policy 18 'Housing Within the Dudley Area Action Plan Boundary in part	Replace: Housing policies within the Black Country Core Strategy (including policy HOU3 'Affordable Housing) With: *Housing policies within the Black country Plan (Including Policy HOU3 'Delivering Affordable, Wheelchair accessible and self-build / custom build housing)*
DAAP	Para.11.9 under Dudley Urban Historic Landscape Characterisation Study section refers to Policy ENV2 'Historic Character and Local Distinctiveness'	Replace: Core strategy Policy ENV2 'Historic Character and Local Distinctiveness With: *Black Country Plan Policy ENV5 'Historic Character and Local Distinctiveness of the Black Country'*
DAAP	Para. 13.30 in Nature Conservation supporting text refers to Policy ENV1 'Nature Conservation	Amend HAAP Para 7.13 from: '…*are protected through Core Strategy Policy ENV1*…' to '…*are protected through Black Country Plan Policy ENV1*… Re Policy ENV1 - <u>No change required</u> – remains as (BCP) Policy ENV1 'Nature Conservation'

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Appendix A1 - Dudley Local Plan Policies to be superseded by the Black Country Plan		
Local Plan document	**Superseded Policy**	**Replacement Policy / wording**
DAAP	Paragraph 14.4 in Planning Obligations section refers to Policy DEL1	Policy DEL1 - No change required – remains as (BCP) Policy DEL1 'Infrastructure Provision'

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
		StandHills Open Space	Removed.	Site allocated for housing subject to off-site mitigation for loss of open space.
		Blowers Green Road Open Space	Removed.	Site allocated for housing subject to off-site mitigation for loss of open space.
2017 Dudley Borough Development Strategy (DBDS)	H10.7	Corbyns Hall Lane	Removed.	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11A.12	Old Dock, Dudley	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11B.12	Platts Road, Amblecote	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11B.19	Land south of Brettel Lane, Brierley Hill	Removed	Site previously allocated for housing but removed due to landowner engagement exercise

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	H11B.20	Former Brick Works, North of Brettell Lane	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11B.21	North Street Industrial Estate	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	UG.H1	Deepdale Lane, Upper Gornal	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11A.23	Shaw Road, Dudley	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11B.11	Land south of King William Street, Amblecote	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H14.5	Land off Lodgefield Road, Halesowen	Removed	Site previously allocated for housing but removed due to landowner engagement exercise

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	NETH.H15	South of Northfield Road, Netherton	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS	H11A.24	Prospect Row	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
DBDS		Griff Chains, Quarry Road, Netherton	Removed	Site previously allocated for housing but removed due to landowner engagement exercise
2011 Black Country Core Strategy (BCCS) (also mapped in the DBDS)	WP4 (BCCS Policy WM3)	Oak Farm Clay Pit and Environs – proposed landfill site	Removed	Site became operational, has fully completed waste disposal to landfill operations, and is now closed
BCCS	WSD2	Envirotreat, Kingswinford	Removed	
BCCS	WSD3	Biffa, The Foxyards	Removed	

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
BCCS	WSD4	G & M Industrial Services Ltd	Removed	The waste facility has either closed or no longer qualifies as a strategic waste management site as defined by the BCP (supporting text to Policy W2)
BCCS	WSD7	Midlands Recycling Hub, Lye	Removed	
BCCS	WSD8	Mucklow Hill Transfer Station	Removed	
DBDS	WSD12 (see DBDS page 20)	Oak Farm Clay Pit landfill site	Removed	Completed waste disposal to landfill operations, and is now closed
BCCS	N/A (See BCCS Policy WM3 – Table 17)	Satellite depot / bulking facility (for Dudley MBC)	Removed	Delivered and remains operational as Blowers Green depot, Dudley (as DBDS ref WSD11 – see DBDS page 20)
BCCS	MSA (BCCS Policy MIN1)	Mineral Safeguarding Area (covers almost the	Removed	Replaced in the draft BCP by more tightly defined MSAs in Walsall

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
(also mapped in the DBDS)		whole of the Black Country)		
BCCS (also mapped in the DBDS)	MA3 (BCCS Policy MIN3)	Himley / Oak Farm - Area of Search for Etruria Marl	Removed	No viable minerals remaining and relating extraction sites closed
BCCS (also mapped in the DBDS)	MA4 (BCCS Policy MIN3)	Ketley - Area of Search for Etruria Marl	Removed	No viable minerals remaining and relating extraction site closed
BCCS (also mapped in the DBDS)	MI4 (BCCS Policy MIN1)	Tansey Green Mineral-Related Infrastructure (potential rail freight to serve brickworks)	Removed	Stourbridge Works (brickworks) closed and redeveloped for housing; Dreadnought Works (brick and tile works) dependent on imported clay from a South Staffordshire extraction site without rail access
DBDS	ES10.1 (in part)	Dandy Bank Ph 1	Removed	Site built out

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	ES11A (in part)	Castlegate Way	Removed	Site built out
DBDS	ES11A.5	Midtherm New Road	Removed	Site built out
DBDS	ES13.2	Station Rd	Removed	Site built out
DBDS	ES13.3 —	Timmis Rd –	Removed	Lost to housing
DBDS	ES13.5	Folkes Rd	Removed	Site built out
DBDS	ES14.1	Heywood Forge, Mucklow Hill	Removed	Site built out
DBDS	H16.2	Land off Darkhouse Lane, Coseley	Removed	Site built out
DBDS	H16.2	Land to the East of Gibbons Lane	Removed	Site built out

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	H10.2	Dudley Guest Hospital Site	Removed	Site built out
DBDS	H11A.1	Middlepark Road, Russells Hall	Removed	Site built out
DBDS	H11A.4	Land South of Cakemore Road, Blackheath	Removed	Site built out
DBDS	H13.1	Attwood Street, Lye	Removed	Site built out
DBDS	H13.2	Former Holt Farm Primary School, Holt Road	Removed	Site built out
DBDS	H13.6	Stewarts Road	Removed	Site built out
DBDS	H13.20	Land off Homer Hill Road, Cradley	Removed	Site built out

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	H13.30	Land off Quarry Road, Mushroom Green	Removed	Site built out
DBDS	HO.15	Rose Hill, Quarry Bank	Removed	Site built out
DBDS	HO.14	Mons Hill, Wrens Hill Road, Dudley	Removed	Site built out
DBDS	H16.6	Davies Avenue, Coseley	Removed	Site built out
DBDS	H16.12	Mount Pleasant Street, Coselet	Removed	Site built out
DBDS	H16.13	Saltwells Road	Removed	Site built out
DBDS	Neth. H14	Turley Street, Woodsetton	Removed	Site built out

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Appendix A2 – Changes to existing local plan designations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
DBDS	HO.9	Holloway Street, Lower Gornal	Removed	Site built out
DBDS	HO.19	Hockley Lane, Netherton	Removed	Site built out
DBDS	H11B.24	Plant Street/ Mill Street/ Bridge Street, Wordsley	To be removed	Site currently under construction and will be built out by BCP adoption date
DBDS	H10.6	Tansey Green Rd/ Stallings Lane	To be removed	Site currently under construction and will be built out by BCP adoption date
DBDS	H11b.6	Stourbridge College, Longlands Campus	To be removed	Site currently under construction and will be built out by BCP adoption date
DBDS	HO.23	The Portway, Kingswinford	To be removed	Site currently under construction and will be built out by BCP adoption date

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Appendix A3 – Dudley AAP policies with a housing allocation			
Tier Two Plan	**Reference**	**Site**	**Residential Yield (dwellings)**
Dudley AAP	OS1	King Street /Flood Street	80 - increased to 200 density uplift
	OS2	Trindle Road	40
	OS3	Tower Street	40
	OS4	Trident Centre	60
	OS5	Upper High Street	40 increased to 98 density uplift
	OS6	Appleyard Site	40
	OS6	Abberley Street	10
	OS7	Castle Hill	35
Halesowen AAP	OS1	Pool Road	C3 Residential and B1

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Appendix A3 – Dudley AAP policies with a housing allocation			
Tier Two Plan	**Reference**	**Site**	**Residential Yield (dwellings)**
	OS2	Trinity Point	B1 offices
	OS3	Link House	C3 – 20
	OS4	Little Cornbow	C3- 43
	OS5	Fountain House	C3 – 30
Stourbridge AAP	OS2	Market Street	C3
	OS3	Angel Passage	C3
	OS6	North of Birmingham Rd	C3 - 26
	OS7	Mill Race Lane	C3/B1b/c, B2 and B8
	OS8	Mill Race Lane	C3/B1b/c, B2 and B8

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Appendix A3 – Dudley AAP policies with a housing allocation			
Tier Two Plan	**Reference**	**Site**	**Residential Yield (dwellings)**
	OS9	Bradley Road	80
	OS11	Lowndes Road	C3/B1b/c, B2 and B8
	Policy 20	Stourbridge Wharf	C3

Appendix A4 – Alteration to nature conservation designations in Dudley	
Site Name	**Status**
• Watery Lane SLINC and SINC (Wordsley); • Coopers Wood and Lyeclose meadow SINC (Land South of Manor Way)	No Change
• Roundhill, Holbeache Land SLINC (Kingswinford); • Ashwood Haye Fields SLINC (Kingswinford);	Designation as new SLINCs

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Appendix A4 – Alteration to nature conservation designations in Dudley	
Site Name	**Status**
• Racecourse Lane SLINC (Norton); • Manor Abbey Farm SLINC; formed from the Brickyard and Manor Abbey Hedgerows (Land south of Manor Way (Halesowen)); • Raddens Pastures SLINC; covering Raddens Pastures (Land South of Manor Way (Halesowen)); • Lyeclose Farm SLINC; covering Lyeclose Farm (Land South of Manor Way (Halesowen)); and; • Illey Hall Farm SLINC; covering Illey Hall Farm (Land South of Manor Way (Halesowen))	
• St Mary's Abbey Remains SINC; covering St Mary's Abbey Remains and Manor Way Tip.	Designation of a new SINC

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Appendix A4 – Alteration to nature conservation designations in Dudley	
Site Name	**Status**
• Amalgamate the Tributary of Illey Brook SINC, Lyeclose Lane Wood SINC, Illey Hall Farm SLINC and Illey Brook SLINC into a single designated site; • Kitwell Brook Valley SINC (Land South of Manor Way (Halesowen). • Extension to the SINC Boundary around the existing Tributary of Illey Brook SINC. Extend the boundaries of existing Sites of Local Importance for Nature Conservation (SLINC) designations • Ketley Quarry (Kingswinford) • Coopers Bank north of Coopers Bank Road (Gornal) • Coopers Bank south of Coopers Bank Road (Gornal) Extend the existing Sites of Importance for Nature Conservation (SINC) designation:	Amalgamation and /or extension of boundaries

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Appendix A4 – Alteration to nature conservation designations in Dudley	
Site Name	**Status**
• Hurst Hill Wood (Sedgley) Amalgamation of the Coombeswood SLINC and Coombeswood North and South SINCs into a single designated site; Coombeswood Site of Importance for Nature Conservation (SINC) minor reductions to the SINC Boundary. Amalgamation of the Tansey Green SLINC, Tansey Green East SLINC, Huntsmill Farm SLINC, Coopers Bank East SLINC, Tansey Green claypit ashbeds SINC and the western block of Russell's Hall SLINC into a single designated site; the existing Barrow Hill and Coopers Bank (SINC) Site of Importance for Nature Conservation	
• Brick Kiln Lane SINC (Gornal); • Conference Wood and Gornal Sewage Works SLINC (Gornal)	Revised Sites of Local Importance for Nature Conservation (SLINC) and Sites of Importance for Nature Conservation (SINC) boundary designations

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Appendix A4 – Alteration to nature conservation designations in Dudley	
Site Name	**Status**
• Revised Sites of Local Importance for Nature Conservation (SLINC) boundary designation at: Turls Hill (Sedgley) Swanbrook Valley (Sedgley) – including reduction of boundary	
• Caslon Wood SLINC (Cradley and Wollescote)	Boundary adjustment to an existing SLINC and the inclusion of several hedgerows within the SLINC Designations
• Minor reduction to the existing boundaries of the following designated Sites of Local Importance for Nature Conservation (SLINC); Moden Hill East (Viewfield Crescent) (Gornal)	Reduction to boundary

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B - Sandwell

The impact of the Black Country Plan on existing Sandwell Local Plan Documents

The following Local Plan documents are currently in force in Sandwell:

BCCS	Black Country Core Strategy (2011)
SADDPD	Sandwell Site Allocation and Delivery DPD (2012)
WBAAP	West Bromwich Area Action Plan (2026)
TAAP	Tipton Area Action Plan (2008)
SAAP	Smethwick Area Action Plan (2008)

The Black Country Core Strategy will be wholly replaced by the Black Country Plan (BCP) upon adoption. At this point the BCP, saved parts of SADDPD and WBAAP will make up the Sandwell Local Plan. Some of the policies, supporting paragraphs and Policies Map designations of the Sandwell Local Plan will be replaced or otherwise amended when the BCP is adopted. Appendix B1 lists policies and supporting paragraphs of the Sandwell Local Plan which will be replaced upon adoption of the BCP. Appendix B2 below lists the resulting amendments to the Sandwell Policies Map. As the BCP does not allocate sites in the Strategic Centres, only certain policies, supporting paragraphs and designations within the WBAAP are affected by adoption of the BCP.

As part of this process, the Green Belt boundary has also been adjusted slightly in a small number of locations to address minor inconsistencies between the boundaries that were previously established and the physical situation that exists “on the ground”.

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Appendix B1 - Sandwell changes to current Tier 2 local plans				
Local Plan Document	**Policy ref / paragraph**	**Policy / Site Name**	**Replacement Black Country Policy**	**Description of Change**
Tipton AAP	All policies and proposals		BCP	Tipton AAP Superseded
SADDPD	Green Belt Boundary	Various locations	BCP	Amendments – To release sites for development and to address inconsistencies between the boundaries previously established and the physical situation today
SADDPD	SAD H1	Housing allocations	HOU1 - Delivering Sustainable Housing Growth	SAD H1 - Policy superseded
SADDPD	SAD EOS2	Green belt	GB1 – The Black Country Green Belt GB2 - Safeguarded Land GB3 - Extensions and Replacement Buildings in the Green Belt	SAD EOS2 - Policy superseded
SADDPD	SAD EOS5	Environmental infrastructure	Across various - CC1 - CC6	SAD EOS5 – Policy Superseded
SADDPD	SAD EOS10	Design quality and environmental standards	ENV9 - Design Quality	SAD EOS10 – Policy Superseded

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H9.7	1401	801	Bell Street / Dudley Road, Tipton	0.62	20	employment
H9.6	1448	81	Station Street, Tipton	1.37	43	employment
H13.8	1461	665 80 & 82	Waterfall Lane and 101-126 Station Road	0.34	8	employment
HOC11	2232	263	United Steels Ltd, Upper Church Lane Tipton	1.58	73	employment
H12.8	2372	121	Rabone Lane, Smethwick	5.98	209	employment
WBPr30	2381		Bus Depot	1.1	68	employment
WBPr31	2384		Oldbury Road	16.8	588	employment
WBPr32	2385		Brandon Way / Albion Road (North)	6.2	248	employment
WBPr33	2386		Brandon Way / Albion Road (South)	1.5	494	employment
WBPr34	2387		Brandon Way / Brandon Close	1	43	employment
WBPr38	2389		Church Lane / Gladstone Street	2.8	111	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H9.5	2463	150 / 856	Coneygree	7.61	300	employment
H8.5	2906	15	Darlaston Road/ Old Park Road, Kings Hill, Wednesbury	5.2	200	employment
H8.4	2907	34	Holloway Bank, Wednesbury	5.71	149	employment
H8.4	2911	334	Mounts Road, Wednesbury	1.1	39	employment
H8.2	2916	553	Whitehall Industrial Estate, Whitehall Road, Great Bridge	2.51	65	employment
H8.2	2917	555	Land between Whitehall Road and Walsall Canal, Great Bridge	0.75	23	employment
H8.1	2920	634	Land to north and west of Ridgacre Road	1.63	51	employment
H8.5	2921	642	Kings Hill Trading Estate, Darlaston Road, Wednesbury	3.28	86	employment
H8.5	2922	643	Old Park Trading Estate site on Old Park Road, Wednesbury	2.62	68	employment
H8.1	2923	654	Land to the south of Ridgacre Road, West Bromwich	1.11	35	employment
H8.1	2924	657	Church Lane, West Bromwich	0.75	24	employment
H8.4	2925	788	Site off Mount Road Wednesbury	0.49	17	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H8.4	2926	791	Corner of Bridge Street and Mounts Road, Wednesbury	3.15	110	employment
H8.4	2927	795	Site on corner of Woden Rd South and Bridge St, Wednesbury	1.61	56	employment
H9.1	2935	966	Wellman Robey Ltd, Newfield Road, Oldbury	4.91	129	employment
H9.4	2936	1239	CBF LTD, Wade Building Services, Groveland Road, Oldbury	1.26	40	employment
H9.5	2937	151	Fisher Street / Coneygree Road, Tipton	1.7	60	employment
H9.7	2938	265	Castle Street, Tipton	1.49	47	employment
H9.5	2943	878	Coneygre Road / Burnt Tree, Tipton	1.11	35	employment
H9.1	2944	967	Birmingham Board Co Ltd, Dudley Road East, Oldbury	1	32	employment
H9.1	2945	968	Beswick Paper, Dudley Road, Oldbury	0.96	33	employment
H9.1	2949	1196	British Gas Plc, land off Dudley Road, Oldbury	1.04	33	employment
H9.4	2950	1240	Land adjacent to Cleton Business Park, Tipton Road, Tipton	0.56	18	employment
H9.4	2951	-	Vaughan Trading Estate	19.92	349	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
(834)	2953		Sedgley Road West, High Street, Tipton	1.12	39	employment
(145)	2955		Unit 1, Groveland Road	0.36	13	employment
(147)	2956		Upper Chapel Street / Brittania Street / 70 - 74 Dudley Road West	0.63	22	employment
(148)	2957		Dudley Road / 28 Dudley Road West	1.78	62	employment
(149)	2958		Tipton Road, Oldbury	1.76	62	employment
(247)	2960		Diamond Buses, Hallbridge Way, Oldbury	3.13	110	employment
(248)	2963		Groveland Road	1.18	41	employment
(578)	2965		Land between Great Bridge Street and William Street, Tipton	1.92	67	employment
(300)	2966		Alexandra Industrial Estate, Locarno Road / Alexandra Road, Tipton	2.2	77	employment
(911)	2967		Black Country Park, Great Bridge Street, Great Bridge	2.18	76	employment
(375) Post 2021	2969		Dudley Road West, Oldbury	0.46	16	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
(836)	2971		Hurst Lane / Birmingham Canal / Sedgley Road, West Tipton	2.19	77	employment
(144)	2973		Burnt Tree Industrial Estate, Groveland Road	0.82	29	employment
WBPr36	2975		Swan Village Industrial Estate, West Bromwich	0.8	25	employment
H12.6	2990	200	Fitzgerald Lighting LTD, Rood End Road	1.39	44	employment
H12.7	2994	854	Oldbury Road Industrial Estate	0.57	18	employment
H13.5	3004	259 / 896	Newlyn Road	3.37	103	employment
H13.2	3010	1301	Corngreaves Road	2.8	98	employment
(789)	3013		JAS Industrial Park, Titford Lane, Oldbury	0.93	33	employment
(855)	3014		Oldbury Road, Oldbury	2.89	102	employment
(1130)	3016		230 Oldbury Road	1.48	52	employment
H13.8	3017	284	Sandwell MBC Depot and surrounds, Waterfall Lane, Cradley Heath	1.36	43	employment
3019	3019		Station Road (South), Rowley Regis	0.85	30	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H13.8	3020	656	Broadcott and Broadway Industrial Estates	1.49	47	employment
H13.4	3026	268	Station Street / Graingers Lane	1.3	41	employment
H13.4	3027	280	Bridge Trading Estate	0.57	19	employment
H13.5	3032	260	Oldfield Trading Estate, Oldfields, Cradley Heath	1.64	51	employment
H13.6	3034	933	Foxoak Street, Newtown Lane, Providence Street	4.82	168	employment
H13.7	3043	297	Station Road	3.21	84	employment
(724)	3140		Land at Dolton Way, between Factory Road, Bloomfield Road and railway line, Tipton.	2.62	99	employment
H13.5	3142	1302	Spinners End	0.71	25	employment
H16.2	3219	753	Bloomfield Road / Barnfield Road	0.83	26	employment
H16.3	3221	842	Bloomfield Road / Fountain Lane	1.5	53	employment
H13.6	3226	1303	Bank Street, Cradley Heath (west of Kimber Drop Forgings site)	1.3	41	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H9.8	3398	302	Alexandra Road / Upper Church Lane / Locarno Road, Tipton	10.43	142	employment
	5129		Portway Road, Wednesbury	10.7	375	employment
	5139		Brymill Industrial Estate, Brown Lion Street, Tipton	1.98	69	employment
	5265		Phase 9, The Parkway, site between Stafford Street, Victoria Street and Potters Lane, Wednesbury	0.94	33	employment
	5450		Barnfield Trading Estate Tipton	2.24	78	employment
	5551		Ridgacre Enterprise Park, Ridgacre Road, West Bromwich	0.8	28	employment
	5553		Rimstock Plc, Ridgacre Road, Black Lake, West Bromwich	1.05	37	employment
	5556		Vector Industrial Park, Church Lane, West Bromwich	5.2	182	employment
	5623		Brook Street Business Centre, Brook Street Community Centre, 196-200 Bloomfield Road.	1.5	53	employment
	5641		Site between Great Western Street and Potters Lane, Wednesbury	1.14	49	employment
	5642		Land between Potters Lane and Stafford Street, Wednesbury	0.85	30	employment

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
	5646		Site on Stafford Street, Wednesbury	1.45	51	employment
	5648		Land at Potters Lane, Wednesbury	0.74	26	employment
	5972		Former Corus Premises, Bloomfield Road, Tipton	0.56	20	employment
H9.5	6109	80	Groveland Road, Dudley Port, Tipton	0.11	7	white land
H9.7	265	93	Old Cross Street, Tipton	0.48	14	white land
	5138		Nicholls Road, Tipton	3.96	139	White land - EMP4
H9.5	354	91	Park Lane West (South Staffs Depot), Tipton	2.95	77	White land - EMP4
H9.5	440	89	Orchard Street, Burnt Tree, Tipton	0.28	30	white land
H12.5	585	466	Flash Road / Broadwell Road, Oldbury	0.68	5 (36)	white land
HOC18	841	431	Wilson Road / Sycamore Road Smethwick	1.07	37	white land
H13.6	1436	71	St. Anne's Road, Cradley Heath	1.13	36	white land

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
WBPr37	1440		John Street North	0.49	18	white land
H8.1	1443	51	Cardigan Close / Sussex Avenue	0.14	5	white land
H12.7	1446	482	Holly Lane, Smethwick	0.53	29	white land
H12.6	1698	614	Land adjacent to 88 Wellesley Road	0.26	9	white land
H12.3	1919	1032	Former Starlight Auto Sales, Wolverhampton Road	0.23	14	white land
H12.10	1997	1037	Tudor Works, 36A Windmill Lane	0.25	24	white land
HOC9	2085	1047	Brunswick Park Trading Estate, Wednesbury	0.36	42	white land
H16.1	2227	756	Factory Road	0.44	35	white land
H13.9	2259	1071	Sentine Plastics Ltd, Wrights Lane	0.17	13	white land – EMP4
HOC11	2368	262	Summerhill Primary School, Central Avenue, Tipton	1.09	40	white land
H16.5	2370	303	Bradleys Lane / High Street	0.38	13	white land – EMP4

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H12.7	2423	210	Churchill Road, Smethwick	0.5	60	white land
H8.7	2910	269	Leabrook Road / Willingsworth Road, Tipton	0.37	13	white land – EMP4
H8.2	2913	439	Sheepwash Lane / Whitehall Road, Great Bridge	0.08	3	white land
H8.2	2915	550	Land between Tinsley St and Whitehall Road, Tipton	0.28	10	white land – EMP4
H8.1	2930	804	Pembroke Way, Hateley Heath, West Bromwich	2.3	81	white land
H8.2	2931	1120	Garage on Whitehall Road, Great Bridge, Tipton	0.14	5	white land
H8.2	2932	1121	Old Inn site, Sheepwash Lane, Great Bridge, Tipton	0.04	1	white land
H8.7	2933	45	Bannister Road, Wednesbury	2.22	76	white land
H8.8	2934	154	Site on New Road, Great Bridge including St Lukes Centre	0.4	14	white land
H9.7	2942	779	Castle Street / High Street, Tipton	0.7	23	white land

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H9.9	2947	1117	Railway Street, Horseley Heath, Tipton	0.35	12	white land – EMP4
H9.9	2948	1119	Salem Street, Great Bridge, Tipton	0.32	11	white land
(765)	2952		Lower Church Lane, Tipton	0.38	13	white land
(146)	2974		88-90 Dudley Road West	0.37	13	white land
H12.4	2980	109	Clay Lane, Oldbury	0.28	12	white land – EMP4
HOC13	2982	40	Tippity Green, Hawes Lane, Rowley Regis	1.13	40	white land
HOC13	2983	1135	Allsops Hill, Rowley Regis	0.38	13	white land
HOC13	2984	1282	Land at Tippity Green, Rowley Regis	4.47	150	white land
H12.1	2987	5	Wolverhampton Road and Anvil Drive, Oldbury	0.31	9	white land - EMP4
H12.10	2997	123	Cape Hill / Durban Road	2.97	94	white land

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
(205)	2999		South Road / Broomfield, Smethwick	0.27	10	white land
(1129)	3015		104-110 Oldbury Road, Smethwick	0.68	24	white land
H13.4	3029	587	Cradley Road (West)	0.99	33	white land
H13.4	3031	1124	Cradley Road (East)	0.41	12	white land
H13.11	3044	613	High Street, Blackheath	0.35	12	white land
HOC3	3048	1014	Land at Newton Road, Great Barr	0.2	16	white land
H16.5	3141	863	Batmanshill Road / Hobart Road	0.25	8	white land
	3223		Summerton Road	0.52	18	white land – EMP4
H9.2	3224	310	10 - 60 Dudley Road East, Oldbury	2.00	70	white land – EMP4
H13.6	3225	217	Foxoak Street / St Annes Road (Kawasaki Garage)	0.4	14	white land
H12.10	3462	122	Unett Street / Raglan Road	4.6	81	white land

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H13.3	3467	586	Chester Road	2.38	10	white land
	5301		Potters Lane / Great Western Street, Wednesbury	0.19	6	white land – EMP4
	5381		Victoria Street / Albert Street, Wednesbury	0.19	7	white land – EMP4
	5643		Site between Dudley Street and Victoria Street, Wednesbury	1.18	41	white land – EMP4
	6206		West Cross Centre. Oldbury Road / Mallin Street, Smethwick	1.06	37	white land
			Dudley Road East / Brades Road, Oldbury	3.76		white land – EMP4
			Zion Street, Tipton	2.43		white land – EMP4
			70-74 Crankhall Lane	1.78		white land – EMP4

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Appendix B2 - Changes to Existing Local Plan Designations						
Allocation Ref	**Site Ref**	**Old SAD Ref**	**Address**	**Site Area (ha)**	**Estimated capacity**	**proposed use**
H8.3	2929		Site on corner of New Street, Hill Top, West Bromwich	1.11		Allocated as both community open space and housing H8.3 – propose to delete the housing allocation and retain the community open space allocation

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C - Walsall

Walsall Local Plan Policies to be superseded by the Black Country Plan

Appendix C1

Walsall Unitary Development Plan 2005	
Superseded Policy	**Replacement Policy**
GP3	DEL1
ENV9 (a)	ENV1
ENV16	ENV4
ENV18	ENV4
ENV23	ENV1, ENV2, ENV3, ENV4
Fig 3.2	ENV1, ENV3, ENV4
ENV24	ENV1, ENV3, ENV4
JP5	EMP2
JP7	EMP3 and EMP4
5.9 – 5.11	CSP2 and CEN11
S2	CEN1, CEN2, CEN3, CEN4, CSP2 and Walsall LPA Chapter
S3 (b)	CEN1, CEN6
S4 (a), (b), (c), (e), (f), (g), 5.31, 5.32, 5.34, 5.35, 5.36.	CEN1, CEN2, CEN3, CSP4, ENV9
S6 (a), (b)	CEN4, CEN5, CEN6
S7 (a) II, IV, V, VI, VII, VIII, (b), (c), (d), (e)	CEN5, CEN6
H4	HOU3
H7	HOU6
T2 (a)	TRAN1
T3	TRAN, TRAN4
T4 (f)	TRAN3

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Walsall Unitary Development Plan 2005	
Superseded Policy	**Replacement Policy**
T5	TRAN2
T6	TRAN6, TRAN8
T7 (a), (c), (d)	TRAN7
T8	TRAN5
T9	TRAN5
T11	TRAN5
Part II 9.12-9.14, 9.16-- 9.18	MIN1, MIN2, MIN3, MIN4
All remaining 'saved' policies are to be carried forward	

Walsall Town Centre Area Action Plan 2019
All policies to be carried forward

Appendix C2 - Walsall Site Allocation Document 2019		
Policy	**Site Reference**	**Reference in BCP**
RC1	n/a	Replaced by spatial strategy and policies CSP1 to CSP4. The regeneration Corridors will be replaced by the Core Growth Areas
HC1	All sites except where development is now complete or under construction	Walsall Site Allocations Chapter carries forward housing allocations in SAD
HC3	n/a	Replaced by policy HOU3
HC4	All sites except as below	Walsall Site Allocations Chapter carries forward allocations in SAD except as below
HC4	New Showpeople Site GT45 96 and 100 Lindon Road, Brownhills	Not carried forward. No evidence of demand despite site being marketed

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Appendix C2 - Walsall Site Allocation Document 2019		
Policy	**Site Reference**	**Reference in BCP**
HC4	New Showpeople Site HO11 Somerford Place (former Dorsetts Scrapyard), Willenhall	Not carried forward. No evidence of demand or deliverability
HC4	New Showpeople Site HO61 Canalside Close, Goscote	No evidence of demand or deliverability
IND1	All sites subject to note below	Replaced by Policy EMP2 subject to note below
IND2	All sites subject to note below	Replaced by Policy EMP2 subject to note below
IND3	All sites subject to note below	Replaced by Policy EMP3 subject to note below
IND4	All sites subject to note below	Replaced by Policy EMP4 subject to note below
IND5	All sites subject to note below	Replaced by Policy EMP1 subject to note below
IND1 to IND5	The detailed boundaries and categorisations of most occupied and vacant existing and potential employment land has been changed as a result of the assessment of land by the BEAR and EDNA studies. BCP policy EMP1 also proposes the allocations of a number of new employment sites that are not referred to in the SAD.	

Walsall Local Centre Designations
Existing SAD policies to be retained.

Walsall Open Space Designations
Existing SAD policies to be retained.

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Appendix C3 – Changes to Walsall's existing Travelling Showpeople allocations				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
Walsall Site Allocation Document	New Showpeople Sites / GT45	96 and 100 Lindon Road, Brownhills	Removed.	No evidence of need despite site being marketed
Walsall Site Allocation Document	New Showpeople Sites / HO11	Somerford Place (former Dorsetts Scrapyard), Willenhall	Removed	No evidence of need
Walsall Site Allocation Document	New Showpeople Sites / HO61	Canalside Close, Goscote	Removed	No evidence of need

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Appendix C4 - Changes to Walsall's Existing Local Plan Designations (Waste & Minerals)						
Local Plan Document	**Site Ref**	**Site**	**Location**	**Type**	**Change**	**Reason**
Site Allocations Document (SAD)	WP3 MP7	Sandown Quarry	Stubbers Green Road, Aldridge	Quarry waste	Removal of potential waste site and permitted mineral site (brick clay extraction)	Closed. Proposed BCP allocation for employment use.
Black Country Core Strategy (BCCS)	WP6					
SAD	MP8	Vigo Utopia	Coppice Lane, Walsall Wood	Landfill (non-hazardous)	Removal of Permitted Mineral Site	Decommissioned former clay extraction site has now been restored as an area of open space.
BCCS	MI1	Former Bace Groundworks	Coppice Lane, Aldridge	Aggregates Recycling	Removal of Minerals Infrastructure Site	Closed in 2012, now occupied by a haulage contractor.
SAD	MI1					
BCCS	WSWa2			Landfill (inert)		Closed.

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Appendix C4 - Changes to Walsall's Existing Local Plan Designations (Waste & Minerals)						
Local Plan Document	**Site Ref**	**Site**	**Location**	**Type**	**Change**	**Reason**
SAD	WS2	Branton Hill Landfill Site	Branton Hill Quarry, off Chester Road, Aldridge		Removal of Existing Waste Disposal Site	
BCCS	WSWa7	Metal & Waste Recycling	Bull Lane, Moxley	Recycling	Removal of Existing Waste Disposal Site	Closed.
SAD	WS8					
BCCS	WSWa13	Jute Works	Bridgeman Street, Pleck	Metal & Waste Recycling	Removal of Existing Waste Disposal Site	Closed.
SAD	WS13					
BCCS	WSWa15	Vigo / Utopia Treatment Plants	Coppice Lane, Walsall Wood	Landfill leachate treatment, Landfill gas plant	Removal of Strategic Waste Site	Former landfill (Closed). The landfill gas plant and leachate treatment plant to the south of the former landfill are still operational but
SAD	WS15					

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Appendix C4 - Changes to Walsall's Existing Local Plan Designations (Waste & Minerals)						
Local Plan Document	**Site Ref**	**Site**	**Location**	**Type**	**Change**	**Reason**
						are contracted so as to be considered non-strategic.
SAD	MP6	Highfields South	Coppice Lane, Walsall Wood	Clay Extraction	Removal of Permitted Mineral Site	Clay extraction ceased at Highfields South in 2013, remains allocated for non-hazardous waste landfill. Operational, expected to close by 2025
BCCS	MIN1	MSA on BCCS Proposals Map	Covers most of the Black Country	Mineral Safeguarding Area	Removed / Replaced	Replaced in the draft BCP by more tightly defined and individual MSAs in Walsall Borough.

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D – City of Wolverhampton

The impact of the Black Country Plan on existing Wolverhampton Local Plan Documents and Neighbourhood Plans

The following Local Plan documents and Neighbourhood Plans are currently in force in Wolverhampton:

BCCS	Black Country Core Strategy (2011)
WUDP	Saved parts of the Wolverhampton Unitary Development Plan (2006)
BCAAP	Bilston Corridor Area Action Plan (2014)
SRCAAP	Stafford Road Corridor Area Action Plan (2014)
CCAAP	Wolverhampton City Centre Area Action Plan (2016)
HNP	Heathfield Park Neighbourhood Plan (2014)
TNP	Tettenhall Neighbourhood Plan (2014)

The Black Country Core Strategy will be wholly replaced by the Black Country Plan (BCP) upon adoption. At this point the BCP, BCAAP, SRCAAP, CCAAP and saved parts of the WUDP will make up the Wolverhampton Local Plan. Some of the policies, supporting paragraphs and Policies Map designations of the Wolverhampton Local Plan will be replaced or otherwise amended when the Black Country Plan (BCP) is adopted. Tables 43 - 48 and the tables below list the resulting amendments to the Wolverhampton Policies Map. Appendix D2 lists policies and supporting paragraphs of the Wolverhampton Local Plan which will be replaced upon adoption of the BCP.

The CCAAP covers the Wolverhampton Strategic Centre (as defined in the BCP) and the Blakenhall & Graiseley and All Saints Quarters located to the south of the City Centre. As the BCP does not allocate sites in the Strategic Centres, only certain policies, supporting paragraphs and designations within the CCAAP are affected by adoption of the BCP.

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Neighbourhood Plan policies and proposals cannot be replaced by a Local Plan document. However, for clarity, Appendix D3 lists allocations in the Heathfield Park Neighbourhood Plan, which have not been carried forward into the BCP. As the Neighbourhood Plan Forums for the HNP and TNP have now lapsed, the BCP is not required to set separate housing targets for the areas covered by these Neighbourhood Plans.

Appendix D1: Wolverhampton Policies Map amendments that will result from the adoption of the BCP				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
WUDP	Housing allocation / H9	Goldthorn Hill Pumping Station and Allotments	Removed	Site no longer developable for housing.
WUDP	Green Belt boundary	Various locations (see Table 43)	Amendments	To release sites for development through the Black Country Plan.
SRCAAP	Housing allocation / HP3	Showell Road / Bushbury Lane	Removed	Site no longer developable for housing.
SRCAAP	Housing allocation / HP6	Bus Depot, Park Lane	Removed	Site no longer developable for housing.
SRCAAP	Housing allocation / HP7	Bluebird Industrial Estate and site to rear, Park Lane	Removed	Site no longer developable for housing.

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Appendix D1: Wolverhampton Policies Map amendments that will result from the adoption of the BCP				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
SRCAAP	Housing allocation / HP8	Assa Abloy building and former petrol station, Cannock Road	Removed	Site no longer developable for housing.
BCAAP	Housing allocation / H3	Dixon Street	Removed	Site no longer developable for housing.
BCAAP	Housing allocation / H4	Reliance Trading Estate	Removed	Site no longer developable for housing.
BCAAP	Housing allocation / H5	Wolverhampton Street / Shale Street	Removed	Site no longer developable for housing.
CCAAP	Housing allocation / 10a	Tower and Fort Works, Blakenhall & Graiseley Character Area	Removed	Site built-out
CCAAP	Housing allocation / 10b	Former Sunbeam Factory, Blakenhall & Graiseley Character Area	Removed	Site built out

Appendix D1: Wolverhampton Policies Map amendments that will result from the adoption of the BCP				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
CCAAP	Housing allocation / 10c	Ablow Street, Blakenhall Character Area	Removed	Site no longer developable for housing.
CCAAP	Housing allocation / 10e	Land north of Graiseley Hill, Blakenhall & Graiseley Character Area	Removed	Site no longer available for development.
CCAAP	Housing allocation / 10f	Former Metal Castings Site, Blakenhall & Graiseley Character Area	Removed	Site no longer available for development.
CCAAP	Housing allocation / 10h	Moorfield Road, Blakenhall & Graiseley Character Area	Removed	Site no longer developable for housing.
SRCAAP / BCAAP / CCAAP	High Quality Employment Areas (HQEA) / Potential High-Quality Employment Areas (PHQ) / Local Quality Employment Areas	Various	Removed	Replaced by Policy EMP1- EMP4 employment designations in Black Country Plan

Appendix D1: Wolverhampton Policies Map amendments that will result from the adoption of the BCP				
Local Plan Document	**Designation / Site Reference**	**Site Name**	**Description of Change**	**Reason for Change**
	(LQEA) / Employment Development Opportunities (EDO) / Employment Investment Areas (EIA)			

Appendix D2: Wolverhampton Local Plan Document Policy changes that will result from the adoption of the BCP

Local Plan Document	Policy / paragraph	Replacement BCP Policy
SRCAAP	Policy SRC1 – Delivering High Quality and Local Employment Opportunities Paragraphs 2.3 – 2.10	EMP1 - EMP4
SRCAAP	Policy SRC4 – Delivering Sustainable Levels of Housing Paragraphs 2.20 – 2.26	HOU1
BCAAP	Policy BC1 – Delivering Sustainable Levels of Housing	HOU1

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Local Plan Document	Policy / paragraph	Replacement BCP Policy
	Paragraphs 2.3 – 2.13	
BCAAP	Policy BC2 – Delivering High Quality and Local Employment Opportunities (excluding final two paragraphs relating to Hickman Avenue and Willenhall Road) Paragraphs 2.14 – 2.21	EMP1 – EMP4
CCAAP	Policy CC4 – Providing Sufficient Employment Land Paragraphs 3.1.14 – 3.1.17	EMP1 – EMP4
CCAAP	Policy CC7 – Delivering a Sustainable Mix of Housing (part (a) housing targets only)	HOU1

Appendix D3: Wolverhampton Neighbourhood Plan allocations not carried forward into the BCP

Neighbourhood Plan	Designation / Site Reference	Site Name	Reason for allocation not being carried forward into BCP
HNP	Housing allocation H3	Culwell Industrial Estate	Site no longer developable for housing.

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Neighbourhood Plan	Designation / Site Reference	Site Name	Reason for allocation not being carried forward into BCP
HNP	Mixed employment / housing allocation E4 / H4	RDP Electronics Ltd, Grove Street	Site no longer developable for housing.
HNP	Housing allocation H7	New Cross Hospital, Wolverhampton Road	Site no longer developable for housing.

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16 Appendix – Centres

Centres – definitions of appropriate uses and relevant boundaries for applying BCP Centres Policies CEN1 - CEN6

1. Appropriate Uses

For the purposes of determining planning applications, and policies and proposals in future Local Development Plans, related to BCP Centres Chapter Policies CEN1 - CEN6, "appropriate uses" include business, commercial, service and community uses and comprise:

A. **Centre Uses** - those uses and "sui generis" designations that should be directed to defined centres in the first instance, are subject to requirements set out in national guidance (such as the sequential test and impact assessments) and local policy (particularly BCP Policies CEN1 - CEN6, such as the floorspace thresholds for undertaking the impact assessments set out in national guidance, and Local Development Plan Policies, such as frontage policies) defined as currently including:

i) *Main Town Centre Uses* contained in the latest national policy guidance (currently defined in NPPF Annex 2), including

Commercial, Business and Service uses:

a. Display or retail sale of goods, other than hot food (retail development, including warehouse clubs and factory outlet centres)

b. Sale of food and drink for consumption (mostly) on the premises (including restaurants and wine bars and public houses, drinking establishments, and drinking establishments with expanded food provision,

c. Indoor sport, recreation or fitness (not involving motorised vehicles or firearms) and other leisure and entertainment uses such as drive-through restaurants, cinemas, nightclubs, casinos, indoor bowling centres, dance halls, concert halls (venues for live music performance) and bingo halls,

d. Offices to carry out any operational or administrative functions

Local Community, Non-residential Institutions and Learning uses:

e. Display of works of art (otherwise than for sale or hire) (including galleries)

f. Museums

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g. Included within i above: Shops (mostly) selling essential goods, including food, where the shop's premises do not exceed 280 square metres and there is no other such facility within 1000 metres;

and uses:

h. arts, culture and tourism development (including theatres and concert halls, hotels and conference facilities).

ii) *Additional Uses* not specifically cited in i. above, but can either be implied in i. above, are cited elsewhere in latest national guidance such as the PPG, or are highly compatible with the uses/ types of uses set out in i, including:

Commercial, Business and Service uses:

i. Provision of Financial services,

j. Professional services (other than health or medical services)

Local Community, Non-residential Institutions and Learning uses:

k. Public libraries or public reading rooms

l. Exhibition halls

m. Indoor or outdoor swimming pools or skating rinks

and uses:

n. Launderettes

o. Betting offices/shops

p. Pay day loan shops

q. Hot food takeaways (for the sale of hot food where consumption of that food is mostly undertaken off the premises)

r. Beauty Salons and nail bars

s. Other uses where they fall outside the defined limits of any other use class.

B. **Complementary Uses:** those uses and "sui generis" designations that are well placed to be provided in centres, and where proposals for such uses to serve centres will be supported including:

iii) *Social Infrastructure:* Good quality facilities that have a significant bearing on the quality of life and health and well-being of a community, by encouraging social

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interaction, promoting learning and providing support services to those living, working and visiting an area, including:

Commercial, Business and Service Uses:

a. Other appropriate services in a commercial, business or service locality

b. Provision of medical or health services (except the use of premises attached to the residence of the consultant or practitioner)

c. Creche, day nursery or day centre (not including a residential use)

Local Community, Non-residential Institutions and Learning uses:

d. Provision of education

e. Public halls

f. Public worship or religious instruction (or in connection with such use)

g. Law courts

h. Halls or meeting places for the principal use of the local community

i. Sports stadia and other outdoor entertainment venues

and:

j. residential uses which contribute to ensuring the vitality and viability centres.

If national guidance changes in the future, relevant centres policies (particularly BCP policies CEN1 - CEN6 and Local Plan Documents, such as relating to frontage policy), will still apply to those uses identified that should be directed to centres in the first instance.

2. Definitions of in-centre, edge-of-centre and out-of-centre locations

Table 53 below sets out the specific locations that are defined as in, edge or out-of-centre for various uses by each LPA that are set out in relevant Local Development Plans, to assist with applying relevant policies and national tests highlighted in BCP Policy CEN1 Table 7 and set out in policies CEN2 - CEN6. The Local Development Plan sources are cited below the table. These definitions and boundaries reflect current national guidance and Local Development Plans may make adjustments to them in the future, informed by the prevailing guidance and evidence. The locations are defined as follows:

a. **In-centre** locations for appropriate uses are those defined in Local Development Plans, such as primary shopping areas and centre boundaries and are subject to Policies CEN2 - CEN4).

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b. **Edge-of-centre** locations for tier-one and tier-two centres are those locations defined by national guidance, currently within 300m of in-centre locations. For retail purposes, a location that is well connected to, and up to 300 metres from, the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the centre but within 500 metres of a public transport interchange. As emphasised in current national guidance, taking account of local circumstances locations immediately adjoining the boundaries of Tier-Three Centres are defined as edge-of-centre.

c. **Out-of-centre** locations are those locations not in or on the edge of a centre. Proposals in edge and out-of-centre locations need to meet the requirements of Policies CEN5 and CEN6.

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Table 49 - Definitions of in-, edge- and out-of-centre locations (BCP Policies CEN1– CEN6)

LPA	Type	In-centre			Edge-of-centre			Out-of-Centre	
		Tier-One: Strategic Centres	Tier-Two Centres	Tier-Three Centres	Tier-One: Strategic Centres	Tier-Two Centres	Tier-Three Centres	Tier-One: Strategic Centres and Tier-Two Centres	Tier-Three Centres
Dudley	Retail	AAP PSA Boundary	AAP PSA Boundary	Local Plan Policies	300m of the Primary shopping area	300m of the primary shopping area	Immediately adjoining the boundary	Outwith edge-of-centre locations	Not immediately adjoining Centre boundary
	Leisure	AAP boundary map	APP boundary map (Development Blocks)		300m of the Town Centre Boundary	300m of the Town Centre Boundary			
	Office	AAP boundary map	APP boundary map						

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LPA	Type	In-centre			Edge-of-centre			Out-of-Centre	
		Tier-One: Strategic Centres	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres**	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres and Tier-Two Centres**	**Tier-Three Centres**
		(Development Block)							
Sandwell	Retail	PSA	PSA or Centre Boundary if Oldbury	Centre Boundary	Within 300m of relevant boundary	Within 300m of relevant boundary	Immediately adjoining centre boundary		
	Leisure	Town Centre Core				Immediately adjoining centre boundary			
	Office								
Walsall	Retail	AAP PSA boundary	UDP PSA boundary	Local Plan Policies Map	Outwith AAP PSA boundary	Outwith / not adjoining or unlinked	Immediately adjoining to or within 100m of		

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LPA	Type	In-centre			Edge-of-centre			Out-of-Centre	
		Tier-One: Strategic Centres	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres**	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres and Tier-Two Centres**	**Tier-Three Centres**
				SLC1 Local Centre Boundary		(within 100m) to UDP PSA	Local Plan Policies Map SLC1 Local Centre Boundary		
	Leisure Office	AAP inset to Local Plan Policies Map boundary	UDP inset map boundary		Outwith or not adjoining APP boundary, or within AAP but outwith PSA and poorly related to it	Within UDP inset area but not related to PSA or transport, or not adjoining, related to or 100m within UDP Inset			

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LPA	Type	In-centre			Edge-of-centre			Out-of-Centre	
		Tier-One: Strategic Centres	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres**	**Tier-Two Centres**	**Tier-Three Centres**	**Tier-One: Strategic Centres and Tier-Two Centres**	**Tier-Three Centres**
						map boundary			
Wolverhampton	Retail	AAP PSA boundary	UDP PSA boundary	Centre boundary	Within 300m of relevant boundary		Immediately adjoining centre boundary		
	Leisure	AAP City Centre Ring Road	UDP Centre boundary						
	Office	AAP boundary							

Sources - The relevant boundaries set out in Table 53 above are informed by relevant Local Plan Documents of the BCA

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17 Appendix – Black Country Plan Housing Trajectory

1) Draft Black Country Plan Housing Supply

Projected Completions (net homes)	Dudley	Sandwell	Walsall	Wolverhampton	Black Country
2020/21	730	619	146	1177	2672
2021/22	730	346	996	1141	3213
2022/23	730	513	1094	1019	3356
2023/24	907	620	935	949	3411
2024/25	912	606	928	392	2838
2025/26	659	607	874	681	2821
2026/27	668	443	919	572	2602
2027/28	685	377	1418	572	3052
2028/29	679	436	728	573	2416
2029/30	682	444	562	522	2210
2030/31	677	498	627	477	2279
2031/32	649	544	637	477	2307
2032/33	638	442	567	477	2124
2033/34	676	418	585	478	2157
2034/35	695	409	520	468	2092
2035/36	674	492	457	531	2154
2036/37	637	514	457	531	2139
2037/38	635	474	457	531	2097
2038/39	572	356	437	532	1897
Total	**13235**	**9158**	**13344**	**12100**	**47837**

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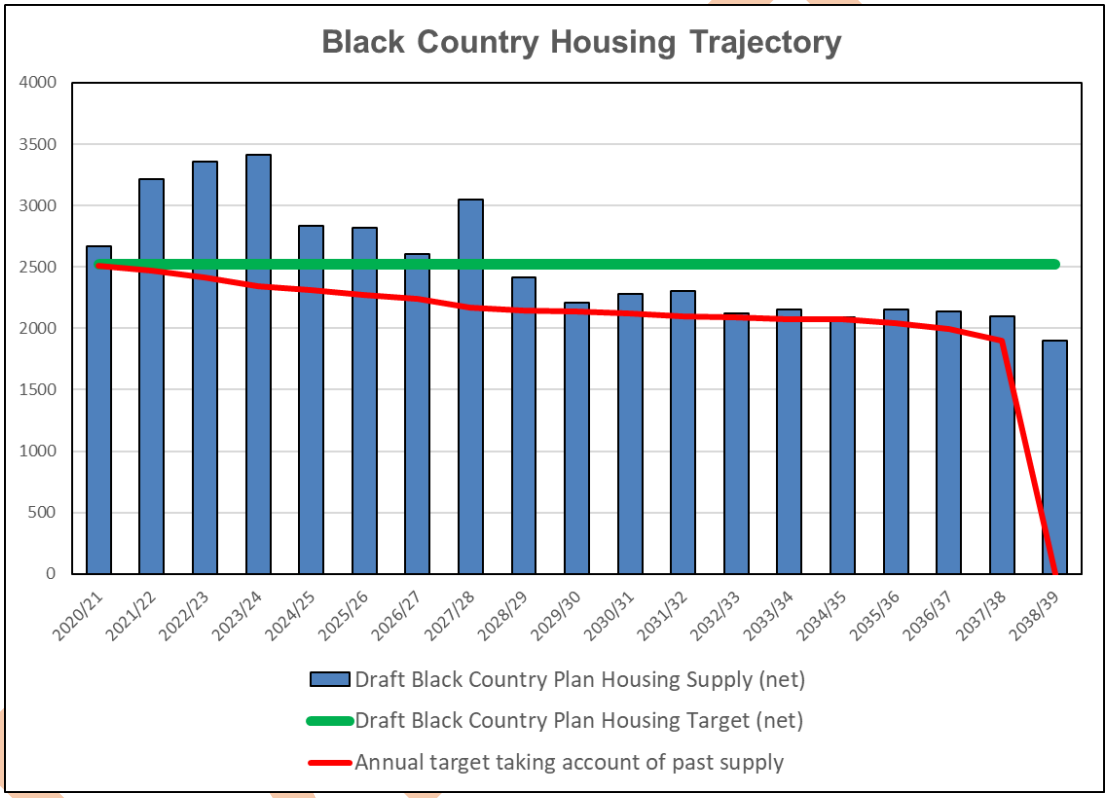
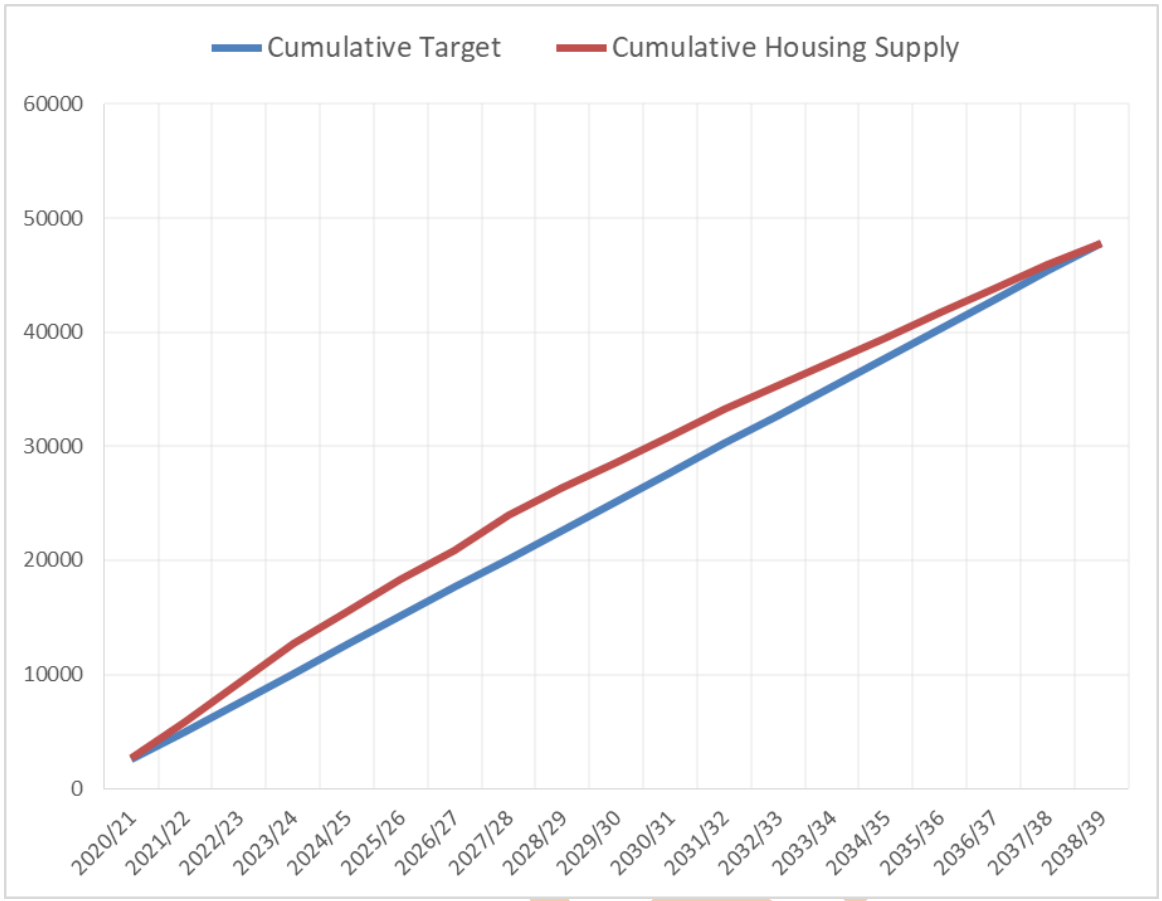
2) Black Country Housing Trajectory

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2020/21	2672	2518	2672	2518	2509	-154
2021/22	3213	2518	5885	5036	2468	-850
2022/23	3356	2518	9242	7553	2412	-1688
2023/24	3411	2518	12653	10071	2346	-2582
2024/25	2838	2518	15491	12589	2310	-2902
2025/26	2821	2518	18312	15107	2271	-3206
2026/27	2602	2518	20914	17624	2244	-3290
2027/28	3052	2518	23965	20142	2170	-3823
2028/29	2416	2518	26381	22660	2146	-3721
2029/30	2210	2518	28591	25178	2139	-3413
2030/31	2279	2518	30870	27695	2121	-3174
2031/32	2307	2518	33176	30213	2094	-2963
2032/33	2124	2518	35300	32731	2090	-2569
2033/34	2157	2518	37457	35249	2076	-2208
2034/35	2092	2518	39549	37766	2072	-1782
2035/36	2154	2518	41703	40284	2045	-1419
2036/37	2139	2518	43842	42802	1998	-1040

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2037/38	2097	2518	45939	45320	1898	-620
2038/39	1897	2518	47837	47837	1	1




Cumulative Target
Cumulative Housing Supply
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50000
40000
30000
20000
10000
0
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39

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3) Dudley Housing Trajectory

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2020/21	730	697	730	697	695	-33
2021/22	730	697	1460	1393	693	-67
2022/23	730	697	2190	2090	690	-100
2023/24	907	697	3097	2786	676	-311
2024/25	912	697	4009	3483	659	-526
2025/26	659	697	4668	4180	659	-488
2026/27	668	697	5336	4876	658	-460
2027/28	685	697	6021	5573	656	-448
2028/29	679	697	6700	6269	654	-431
2029/30	682	697	7382	6966	650	-416
2030/31	677	697	8059	7663	647	-396
2031/32	649	697	8708	8359	647	-349
2032/33	638	697	9346	9056	648	-290
2033/34	676	697	10022	9752	643	-270
2034/35	695	697	10717	10449	630	-268
2035/36	674	697	11391	11146	615	-245
2036/37	637	697	12028	11842	604	-186
2037/38	635	697	12663	12539	572	-124

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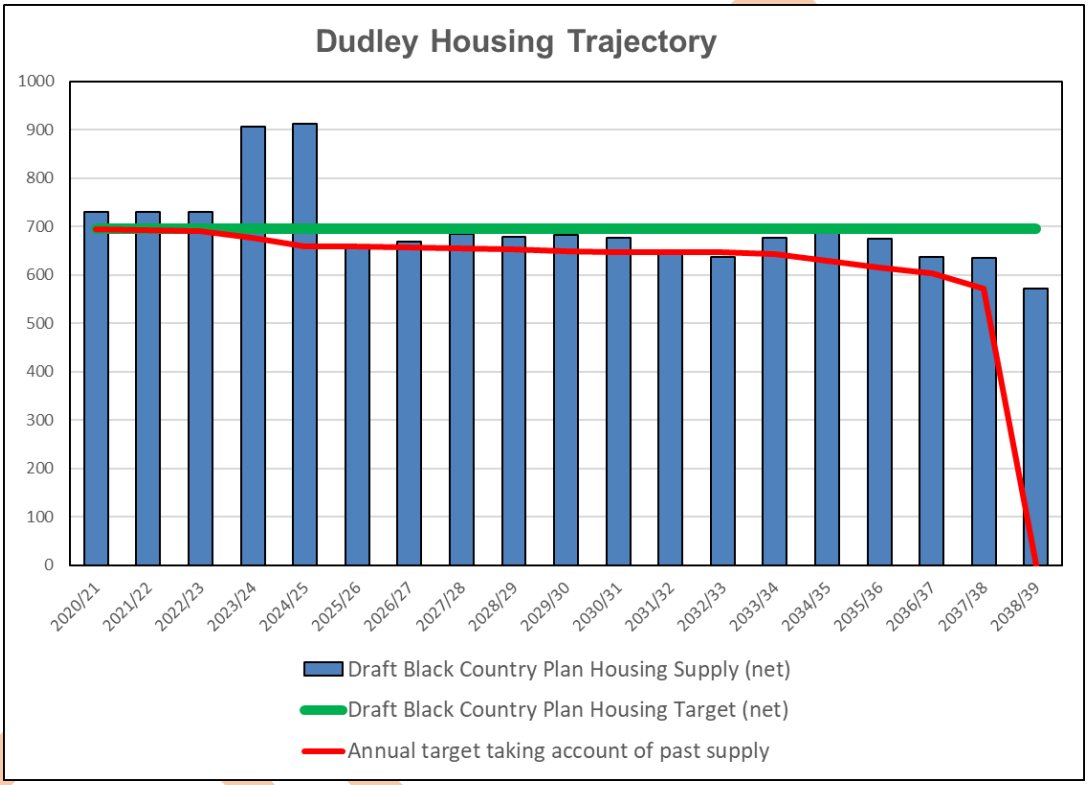
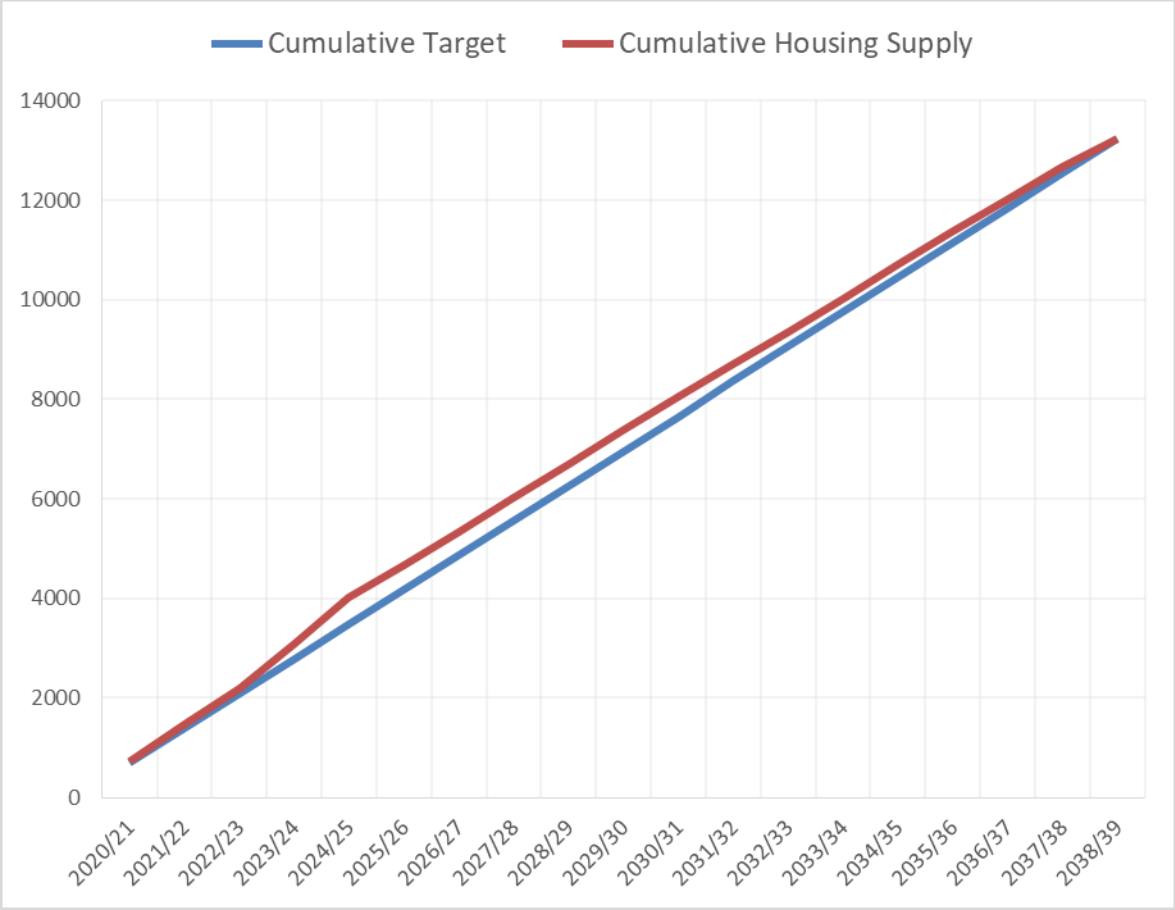
Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2038/39	572	697	13235	13235	0	0




Cumulative Target
Cumulative Housing Supply
14000
12000
10000
8000
6000
4000
2000
0
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39

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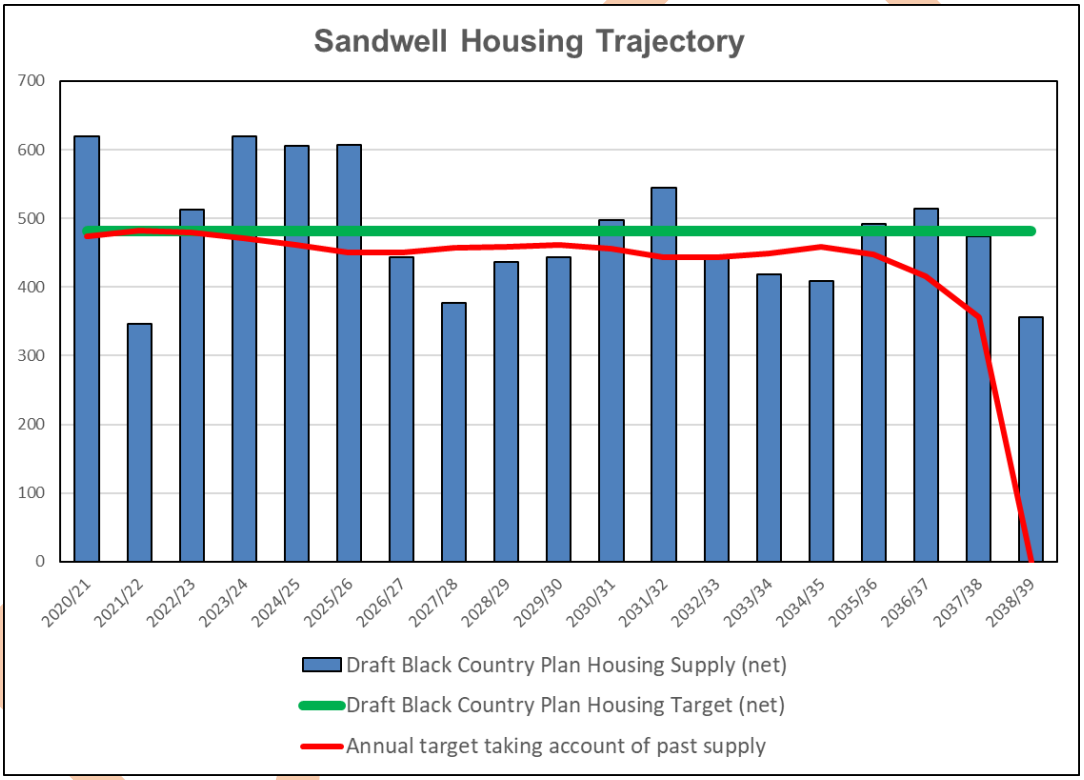
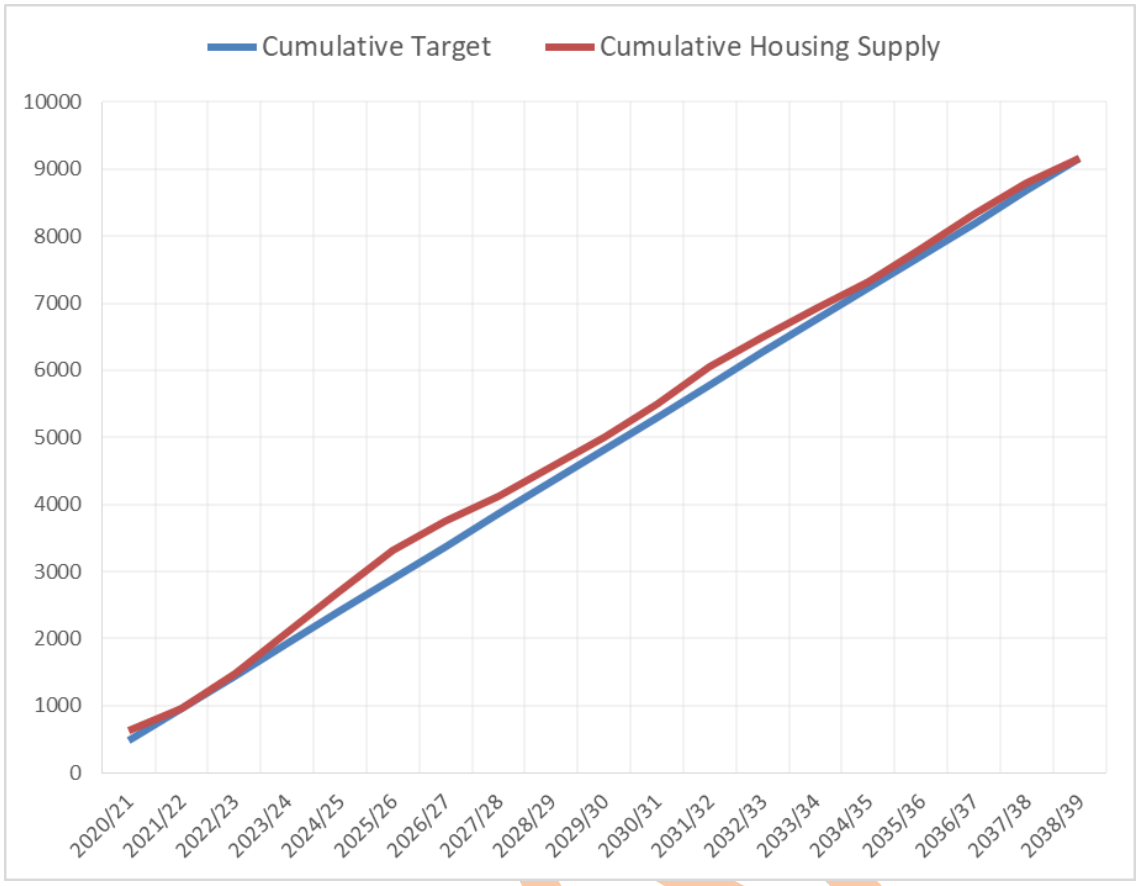
4) Sandwell Housing Trajectory

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2020/21	619	482	619	482	474	-137
2021/22	346	482	965	964	482	-1
2022/23	513	482	1478	1446	480	-32
2023/24	620	482	2098	1928	471	-170
2024/25	606	482	2704	2410	461	-294
2025/26	607	482	3311	2892	450	-419
2026/27	443	482	3754	3374	450	-380
2027/28	377	482	4131	3856	457	-275
2028/29	436	482	4567	4338	459	-229
2029/30	444	482	5011	4820	461	-191
2030/31	498	482	5509	5302	456	-207
2031/32	544	482	6053	5784	444	-269
2032/33	442	482	6495	6266	444	-229
2033/34	418	482	6913	6748	449	-165
2034/35	409	482	7322	7230	459	-92
2035/36	492	482	7814	7712	448	-102
2036/37	514	482	8328	8194	415	-134

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2037/38	474	482	8802	8676	356	-126
2038/39	356	482	9158	9158	0	0




Cumulative Target
Cumulative Housing Supply
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39

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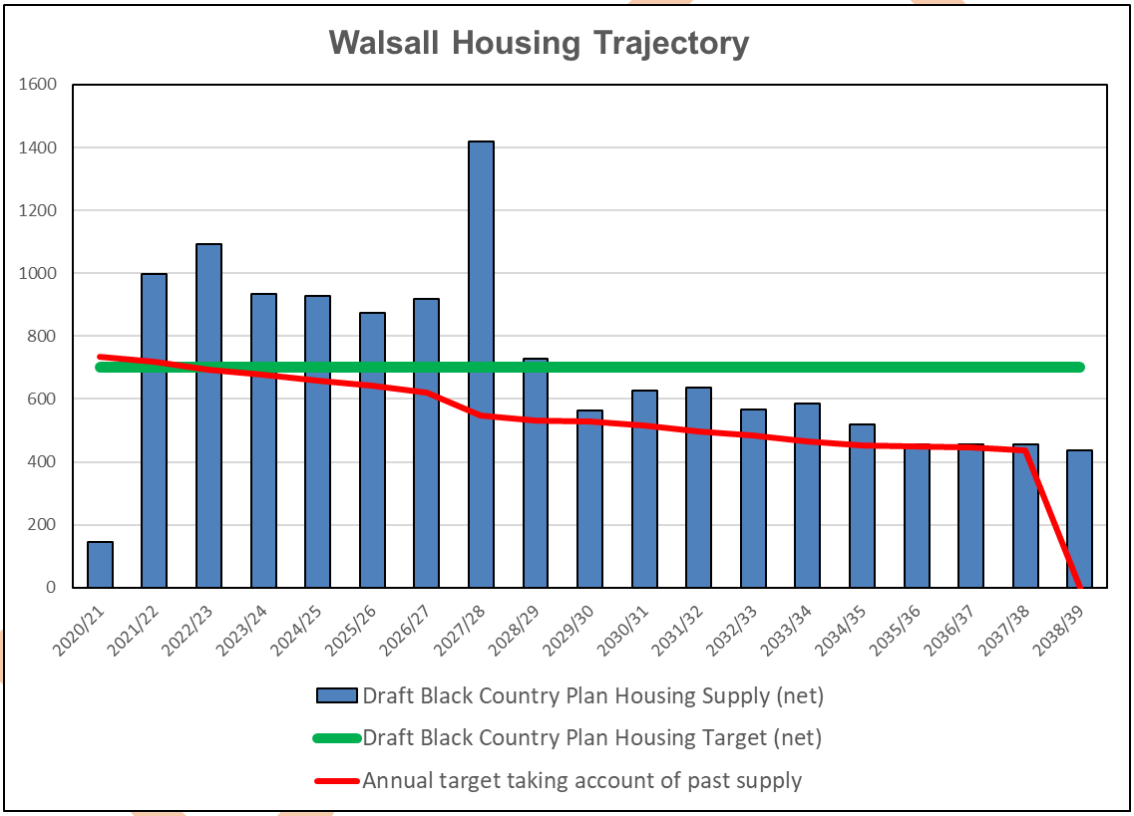
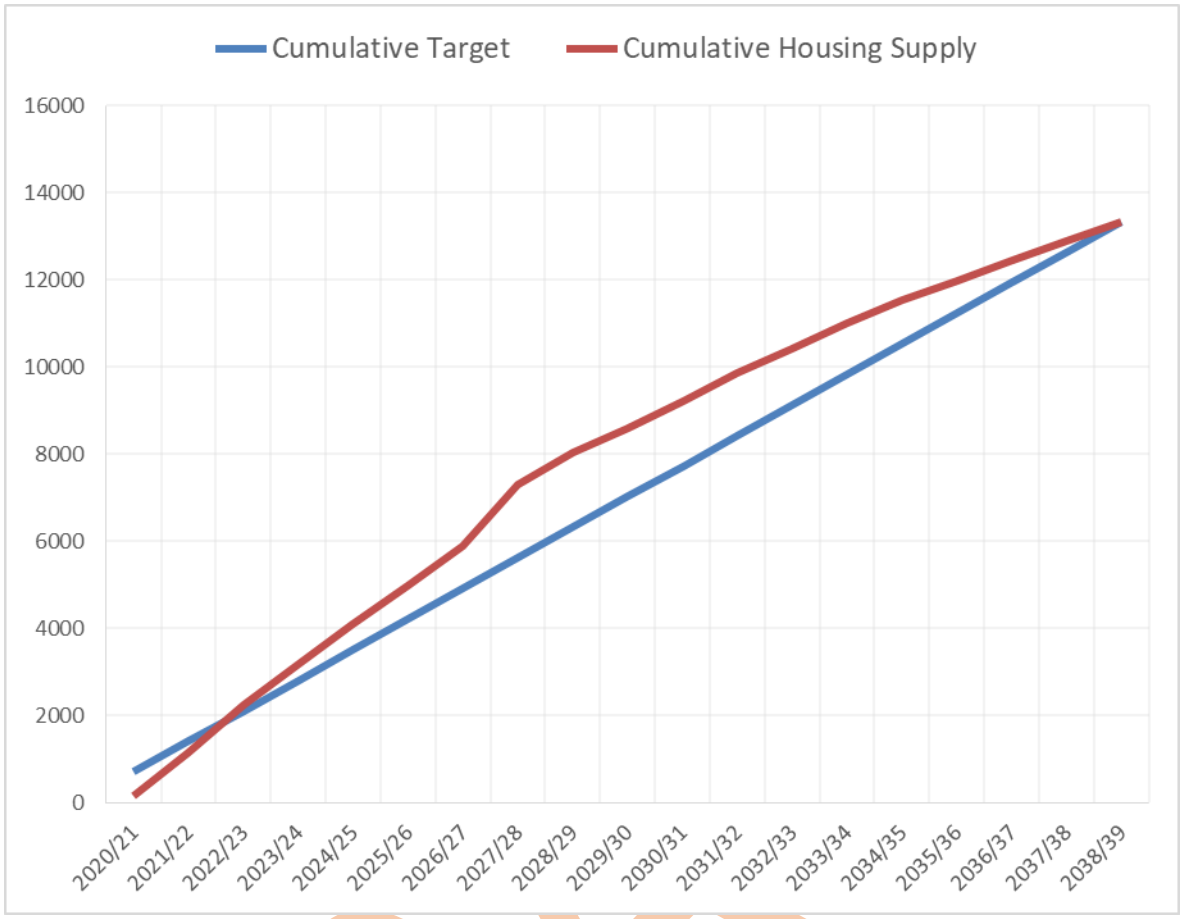
5) Walsall Housing Trajectory

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2020/21	146	702	146	702	733	556
2021/22	996	702	1142	1405	718	263
2022/23	1094	702	2236	2107	694	-129
2023/24	935	702	3171	2809	678	-362
2024/25	928	702	4099	3512	660	-588
2025/26	874	702	4973	4214	644	-759
2026/27	919	702	5892	4916	621	-976
2027/28	1418	702	7310	5618.4	549	-1692
2028/29	728	702	8038	6321	531	-1717
2029/30	562	702	8600	7023	527	-1577
2030/31	627	702	9227	7725	515	-1502
2031/32	637	702	9864	8428	497	-1436
2032/33	567	702	10431	9130	485	-1301
2033/34	585	702	11016	9832	466	-1184
2034/35	520	702	11536	10535	452	-1002
2035/36	457	702	11993	11237	450	-756
2036/37	457	702	12450	11939	447	-511

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2037/38	457	702	12907	12641	437	-266
2038/39	437	702	13344	13344	0	0




Cumulative Target
Cumulative Housing Supply
16000
14000
12000
10000
8000
6000
4000
2000
0
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39

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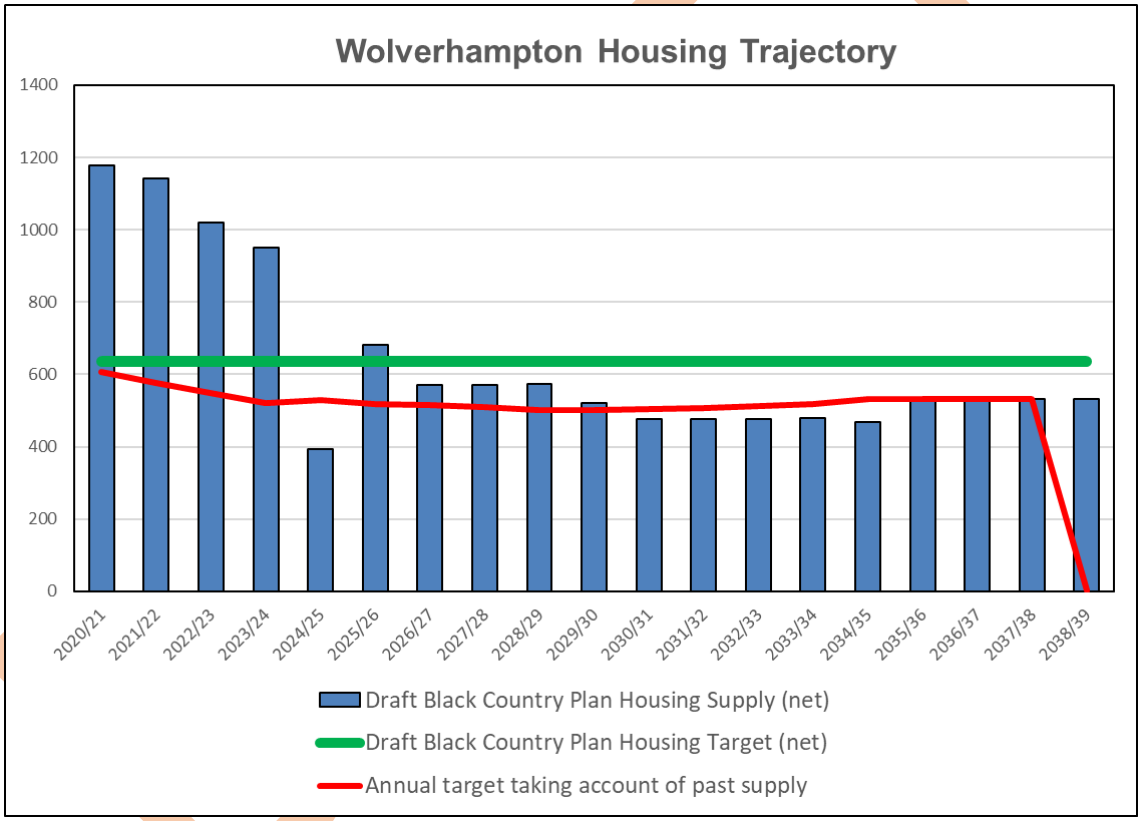
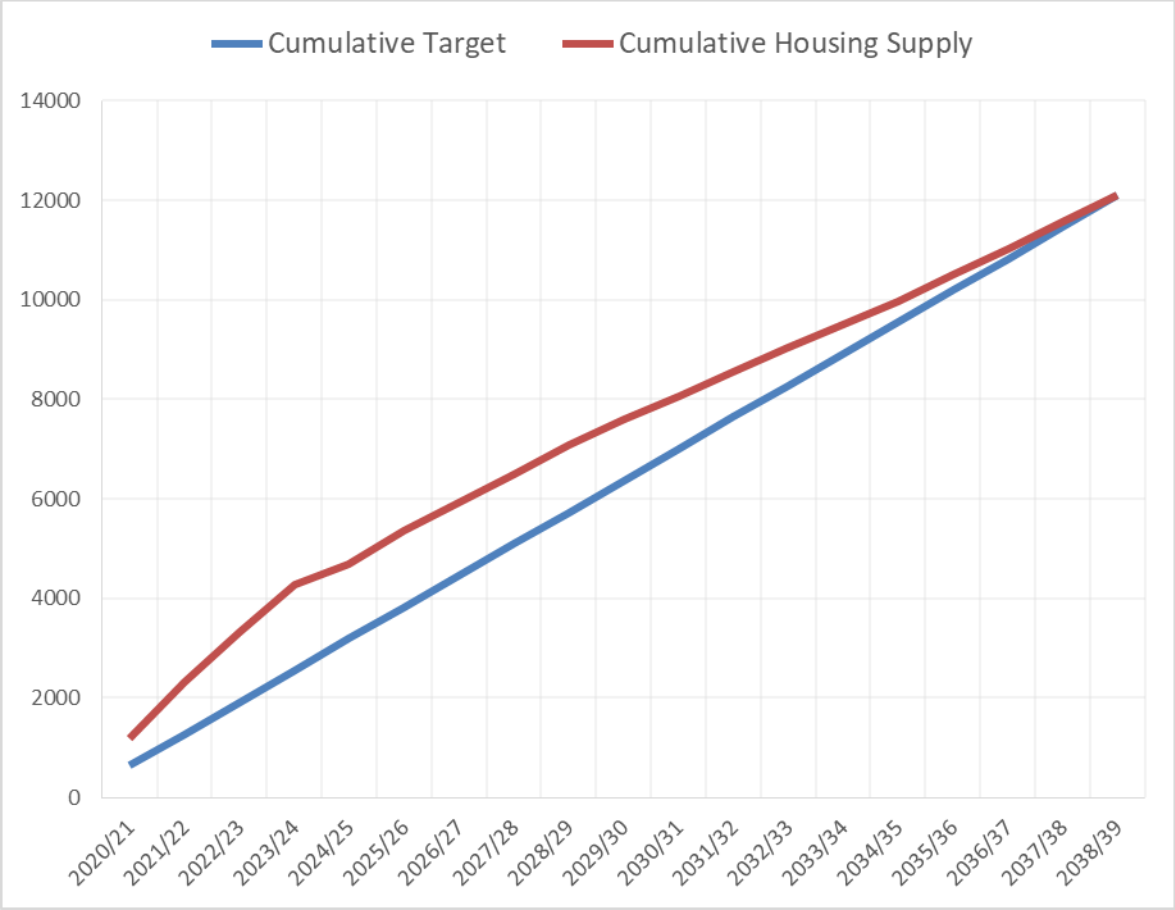
6) Wolverhampton Housing Trajectory

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2020/21	1177	637	1177	637	607	-540
2021/22	1141	637	2318	1274	575	-1045
2022/23	1019	637	3338	1911	548	-1427
2023/24	949	637	4287	2547	521	-1739
2024/25	392	637	4679	3184	530	-1495
2025/26	681	637	5360	3821	518	-1539
2026/27	572	637	5932	4458	514	-1474
2027/28	572	637	6503	5094.8	509	-1409
2028/29	573	637	7076	5732	502	-1345
2029/30	522	637	7598	6369	500	-1229
2030/31	477	637	8075	7005	503	-1069
2031/32	477	637	8551	7642	507	-909
2032/33	477	637	9028	8279	512	-749
2033/34	478	637	9506	8916	519	-590
2034/35	468	637	9974	9553	532	-421
2035/36	531	637	10505	10190	532	-315
2036/37	531	637	11036	10826	532	-210

Year	Draft Black Country Plan Housing Supply (net)	Draft Black Country Plan Housing Target (net)	Cumulative Housing Supply	Cumulative Target	Annual target taking account of past supply	Variation from Cumulative Target
2037/38	531	637	11567	11463	533	-104
2038/39	532	637	12100	12100	1	1




Cumulative Target
Cumulative Housing Supply
14000
12000
10000
8000
6000
4000
2000
0
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
2026/27
2027/28
2028/29
2029/30
2030/31
2031/32
2032/33
2033/34
2034/35
2035/36
2036/37
2037/38
2038/39

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18 Appendix – Nature Recovery Network

Black Country Local Nature Recovery Opportunity Map (draft April 2021)

1. A requirement of the Environment Bill is a Local Habitat Map that identifies the existing distribution of different habitat types and the location of areas already important for biodiversity, overlaid by locations considered suitable for delivering the outcomes and measures identified in the Statement of Biodiversity Priorities.

2. The draft Black Country Local Nature Recovery Opportunity Map has been produced by the Wildlife Trust for Birmingham and the Black Country and the Local Environmental Records Centre (EcoRecord) through analysis of local and national data sets including designated sites, priority habitats, species distribution, land use and ecological connectivity. The map comprises a number of components that depict the areas of current high ecological value, ecological connectivity between these areas, and prioritises opportunities for investment in nature's recovery on a landscape scale.

3. Core Landscapes are large areas of land comprised of multiple land use parcels that are ecologically coherent, often sharing similar geology, soil types, habitats, landscape character and land use history. Core Landscapes typically support the highest abundance and diversity of semi-natural and Priority Habitats. They provide significant opportunity and are a priority for investment in ecological recovery (e.g. habitat restoration and creation).

4. Priority Network Restoration Zones are areas where investment in ecological recovery outside of Core Landscapes has been prioritised. They have been selected on the basis of being those areas that contain the highest density of Core Habitat and Core Expansion land use parcels which collectively link Core Landscapes. Their purpose is to support the creation of a coherent ecological network across the Black Country landscape.

5. The Core Habitat Zone is comprised of land use parcels that contain the most ecologically valuable habitats, and includes all areas with a high ecological value, all sites with a nature conservation designation, and priority habitat areas identified in Natural England's Combined Habitat Network data set. The Core Habitat Zone is a priority for protection and restoration.

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6. Core Expansion Zone 1 comprises land use parcels that are of lower ecological value than those in the Core Habitat Zone but, due to inherent value or location, have the most potential to contribute to a coherent ecologic network. These sites are a priority for investment in the restoration and creation of new habitats.

7. Core Expansion Zone 2 sites provide an opportunity for the restoration and creation of new habitats but investment in these areas is a lower priority than in Zone 1.

8. Urban Matrix Recovery Zone 1 comprises all features of the built environment within c. 150 metres of the Core Habitat Zone, and may include residential and commercial properties, gardens, road verges, street trees and minor watercourses. The protection, enhancement and creation of green infrastructure within these areas is a priority.

9. Urban Matrix Recovery Zone 2 comprises all features of the built environment outside of Zone 1. These areas provide an opportunity for the protection, enhancement and creation of green infrastructure but investment in these areas is a lower priority than in Zone 1.

10. National Habitat Network is Natural England's Combined Habitat Networks data set.

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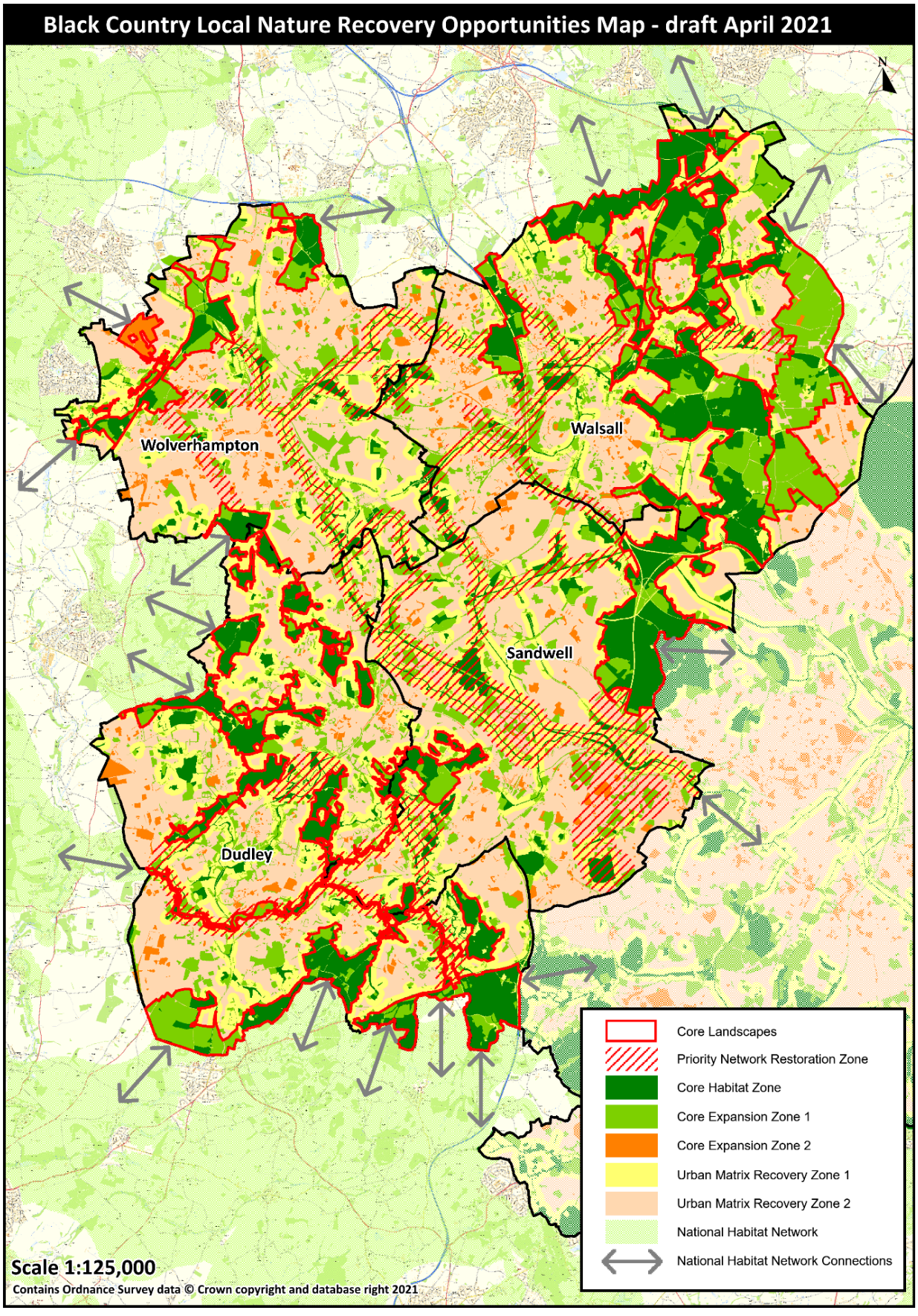
Black Country Local Nature Recovery Opportunities Map - draft April 2021
N
Wolverhampton
Walsall
Sandwell
Dudley
Core Landscapes
Priority Network Restoration Zone
Core Habitat Zone
Core Expansion Zone 1
Core Expansion Zone 2
Urban Matrix Recovery Zone 1
Urban Matrix Recovery Zone 2
National Habitat Network
National Habitat Network Connections
Scale 1:125,000
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19 Appendix – Glossary (to follow)

Word / Phrase	Acronym	Meaning
Black Country Core Strategy	BCCS	
Black Country Authorities	BCA	The four local authorities of Dudley Council, Sandwell Council, Walsall Council and City of Wolverhampton Council
Black Country Plan	BCP	
Sustainability Appraisal	SA	
National Planning Policy Framework	NPPF	
National Planning Policy Guidance	NPPG	
Development Plan Document	DPD	
Supplementary Planning Document	SPD	
Area Action Plan	AAP	
sui generis	-	
Use Classes Order	-	
Minerals Safeguarding Area	MSA	
Unitary Development Plan	UDP	
Local Enterprise Partnership	LEP	
West Midlands Combined Authority	WMCA	
Core Regeneration Areas		
Neighbourhood Growth Areas		
Towns and Neighbourhoods Areas		

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Word / Phrase	Acronym	Meaning

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Word / Phrase	Acronym	Meaning

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