



Delivering a thriving, growing and active borough

SANDWELL LOCAL PLAN

Draft Sandwell Local Plan Consultation

MAIN DOCUMENT

6 November – 18 December 2023





Consultation Information

We are consulting on the draft Sandwell Local Plan (SLP). The consultation will run between 6th November and 18th December 2023.

All consultation documents are available to view on the Sandwell website at:

<https://www.sandwell.gov.uk/planning/sandwell-local-plan>

Or you can view them by using the following QR code:



Copies of the Draft Plan and consultation documents are available in the reception areas of key Council buildings and public libraries. Details can be found on the Sandwell Local Plan website or by emailing or telephoning the numbers below.

Throughout the consultation, planning officers will be available on an appointment basis to clarify aspects of the draft plan and provide additional information as appropriate.

To make an appointment to speak to a planning officer, please use the information below:

Phone - 0121 569 4054

Email - Sandwell_LocalPlan@sandwell.gov.uk

How to respond

To give us your views, where possible please use the interactive online consultation document available on the webpage as this is the easiest way to view the Plan and make your comments to us. If this is not suitable, you can download a copy of the comments form as a Word document / PDF, to be completed and emailed or printed off and posted back to us.

Please send your comments to us in writing by **18th December 2023 at 17.00hrs.**

Any comments received after this cannot be accepted as they will not have been duly made.

We are unable to accept anonymous representations:

- We will **not** publish your personal contact details, such as your home address, telephone number or email address, but your name and comments will be available for others to see as part of the public consultation process.

- We may share responses including your personal details with the Planning Inspectorate as part of the statutory process of examination. Again, contact information will not be made public.

Please note that we will not formally acknowledge responses and will only contact you if we need further clarification. Your details will be held on our database in accord with the provisions of the Data Protection Act 1998 and you will be contacted again at subsequent stages of the local plan process unless you explicitly tell us that you do not wish to be involved any further.

You can also ask to be notified specifically about the subsequent adoption of the Local Plan.

Additional Support

Please let us know if you have any accessibility issues and wherever possible we will make additional documents available to accommodate them.

Table of Contents

Consultation Information	1
Why does Sandwell need a Local Plan?	10
What will the Local Plan replace?	11
The Context of the Local Plan	11
National Planning Policy Framework (NPPF)	11
Duty to Co-operate.....	12
Black Country Strategic Economic Plan	12
West Midlands Combined Authority	12
Previous consultations on the Sandwell Local Plan.....	12
Black Country Core Strategy.....	13
Sandwell Spatial Portrait.....	15
Draft Sandwell Local Plan - contents.....	28
1. Sandwell 2041: Spatial Vision, Priorities and Objectives	29
What is driving the Vision for Sandwell?	29
Vision for Sandwell	33
Priorities and Objectives	34
2. Spatial Strategy	40
3. Development Strategy	48
Policy SDS1 – Development Strategy	48
Policy SDS2 – Regeneration in Sandwell.....	53
Policy SDS3 – Towns and Local Areas	62
Policy SDS4 - Achieving Well-designed Places	64
Policy SDS5 - Cultural Facilities and the Visitor Economy.....	67
Policy SDS6 – Sandwell’s Green Belt	72
Policy SDS7 - Green and Blue Infrastructure in Sandwell	76
4. Sandwell’s Natural and Historic Environment.....	79

Policy SNE1 – Nature Conservation.....	79
Policy SNE2 – Protection and Enhancement of Wildlife Habitats	83
Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows.....	92
Policy SNE4 - Geodiversity and the Black Country UNESCO Global Geopark.....	102
Policy SNE5 - The Rowley Hills	105
Policy SNE6 – Canals	108
Policy SHE1 – Listed Buildings and Conservation Areas	115
Policy SHE2 – Development in the Historic Environment.....	117
Policy SHE3 – Locally Listed Buildings	119
Policy SHE4 - Archaeology	120
5. Climate Change	122
Policy SCC1 – Increasing efficiency and resilience	125
Policy SCC2 – Energy Infrastructure.....	129
Policy SCC3 – Managing Heat Risk	133
Policy SCC4 – Flood Risk.....	136
Policy SCC5 - Sustainable drainage and surface water management.....	141
Policy SCC6 – Renewable and Low Carbon Energy and BREEAM Standards	143
6. Health and Wellbeing in Sandwell	148
Policy SHW1– Health Impact Assessments	151
Policy SHW2 – Healthcare Infrastructure	154
Policy SHW3 – Air Quality.....	159
Policy SHW4– Open Space and Recreation	164
Policy SHW5 – Playing Fields and Sports Facilities	168
Policy SHW6 - Allotments	172
7. Sandwell’s Housing.....	175
Policy SHO1 - Delivering Sustainable Housing Growth	175
Policy SHO2 – Windfall developments	179

Policy SHO3 - Housing Density, Type and Accessibility.....	180
Policy SHO4 - Affordable Housing	185
Policy SHO5 - Delivering Wheelchair Accessible and Self / Custom Build Housing	186
Policy SHO6 - Financial Viability Assessments for Housing	190
Policy SHO7 - Protecting Family Housing (Use Class C3)	191
Policy SHO8 - Houses in Multiple Occupation.....	193
Policy SHO9 – Education Facilities	198
Policy SHO10 – Accommodation for Gypsies, Travellers and Travelling Showpeople ..	201
Policy SHO11 - Housing for people with specific needs	205
8. Sandwell’s Economy	207
Policy SEC1 – Providing for Economic Growth and Jobs	209
Policy SEC2 – Strategic Employment Areas	211
Policy SEC3 – Local Employment Areas.....	213
Policy SEC4 – Other Employment Sites.....	215
Policy SEC5 – Improving Access to the Labour Market	217
Policy SEC6 – Relationship between Industry and Sensitive Uses	219
9. Sandwell’s Centres.....	221
Policy SCE1 - Sandwell's Centres.....	222
Policy SCE2 - Non-E Class Uses in Town Centres	228
Policy SCE3 - Town Centres (Tier-Two centres).....	230
Policy SCE4 - District and Local Centres (Tier-Three centres).....	231
Policy SCE5 - Provision of Small-Scale Local Facilities not in Centres	233
Policy SCE6 - Edge of Centre and Out of Centre Development	236
Town Centre Profiles	240
Bearwood	241
Blackheath.....	250
Cape Hill	255

Cradley Heath.....	263
Great Bridge	270
Oldbury	276
Wednesbury Town	283
10. West Bromwich.....	290
Policy SWB1 - West Bromwich Town Centre	293
Policy SWB2 – Development in West Bromwich	299
11. Transport.....	303
Policy STR1 – Priorities for the Development of the Transport Network.....	305
Policy STR2 – Safeguarding the Development of the Key Route Network (KRN).....	309
Policy STR3 – Managing Transport Impacts of New Development	310
Policy STR4 – The Efficient Movement of Freight and Logistics.....	312
Policy STR5 – Creating Coherent Networks for Cycling and Walking.....	314
Policy STR6 – Influencing the Demand for Travel and Travel Choices.....	316
Policy STR7 – Network Management.....	317
Policy STR8 – Parking Management.....	318
Policy STR9 – Planning for Low Emission Vehicles	320
Policy STR10 – Transport Innovation and Digital Connectivity	321
12. Infrastructure and Delivery	323
Policy SID1 - Promotion of Fibre to the Premises and 5G Networks	323
Policy SID2- Mobile Network Infrastructure.....	327
Policy SID3 - Digital Infrastructure / Equipment.....	328
13. Waste and Minerals	329
Policy SWA1 – Waste Infrastructure Future Requirements	329
Policy SWA2 – Waste Sites	335
Policy SWA3 – Preferred Areas for New Waste Facilities	339
Policy SWA4 – Locational Considerations for New Waste Facilities.....	343

Policy SWA5 – Resource Management and New Development.....	347
Policy SMI1 - Minerals Safeguarding	352
Policy SMI2 - Managing the Effects of Mineral Development	355
14. Development Constraints and Industrial Legacy	358
Policy SCO1 - Hazardous Installations and Substances	358
Policy SCO2 - Pollution Control	361
Policy SCO3 - Land contamination and instability	364
15. Development Management	366
Policy SDM1 – Design Quality	366
Policy SDM2 – Development and Design Standards.....	372
Policy SDM3 – Tall Buildings and Gateway Sites.....	374
Policy SDM4 - Advertisements.....	376
Policy SDM5 - Shop Fronts and Roller Shutters.....	379
Policy SDM6 - Hot Food Takeaways.....	381
Policy SDM7 - Management of Hot Food Takeaways	385
Policy SDM8 - Gambling Activities and Alternative Financial Services	388
Policy SDM9 - Community Facilities.....	390
Policy SDM10 - Telecommunications.....	393
Delivery, Monitoring, and Implementation	395

Table 1 - Employment and Unemployment in Sandwell	20
Table 2 - Distribution of Jobs in Sandwell	22
Table 3 – Priorities, Strategic Objectives and Policies	34
Table 4 - Summary of regeneration projects	61
Table 5 - Housing Land Supply - sources	175
Table 6 - Minimum Housing Densities and Accessibility	181
Table 7 - New housing types and tenures in Sandwell	184
Table 8 - Methodology for calculating concentration of HMOs within a relevant area	193
Table 9 - Supply of Gypsy and Traveller Permanent Pitches up to 2031	204
Table 10 – Sandwell’s Hierarchy of Centres	225
Table 11 - West Bromwich Masterplan Projects	296
Table 12 - Black Country Waste Study – Waste Management Scenarios	333
Table 13 - Preferred Areas for new waste facilities in Sandwell	341
Table 14 - ten-year rolling average annual sand and gravel sales in the WMMA 2011 - 2021 (million tonnes)	350
Table 15 - Sand and Gravel – WMMA Landbank Requirement December 2017	350
Table 16 - Key Mineral Infrastructure	354

Figure 1 - Sandwell Metropolitan Borough	16
Figure 2 - Sandwell Spatial Map	47
Figure 3 - Regeneration Areas in Sandwell	57
Figure 4 - Determinants of health and wellbeing (Barton and Grant, 2010)	149
Figure 5 - Bearwood Town Centre	242
Figure 6 - Blackheath Town Centre	251
Figure 7 - Cape Hill Town Centre	256
Figure 8 - Cradley Heath Town Centre	264
Figure 9 - Great Bridge Town Centre	271
Figure 10 - Oldbury Town Centre	277
Figure 11 - Wednesbury Town Centre	284
Figure 12 - West Bromwich Town Centre	295
Figure 13 - Transport Key Diagram	304

Introduction

Purpose of the document

1. The Sandwell Local Plan (SLP) contains strategic and non-strategic planning policies and land allocations intended to support the growth of Sandwell over the years to 2041. It has been prepared and approved for consultation by Sandwell Metropolitan Borough Council, referred to in this document as the Council.
2. The draft SLP contains a Vision for Sandwell in 2041, underpinned by strategic objectives and priorities designed to deliver the Vision and its associated objectives. The planning policies will guide land use and development across the borough and set strong standards for growth and transformation.
3. Once adopted, the SLP will provide a clear and robust strategy for bringing land forward, with a strong presumption in favour of sustainable development on previously-developed land. It will provide certainty and transparency to residents, businesses and developers around how Sandwell is expecting to grow to 2041.

Why does Sandwell need a Local Plan?

4. National planning legislation requires all local authorities to develop a long-term plan that sets out how and where land can be developed over a minimum timescale of 15 years, to meet the needs of local people and businesses. The SLP, which sets out strategic and development management policies¹ for Sandwell, will provide a policy framework to:
 - a) provide certainty over the types of development that are likely to be approved;
 - b) address the issue of climate change;
 - c) protect and enhance designated areas of ecological and environmental importance;
 - d) promote and enhance health and well-being in accordance with health and well-being strategies;
 - e) facilitate the delivery of the right development to meet identified and emerging needs in sustainable locations;
 - f) help address housing needs between now and 2041;

¹ Paragraphs 20 – 21, NPPF (2021)

- g) attract new businesses and jobs and offer existing businesses the space to grow by meeting employment land needs;
- h) increase employment opportunities;
- i) support the aims of wider Black Country and West Midlands Combined Authority economic strategies;
- j) prevent uncoordinated development;
- k) ensure 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 new homes and employment provision.

What will the Local Plan replace?

- 5. When adopted the SLP will replace the Black Country Core Strategy (adopted in 2011), the Sandwell Site Allocations and Development Plan Document (the SAD, adopted in 2012) and Area Action Plans for West Bromwich, Smethwick and Tipton.
- 6. It will also incorporate elements of former supplementary planning documents as appropriate and will include details from the West Bromwich Masterplan and Interim Planning Statement.

The Context of the Local Plan

- 7. The SLP has been prepared in the context of national and local guidance and strategies. A range of evidence has also been commissioned by the Council to justify the draft spatial strategy and draft policies within this plan, which will be available to view on the Sandwell local plan web page alongside the consultation documents.

National Planning Policy Framework (NPPF)

- 8. The NPPF sets out the Government's planning guidance for England and how it should be applied. It provides the framework within which locally-prepared plans for housing and other development will be produced.
- 9. Planning law requires that applications for planning permissions are determined in accordance with the development plan, unless material considerations indicate otherwise. The NPPF must also be taken into account when preparing the development plan and is a material consideration in planning decisions. Planning policies and decisions must reflect relevant international obligations and other statutory requirements.

Duty to Co-operate

10. 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 plan-making, which may have strategic cross-boundary implications.

Black Country Strategic Economic Plan

11. 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 Strategy², building on local Strategic Economic Plans.

West Midlands Combined Authority

12. 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.
13. 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 various priorities intended to help increase the productivity of the West Midlands.
14. The Sandwell Local Plan will provide a basis for public and private investment decisions in Sandwell, including for Towns Fund projects and devolved housing and land funds. Sandwell Council will continue to work with the WMCA and neighbouring authorities to ensure that investment and delivery in the Black Country continues across the plan period.

Previous consultations on the Sandwell Local Plan

15. The preparation of the draft SLP commenced in late 2022 with the production of an Issues and Options Review, on which public consultation was undertaken early in 2023. This used

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/802091/west-midlands-local-industrial-strategy-single-page.pdf

both traditional and online mechanisms to support consultation and draw responses from residents, the development industry and statutory bodies.

16. A total of 265 representations were received from stakeholders, developers and members of the public, covering various issues including the need to address climate change, protect open spaces, promote accessible and sustainable travel, deliver sufficient additional housing to meet Sandwell's needs and preserve the historic environment, ecology and canals.
17. In addition, 18 sites were identified through a Call for Sites exercise that ran at the same time as the consultation, identified by landowners and promoters / consultants. These were assessed as part of the SLP Site Assessment process.
18. Following the Issues and Options consultation the next stage of the Plan is the production of this draft version. When producing the Draft Plan, the Council considered the representations received to the Issues and Options consultation, along with a range of evidence produced to inform decision-making. Consultation on the Draft Plan (Reg18) will take place in late 2023.
19. The draft SLP is supported by a Sustainability Appraisal and Habitat Regulation Assessment. It also contains a series of appendices in an annex to this main document, which should be considered in accordance with the plan where necessary

Black Country Core Strategy

20. The Black Country encompasses the areas administered by Dudley Metropolitan Borough Council (MBC), Sandwell MBC, Walsall MBC and the City of Wolverhampton Council (CWC). The four authorities worked together to produce the 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.
21. The 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 spatial objectives and strategy were being effectively delivered and to keep the plan up to date. This is in line with national planning guidance. The most immediate issues both Sandwell and the Black Country are facing is that both their population and economy are continuing to grow and as a result there is a need to identify additional housing and employment sites. This demand is now beyond the capacity of the existing Strategy to address.
22. 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. However, the manufacturing and industrial markets of the Black Country remained stable and have grown in some cases, meaning that the expected surplus of vacant brownfield land available for additional housing has not occurred in practice. There is now a significant demand for additional land to meet employment needs across the area.

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 wider Black Country in the medium to longer term. There have also been several changes to national policy, including a revised national planning policy framework in 2021 and associated guidance, national design guidance and changes to building regulations and environmental legislation.
24. More recently, the COVID19 pandemic in 2020 – 2022 caused a significant shift in the way the sub-region's residents work, shop and access services. There are likely to be some longer-term changes in the way communities operate that will have implications for land uses, and the SLP will seek to address those issues using robust, flexible and sensitive policies focussed on Sandwell's needs and aspirations.

Sub-regional Context

25. 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. It is in relatively close proximity to centres such as Cannock and Bromsgrove. It has a unique and rich economic history, settlement form and topography / geology and is very much shaped by its industrial past.
26. The four local authorities within the Black Country face a similar set of social, economic, and environmental challenges and have found it effective to tackle many strategic issues on a cross-boundary basis. The authorities have worked closely together since the early 2000s to establish a clear and collective set of ambitions and directions of travel, expressed in an agreed economic and spatial strategy. Joint working has strengthened and deepened over that 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.

Sandwell Spatial Portrait

27. **Background:** Sandwell is a multi-centred and highly urbanised metropolitan borough. It comprises six historic former boroughs:
- Oldbury;
 - Rowley Regis (including the town centres of Blackheath and Cradley Heath);
 - Smethwick (including the town centres of Bearwood and Cape Hill);
 - Tipton (including the town centre of Great Bridge);
 - Wednesbury;
 - West Bromwich.
28. These historic former boroughs all maintain their own distinct identities and local communities. West Bromwich is designated as Sandwell's strategic centre and is the largest town in the borough, while Sandwell Council House (the headquarters of the local authority) is situated in Oldbury, the main civic centre.
29. The Metropolitan Borough of Sandwell was formed in 1974 under the Local Government Act 1972 and is an amalgamation of the former county boroughs of Warley and West Bromwich, which in turn had been created from the previous boroughs of Oldbury, Rowley Regis, and Smethwick (Warley County Borough), and Tipton, Wednesbury and West Bromwich (West Bromwich County Borough).
30. Historically, metalworking in Sandwell dates from the Middle Ages, and coal was mined from the 13th century onwards. Sandwell's main industrial growth, based on local coal and ironstone reserves, followed the coming of the canals in the 18th century. Several ironworks were established here, including the Soho Manufactory (1761) at Smethwick, which was associated with the engineers James Watt and Matthew Boulton.
31. Sandwell is bordered by the cities of Birmingham and Wolverhampton and the metropolitan boroughs of Dudley and Walsall. Spanning the borough are the parliamentary constituencies of West Bromwich West, West Bromwich East, Warley and part of Halesowen and Rowley Regis, which crosses into the borough of Dudley.
32. The borough covers an area of 86 square kilometres. It contains 1,200 hectares of parks, playing fields and local green space and around 66km of canals.

Figure 1 - Sandwell Metropolitan Borough



33. The borough has excellent access to the wider national motorway network via two junctions of the M5 motorway (Junction 1 of the M5 in West Bromwich and Junction 2 of the M5 at Birchley Island), and two junctions of the M6 motorway (Junction 7 of the M6 at Great Barr and Junction 9 of the M6 at Wednesbury), which in turn serves the southwest, southeast and northwest regions of the UK. Sandwell also benefits from access to the national railway network via a mainline station (Sandwell and Dudley Railway Station), and the Midland Metro runs between Wednesbury and Birmingham city centre with a 15-minute journey time.
34. In recent years, Sandwell has seen the successful delivery of several prestigious and highly visible projects and developments and this transformational growth trend is continuing. Projects that have been undertaken include:

- Sandwell Aquatics Centre – the brand-new centre was built and delivered in time for the 2022 Birmingham Commonwealth Games and was used throughout the Games for swimming and aquatics events. Following the Games, the venue has been refurbished into a community health and wellbeing asset;
- Birchley Island – a £25.5m scheme to improve connectivity to the adjacent M5 Junction 2 by providing a new through lane for improved motorway access, enhanced facilities for pedestrians and cyclists and widened connected roads with signal control;
- Elite Centre for Manufacturing Skills: National Foundry Training Centre - as part of the £12.7m Elite Centre for Manufacturing Skills scheme, this centre provides access to industrial facilities and a purpose-built training block of 950 sqm in Tipton;
- Wednesbury to Brierley Hill Metro Extension via Dudley – this will create a direct public transport route from Wednesbury to the Wolverhampton to Walsall rail line at the Dudley Port interchange.

35. **Demographic Trends**³: The 2021 Census estimates that Sandwell has 341,900 residents, a rise of 11.0% since 2011. This compares with a rise of 6.3% in England and Wales. The 11% rise in Sandwell since 2011 is the highest in the West Midlands Metropolitan County area, the next highest being in Coventry (8.9%).
36. In 2021, Sandwell ranked 27th for total population out of 309 local authority areas in England, moving up six places in a decade. The borough's population is predicted to grow at a faster rate than both the population of the West Midlands and the national average and is forecast to increase by 30,000 between 2016 and 2030. This area is the second-most densely populated local authority area across the West Midlands (after Birmingham)⁴.
37. Sandwell has a young and diverse population, with more than 40% of its residents under the age of 30, compared to around 30% elsewhere in the UK. Just over 40% of residents are from an ethnic minority background, making the population more diverse than the regional and UK average of 18.8% and 14% respectively.
38. The most common main languages spoken in Sandwell, other than English, are Panjabi (6.4%), Polish (1.7%), Bengali (1.0%) and Urdu (1.0%).

³ Information in this chapter taken from [Sandwell Trends](#), based on the 2021 census, unless otherwise stated.

⁴ <https://www.ons.gov.uk/visualisations/censusareachanges/E08000028/>

39. **Health** - the health of people in Sandwell does not on the whole compare well with England averages. Sandwell is one of the 20% most deprived districts / unitary authorities in England and around 25.5% (18,495) of its children live in low-income families. Life expectancy for both men and women is lower than the England average; 76.1 years for men and 80.7 years for women compared to 79.4 years (male) and 83.1 years (female) nationally⁵. Life expectancy inequality also exists within Sandwell itself – life expectancy is 8.6 years lower for men and 8 years lower for women in the most deprived areas of the borough compared to the least deprived areas⁶.
40. **Economy and Skills:** Sandwell has a long history of industrial activity, especially in manufacturing. Until the 1980s the Black Country, together with neighbouring Birmingham, was the powerhouse of Britain's manufacturing economy. The recessions in the early 1980s and during 2008 – 09 had significant and lasting adverse impacts on the local economy and saw the loss of a significant number of companies and a high level of unemployment, but the sub-region has recovered
41. The West Midlands was one of the hardest hit parts of the UK economy during the COVID19 pandemic⁷. Sandwell's demography and urban structure exposed it to Covid, most notably in its central corridor of older, poor-quality housing and in ethnic minority groups where infection rates were highest.
42. The impact of successive lockdowns in 2020-21 that were needed to contain the pandemic caused significant economic damage. Sandwell was already in recession when COVID hit and subsequently experienced many business failures, most visibly in high streets, and widespread rises in unemployment, particularly among young people.
43. Sandwell borough is almost the same size in population terms as Nottingham and is bigger than Newcastle, Oxford, and Milton Keynes, but those locations all have larger economies than Sandwell.

⁵ Public Health England - <https://fingertips.phe.org.uk/profile/health-profiles/data#page/1/gid/1938132696/ati/402/iid/90366/age/1/sex/1/cat/-1/ctp/-1/yr/3/cid/4/tbm/1>

⁶ Public Health England - <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/e08000028.html?area-name=sandwell> (2019)

⁷ The West Midlands showed the largest negative growth in GDP in Quarter 2 2020 when compared with the same quarter a year earlier, at 24.7%; Source: ONS <https://www.ons.gov.uk/economy/grossdomesticproductgdp/bulletins/gdpukregionsandcountries/apriltojune2020>

44. 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.
45. **Productivity** - Sandwell's economy (Gross Value Added) was worth £6.644 billion in 2020⁸, which represents a value of £20,192 per head. While lower than both the West Midlands Metropolitan Area and the UK averages, Sandwell's productivity is higher than that of the other authorities in the Black Country.
46. **Business Population** - Sandwell has around 11,600 active business units⁹:
- 9,585 (82.6%) are micro businesses;
 - 1,970 (17.5%) are Small and Medium Enterprises; and
 - 50 (0.4%) are large units.
47. Of these businesses, only 40 are designated as 'high growth' enterprises¹⁰. There is however evidence of a considerable entrepreneurial spirit in the area, with approximately 1,775 new businesses being created and 915 shutting down annually.
48. **Economic Activity** - In Sandwell, 71% of employees work full time, with 29% working part time¹¹. The challenge in Sandwell is in maintaining positive economic growth and keeping it moving forward, particularly following the COVID19 pandemic, and ensuring growth is sustainable.
49. Two other factors that had a major underlying legacy effect on Sandwell's economy were:

⁸ Black Country Consortium Economic Intelligence Unit - <https://app.powerbi.com/view?r=eyJrIjoizGVkYjYzODMtN2Q0Ny00N2I3LWFiZmtZDE2OWZhOWI4OGViliwidCI6ImNhM2RjZDRiLT RiNDUtNGUyMi1iODFhLWQ5NjMzZDVhOGM5ZSJ9>

⁹ NOMIS – Business Counts 2022 <https://www.nomisweb.co.uk/reports/lmp/la/1946157189/printable.aspx>

¹⁰ A business with average annualised growth greater than 20% per annum over a three-year period is considered a high-growth enterprise. Growth can be measured by the number of employees or by turnover (Eurostat – OECD Manual on Business Demography Statistics).

¹¹ Census 2021

- the global financial crisis of 2007-2008, which reduced access to private sector finance;
 - a sustained period of public sector austerity beginning in 2010; this reduced both the overall ability of local government to protect vulnerable communities and reduced their capacity to spend locally on projects that helped deliver economic growth to businesses and better prospects of employment and skills to residents.
50. During the early 2020s a range of economic shocks (including the COVID19 pandemic, the UK's exit from the EU market in 2020, higher inflation and a more volatile energy and commodity market ensuing from the Russian invasion of Ukraine in 2022) have resulted in challenges for businesses of all sizes. Other significant changes to the economy have occurred through changes in working patterns, such as a significant rise in the number of Sandwell residents now working from home.
51. It is within the context of this period of economic instability that the SLP is being developed. In effect this means that the underlying resilience of the local economic base has been through a significant period of disruption. In terms of its approach, Sandwell Council has had to prioritise a range of measures that have helped to mitigate the impacts of the current cost of living crisis on both local communities and businesses.
52. Ensuring economic growth is sustainable remains a major priority for future development in Sandwell and the SLP delivers a key part of that process by identifying the right sites and policies to support economic growth.
53. Sandwell has a higher-than-average level of economic inactivity and unemployment.

Table 1 - Employment and Unemployment in Sandwell¹²

Economic Activity	Sandwell Numbers	Sandwell %	West Midlands Met %	Great Britain %
Economically Active	151,100	69.1	77.5	78.4
In Employment	142,000	64.7	73.6	75.5
Employees	125,100	57.3	64.9	66.0

¹² NOMIS (Employment and unemployment figures for April 2022 to March 2023)

Economic Activity	Sandwell Numbers	Sandwell %	West Midlands Met %	Great Britain %
Self Employed	16,300	7.0	8.4	9.2
Unemployed	9,100	6.0	4.8	3.6

54. Over the same period, NOMIS identified that 66,900 residents (32% of residents aged 16 - 64) were economically inactive (compared with 21.6% in Great Britain)¹³.

Economically Inactive (age 16-64)	Sandwell Nos.	% of overall workforce
Total Inactive	64,400	30.9%
Students	11,700	18.2%
Looking After Family / Home	18,600	28.9%
Long-Term Sick	20,500	31.8%

55. 6% of the working population are classed as unemployed¹⁴ (as a proportion of economically active residents), with 14.2% of households classed as 'workless'¹⁵ (where households contain at least one person aged 16 to 64 and where no-one aged 16 or over is in employment). Gross weekly incomes are below the national average, with the Sandwell median average wage for full-time workers being £549 per week compared to a national average of £642¹⁶.
56. **Qualifications and Skills:** Around a third of the Sandwell working age population are graduates. This is significantly lower than the UK average rate for the equivalent group, forming the most highly skilled band of National Vocational Qualification (NVQ) level 4 or above. As a result, Sandwell has a smaller pool of workers able to compete for more highly skilled vacancies. 11.5% of the Sandwell working age population have no qualifications at

¹³ NOMIS - Economic inactivity (Apr 2022 – March 2023) <https://www.nomisweb.co.uk/reports/lmp/la/1946157189/printable.aspx>

¹⁴ NOMIS – Employment and unemployment (April 2022 – March 2023)

¹⁵ NOMIS - Workless Households (Jan-Dec 2021)

¹⁶ NOMIS – Earnings by place of residence (2022) <https://www.nomisweb.co.uk/reports/lmp/la/1946157189/printable.aspx>

all, which figure is around three quarters' higher than the UK average. This means that the Sandwell workforce are more likely than those in the rest of the UK to work in lower skilled occupations.

57. **Employment:** In terms of job numbers, the three main employment sectors in Sandwell are retail and wholesale, manufacturing and health and social care. In terms of critical or Sandwell-specific sectors, where Sandwell plays a stronger or more disproportionate role within the wider economy than the national average, the highest contributors are manufacturing (+111% greater than the national average); electricity, gas and air conditioning (+100% greater); water supply and waste management (+71% greater); transportation and storage (+59% greater); and retail and wholesale (+40% greater)¹⁷.

Table 2 - Distribution of Jobs in Sandwell

Sandwell Economic Sectors	Workers	% of workers	Compared to UK average
Wholesale, Retail & Vehicle Repair	25,000	20.2	+40%
Manufacturing	20,000	16.1	+111%
Health & Social Care	16,000	12.9	-6%
Transportation & Storage	10,000	8.1	+59%
Education	10,000	8.1	-8%
Admin & Support Services	9,000	7.3	-18%
Construction	7,000	5.6	+14%
Accommodation & Food Service	6,000	4.8	-36%
Professional, Scientific & Technical	5,000	4.0	-55%
Public Administration & Defence	3,500	2.8	-39%
Other Service Activities	3,500	2.8	+32%
Arts, Entertainment & Recreation	2,500	2.0	-13%

¹⁷ Source – ONS Business Register and Employment Survey, October 2022

Sandwell Economic Sectors	Workers	% of workers	Compared to UK average
Real Estate	2,500	2.0	+11%
Water Supply & Waste Management	1,500	1.2	+71%
Information & Communication	1,500	1.2	-73%
Finance & Insurance	1,250	1.0	-72%
Electricity, Gas & Air Conditioning	1,000	0.8	+100%

58. **Workforce and travel to work:** each day, 59,000 people come into Sandwell from neighbouring areas to work, and almost 62,000 of Sandwell's residents work outside the Borough. The job density per working age population is 0.63, compared to 0.80 in the West Midlands Metropolitan area and 0.84 in the UK.
59. **Housing:** In March 2021¹⁸, Sandwell had 130,246 household spaces. 54% of households were in owner-occupation, 27% were social rented and 19% were rented from a private landlord. The average household size in Sandwell is 2.42, which is slightly above the England and Wales average of 2.4. In terms of household composition, in 2021, 38,042 households in Sandwell are made up of only one person, which equates to just under 30% of the total.
60. **Transport:** Sandwell lies at the heart of the national Strategic Road Network. The intersection between the M5 and M5 motorways is in the north of the borough and four motorway junctions, Junctions 7 and 9 of the M6 and Junctions 1 and 2 of the M5, provide access to and from all parts of the borough. The local road network consists of 880km (547 miles) of highways, including the strategic A41, A461, A457 and A4123 routes, which link the borough's centres to each other, the wider Black Country and Birmingham.
61. There are three rail lines, serving thirteen stations, that pass through the borough;
- the Stour Valley section of the West Coast Mainline provides local services from Tipton, Oldbury and Smethwick to Birmingham and Wolverhampton as well as inter-city links to London and the north;

¹⁸ 2021 Census

- the Chase Line links Birmingham New Street to Walsall and Cannock and serves the north of Sandwell;
 - the Birmingham Snow Hill to Worcester line serves Smethwick and the southwest of the borough.
62. In addition, large parts of the borough are served by the West Midlands Metro network, which provides connections to Birmingham and Wolverhampton. An extension to Dudley Town Centre is expected to open in 2024, with a further phase to Brierley Hill expected to complete at a later date.
63. To complete the picture, there is an extensive 66km (41 mile) canal network throughout the borough.
64. The Covid19 pandemic combined with the shift to home working, particularly in the office sector, has changed the way people move around; this is true of both the times at which they make journeys and the mode by which these journeys are made.
65. Car use has returned almost to pre-pandemic levels, with 1.29bn vehicle miles being travelled on Sandwell's Roads during 2022, which is around the same as the figure for 2016 and is approaching the record peak of 1.35bn vehicle miles seen during 2019. The 2023 figures are expected to continue this upward trend¹⁹.
66. In contrast the number of public transport journeys, particularly during commuter periods, has not recovered to the same degree. Bus use in 2021/22 was at around 70% of pre-pandemic levels, whilst for metro the figure was 60% and for rail it was 50%. Whilst a recovery in journey numbers has continued, the 2022/23 figures are still expected to be significantly below pre-pandemic levels. In Sandwell, bus continues to be the most important public transport mode, accounting for approximately four out of every five such journeys made.
67. **Centres:** Sandwell's origins lie in six distinct Urban District Councils, which merged together to form a seamless and significant part of the wider West Midlands conurbation.
68. Sandwell is a heavily urbanised metropolitan area, with a Strategic Centre at West Bromwich, seven town centres, thirteen district and local centres and many small parades of shops. It is a genuinely 'polycentric' borough.

¹⁹ Dept. for Transport Road Traffic Statistics 2022

69. Sandwell has been subject to the same trends in retailing other areas have, but also suffers from significant levels of deprivation and lower incomes, which in turn has had an impact on retailing activity across the borough. The rise of 'big box' supermarkets, internet shopping, limited range discounters, out-of-centre retail parks and standalone out-of-centre supermarkets have all impacted on the vitality of its centres. The pandemic lockdown conversely provided a boost to local centres as people tended to shop more locally.
70. West Bromwich received a major boost with the delivery of the New Square development in 2013 but has fallen back in comparative terms to other centres nationally. New Square shifted the 'centre of gravity' of the retail area, with a subsequent decline in footfall and occupancy levels at parts of its periphery towards Bull Street, but also in Queens Square. West Bromwich's vacancy rate is 17.74%, compared to 13.81% nationally (as at 2022).
71. As with other urban areas, comparison shopping (i.e., for clothes, electrical goods etc.) are increasingly concentrated in the strategic centre, with other centres taking on a more services-orientated role.
72. **Built heritage and natural environment:** Despite its industrial heritage and highly urban nature, Sandwell is home to several significant areas of green and open space, a network of wildlife corridors and sites with significant ecological and environmental value and a number of historic and architecturally significant buildings and locations.
73. Sandwell is home to 204 listed buildings and nine conservation areas. There are also five designated parks and gardens (all listed at Grade II) and seven scheduled monuments²⁰. There are many pressures on built heritage assets - to modernise or demolish historic buildings, change their uses, develop within heritage conservation areas and remove landscaping. Given the irreplaceable contribution heritage assets make, the government has made it clear that it is important that heritage assets and their settings are preserved or enhanced as a reminder of the history and evolution of the area.
74. All features of the outdoor environment contribute to environmental infrastructure, including natural and semi-natural habitats, parks and other open spaces, formal and informal recreation and sports facilities, historic buildings and landscapes, the public realm of spaces and streets, rivers, canals and drainage systems.

²⁰ Data from Historic England website (June 2023)

75. Sandwell benefits from 543 green spaces, with 323 of those spaces (59%) offering unrestricted public access. This provides 3.63 hectares of open space per 1,000 population and offers more unrestricted green space access than some comparable local authorities, including Birmingham, Oldham, Hull, and Knowsley²¹. More formal green and open spaces in Sandwell include²²:
- 32 parks and gardens (including nine Green Flag parks)
 - 211 amenity green spaces (from small local spaces to larger communal green spaces)
 - 75 natural and semi-natural green spaces (including nine recognised nature reserves)
 - 22 green corridors (such as green walkways and other networks that connect areas)
 - 48 outdoor sports sites (including 15 playing pitches, 27 Multi-Use Games Areas, 33 outdoor gyms, four bowling greens and 12 BMX and skate facilities)
 - 34 allotment sites (with 1,336 plots)
 - 69 play areas (including toddler and junior play facilities).
76. Following aerial surveys completed as part of the recent Black Country iTree project²³, it is estimated that Sandwell contains around 265,000 trees, covering 18.1% of the borough. This is higher than the UK average of 16%. It is estimated that 81% of these trees are in good or excellent condition.
77. **Broadband and 5G:** Sandwell has high levels of broadband connectivity – in May 2022 84.1% of premises were gigabit capable, compared to 66.6% in the UK. 85% of premises had speeds equal to or greater than 300 Mbit/s, compared to 68% in the UK. As at December 2022, Sandwell had superfast broadband coverage of approximately 99.7% and full fibre coverage of 40.49%; this compares to the UK average for superfast broadband of 97.4% and full fibre coverage of 45.1%²⁴.

Challenges and Issues

78. The following summarises the key strategic challenges and opportunities that have arisen since the Core Strategy was adopted in 2011. These issues form the main opportunities and

²¹ Paragraph 3.3, Draft Green Spaces Strategy Implementation and Business Plan 22/23 – 25/26 – Sandwell MBC Green Spaces

²² https://www.sandwell.gov.uk/info/200237/green_spaces_leisure_and_events/4941/green_spaces

²³ <https://storymaps.arcgis.com/stories/8657602fefdc4e2f87c07e668aa47810>

²⁴ <https://labs.thinkbroadband.com/local/sandwell-district,E08000028>

challenges which the Plan Strategy, objectives and suite of policies and proposals seek to address:

- a) ***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 Sandwell's environment and make provision for new environmental infrastructure required to support sustainable growth.
- b) ***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.
- c) ***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.
- d) ***Supporting strong and competitive centres*** - to address the health and enhance the vitality and viability of our centres and ensure Sandwell has realistic ambitions for growth. The Plan should provide a flexible policy framework to allow centres to serve the future growth identified in Sandwell (particularly housing and employment), diversify and provide strict tests to defend against proposals that could undermine centres, such as out-of-centre developments.
- e) ***Keeping Sandwell 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.
- f) ***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.
- g) ***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. The SLP seeks to address this.

Draft Sandwell Local Plan - contents

79. 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 Sandwell 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 Sandwell, containing overarching policies intended to deliver the vision and objectives of the Plan.
 - Sections 4-15 set out the detailed policies, organised by themes and reflecting the role of the Vision in delivering sustainable growth for Sandwell.
80. In addition to this, the Plan contains several appendices that address in more detail certain aspects of the Plan policies and contain information on allocated sites for both housing and employment uses. Alongside the Plan sits a focussed evidence base that contains the up-to-date information and data the Plan is based on.
81. A series of topic papers have also been produced that address certain policy areas in more detail and explain the thinking behind the approach Sandwell Council has taken to the delivery of growth and development in the borough.
82. The Council has also produced a paper on the background and choices related to the identification of the Spatial Strategy for the SLP, setting out the spatial and growth options that were considered reasonable alternatives. These were subject to sustainability appraisal and the outcome of this work resulted in the development strategy set out in Policy SDS1.

1. Sandwell 2041: Spatial Vision, Priorities and Objectives

What is driving the Vision for Sandwell?

- 1.1 The Vision reflects what Sandwell will be like in the future if the needs and aspirations of those who live, work in or visit the area are met. It also needs to be flexible, to allow the Council to respond to future challenges in a way that is right for Sandwell, its residents and its businesses.
- 1.2 The Vision has been written in the context of national, regional and local policy frameworks, including the Council's own Corporate Plan and its own vision. The Sandwell Vision 2030²⁵ is as follows:

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.

- 1.3 The Sandwell Vision 2030 also sets out ten ambitions for a successful Sandwell and what success will look like, all of which will have direct or indirect relevance to the aims of the new SLP. These are included in the Vision 2030 document, available to view on the Sandwell Council website, but they are briefly set out below together with an explanation of the role the SLP will play in meeting them.

Ambition 1

Sandwell is a community where our families have high aspirations and where we pride ourselves on equality of opportunity and on our adaptability and resilience.

SLP relevance:

- promoting and supporting sustainable development that helps to meet local need / demand;
- providing for sufficient services and facilities in locations accessible to all in Sandwell's communities;
- delivering a healthy supply of land for economic growth and employment;

²⁵ <https://www.sandwell.gov.uk/Vision2030>

<ul style="list-style-type: none"> • delivering strong policy support to combatting climate change adaptation and mitigation; • protecting and enhancing the natural environment, nature conservation and open spaces; • delivering opportunities for biodiversity net gain, landscaping and tree planting.
Ambition 2
Sandwell is a place where we live healthy lives and live them for longer, and where those of us who are vulnerable feel respected and cared for.
<p>SLP relevance:</p> <ul style="list-style-type: none"> • protecting, enhancing and making accessible land for sport and leisure including active and passive recreation; • providing clear policy support for development aimed to deliver health and welfare infrastructure.
Ambition 3
Our workforce and young people are skilled and talented, geared up to respond to changing business needs and to win rewarding jobs in a growing economy
<p>SLP relevance:</p> <ul style="list-style-type: none"> • delivering a healthy supply of land for economic growth and employment.
Ambition 4
Our children benefit from the best start in life and a high-quality education throughout their school careers with outstanding support from their teachers and families.
<p>SLP relevance:</p> <ul style="list-style-type: none"> • providing land and sites for sufficient services and facilities in locations accessible to all in Sandwell's communities including schools, colleges and opportunities for higher education.
Ambition 5
Our communities are built on mutual respect and taking care of each other, supported by all the agencies that ensure we feel safe and protected in our homes and local neighbourhoods.

<p>SLP relevance:</p> <ul style="list-style-type: none"> • promoting the development and improvement of attractive, safe and accessible public realm, support services and community infrastructure as part of new development and project delivery.
Ambition 6
We have excellent and affordable public transport that connects us to all local centres and to jobs in Birmingham, Wolverhampton, the airport and the wider West Midlands.
<p>SLP relevance:</p> <ul style="list-style-type: none"> • delivering a co-ordinated and strategic travel and transport network through Sandwell that links communities to opportunities both within and beyond its boundaries, supported by appropriate planning policies and land use designations.
Ambition 7
We now have many new homes to meet a full range of housing needs in attractive neighbourhoods and close to key transport routes.
<p>SLP relevance:</p> <ul style="list-style-type: none"> • delivering a healthy supply of land for the delivery of zero and low carbon housing across the borough; • supporting the creation of additional affordable and sustainable communities.
Ambition 8
Our distinctive towns and neighbourhoods are successful centres of community life, leisure and entertainment where people increasingly choose to bring up their families.
<p>SLP relevance:</p> <ul style="list-style-type: none"> • promoting and supporting sustainable development that helps to meet local need / demand; • providing for sufficient services and facilities in locations accessible to all in Sandwell's communities.
Ambition 9

Sandwell has become a location of choice for industries of the future where the local economy and high performing companies continue to grow.

SLP relevance:

- delivering a healthy supply of land for economic growth and employment;
- supporting the delivery of sufficient high-quality physical / digital infrastructure;
- delivering a co-ordinated and strategic travel and transport network through Sandwell;
- providing land and sites for sufficient educational services and facilities in locations accessible to all.

Ambition 10

Sandwell now has a national reputation for getting things done, where all local partners are focused on what really matters in people's lives and communities.

SLP relevance:

- being an up-to-date local plan backed by sound evidence and robust policies that enable planning permissions to be granted swiftly and in close co-operation with applicants, developers and local communities.

Vision for Sandwell

1.4 The Sandwell Local Plan Vision is set out below:

Sandwell Local Plan Vision 2041

In 2041, Sandwell is a thriving, growing and active borough, leading the urban renaissance of the West Midlands conurbation. It is a place with a united and resilient community, a place of innovation and industry and a place with a vibrant and strong cultural heritage.

Sandwell is at the forefront of tackling climate change, in its role as a hub for climate adaptation and mitigation technologies and industries. Its new buildings are clean and green in their design, materials and operations, its old buildings are carefully adapted to deliver low and zero carbon outputs. It sets the standard in both public and private sectors for embedding climate change awareness and sensitivity in all its actions, outcomes and decisions.

Notwithstanding its urban character, Sandwell's residents enjoy access to country and town parks, open spaces, green networks, natural corridors and pocket parks. They benefit from additional landscaping schemes and increased tree cover during their everyday activities and leisure time. Sandwell's natural environment is valued for its own sake as well as for its role in creating a healthy, attractive and climate change-resistant background for people living, working, learning in and enjoying the borough.

Sandwell's historic environment is a source of pride for its communities and continues to reflect its industrial and architectural heritage, in restoration and renovation schemes and in the sensitive design of new buildings. Historic buildings in Sandwell are reused, repurposed and retrofitted to enable their retention and occupation for years to come.

Sandwell continues to deliver sustained and sustainable economic growth and investment opportunities from its highly accessible location at the heart of the country. It provides high-quality goods and services from its powerful industrial base and levels of employment, wages and economic activity are high and rising.

As part of this forward-looking economic activity, Sandwell has also continued to support investment in critical waste, energy and transport infrastructure that has resulted in a robust circular economy, where not only does less waste end up in

Sandwell Local Plan Vision 2041

landfill, but less waste is produced overall in Sandwell, more recycling takes place and cutting-edge waste-to-energy operations provide the fuel for local heating networks.

Sandwell's residents enjoy longer and healthier lives than in previous decades, thanks to the increase in accessible open spaces, the provision of services and facilities designed to promote active recreation and leisure, the improvement of and increased accessibility to healthcare infrastructure and the promotion of healthy lifestyle choices. They have access to well-performing schools, higher and further education provision at all levels and to continued opportunities for skills development and training.

There is a wide range of housing available to Sandwell residents, aiming to help meet housing needs, designed to support green living and suitable for adaptation to benefit all sections of the community. Affordable, social and local authority-provided homes are available to those who need them. New developments are located within attractively landscaped areas, with access to district and low-cost energy and heating projects, sustainable drainage designed to improve the local environment as well as provide reliable protection against flooding and run-off and all necessary services and facilities within walking and cycling distance or a short bus ride away.

Sandwell's town centres thrive by day and by night, with an expanded range of retail, leisure and socialising opportunities as well as acting as the foci for new residential developments, community activities and social enterprises. They are safe, welcoming and accessible locations during both day and night, designed to encourage positive public interactions and minimise antisocial behaviour.

Priorities and Objectives

- 1.5 To assist in the delivery of the Vision, a set of priorities have been identified, which form the basis of individual policies contained in the SLP. These priorities directly address the key strategic challenges and opportunities that have arisen since the Core Strategy was adopted in 2011 and the SAD was produced.
- 1.6 The Vision will be delivered by the achievement of the strategic objectives identified in Table 3.

Table 3 – Priorities, Strategic Objectives and Policies

Priority	Strategic Objective	Policy
Climate Change	Objective 1: Ensure new development takes a proactive approach to climate change mitigation, adaptation and carbon reduction, and that development is resilient to climate change	Policy SDS1, Policy SDS4, Policy SDS6, Policy SDS7 Policy SNE1 - Policy SNE3 Policy SCC1 - Policy SCC6 Policy SHW3 – SHW6 Policy STR5, Policy STR6, Policy STR9, Policy STR10 Policy SDM1, Policy SDM2
	Objective 2: Deliver sustainable development in locations where people can access jobs and services, delivering wider positive social and economic outcomes and protecting and enhancing local built and natural environments	Policy SDS1 - Policy SDS7 Policy SCC1 - Policy SCC6 Policy SHO1, Policy SHO3 Policy SEC1 – Policy SEC6 Policy SCE1 Policy STR1 – STR10 Policy SDM1 - Policy SDM10
Enhancing our natural environment	Objective 3: To protect and enhance Sandwell’s natural environment, natural resources, biodiversity, wildlife corridors geological resources, countryside and landscapes, whilst ensuring that residents have good access to interlinked green infrastructure	Policy SDS6, Policy SDS7 Policy SNE1 - Policy SNE6 Policy SHW4 - Policy SHW6 Policy SHO1
Enhancing our historic environment	Objective 4: To protect, sustain and enhance the quality of the historic built environment, ensuring the retention of distinctive and attractive places and beautiful buildings, including listed parks, scheduled monuments and their settings.	Policy SDS4, Policy SDS5 Policy SHE1 - Policy SHE4 Policy SCC1 Policy SHW4

Priority	Strategic Objective	Policy
	<p>Objective 5: To manage and maintain the wider historic environment across Sandwell, including parks and gardens, areas of industrial heritage value, sites of geological and archaeological interest and locally listed buildings, structures and historic assets.</p>	<p>Policy SDS4, Policy SDS5</p> <p>Policy SNE6</p> <p>Policy SHE1 - Policy SHE4</p> <p>Policy SHW4</p> <p>Policy SDM1, Policy SDM2</p>
<p>Housing that meets all our needs</p>	<p>Objective 6: Address Sandwell's identified and wide-ranging housing needs by supporting the provision of high-quality new homes, to include a wide mix of housing type and tenure, that:</p> <ul style="list-style-type: none"> • are capable of being adapted to meet the future needs of occupiers; • provide sufficient internal and external space; and • promote and support climate change adaptation and mitigation through good design and in the materials and techniques used in their construction. 	<p>Policy SDS1 - Policy SDS4</p> <p>Policy SNE1 - Policy SNE3</p> <p>Policy SCC1 - Policy SCC6</p> <p>Policy SHO1 - Policy SHO10</p> <p>Policy SDM1, Policy SDM2</p>
	<p>Objective 7: Ensure communities in Sandwell are safe and resilient and social cohesion is promoted and enhanced</p>	<p>Policy SDS4, Policy SDS5</p> <p>Policy SHW2</p> <p>Policy SHO4, Policy SHO5, Policy SHO7, Policy SHO8</p>
<p>Enabling a strong, stable and inclusive economy</p>	<p>Objective 8: Support regeneration, business investment and job creation to maintain and grow a prosperous and resilient local and regional economy in ways that consider environmental and climate change factors</p>	<p>Policy SDS1, Policy SDS2, Policy SDS7</p> <p>Policy SCC1 - Policy SCC6</p> <p>Policy SEC1 - Policy SEC6</p> <p>Policy STR4, Policy STR5, Policy STR6, Policy STR10</p>

Priority	Strategic Objective	Policy
		Policy SID1 - Policy SID3
	<p>Objective 9: to enable communities to share the benefits of economic growth through securing access to new job opportunities and enhanced skills and training programmes.</p>	<p>Policy SDS1 Policy SHO9 Policy SEC5 Policy STR1, Policy STR5</p>
<p>Improving the Health and Wellbeing of residents and promoting social inclusion</p>	<p>Objective 10: 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 and discouraging harmful behaviours.</p>	<p>Policy SDS6, Policy SDS7 Policy SNE6 Policy SHW1 - Policy SHW6 Policy STR5 Policy SDM6 – Policy SDM9</p>
	<p>Objective 11: Ensure new development and open spaces support health and wellbeing for all, reduce health inequalities and encourage active and healthy lifestyles</p>	<p>Policy SNE3, Policy SNE6 Policy SCC3 Policy SDS4, Policy SDS5 Policy SHW3 - Policy SHW6 Policy STR5</p>
	<p>Objective 12: 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.</p>	<p>Policy SDS1 - Policy SDS4, Policy SDS6 - Policy SDS7 Policy SNE1 - Policy SNE6 Policy SCC1 - Policy SCC6 Policy SHW3 Policy SHO5</p>
<p>Good Design</p>	<p>Objective 13: Require new development to deliver a high standard of design reflecting local character and distinctiveness and that creates greener and safer places that people feel proud to live and work in.</p>	<p>Policy SDS4 Policy SCC1 - Policy SCC6 Policy SDM1</p>

Priority	Strategic Objective	Policy
Brownfield First	Objective 14: Encourage the effective and prudent use of previously developed land, including the efficient use of land and buildings and the use of sustainable and climate-aware construction techniques within new developments, as well as providing for waste management and disposal	Policy SDS1 - Policy SDS4 Policy SCC1 - Policy SCC6 Policy SWA1 - Policy SWA5 Policy SCO1 - Policy SCO3
Enhancing the vitality of our centres	Objective 15: Support Sandwell's towns and local centres as places for economic, residential and cultural activity with good access to services, in ways that protect their heritage, character and identity	Policy SDS4, Policy SDS5 Policy SHE1 - Policy SHE3 Policy SCE1 - Policy SCE7 Town Centre Profiles Policy STR8 Policy SID1 - Policy SID3 Policy SDM1 - Policy SDM10
Promoting sustainable transport and active travel	Objective 16: To prioritise sustainable and active travel and seek to improve transport infrastructure to ensure efficient and sustainable accessibility within an integrated network	Policy SDS3 Policy SNE6 Policy STR1 - Policy STR10
Meeting our resource and infrastructure needs	Objective 17: To manage waste as a resource and minimise the amount produced and sent to landfill, including ensuring that the reliance on primary minerals during construction and development are kept to a minimum and that greater use is made of recycled or alternative building materials	Policy SWA1 - Policy SWA5
	Objective 18: Ensure development is supported by essential infrastructure and services and promotes safe movement and	Policy SDS3, Policy SDS4 Policy SNE6

Priority	Strategic Objective	Policy
	more sustainable modes of travel through promoting greener travel networks for walking, cycling and public transport	Policy STR5, Policy STR6 Policy SID1 - Policy SID3 Policy SDM10

Ensuring delivery of the Vision, priorities and strategic objectives

- 1.7 Primarily, the Vision, objectives and priorities set out above will be delivered via the application of the policies of this Plan. The monitoring section at the end of the plan identifies targets for key indicators that will need to be achieved if these policies are to be successful.

2. Spatial Strategy

Introduction

- 2.1 The Sandwell Local Plan can help achieve sustainable development by ensuring that Sandwell 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 borough, while protecting and enhancing the environment and the unique character of the area.
- 2.2 The Spatial Strategy as set out in policies and illustrated on the Policies Map provides the overarching basis for the SLP's proposals for growth and infrastructure improvements. In determining the spatial strategy for the Sandwell Local Plan, Sandwell Council balanced sometimes-conflicting elements to ensure it produced a plan that is sound, realistic and sustainable.
- 2.3 The final choice of spatial strategy for the SLP also took account of the following:
- a) known environmental and other planning constraints
 - b) evidence base;
 - c) plan vision and objectives;
 - d) consultation feedback;
 - e) ongoing engagement with key stakeholders, including adjoining local authorities;
 - f) testing of options through:
 - i. the Sustainability Appraisal (SA) process, which incorporates Strategic Environmental Assessment (SEA); and
 - ii. a Habitats Regulations Assessment (HRA);
 - g) consideration of land availability, viability and existing / future infrastructure capacity; and
 - h) other plans and strategies affecting Sandwell.
- 2.4 In March 2020 Sandwell Council declared a Climate Emergency. Council Members agreed that greenhouse gas emissions needed to be reduced to a level compatible with keeping global warming below 1.5C above pre-industrial levels. To achieve that, the Council committed to becoming carbon neutral in its own activities by 2030 and to seeing Sandwell become a carbon neutral borough by 2041.
- 2.5 The SLP addresses this through adopting a suite of policies designed to help Sandwell mitigate and adapt to the changing climate at a strategic level, in line with the Council's

adopted Climate Change Strategy. Climate change will also be a cross-cutting theme for the SLP, and every opportunity will be taken to address appropriate mitigation and adaptation across all topic areas.

- 2.6 There is still, despite the number of housing sites that have been identified and allocated, a shortfall in the numbers of houses that need to be built to meet identified needs. Housing need is calculated using the Government's standard method based on household growth projections.
- Sandwell needs to identify land for **29,773** homes by 2041.
 - The supply of suitable residential land based on the most recent evidence stands at **11,167** homes.
 - There is an unmet need for **18,606** homes.
 - The SLP provides for around one third of the housing need on the land that is available.
- 2.7 There is a finite supply of land readily available for development and it is very likely that there is no scope to meet Sandwell's housing need within Sandwell itself. The Duty to Co-operate means that the Council is in communication with neighbouring authorities and is actively seeking their agreement to accommodate some of Sandwell's unmet need through their own housing provision.
- 2.8 Sandwell is a borough with high levels of poor health and deprivation and a lower-than-average life expectancy. The people of Sandwell experience significant inequalities in health when compared to the rest of England. On average, they do not live for as long as people in other areas of England and spend more of their lives ill or disabled.
- 2.9 The largest influences on physical and mental health are the social determinants of health, for example, education, employment, social networks, housing, access to blue and green spaces and active modes of travel. Therefore, the SLP will look to support the right development in the right places so that these aspects can be positively impacted.
- 2.10 Health and wellbeing is a cross-cutting theme that will be addressed throughout the Local Plan. The SLP will promote healthy living and create opportunities for active lifestyles and healthy transport choices including walking, cycling and outdoor recreation. Later stages of the plan will be accompanied by a Health Impact Assessment.
- 2.11 In recent years patterns of shopping have changed radically and perhaps permanently in some cases, predominantly due to the rise in online shopping and the impacts of the COVID19 pandemic. The role of centres is increasingly moving away from their traditional primary functions. While there will clearly remain demand for in-person shopping and retail-

related activities, centres will also need to provide additional draws / opportunities (such as for leisure, education, community uses and recreation) to offset the loss in shopping-related footfall and to help retain their vitality and viability.

- 2.12 The Plan provides a flexible policy framework to allow centres to serve the future growth identified in Sandwell (particularly housing and employment) and to diversify. It also provides strict tests to defend centres against proposals that could undermine them, such as further out-of-centre developments.
- 2.13 In terms of job numbers, the three main employment sectors in Sandwell are retail and wholesale, manufacturing and health and social care. Sandwell plays a stronger or more disproportionate role within the wider economy than the national average in the areas of manufacturing, electricity, gas and air conditioning, water supply and waste management, transportation and storage and retail and wholesale.
- 2.14 Employment land need is based on economic forecasts in the EDNA up to 2041.
- Sandwell is subject to a demand for **185ha** of employment land.
 - The supply of land available and suitable for employment use is **42ha** (after completions between 2020 – 2022 are considered). This includes windfall supply, generated through intensification / recycling, and includes a vacant land supply of **29ha**.
 - Based on the amount of land required to grow the economy, there is a shortfall of around **143ha**.
 - In addition, the plan allocates **1,177ha** of occupied employment as strategic, local or other employment land.
- 2.15 Therefore, ensuring that an adequate supply of employment land is maintained throughout the plan period will be essential in enabling long term balanced growth to be sustained. The key issues to be addressed in the SLP are as follows:
- Allocate land for new development within Sandwell, to facilitate growth and diversification of the economy
 - Accommodate a variety of business needs including high technology manufacturing and logistics sectors.
 - Protect and enhance land and premises within existing employment areas where this provides for the needs of jobs and businesses.
 - Recognise that some sites will become unsuitable for continued employment uses and to facilitate their redevelopment to alternative uses.

- Enable local communities to share the benefits of economic growth.
- 2.16 New housing and economic development will put pressure on existing services and utilities but may also create opportunities to provide infrastructure solutions. The SLP will need to provide clear guidance on the provision of suitable and sufficient infrastructure to support the regeneration and growth of Sandwell. Much of this infrastructure will need to be provided before or alongside new development and will need to be subject to viability considerations to ensure it does not make the development financially undeliverable.
- 2.17 Despite its industrial heritage and highly urban nature, Sandwell is home to several significant areas of green and open space, a network of wildlife corridors and sites with significant ecological and environmental value and several historic and architecturally significant buildings and locations.
- 2.18 The key issues addressed in the SLP include:
- Nature Conservation
 - Nature Recovery Network and Biodiversity Net Gain
 - Provision, retention and protection of trees, woodlands and hedgerows
 - Historic Character and Local Distinctiveness of the Black Country
 - Geodiversity and the Black Country UNESCO Global Geopark
 - Canals
 - The protection and enhancement of designated and undesignated heritage assets
 - Rejecting poor design
- 2.19 In view of the levels of both housing and employment land needs, it is becoming apparent that Sandwell will not be able to meet them either within the borough or across the plan period in full. To try to do so would result in significant and harmful levels of overdevelopment in the urban areas and the loss of open and green spaces across the district; even then, development needs would not be fully met.
- 2.20 This degree of overdevelopment would inevitably have an adverse effect on the living environment, health and wellbeing of Sandwell's residents, alongside the exacerbation of climate change impacts and the degradation of the natural and built environment, habitats and green and blue infrastructure.
- 2.21 Sandwell has very little green belt (it falls mainly within Sandwell Valley) and very few vacant / unused open spaces; the areas of undeveloped and open land it does contain are

extremely important to the borough's environment and the health and wellbeing of its population.

- 2.22 During the preparation of the SLP, Sandwell Council identified and tested a series of options relating to the potential quanta and distribution of housing and employment growth. These were then subjected to an impartial assessment of their sustainability, which demonstrated that the social, environmental and economic implications of the options identified for the spatial strategy were interrelated and varied.
- 2.23 Given the outcomes of the assessment, the Council then considered what the most appropriate direction of growth might be for Sandwell, in relation to both opportunities and constraints and given the fact that the borough would not be able to meet its housing and employment requirements in full even if significant areas of open land were further identified and allocated for development.
- 2.24 The Council needed to strike a balance between maximising the realistic amount and capacity of development land available to it and working towards delivering the aims set out in the SLP Vision. The Vision pictures a borough that could deliver both economic and housing growth while improving the health and life chances of its residents, addressing the challenges of climate change and protecting and enhancing its natural and built environment.
- 2.25 There was little scope to identify or allocate greenfield land for new housing or employment development without adversely affecting vulnerable land uses, and to do so would also run counter to the Council's stated aims in relation to creating a healthy and active borough, maintaining and enhancing the natural and built environment and tackling the impacts of climate change. As a result, allocation of greenfield land has only been undertaken if that site was a strategic size and in a sustainable location and the loss of any open or green space could be fully mitigated, by being replaced by better quality green / blue infrastructure, open spaces and / or facilities.
- 2.26 Intended land uses have also been considered, with proposals for housing and employment taking precedence over other forms of use or activities more suited to town centres or in previously developed areas.
- 2.27 The original Black Country Core Strategy identified a number of sites in employment use as suitable for reallocation to help meet housing needs. This was undertaken on the basis that the Black Country's employment base was understood to be reducing in size as the nature of economic activity in the area changed. However, the anticipated fall-off in the level of manufacturing and industrial activity did not occur, and it became apparent during the drafting of the Black Country Plan that there was not only the need to maintain a healthy supply of employment land but also an increasing demand for additional suitable and

sizeable sites for such uses. As a result, the potential supply of brownfield sites suitable for conversion from employment to housing use has effectively been reduced, to maintain economic stability and allow for growth.

- 2.28 The Council has undertaken an assessment of the various housing and employment options available to it for meeting local needs and promoting climate change mitigation, environmental protection and the delivery of renewed and healthy communities. As a result of these considerations, it has identified a strategic approach to development that combines the delivery of a realistic and meaningful amount of growth to meet local needs with a forward-looking and innovative environmental approach to development in Sandwell. This will deliver what it is referring to as the **Balanced Green Growth** option for the delivery of development in Sandwell.
- 2.29 The balanced green growth approach will allow Sandwell to provide a significant quantum of housing and additional employment opportunities in the borough. At the same time, it promotes a bold strategy that supports the delivery of climate change adaptation and mitigation, environmental protection and enhancement, the conservation and enhancement of the historic environment and the delivery of green and blue infrastructure. This in turn will support the Council's wider aims and objectives in improving the health (physical and mental), wellbeing and life chances of people in Sandwell.
- 2.30 Balanced Green Growth will provide the quantum of development identified previously using the following approach, which is also included in Policy SDS1:

Balanced Green Growth

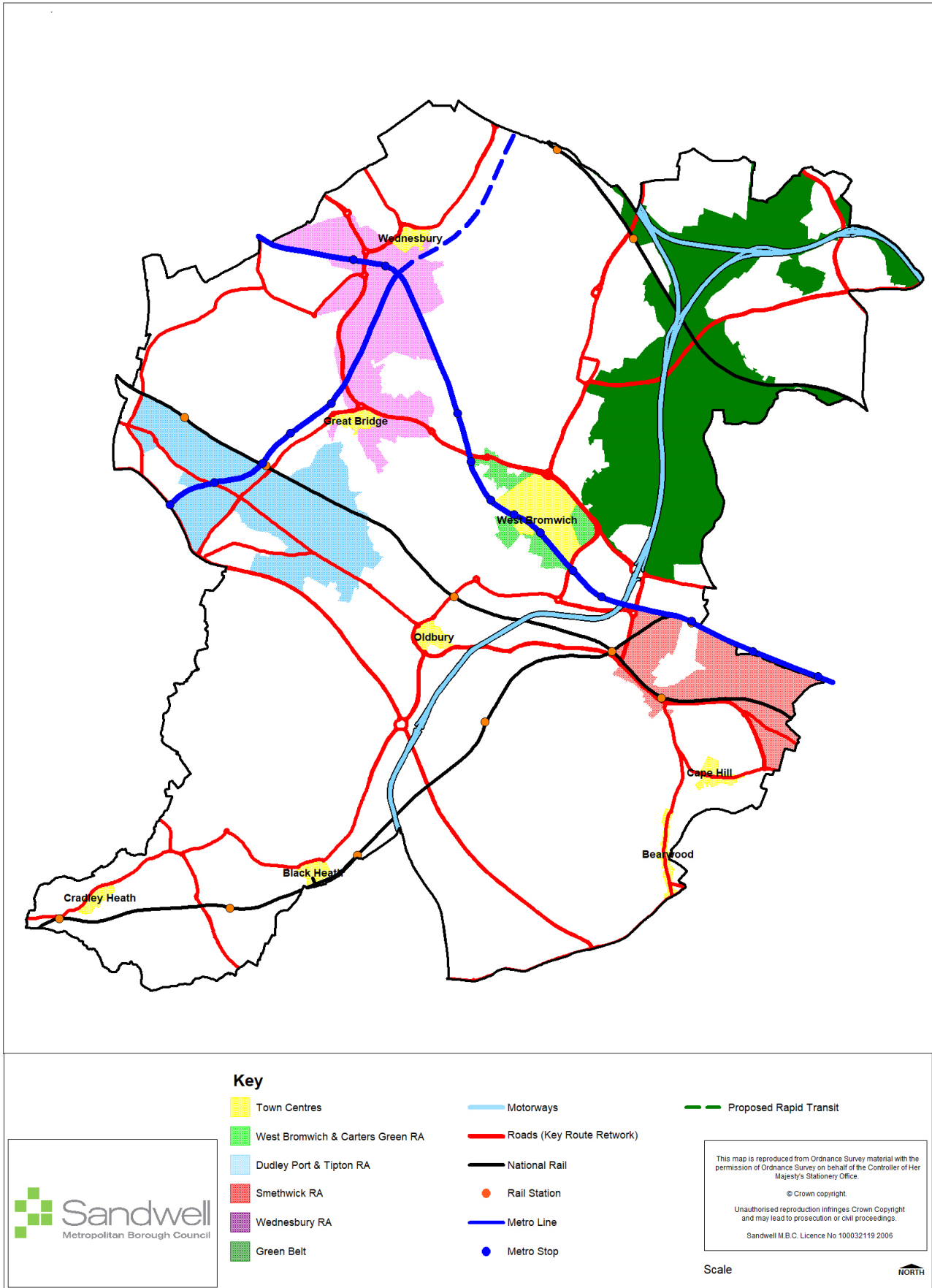
- a. maximise climate change adaptation and mitigation through the creation, protection and improvement of parks, woodland and tree planting, open spaces, landscapes and habitats across the borough;
- b. protect areas of ecological value, valuable habitats and open spaces within and beyond urban areas;
- c. conserve the historic and archaeological environment and protect areas with geological and landscape value;
- d. create new public open spaces to serve new housing developments;
- e. promote the use of zero- and low-carbon designs, building techniques, materials and technologies in all new development;
- f. deliver as much new development as possible on previously developed land and sites;

- g. allocate housing in locations with the highest levels of sustainable transport access to residential services (retail provision, schools, healthcare facilities, fresh food, employment etc.);
- h. regenerate existing housing and employment areas and help them deliver:
 - i. cleaner, more energy-efficient and more intensive areas of growth; and
 - ii. improvements to the environmental, climate change, accessibility and socio-economic capacity of existing residential and employment areas
- i. allocate new employment land where sustainable access and good public transport links are available;
- j. take advantage of existing and improved infrastructure capacity to maximise development on new sites.

2.31 The Balanced Green Growth approach forms the basis of the Sandwell Local Plan's Development Strategy (Policy SDS1) and informs the aims and objectives of both the strategic and local policies in the rest of the plan. This spatial strategy is considered to offer a positive, deliverable and sustainable approach to meeting development needs for the plan period. It has been informed by Sustainability Appraisal and reflects local priorities and national policy, including the NPPF.

2.32 The spatial strategy is crucial in shaping the pattern of growth that will occur over the plan period and has formed the basis for the allocation of strategic sites across Sandwell. It will also help to ensure that the planned housing and employment growth is supported by appropriate investment in the infrastructure needed to create sustainable communities.

Figure 2 - Sandwell Spatial Map



3. Development Strategy

Development Strategy

- 3.1 Policy SDS1 provides the overarching spatial strategy for Sandwell, setting out the scale and distribution of new development for the Plan period to 2041.

Policy SDS1 – Development Strategy

1. **To support the attainment of the Sandwell SLP Vision, drive sustainable and strategic economic and housing growth and meet local aspirations, Sandwell, working with local communities, partners and key stakeholders, will make sure that decisions on planning proposals:**
 - a. **deliver at least 11,167 net new homes and create sustainable mixed communities including a range and choice of new homes supported by adequate infrastructure;**
 - b. **provide at least 1,206ha of employment land (of which 29ha is currently vacant);**
 - c. **ensure that sufficient physical, social, and environmental infrastructure is delivered to meet identified requirements;**
 - d. **support improvements to the health and wellbeing of Sandwell’s communities by requiring new development to address the following:**
 - i. **increased access to green spaces;**
 - ii. **active and passive recreation;**
 - iii. **active travel;**
 - iv. **improved and accessible education and healthcare infrastructure;**
 - v. **opportunities for people to make healthier choices.**
 - e. **minimise and mitigate the likely effects of climate change, recognising the multifunctional benefits that open spaces, landscaping, trees, nature conservation habitats and both green and blue infrastructure can deliver in doing so;**
 - f. **create new public open spaces to serve new housing developments;**

Policy SDS1 – Development Strategy

- g. protect and improve parks, woodland and tree planting, open spaces, landscapes and habitats across the borough;**
 - h. protect the openness, integrity and function of Sandwell’s designated green belt by resisting inappropriate development in it;**
 - i. protect habitats and areas of ecological value;**
 - j. conserve the historic and archaeological environment and protect areas with geological and landscape value;**
 - k. promote the use of zero- and low-carbon designs, building techniques, materials and technologies in all new development.**
- 2. The SLP seeks to ensure this growth is sustainable by requiring the following issues are addressed in planning proposals:**
- a. delivering as much new development as possible on previously developed land and sites in the urban area;**
 - b. allocating housing in locations with the highest levels of sustainable transport access to residential services (retail provision, schools, healthcare facilities, fresh food, employment etc.);**
 - c. regenerating existing housing and employment areas and help them deliver:**
 - i. cleaner, more energy-efficient and more intensive areas of growth; and**
 - ii. improving the environmental, climate change, accessibility and socio-economic capacity of existing residential and employment areas;**
 - d. allocating new employment land where sustainable access and good public transport links are available;**
 - e. taking advantage of existing and improved infrastructure capacity to maximise development on new sites;**
 - f. supporting and enhancing the sustainability of existing communities through the focussing of growth and regeneration into West Bromwich and other town centres and regeneration areas (Policy SDS2);**

Policy SDS1 – Development Strategy

g. protecting and enhancing the quality of existing towns and local areas and re-balancing the housing stock by delivering homes supported by jobs and local services.

3. Appendices B and C show how the housing and employment land ambitions for Sandwell will be met. Those development needs that cannot be accommodated within the borough will be exported to sustainable locations in neighbouring local authority areas, following consultation.

Justification

- 3.2 The economy and population of Sandwell are both growing. The Council needs to plan for economic recovery and growth and enhanced business productivity. It has also identified land for at least 11,167 new homes within the plan period. To accommodate this future growth, sites and locations that are both sustainable and deliverable have been identified for development, at a level that does not breach the environmental capacity of the area.
- 3.3 The Development Strategy is based on various considerations, including:
- a. the plan's Vision, objectives and priorities;
 - b. environmental constraints;
 - c. the availability and viability of land for development;
 - d. national planning policy.
- 3.4 The Development Strategy has been arrived at through a comprehensive assessment of a range of alternative options. The Sustainability Appraisal shows that this Option will enable Sandwell to meet most of its growth needs in a broad development and delivery focussed manner that takes full account of the environment, 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 Sandwell that supports communities to achieve their goals.
- 3.5 The areas identified for major inward investment and funding are the primary foci for co-ordinated and sustained renewal and infrastructure development, to support the delivery of significant growth and promote wider benefits to local communities. This plan sets out deliverable development targets for each centre, based on up-to-date evidence.

- 3.6 The borough's main strategic centre, West Bromwich, is already served by an extensive transport system and therefore provides a suitable location for economic and housing growth, although improvements are required to enhance connectivity, accessibility and environmental quality.
- 3.7 Strong links will be created between the strategic town centre, the areas identified for regeneration and existing town and local centres and communities, through high-quality design, green infrastructure and transport investment, to help spread regeneration benefits, improve community cohesion and create an effective network.
- 3.8 The Council is aiming to utilise land efficiently by using previously developed and surplus land and vacant properties where possible, and maximising housing densities where appropriate, but there is still a shortage of deliverable sites to meet housing and economic growth needs.
- 3.9 Sandwell has identified and made effective and extensive use of brownfield and urban sites and has 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 need to provide for the continued managed growth of Sandwell, to enable it to provide capacity for economic prosperity while recognising and protecting the most sensitive environmental resources and ensuring that proposed development does not adversely affect certain areas unduly.
- 3.10 The overall effect of Sandwell's strategy is to direct housing growth and employment land development to the existing built-up area and onto brownfield sites wherever possible.
- 3.11 The spatial strategy also seeks to protect other green spaces within Sandwell, including parks, open spaces and land with value for nature conservation and ecology. All these areas provide valuable open areas for recreation and ecology and contribute to a network of spaces across the wider Black Country that allows access to the surrounding countryside, including for wildlife.

Duty to Co-operate

- 3.12 This Plan will look for housing and employment land needs to be met within Sandwell in the first instance. However, the capacity of the borough is finite; it is not possible to provide for all the identified housing and employment land needs within its administrative boundaries, given the circumstances around land deliverability, extant land-use constraints and the need to protect its unique natural and built heritage.

- 3.13 This Plan aims to allocate sites for 11,167 new homes in Sandwell over the period 2022-41, compared to a local housing need of 29,773 (2022 – 2041) homes; this identifies a shortfall of 18,606 homes.
- 3.14 For employment land, the EDNA establishes a need for 185ha of vacant land for new employment development, an anticipated level of allocations of 1,206ha of employment land (of which 29ha is currently vacant) and a shortfall of 143ha (accounting for additional completions identified between 2020 and 2022).
- 3.15 Current 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 Sandwell has a physical or functional relationship.
- 3.16 Sandwell has worked openly and constructively with neighbouring authorities to help provide as much certainty as possible about how and where its 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 at Publication stage.
- 3.17 Sandwell recognises that this approach may only address a small proportion of the housing and employment shortfall, as it is beyond the legal powers of the Council to establish the limits of sustainable development in neighbouring authorities. If a shortfall remains over and above existing and anticipated contributions, Sandwell will undertake further work as appropriate to identify how the shortfall can be addressed.
- 3.18 Notwithstanding this, Sandwell is committed to ongoing engagement with its neighbours to secure the most appropriate and sustainable locations for housing and employment growth to meet local 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.
- 3.19 Where it is shown to be desirable, appropriate, sustainable and deliverable Sandwell will support its neighbours in bringing forward land for employment and housing that sits adjacent to existing administrative boundaries and will work in partnership to ensure infrastructure needs are met in full across administrative boundaries.

Regeneration Areas

3.20 Sandwell is committed to the regeneration of its towns and employment areas and has adopted a Regeneration Strategy²⁶ that sets out exactly how this will be achieved. The strategy contains a vision for this process, set out below:

Our vision is to create a wealthier Sandwell, regenerating our place and using the limited amount of new land available to create

- **an inviting place to live, with thriving communities and energy efficient housing in well planned neighbourhoods;**
- **high quality employment space for decent jobs;**
- **a convenient and reliable public transport and active travel network, which people prefer to private cars;**
- **exciting, busy, and green centres where people meet throughout the day, with a thriving cultural and night-time economy.**

Taken from SANDWELL REGENERATION STRATEGY March 2022-2027

3.21 Policy SDS2 sets out the strategic approach for Sandwell's economic and regenerative growth. More detailed policy guidance on the role of West Bromwich and its importance to Sandwell's economic, social and regeneration activities can be found in Chapter 10 of the SLP.

Policy SDS2 – Regeneration in Sandwell

1. **The Regeneration Areas identified on the Policies Map and the strategic centre of West Bromwich will be the focus for new development, regeneration, and public and private investment in the borough.**
2. **Proposals will be subject to relevant development plan policies and the form and location of regeneration will be guided by masterplans and /or design briefs, which will be prepared by the Council in partnership with developers, promoters and other stakeholders.**

West Bromwich

²⁶ <https://regeneratingsandwell.co.uk/wp-content/uploads/2022/09/Regeneration-Strategy-Updated.pdf>

Policy SDS2 – Regeneration in Sandwell

- a. West Bromwich is a major destination for residents and visitors and will benefit from a step change in the quality of its public realm, including new green links, squares and parks.**
- b. Residential and employment growth will be sought at a transformational level to help create a vibrant and sustainable town centre with a diverse range of uses, including commercial, educational, cultural, recreational, leisure and community facilities.**
- c. Sustainable and active travel modes will be the default choice for accessing and moving within the town.**

Carter’s Green

- d. Carter’s Green will accommodate new residential development on under-used land. The scale of growth will be complementary and subordinate to the transformation of West Bromwich.**

Dudley Port

- e. The regeneration of Dudley Port will include employment development and the construction of new residential communities developed along Garden City principles.**
- f. A new public transport hub will be developed around the interchange of the Midland Metro Extension and Dudley Port railway station.**

Smethwick

- g. The historic Smethwick to Birmingham canal corridor will accommodate new green neighbourhoods on re-purposed employment land and accessible active travel routes.**
- h. Regeneration at Grove Lane will be focussed on the new Midland Metropolitan Hospital, and will include the development of new homes, employment, and education facilities.**
- i. Industrial land at Rolfe Street will be regenerated to create a well-designed residential community that respects the heritage of the area and its canal-side setting.**

Wednesbury to Tipton Metro Corridor

Policy SDS2 – Regeneration in Sandwell

- j. Proposals for the regeneration of industrial land along the corridor of the Midland Metro Extension will be supported, including new employment development on vacant and underdeveloped land.**
- k. Retail, residential, and mixed-use development will be encouraged in Wednesbury Town Centre, Great Bridge Town Centre and Owen Street District Centre in line with their position within the hierarchy of centres and the requirements of the relevant policies in the Centres chapter of the SLP.**

Development within Regeneration Areas

- 3. Excluding West Bromwich (Policy SWB2) the regeneration areas will provide:**
 - a. the principal locations for strategic employment areas;**
 - b. high-quality employment areas to support the long-term success of Sandwell's economy (Policy SEC2);**
 - c. the main clusters of local employment land providing for local jobs (Policies SEC3 and SEC4);**
 - d. the principal locations for new industrial and logistics development - providing at least 600ha of developable employment land to meet growth needs;**
 - e. a minimum of 2,581 new homes (discounted) of mixed type and tenure in sustainable locations well-supported by community services and local shops, set within and linked by comprehensive networks of green infrastructure with cycling and pedestrian routes;**
 - f. investment in existing, new, and improved transportation infrastructure with a focus on public transport routes and hubs, to maximise their use by residents, workers and visitors;**
 - g. strong links with surrounding communities and the wider network of centres; and**
 - h. enhanced green infrastructure, including enhancements to nature conservation sites and wildlife habitats, new and improved green spaces, and new urban greening features (Policy SDS7).**

Justification

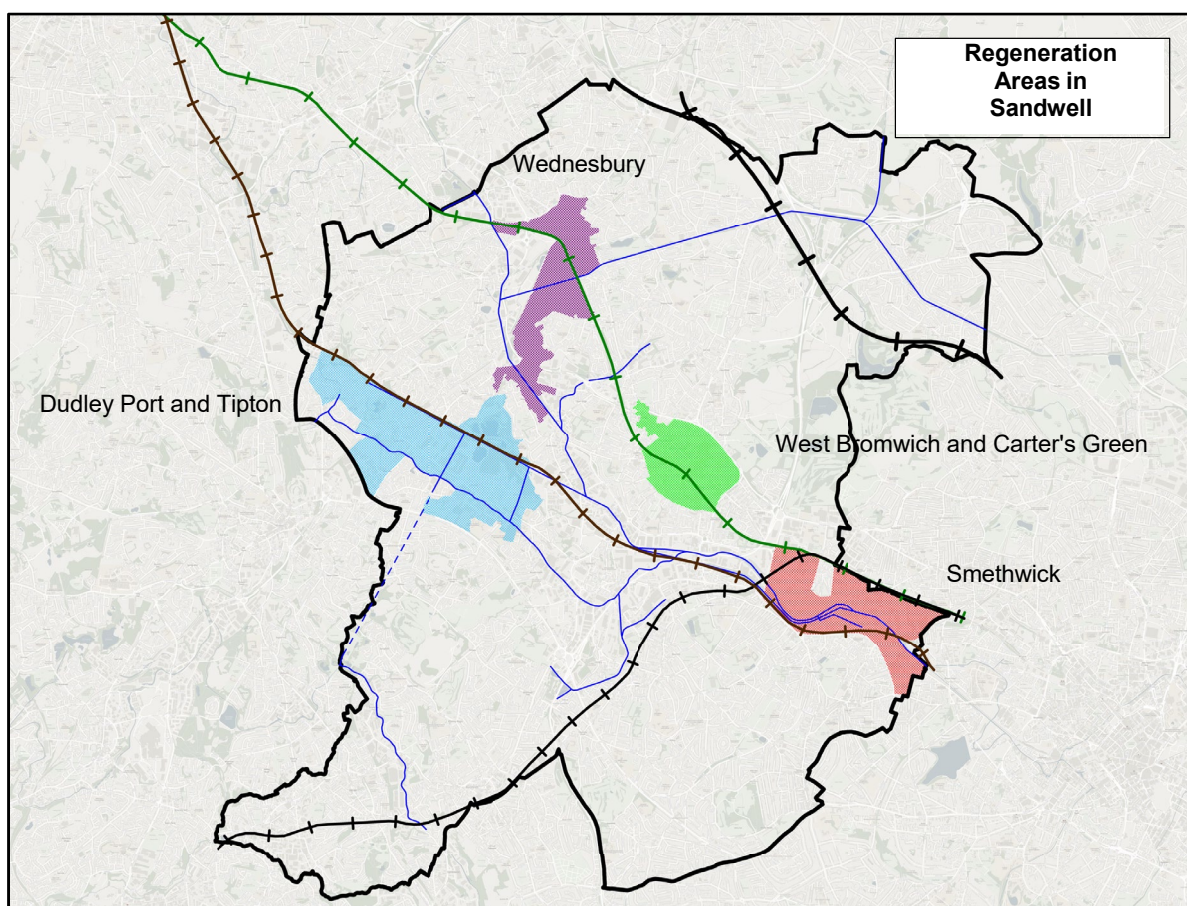
- 3.22 The re-energising and repurposing of West Bromwich is of fundamental importance to the regeneration of Sandwell and the wider Black Country. It is one of the main drivers of the Black Country's economy and supports one of the main hubs of the sub-regional transport network. It is a sustainable location and is well-placed to provide the community with easy access to comparison shopping, leisure, entertainment and cultural facilities and office-based employment.
- 3.23 Regarding the rest of Sandwell, much of the growth and proposed regeneration taking place up to 2041 will be concentrated around the transportation network (including in West Bromwich and locations within regeneration areas), providing an opportunity to enhance both sustainability and viability. Promoting the distinctive strengths and unique opportunities provided by West Bromwich will also help to encourage investment.
- 3.24 The regeneration areas broadly reflect the distribution of employment land across Sandwell and will accommodate most of its 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 regeneration areas are as follows:
- a) they are recognised as priority locations for existing or programmed multi-agency public sector intervention;
 - b) they contain existing or programmed multi-modal transport infrastructure;
 - c) they include clusters of housing / employment development opportunities providing at least 2,581 homes (discounted, these sites are already included in the supply detailed in Policy SHO1) and 600 ha of strategic and local employment areas.
- 3.25 The regeneration areas represent an update of the network of Regeneration Corridors identified in the 2011 Core Strategy. These Regeneration Corridors served the Black Country by providing a clear focus for concerted intervention and growth. The SLP has taken 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 reflecting where planned investment and growth has already taken place.
- 3.26 The strategy for the 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 secondly, delivering

housing growth through the release of poor quality and underused land to support the ongoing regeneration of Sandwell.

- 3.27 Achieving the right balance of jobs and housing by 2041 is a key aim of the SLP. Sandwell's annual Strategic Housing Land Availability Assessment (SHLAA), the Black Country Economic Development Needs Assessment (EDNA) and the Black Country Employment Area Review (BEAR) all provide key evidence on demand and supply of employment land to 2041 and this work has directly informed the employment land and housing allocations in this Plan.

Regeneration Areas

Figure 3 - Regeneration Areas in Sandwell



- 3.28 The following sections set out in more detail the areas identified in the policy and should be read in conjunction with the relevant sections in the Centres chapter and Chapter 10 (West Bromwich).

WEST BROMWICH AND CARTERS GREEN

- 3.29 West Bromwich is the strategic centre of Sandwell and as such is the focus for major investment opportunities for retail, commercial, leisure and educational uses.

- 3.30 Carters Green lies to the northwest of the central core and acts very much as a separate retail centre. Apart from Lidl supermarket centrally located within Carters Green, the shops are predominantly independents providing a wide range of goods, especially European and world foods. To the rear of the main high street units lie varied uses including residential areas, places of worship and commercial operations.
- 3.31 The Carters Green Development Framework²⁷ sets out an overarching vision for the opportunities that will help in the transformational change in this area, which allows the centre to continue to operate independently of West Bromwich Town Centre, but which allows a natural link to the town, picking up the aspirations and vision from the West Bromwich Masterplan. The Development Framework identifies key priority opportunity sites that will be the subject of future funding bids, investing in the development for new residential units on currently underused sites. The Framework and individual site details focus on providing good quality new homes with new public realm, urban greening and improved linkages through the area.

DUDLEY PORT AND TIPTON

- 3.32 Dudley Port and Tipton Regeneration Area comprises a mix of both residential and employment uses, dissected by the Birmingham Canal and Rail line. The area contains several areas of greenspace, including the extensive Sheepwash Nature Reserve and Victoria Park. Access to and through the area is provided by both the canal and rail links, with Tipton and Dudley Port Railway Stations lying within the area. The canal also links this whole area with the green spaces, through to Tipton Town Centre and Dudley. In 2023 following a bid to the Levelling Up Fund, Tipton was awarded £20m capital funding from the Government to regenerate sites within the town centre.
- 3.33 Recent years have seen very little investment and development within the area. There have been very few residential sites brought forward and investment in industrial development has been limited. Owen Street District Centre, often referred to as Tipton Town Centre, has seen a steady decline in the take up of units, resulting in vacancies and underutilised sites. The funding bid aimed to address several underutilised and poor quality residential and commercial premises and, through acquisition of the freehold and construction of new residential and commercial units, help to deliver new high quality residential and commercial premises to support redevelopment of the town centre.

²⁷ See Appendix D

- 3.34 The funding is intended to be the catalyst for wider investment opportunities within this regeneration corridor. Further employment development should be directed towards Coneygre and Vaughan Trading Estate. Whilst these sites were identified for residential development in the last Local Plan, this has not occurred. Both sites have instead delivered further employment development, indicating a need for further investment in this sector. Residential development is anticipated at Rattlechain, south of Sheepwash Nature Reserve. This would see the remediation of a long-standing problematic and heavily contaminated site, with it brought back into more efficient use and being able to assist in meeting the shortfall in housing numbers. The vision for the Dudley Port area is directed by a Garden City approach and principles, working with the area's existing attributes, namely the green space, canals and linkages.
- 3.35 The construction of the Midland Metro extension from Wednesbury to Brierley Hill will improve accessibility, providing sustainable modes of transport and link Sandwell to Dudley for those at work or visiting for leisure or recreation. Whilst much of the investment will be focussed on Dudley once completed, there may be opportunities along the Sandwell link for investment and regeneration at a smaller scale. There is an opportunity for a link to HS2 with the construction of the Interchange at Dudley Port railway station.
- 3.36 Further opportunities exist to build upon the existing infrastructure, making the canals and greenspace a destination, linking to wider attractions such as the Dudley Canal Trust, Black Country Museum and Dudley Zoo, and joining up with Tipton High Street.

SMETHWICK

- 3.37 The Smethwick corridor encompasses a wide range of uses including residential, employment, education, health, retail and commercial. Lying to the southeast of the borough, the area has historic links to the industrial revolution with the Soho Foundry near Black Patch and contains several heritage structures, listed buildings and conservation areas throughout the corridor. Its proximity to Birmingham has resulted in close cross-boundary working with Birmingham City Council and other partners, culminating in the Smethwick to Birmingham Corridor Framework. The Framework sets out a vision and principles for bringing forward development on opportunity sites within the area, focussing on the delivery of good quality housing, linked to quality open spaces and the canal, and setting out a joined-up transport strategy that will contribute to the formation of a healthy and sustainable community.
- 3.38 The area has seen investment in recent years with new housing at Windmill Eye and Brindley 2, and the construction of the Midland Metropolitan University Hospital at Grove Lane that will serve Sandwell and West Birmingham. Funding has recently been granted from the Towns Fund to bring forward residential development at Grove Lane and Rolfe

Street; both areas have been the subject of recently approved Masterplans to help guide development. Further funding will deliver improved walking and cycling routes linking Smethwick Galton Bridge to the new hospital and further afield into Birmingham City Centre and other areas of Sandwell.

- 3.39 However, due to the extensive size of the area and its fragmented ownerships, comprehensive development has not been forthcoming overall. The Towns Fund grants will act as a catalyst to attract further funding and private sector interest for regeneration on many of the vacant and underutilised sites across the corridor. The area surrounding the hospital is earmarked for housing, providing canalside living and has easy access to public transport routes. New social infrastructure will also feature within this area, to help meet the needs of the new residents. Grove Lane and Rolfe Street will receive most of the investment for new housing.
- 3.40 Opportunities exist to invest in the historic Soho Foundry and surrounding area, creating a mixed-use facility that will attract visitors and revitalise this part of the borough. The area has also been identified as a location for waste operators, which could detract from its amenity; the challenge will be to improve the negative environmental impacts that generally accompany these operations.
- 3.41 Investment in employment should be concentrated to the north of this Regeneration Corridor, around Middlemore Lane and Popes Lane, and to the west near Dartmouth Road, with its prime links to Junction 1 of the M5. Smethwick High Street will remain as the focus for retail, commercial, cultural and health facilities.

WEDNESBURY

- 3.42 This regeneration area focuses on Wednesbury Town Centre, moving south towards the industrial area of Hill Top and encompassing the area submitted to Government as Sandwell's Levelling Up Zone. Wednesbury is a traditional market town and like many other similar places, has suffered a decline in the take-up of units in recent years. Investment has recently been secured as part of the High Streets Heritage Action Zone fund, with an injection of £3.6m to reintroduce a relocated marketplace in the centre of the town, new public realm works and shopfront improvements within the Conservation Area. However there remain several empty units and vacant sites available for redevelopment but there has been little developer interest.
- 3.43 Hill Top is identified as a focus for employment uses. Existing investment in the nearby Midland Metro extension from Wednesbury to Brierley Hill would make this area attractive for further investment due to the high demand for high quality employment land. However,

access remains problematic due to the area's existing infrastructure and would require significant funds to overcome.

- 3.44 Further south, the regeneration area encompasses land around Great Bridge town centre. Promotion of this area for mixed uses including the introduction of more residential development would inject additional vitality into the town, assist in delivering new homes to meet housing targets and repurpose underutilised land for more efficient uses.

Table 4 - Summary of regeneration projects

Regeneration Area	Project	Proposed delivery date
West Bromwich	Urban Greening	2024
	Retail Diversification Programme	2025
	West Bromwich mixed-use community	2034
Carter's Green	Carter's Green residential community	2034
Dudley Port	Dudley Port Integrated Transport Hub	2025
	Dudley Port Garden City	2034
Smethwick	Construction of Midland Metropolitan University Hospital and associated University Learning Campus	2025
	Smethwick to Birmingham Inclusive Growth Corridor	2027
	Rolfe Street Canalside Regeneration	2029
	Grove Lane Regeneration	2029
Wednesbury to Tipton Metro Corridor	Wednesbury to Brierley Hill Metro Extension	2024
	Wednesbury High Street Heritage Action Zone	2025
	Tipton Town Centre Regeneration (Owen Street District Centre)	2026

Towns and Local Areas

- 3.45 Policy SDS3 sets out the strategic approach for Sandwell's other towns and local areas.

Policy SDS3 – Towns and Local Areas

1. **Towns and local communities outside West Bromwich and the regeneration areas identified in Figure 3 will provide:**
 - a. **503 new homes delivered through:**
 - i. **the allocation of previously identified housing sites or ones submitted as part of a Call for Sites exercise;**
 - ii. **the repurposing of a small number of brownfield employment sites and other previously developed and surplus land for new housing;**
 - iii. **small-scale residential development opportunities in highly sustainable locations;**
 - iv. **housing renewal areas;**
 - v. **estimating the capacity of vacant retail floorspace;**
 - b. **Clusters of local employment land that provide land and premises to meet localised business needs.**
 - c. **Approximately 606ha of additional employment land to meet employment needs;**
 - d. **An integrated and (where possible) continuous network of green infrastructure and walking and cycling routes, as well as a network of centres, health, leisure, sports, recreation and community facilities; and**
 - e. **Improved access and infrastructure links between regeneration projects, local areas and West Bromwich, to allow related positive outcomes to be integrated into existing and newer communities.**

Justification

- 3.46 Sandwell is made up of several towns and smaller local communities and is a highly urbanised area. It also contains various existing Local Employment Areas.
- 3.47 A key spatial priority of the SLP is to support the delivery of new housing development. A significant amount of new housing will be accommodated in existing town centres and their surrounding areas.
- 3.48 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.

- 3.49 Given that new development will generate the need for new infrastructure it is important that these uses are planned together, regardless of ownership. Sandwell Council has produced an Infrastructure Delivery Plan that sets out requirements for specific sites and wider areas.
- 3.50 In some cases, especially on larger sites or where several smaller sites are in proximity to each other, phasing plans will be required that set out the triggers for the provision of required infrastructure (including green and blue infrastructure) and legal agreements will need to be put in place to deliver that infrastructure.
- 3.51 Where appropriate, masterplans may be prepared through a collaborative process involving the landowner / developer(s) and the Council, together with other interested parties such as statutory bodies and relevant stakeholders.

Housing renewal

- 3.52 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 Sandwell, to address poor quality housing and living environments.
- 3.53 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.
- 3.54 Housing renewal also provides opportunities to upgrade housing stock to meet carbon reduction and climate change mitigation and adaptation requirements. This is also addressed in the climate change section of the SLP.

Placemaking – achieving well-designed places

- 3.55 The environmental and physical transformation of Sandwell is one of the fundamental principles of its regeneration agenda. Placemaking and high-quality urban design are key mechanisms through which this transformation will be achieved, and they will also help to mitigate and adapt to climate change and promote low / zero carbon growth.
- 3.56 Sandwell'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 its diverse local communities. The design of spaces and buildings will be influenced by their context; development should enhance the unique attributes of Sandwell's

character and heritage whilst responding to locally identified community needs, changes in society and cultural diversity.

- 3.57 The Council's current Residential Design Guide identifies Sandwell as urban or suburban in nature, although some areas around Sandwell Valley and the Green Belt edges would be considered more rural in character. This means that in general, Sandwell is characterised by semi-detached and terraced housing, changing to higher density flatted development in town centres.

Policy SDS4 - Achieving Well-designed Places

- 1. Building designs will be sought that are appropriate to Sandwell and should be of a size, scale and type to integrate into their neighbourhood.**
- 2. All development will be required to demonstrate a clear understanding of the local and wider context, character, heritage and local distinctiveness of its location and show how proposals make a positive contribution to place-making and environmental improvement.**
- 3. The setting and significance of heritage assets should be conserved and enhanced where it exists and is likely to be impacted by new development (Policy SHE2).**
- 4. Development proposals should employ innovative design and sustainable technologies in their schemes to help climate change mitigation and adaptation and the Council will support schemes and projects adopting a climate-sensitive approach (Policies SCC1 – SCC6).**
- 5. To facilitate permeability and accessibility, transport proposals of a high design quality and utility will be sought. These should:**
 - a. include connections to and between transport hubs;**
 - b. promote active travel;**
 - c. ensure that transport and travel infrastructure make a positive contribution to place-making; and**
 - d. increase connectivity for all modes of travel.**
- 6. Development should contribute positively to creating high quality, active, safe and accessible places. Design approaches that will help contribute to healthier communities and reduce health inequalities should be incorporated in developments.**

Policy SDS4 - Achieving Well-designed Places

7. **To support the development of safe neighbourhoods, ensure quality of life and community cohesion are not undermined and minimise the fear of crime, the design of new development should create secure and accessible environments where opportunities for crime and disorder are reduced or designed out.**
8. **An integrated and well-connected multifunctional open space network will be pursued throughout Sandwell (linking to opportunities in the wider Black Country where possible), including through the design and layout of new developments.**
9. **A Design Code will be produced for Sandwell, reflecting local character and design preferences and providing a framework for creating high-quality places.**

Justification

- 3.58 The importance of high-quality design in creating places where people want to live, work and invest with renewed confidence is a fundamental aspect of both national and local policy. Designing 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 lower levels of unemployment.
- 3.59 The aim of the SLP is to create the best conditions for economic and social growth, which will take place within a safe, attractive and accessible built and natural environment. The SLP also encourages and supports the growth of locations that encourage participation and community engagement. Successful placemaking in Sandwell will foster community stability and incorporate elements that create resilience to adverse economic and environmental impacts and will result in a place that residents can be proud of.
- 3.60 The use of efficient building design, the choice of low- and zero-carbon materials, and intelligent site layout and building orientation can all help to reduce reliance on carbon-based products, energy and non-renewable resources. The Government has published national design guidance²⁸ that states planning permission should be refused for poorly designed development, especially where it fails to reflect local policies and government guidance on

²⁸ <https://www.gov.uk/government/publications/national-design-guide> and <https://www.gov.uk/government/publications/national-model-design-code>

design. National guidance emphasises that good design and beautiful places should be at the centre of plan-making and decision-making.

- 3.61 Sandwell 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 environment. Designs should ensure that the significance of local heritage is recognised and reflected in designs and that new development retains and protects that significance to the greatest extent possible.
- 3.62 Designs and layouts that create and support a higher quality of life in Sandwell will depend on many factors; good design will play an increasingly important role in attracting private sector investment and skilled workers and the success of this will be defined by its outcomes:
- The creation of streets and spaces with their own distinct character that provide the framework for a coherent and interconnected network of places, supporting social interaction and a sense of personal wellbeing, and displaying a clear hierarchy of private, commercial and civic functions.
 - A permeable street network that encourages freedom of movement and a choice of sustainable means of transport, including support for the provision and extension of walking, cycling and public transport infrastructure.
 - A local hierarchy of centres providing a focus for essential local services and activities with easy access to residential areas.
 - Towns and centres that encourage commercial activity, promote prosperity and support the well-being of the area's inhabitants.
 - An appropriate intensity of human activity in centres and elsewhere, the creation of natural surveillance and defensible spaces, active frontages and the provision of well-located and accessible infrastructure.
 - Properly designed and well-located open spaces that help mitigate flood risk, provide space for wildlife, support biodiversity in the urban area and encourage informal recreation for local people as well as help create a high-quality living environment.
- 3.63 The importance of high-quality design and place-making is central to the ambitions of other stakeholders in the region. The West Midlands Design Charter, launched by WMCA in 2020, confirms the West Midlands 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.

Cultural Facilities and the Visitor Economy

- 3.64 The Vision for Sandwell involves the delivery of transformational change whilst respecting and promoting the borough's culture and 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 will be enhanced as often as possible.
- 3.65 As well as contributing directly to the local economy, the visitor economy promotes health and wellbeing as well as generating additional demand and growth in supporting services and facilities, which will also benefit residents and businesses.

Policy SDS5 - Cultural Facilities and the Visitor Economy

Development proposals

1. **Cultural, tourist and leisure facilities within Sandwell will, wherever possible, be protected, enhanced and expanded (where appropriate) in partnership with key delivery partners and stakeholders.**
2. **Proposals for new development or uses that contribute to the attractiveness of Sandwell as a visitor destination (including for business tourism) will be supported in principle, subject to national guidance and the policy requirements set out elsewhere in this Plan.**
3. **Proposals for new cultural, tourist or leisure facilities or uses, or extensions to existing ones, should:**
 - a. **be of a high-quality design;**
 - b. **be highly accessible and sustainable, being located within centres wherever possible;**
 - c. **not adversely impact on residential amenity or the operation of existing businesses; and**
 - d. **be designed to be flexible, adaptable, and where possible be capable of alternative or community use.**

Policy SDS5 - Cultural Facilities and the Visitor Economy

- 4. Well-designed and accessible ancillary facilities in appropriate locations will be supported. Additional facilities within centres that support the visitor economy and business tourism sectors²⁹ will be encouraged and promoted.**
- 5. An assessment should be undertaken (as part of the design of new developments likely to attract large numbers of people) to demonstrate and document how potential security and crime-related vulnerabilities have been identified, assessed and where necessary, addressed in a manner that is appropriate and proportionate.**
- 6. Development that would lead to the loss of an existing cultural / tourism facility in Sandwell will be resisted unless:**
 - a. the intention is to replace it with a facility that will provide an improved cultural or tourist offer;**
 - b. 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; or**
 - c. An appropriate contribution is made to support and sustain an alternative local cultural, tourist or leisure facility.**

The Visitor Economy

- 7. The 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 Sandwell. This can be achieved by:**
 - a. enhancing / extending current attractions;**
 - b. providing inclusive access, particularly within town centres;**
 - c. enhancing the visitor experience; and**
 - d. delivering necessary infrastructure.**
- 8. Links should be made to town centres and those parts of Sandwell and beyond that are well-connected by public transport, considering the needs of business as well**

²⁹ This will include the provision of hotels and other accommodation with strong links to key destinations and associated facilities.

Policy SDS5 - Cultural Facilities and the Visitor Economy

as leisure visitors, to encourage more sustainable local use of cultural and tourist attractions.

9. The canal network is also a significant visitor attraction within 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.
10. Physical and promotional links to visitor attractions close to Sandwell will be enhanced and encouraged, particularly in relation to Birmingham as a global city and a business economy destination.
11. Proposals for heritage-related tourism will be supported where they provide positive and sustainable opportunities for social, educational and / or economic activity; heritage assets forming part of a tourist attraction will be protected from development or new or intensified activities that would adversely impact on their significance and setting (Policy SHE2).

Cultural facilities and events

12. Libraries across Sandwell together act as one of the borough's main locations for the delivery of cultural events and activities (e.g., music, theatre, dance, poetry, literature). Their role as community venues should be maintained and supported as part of the wider cultural offer of the borough.
13. To ensure Sandwell can provide opportunities for growth in cultural activities and participation in them, the retention and protection of venues providing performance spaces, recording facilities and practice amenities will be sought. The provision of new venues and facilities in sustainable and accessible locations will also be welcomed and supported, particularly within town centres.
14. In cases where new development could potentially prejudice the successful ongoing operation of an adjacent cultural / performance venue, the *agents of change* principle will be applied³⁰.

³⁰ Paragraph 187 of the NPPF (2023) 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 SDS5 - Cultural Facilities and the Visitor Economy

- 15. The promotion and protection of attractions and events that represent and celebrate the wide cultural and ethnic diversity across Sandwell will be encouraged, including spectator sports 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 Sandwell-wide basis in a range of suitable locations.**

Justification

- 3.66 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. There are other areas where attractions and facilities are clustered due to their industrial heritage or cultural value.
- 3.67 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 SNE4).
- 3.68 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 to Birmingham, a global business destination.
- 3.69 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.
- 3.70 In Sandwell, attractions include, but are not limited to, the following venues and locations:
- a) Sandwell Valley Country Park – this includes Sandwell Park Visitor Centre (formerly Sandwell Park Farm) and Forge Mill Farm, RSPB Sandwell Valley Reserve and wider facilities for leisure and recreation;
 - b) Sandwell Aquatics Centre;
 - c) The Hawthorns stadium – home of West Bromwich Albion FC;
 - d) Smethwick Jamia Masjid;

- e) Guru Nanak Gurdwara, Smethwick;
- f) Shri Venkateswara (Balaji) Temple of UK;
- g) Wednesbury Museum;
- h) Bromwich Hall - West Bromwich Manor House Museum;
- i) Galton Valley Pumping Station;
- j) Lightwoods House;
- k) Oak House;
- l) Bishop Asbury Cottage;
- m) Traditional street and covered markets across the borough;
- n) Sites related to the Black Country Global Geopark, e.g., the Rowley Hills.

3.71 Across the wider Black Country, attractions of significance also include:

- Black Country Living Museum;
- Dudley Castle and Zoo;
- Walsall Arboretum;
- Walsall Art Gallery and Museum;
- Wolverhampton Civic Suite and Assembly Halls;
- Wolverhampton Theatre.

3.72 The sensitive development of heritage and cultural facilities appealing to the very diverse range of local communities will also contribute to social inclusion, health and wellbeing and improvements in 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.

3.73 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 Sandwell, such sites are likely to include (but are not limited to) key outdoor venues such as Sandwell Valley. 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.

3.74 Public venues used for entertainments and leisure purposes will also produce waste, especially relating to food and its packaging. Entertainment and environmental

considerations are not always compatible, with a significant amount of waste being generated by festivals and large events. Consideration will be given to requiring the developers, operators and organisers of large-scale public events on open spaces Sandwell to design in systems to manage waste and litter at outdoor sites, should such systems not already be in place.

- 3.75 Canals form a significant part of the heritage of both Sandwell and the Black Country and form an integral part of both its cultural history and its attraction for tourists. Sandwell's canals also play a vital role in delivering both blue and green infrastructure throughout the borough, as they link into the canal network across Birmingham and the other Black Country authorities. They are also a potential focus for biodiversity and regeneration projects.
- 3.76 Locations in or adjacent to Sandwell include:
- Galton Valley Canal Heritage Area, Smethwick;
 - Bumble Hole and Warrens Hall Park on the Sandwell / Dudley border at Netherton / Tividale

Green Belt

- 3.77 Green Belts are identified and designated to prevent urban sprawl (including the coalescence of settlements) by keeping land permanently open. The essential characteristics of green belts are their openness and their permanence. The detailed boundaries of the West Midlands Green Belt in Sandwell are identified on the Policies Map.
- 3.78 Green belt policy 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.
- 3.79 The protection of the green belt is a key aspect of the Vision and the overarching Strategic Priority of development in the most appropriate and sustainable locations whilst protecting the most vulnerable assets.

Policy SDS6 – Sandwell's Green Belt

1. **Sandwell Council will maintain a defensible boundary³¹ around the Sandwell green belt, to help promote urban renaissance, to maximise its role in helping to mitigate**

³¹ The boundary of the Sandwell Green Belt is shown on the Policies Map.

Policy SDS6 – Sandwell’s Green Belt

climate change impacts and to support easy access to the countryside for residents.

2. Sandwell green belt’s nature conservation, landscape, heritage and agricultural value will be protected and enhanced.
3. Opportunities will be taken to improve the value and recreational role of the green belt in Sandwell Valley:
 - a. through improving safe accessibility for all users;
 - b. by providing facilities for active and passive recreation (if this preserves the openness of the Green Belt and does not conflict with the purposes of including land within it³²);
 - c. by protecting tranquil areas and locations with ecological and historic value.
4. Extensions to existing buildings, the re-use of buildings³³ or limited infilling / redevelopment / replacement of them within the footprint of an existing developed site within Sandwell’s Green Belt will be considered for approval provided:
 - a. extensions are not disproportionately over and above the size of the existing building(s) as originally constructed;
 - b. for replacement buildings, the new building is in the same use and not materially larger than the one it replaces;
 - c. the scale, materials and general design of the proposed development or redevelopment are in keeping with the character of the buildings and their surroundings and avoid greater impact and harm to the openness of the Green Belt; and
 - d. it does not lead to an increase in the developed proportion of the overall site.

Justification

3.80 Sandwell attaches great importance to the ongoing protection of the Black Country Green Belt, whose boundary is drawn tightly around parts of its urban edges, and which

³² Paragraph 149c (or any subsequent update) of the NPPF (2023).

³³ Provided they are of permanent and substantial construction

encompasses some of the most sensitive and important tracts of green and open space in the borough. The largest section of Sandwell's designated green belt lies within the Sandwell Valley area, and links into Walsall's green belt to the north-east of the borough.

- 3.81 The Green Belt will be preserved from inappropriate development unless very special circumstances have been demonstrated in accordance with national planning policy and guidance. Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.
- 3.82 Sandwell Council recognises that the space needs of existing uses can change and evolve over time and some activities may require additional space. 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.
- 3.83 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.
- 3.84 While green belt is not itself a reflection of landscape quality or value, large parts of the local green belt are also identified as being of significant historic, environmental and landscape importance; should a permission be granted, the Council will require particularly high-quality design and materials to be used in such locations, in line with Policy SDS4, Policy SDM1 and the policies in the Natural and Historic Environment section of the SLP.
- 3.85 It is the Council's view that there are no exceptional circumstances in Sandwell that would justify amending current boundaries and releasing any areas of green belt for new development. While there is an identified shortfall of land suitable for housing and economic development, this of itself does not outweigh the need to maintain the openness and permanence of the green belt within Sandwell, especially given the densely developed and urban character of most of the rest of the borough.

Green and Blue Infrastructure

- 3.86 Green and blue infrastructure are terms used to describe a multi-functional and connected network of green spaces, water and other environmental features in both urban and rural areas. It represents a collection of assets that provide multiple functions and services to people, the economy and the environment. It includes (but is not limited to) the following land types:
- a. woodland

- b. watercourses, including canals
- c. highway verges and railway embankments
- d. parks, playgrounds, allotments and other public open spaces
- e. urban trees
- f. private gardens
- g. the grounds of hospitals, schools and business parks
- h. sport pitches and recreational areas

3.87 Green infrastructure can contribute to the provision of 'ecosystem services', the direct and indirect contributions the natural environment provides for human wellbeing and quality of life. These services can be delivered in a practical sense, e.g., by providing food and water and regulating the climate, and through supporting cultural and social aspects such as the provision of green spaces that can then help reduce stress and anxiety. They include flood protection, water purification, carbon storage, land for food production, places for recreation, landscape and nature conservation.

3.88 Green infrastructure performs multiple functions, some of which include:

- a. biodiversity and geodiversity – providing habitats for wildlife
- b. access and recreation – places for sports, play, walking and cycling
- c. health and wellbeing – supporting healthy lifestyles
- d. energy – providing an energy resource using biomass, hydro-electric and wind power
- e. townscape – making towns and villages better places in which to live
- f. economic development – supporting the economy by improving the image and 'liveability' of places

3.89 In 2023 Natural England published guidance on the delivery and enhancement of green infrastructure³⁴. As a key resource for developers and local planning authorities, the framework integrates green infrastructure tools, principles, standards and design guidance. It is structured through five key standards, addressing:

- urban nature recovery;

³⁴ <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

- an urban greening factor;
- an urban tree canopy cover standard;
- accessible greenspace standards; and
- a green infrastructure strategy.

- 3.90 Of these elements, Sandwell Council already addresses most of them through existing Council strategies and many of the policies proposed in this plan. Relevant plan policies include those on biodiversity net gain, the nature recovery strategy, canals, SuDs, climate change mitigation and good design, which address urban nature recovery and urban greening; the policy on trees and hedgerows; the adopted Sandwell Tree Strategy, which covers urban canopy cover; and accessible green space standards, which form part of the Council's Green Spaces Strategy and Audit.
- 3.91 In respect of a Green Infrastructure Strategy, this standard supports the National Planning Policy Framework's requirement that local authorities should develop strategic policies for green infrastructure. At an area-wide scale, the Green Infrastructure Standard will see local authorities develop delivery plans to support the creation and enhancement of new and existing greenspaces.
- 3.92 This topic is also addressed across a range of policies in the Sandwell Local Plan and is addressed in the following strategic policy.
- 3.93 A focussed green infrastructure strategy could also provide an overarching framework against which the Council's success in achieving many of these positive outcomes could be monitored and measured.

Policy SDS7 - Green and Blue Infrastructure in Sandwell

- 1. The Council will support a strategic approach to green and blue infrastructure by:**
 - a. working with relevant partners to prepare, adopt and implement a Green Infrastructure Strategy for the borough;**
 - b. planning, designing and managing green infrastructure in an integrated way to achieve multiple benefits;**
 - c. identifying key green infrastructure assets, their current function and their potential future contributions;**

Policy SDS7 - Green and Blue Infrastructure in Sandwell

- d. **identifying opportunities for addressing environmental and social challenges through strategic green infrastructure interventions.**
2. **Sandwell's green and blue infrastructure networks, including open spaces, green spaces, nature conservation sites, habitats, rivers, canals, other waterways, trees and green features, should be enhanced where possible (Policies SNE1 - SNE6).**
 3. **Development in Sandwell will be expected to maintain and where possible enhance the existing network of green infrastructure across the borough.**
 4. **Major developments will be required to ensure green spaces and urban greening features (including tree planting, vegetation, gardens, green roofs and green walls, sustainable drainage systems, etc.) are planned, designed and managed in an integrated way so that they deliver multiple climate change and environmental benefits over the lifetime of the development (Policies SCC1 – SCC6).**
 5. **Proposals that would result in the loss of existing green infrastructure will be resisted unless it can be demonstrated that new opportunities will be provided that mitigate or compensate for this loss and ensure that the ecosystem services of the area are retained (Policy SNE2).**
 6. **Major developments will be expected to maximise opportunities for enhancing existing green spaces and waterways by incorporating appropriate urban greening to improve the visual quality and ecological functions of the site.**

Justification

- 3.94 A green infrastructure approach to development recognises that the network of green and blue spaces, street trees, green roofs and other major assets such as natural or semi-natural drainage features must be planned, designed and managed in an integrated way. This will include considering and enhancing where possible links to green and blue networks beyond Sandwell's boundaries, in collaboration with neighbouring authorities and stakeholders.
- 3.95 Green infrastructure creates a sense of place. It is a multifunctional benefit close to where people live, work and relax. It will help to support a healthy lifestyle, can reduce health inequalities in communities and offers social benefits as well by creating a sense of social cohesion and shared space.
- 3.96 Policy SDS7 sets out a strategic green infrastructure approach and provides a framework for how this can be assessed and planned for. Further policies in the environment and climate

change sections of the SLP provide more detail on specific aspects of green infrastructure, alongside other Plan policies designed to deliver multiple outcomes.

3.97 Objectives include:

- promoting mental and physical health and wellbeing;
- adapting to the impacts of climate change and the urban heat-island effect;
- improving air and water quality;
- encouraging walking and cycling;
- supporting landscape and heritage conservation;
- learning about the environment;
- supporting food growing; and
- conserving and enhancing biodiversity and ecological resilience;

alongside the more traditional functions of green space such as for play, sport and recreation.

3.98 All development takes place within a wider environment and green infrastructure should be an integral element and not an 'add-on'. Its economic and social value should be recognised as highlighted in the Black Country i-Tree Assessment and Sandwell's Green Spaces Strategy and Trees Strategy.

3.99 It is important to ensure that green and blue infrastructure are connected and resilient, to enable them to respond to climate change in a positive way. The use of green infrastructure should be optimised, but not maximised – this ensures such spaces will not be damaged by excessive activity and thus will retain their importance as part of a wider network of spaces and places for wildlife, ecology and habitats as well as supporting the physical and mental health of Sandwell's residents.

4. Sandwell's Natural and Historic Environment

- 4.1 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 Sandwell and the wider Black Country its unique physical, ecological and historic character and appearance.

Nature Conservation

- 4.2 The protection and improvement of Sandwell'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 Objective 11, which is also associated with supporting the physical and mental wellbeing of residents.

Policy SNE1 – Nature Conservation

1. **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, such as Cannock Chase Special Area of Conservation or Fens Pools Special Area of Conservation.**
2. **Development will not be 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.**
3. **Species that are legally protected, in decline, are rare within Sandwell / the Black Country or that are covered by national, regional, or local Biodiversity Action Plans will be protected when development occurs in accordance with Part I of the Wildlife and Countryside Act 1981.**
4. **Where, exceptionally, the strategic benefits of a development clearly outweigh the importance of a local nature conservation site (Sites of Local Importance for Nature Conservation), species, habitat or geological feature, damage must be minimised.**

Policy SNE1 – Nature Conservation

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

- 5. The movement of wildlife within Sandwell and into / out of adjoining areas, through both linear habitats (e.g., wildlife corridors) and the wider urban matrix (e.g., stepping-stone sites) should not be impeded by development. Developers must take account of the Local Nature Recovery Network Strategy (Policy SNE2) when preparing their schemes and should plan for the maintenance and where possible enhancement of such linkages.**
- 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. Adequate information must be submitted with applications for proposals that may affect any designated site or important habitat, species, or 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 planning permission.**
- 7. Over the plan period, Sandwell 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.**

Justification

- 4.3 The past development and redevelopment of the Black Country has led to it being referred to as an “endless village”, which describes both the interlinked settlements and the many patches of encapsulated countryside present within it. 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 Earth³⁵. Many rare and protected species are found within its matrix of greenspace and the built environment.

- 4.4 Development in Sandwell should positively contribute to the protection, enhancement and expansion of the natural environment across the wider Black Country by:
- extending and improving the condition of habitats and nature conservation sites;
 - improving opportunities for the movement of wildlife within and beyond urban areas;
 - 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;
 - ensuring that developments adjacent to canals and natural watercourses deliver improved and extended corridors for the movement of wildlife and people.
- 4.5 Sandwell lies at the heart of the British mainland and the Birmingham and Black Country conurbation and therefore plays an important role in helping species migrate and adapt to climate change across the urban area as their existing habitats are rendered unsuitable. It is 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.
- 4.6 To protect vulnerable species, the Local Nature Recovery Network Strategy will allow isolated nature conservation sites to be protected, buffered, improved and linked to others. When considering the movement of wildlife, development proposals should incorporate the recommendations from the Black Country Local Nature Recovery Network Opportunity Map and the ecological networks it identifies. 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.
- 4.7 Sites of Importance for Nature Conservation (SINCs) and Sites of Local Importance for Nature Conservation (SLINCs) are identified through the process of local site assessment. This process is overseen by the Birmingham and Black Country Local Sites Partnership, whose role is to provide expert advice to the area's local authorities and other organisations as appropriate on the selection, management, protection and review of the network of local sites throughout Birmingham and the Black Country. It is particularly important to protect and

³⁵ Comment by Black Country Geological Society – Black Country Core Strategy

enhance SINCs; an up-to-date Local Site Assessment will be required to support any proposal that could harm a SINC.

- 4.8 Development offers an opportunity to improve the local environment, and this is especially so in an urban area. The Council is committed to meeting its “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. The local Biodiversity Partnership, Geodiversity Partnership, Birmingham and Black Country Local Nature 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 Country Nature Recovery Network strategy. These will be used to inform planning decisions. The Local Environmental Records Centre hold, collate and disseminate the definitive and up-to-date register of locally designated nature conservation sites on behalf of the Black Country Authorities.
- 4.9 The Council’s most recent Green Spaces Strategy Implementation and Business Plan (2022 – 23) states that Sandwell is currently failing to meet the national ANGSt³⁶ standard for local nature reserves and has committed to meeting the standard’s requirement of at least one hectare of Local Nature Reserve per 1,000 population. This equates to around 35ha or 0.35km² for Sandwell.

Protection and Enhancement of Wildlife Habitats

- 4.10 The Environment Act (2021) states that development proposals are required to provide a minimum 10% uplift in habitat quality on those sites that are being built on. This is referred to as biodiversity net gain (BNG) and it is a process that attempts to leave the environment in a more valuable condition than previously following development. This is a mandatory requirement on most development sites.
- 4.11 This process involves the use of a nationally agreed formula to help identify what negative impacts on a site’s current ecological value will arise from a proposed development, and then calculating how much new or restored habitat, and of what type(s), is required to deliver an overall net gain in biodiversity value following that development. This formula is known as

³⁶ Accessible Natural Greenspace Standard; effectively updated by the Green Infrastructure Standards for England (2023)
<https://designatedsites.naturalengland.org.uk/GreenInfrastructure/downloads/Green%20Infrastructure%20Standards%20for%20England%20Summary%20v1.1.pdf>

the Biodiversity Metric (currently version 4) and it is produced by DEFRA and Natural England³⁷. A simplified beta test version of the Biodiversity Metric has also been developed specifically for use on small development sites.

- 4.12 Mandatory biodiversity net gain will also provide an incentive for development to support the delivery of nature recovery networks³⁸, through the calculation of biodiversity units at sites identified by the strategy. These networks have been designed to help local planning authorities to focus policy and delivery on conserving and enhancing biodiversity in the most effectual and depleted parts of the local ecological system and to reflect this in land use plans for their area.
- 4.13 Nature recovery networks are designed to be relevant to local areas, but also to link up with networks in adjacent areas too, with the intention of producing a national nature recovery network in due course. This will enable nature and wildlife to be planned for and protected at a much larger scale than is possible at present.

Policy SNE2 – Protection and Enhancement of Wildlife Habitats

Biodiversity Net Gain

1. All development proposals in Sandwell shall deliver a minimum 10% net gain in biodiversity value when measured against baseline site information. Where achievable, a higher net gain may be agreed. Losses and gains will be calculated using the extant national Biodiversity Metric³⁹.
2. Where site clearance or other activities have lowered the biodiversity value of an on-site habitat after 30 January 2020, an estimate of the biodiversity units on site prior to those activities will be used as its baseline for calculating the site's initial BNG value. This estimate will be based on habitat surveys, aerial photos and / or other appropriate evidence of the condition of the site, applying the precautionary principle.
3. Biodiversity net gain must be provided in line with the following principles:

³⁷ <http://publications.naturalengland.org.uk/publication/6049804846366720>

³⁸ <https://www.gov.uk/government/publications/nature-recovery-network>

³⁹ BNG is measured using the Biodiversity Metric 4.0 Calculation Tool (version correct as at September 2023). Natural England have published detailed guidance on how to use the metric.

Policy SNE2 – Protection and Enhancement of Wildlife Habitats

- a) there will be a requirement for on-site habitat provision / enhancement wherever practicable, followed by improvements to sites within the local area, and then other sites elsewhere within Sandwell;
 - b) where off-site measures are needed to meet biodiversity net gain requirements, it is expected that the off-site habitat enhancement or creation will be located as close to the development site as possible;
 - c) the maintenance and enhancement of the ability of plants and animals (including pollinating insects) to move, migrate and genetically disperse across Sandwell and the wider Black Country must be supported; and
 - d) the provision / enhancement of priority habitats identified at the national, regional, or local level, having regard to the scarcity of that habitat within Sandwell, will be expected.
4. Compensation in the form of national biodiversity credits will only be accepted as a fall-back if mitigation is not possible within the development site boundary, elsewhere in its immediate vicinity or in the wider Sandwell area.
 5. Provision of on- or off-site compensation on other sites should not replace or adversely impact on existing alternative / valuable habitats in those locations; compensatory works on them should be established via a legal agreement or under way prior to the related development being undertaken.
 6. Monitoring of BNG compensation measures will be required to ensure its successful delivery, with further compensation being required in the event of initial measures being ineffective. Ongoing management of any new or improved BNG habitats together with monitoring and reporting will need to be planned for and funded for 30 years by developers, using a conservation covenant or s106 agreement as necessary.
 7. Sandwell Council has identified the following site(s) as suitable for the provision of biodiversity units to developers unable to provide a minimum 10% net gain on their own sites (see Appendix A and evidence base):

Location	Potential project types	Baseline units	Potential uplift units (%)

Policy SNE2 – Protection and Enhancement of Wildlife Habitats

Hill House Farm	Large areas of 'modified grassland' within the site that could be improved to 'other neutral grassland' of good condition. The current land use may have to be adapted to accommodate these changes (arable). There is potential for uplift in other habitats on site.	241.73	+255.87 (105.85)
Hill Farm Bridge Fields	Vary sward height and increase species diversity to improve the condition of the grasslands. Condition of the woodland can be improved through introduction of deadwood and management of habitat regeneration.	181.24	+65.90 (36.36)
Menzies Open Space	Woodland improvement, some grassland improvement Areas of 'other neutral grassland' can provide uplift. Site contains a pond (non-priority). There is potential to create more uplift by improving the condition of the pond from poor to good.	157.4	+42.28 (26.86)
Tibbington Open Space (The Cracker)	Some grassland management / improvement, woodland improvement Relatively large areas of woodland offer strong uplift potential. 'Other neutral grassland' habitats and the parkland habitat both provide uplift opportunities.	90.57	+32.91 (36.17)
Warrens Hall Park Strategic Open Space	Woodland improvement, some grassland improvement	211.70	+26.93 (12.72)
Tividale Park	Scrub species and structural improvement, tree and woodland improvement	49.65	+10.39 (20.92)

NOTE: Developers are not required to buy units on Council-owned sites; public and private landowners may also provide them elsewhere in Sandwell.

- 8. Exemptions to the need to provide biodiversity net gain on development sites will be as set out in the relevant legislation and national guidance.**

Local Nature Recovery Network Strategy

Policy SNE2 – Protection and Enhancement of Wildlife Habitats

- 9. All development should help 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, in accordance with section 3d above;**
 - 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 - recognise that spaces are needed for nature and that these should be of sufficient size and quality and must be appropriately connected to other areas of green infrastructure, to address the objectives of the local Nature Recovery Network Strategy.**
- 10. Priority locations for habitat creation and enhancement are as shown on the Sandwell Nature Recovery Network Map (Appendix A). Development sites within the identified zones will be expected to contribute towards the creation of appropriate habitat linkages and types to support those priority areas.**
- 11. Development should be designed to protect and enhance existing habitats and ecological networks, including wildlife corridors and stepping stones. Development should minimise any potential disturbance to species and habitats, including from site lighting.**

Local opportunities for habitats and wildlife

- 12. All development shall secure the eradication of invasive species within site boundaries, where opportunities to do so arise.**
- 13. All major development proposals with an eaves height or roof commencement height of 5m and above are required to provide integrated nesting bricks / boxes for swifts, house martins, house sparrows, starlings, and / or bats as appropriate, to help preserve endangered species and urban biodiversity in Sandwell.**
- 14. All applicants, including those undertaking householder schemes and smaller-scale developments are asked to consider including additional enhancement**

Policy SNE2 – Protection and Enhancement of Wildlife Habitats

opportunities for wildlife and conservation in their proposals; the Council will consider such contributions positively when determining planning applications.

Justification

Biodiversity net gain

- 4.14 Biodiversity net gain (BNG) 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. Net gain is an approach to development and land management that aims to leave the natural environment in a measurably better state than beforehand (DEFRA Biodiversity Metric 4 and its subsequent iterations).
- 4.15 The Environment Act requires a minimum 10% increase in biodiversity within or near new development sites. New development should always seek to enhance rather than reduce levels of biodiversity present on a site. This will require a baseline assessment of what level of biodiversity is currently present, and an estimation of how proposed designs will add to that current level, supported by evidence that a minimum 10% net gain has been delivered.
- 4.16 Including BNG in the Local Plan will also link biodiversity to other strategic objectives and the overall place-making strategy for Sandwell, enabling a more rounded approach to the environment. 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.
- 4.17 Development should also contribute to wildlife and habitat connectivity in the wider area, in line with the Biodiversity Action Plan and the Black Country Nature Recovery Network Strategy.
- 4.18 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.
- 4.19 It can be challenging to establish new habitats. It is essential that the most important and irreplaceable habitats in Sandwell are protected, and so mitigation rather than retention will not be appropriate in some circumstances. BNG is not applied to irreplaceable habitats, such as ancient woodlands. Any mitigation and / or compensation requirements for sites identified

and protected under European law or successor legislation should be dealt with as appropriate, and separately to biodiversity net gain provision.

4.20 Under the Environment Act (2021), all planning applications granted (with few exemptions) will be required to deliver at least 10% Biodiversity Net Gain, measured through the application of the most up-to-date, and relevant, Biodiversity Metric and necessitating the submission of a Biodiversity Gain Plan.

4.21 Some application types have been excluded from the requirements of the Environment Act and so the relevant regulations should be referred to once in effect to confirm this.

Exemptions to the need to provide 10% BNG are made for:

- a. development impacting habitat of an area below a *de minimis* threshold of 25m², or 5m for linear habitats such as hedgerows;
- b. householder applications;
- c. biodiversity gain sites (where habitats are being enhanced for wildlife);
- d. small-scale self-build and custom housebuilding; and
- e. temporary impacts that will be restored within two years.

Existing sealed surfaces (such as tarmac or existing buildings) are given a zero score under the BNG metric, meaning that these surfaces are effectively exempted from the percentage gain requirement.

4.22 It is important to note however that the development of brownfield or previously developed land is not exempt from the requirement to provide a minimum 10% net gain.

4.23 Biodiversity net gain plans should be agreed prior to commencement⁴⁰. Sites and areas identified to provide for biodiversity net gain requirements should be managed and monitored for at least 30 years post-provision, via s106 obligations or conservation covenants. Monitoring plans will be required as part of the grant of planning permission and should include indicators⁴¹ designed to demonstrate the amount and type of biodiversity net gain provided through development, which should be as specific as possible to help build an evidence base for future reviews of the plan.

⁴⁰ This can be after the grant of planning permission but must be before work starts on site

⁴¹ Examples of indicators include (but may not be restricted to) the total number and type of biodiversity units created, the number of developments achieving biodiversity net gains and a record of on-site and off-site contributions.

- 4.24 The identification and allocation of sites in Sandwell as BNG receptor sites is intended to recognise the dearth of opportunities for on-site provision in the most urban parts of the borough. While developers do not have to purchase units on these sites, the Council is keen to retain as much BNG value within the borough as possible and so has made these sites available and identified additional habitat creation opportunities on them to help provide net benefits in the area.
- 4.25 The allocated sites are intended to accommodate those units that cannot be provided directly on a development site rather than as a wholesale receptor for all units; e.g., if a site requires 11 BNG units and only seven can be accommodated on site, the remaining four could be delivered on a receptor site. This is intended to promote the need for BNG on or adjacent to development sites wherever possible, but also to recognise the need for a degree of flexibility in delivery, especially where land availability and site viability are issues. As these sites are included on the national register, their accessibility solely to developers operating in Sandwell cannot be guaranteed.
- 4.26 Most development generates some opportunities to help achieve an overall nature conservation benefit. It will often be possible to secure worthwhile improvements through relatively simple measures, even where there is no formal or mandatory requirement for biodiversity net gain to be delivered, such as for domestic or householder schemes and small scale or permitted development proposals.
- 4.27 All applicants can contribute to increasing opportunities for nature conservation by making design choices that allow wildlife to continue to inhabit the same area. Artificial nest boxes / bricks can be incorporated within developments relatively easily, especially on taller buildings and / or at eaves level (refurbishments, extensions and / or new build), to provide nesting and roosting opportunities for birds, including species under threat such as swifts, house martins, swallows and house sparrows, and where appropriate, bats.
- 4.28 Other examples of such measures may include:
- lighting designed and positioned to reduce light pollution and avoid disturbing wildlife
 - hedgehog gates in new boundary fences or walls
 - insect “hotels”
 - the retention of trees, hedges and other vegetation (Policy SNE3)
 - wildlife –friendly green walls and roofs on new buildings and places such as communal bin areas, bus shelters and bike stores

- the use of native, wildlife-friendly plants, trees and shrubs in planting and landscaping schemes
- the incorporation of green and blue infrastructure, such as wildlife-friendly SuDS

- 4.29 Biodiversity features of value frequently occur beyond designated wildlife and ecological sites and should be conserved, enhanced and see additional features created as part of nearby development where this can be achieved.
- 4.30 The clearance of habitat from a site prior to the submission of a planning application is imprudent. Robust local evidence is generally available to local councils to prove what types of habitat and vegetation were until recently present on a cleared site, so there will still be a requirement to provide suitable and sufficient replacements as part of the biodiversity net gain requirements.
- 4.31 This is addressed in the Environment Act (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. Under paragraph 6 of Schedule 7A of the Act, if the developer undertakes activities such as clearing the site in a way that reduces its biodiversity value, then the pre-development value to be considered is the one that existed before clearance took place.

Local Nature Recovery Network Strategies (LNRNS)

- 4.32 The Nature Recovery Network is a major commitment in the government's 25-Year Environment Plan. The government has set out in the Environment Act (2021) that a Local Nature Recovery Network Strategy (LNRNS) will 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.
- 4.33 The LNRNS 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. LNRNS will help to map the Nature Recovery Network locally and nationally, and will help to plan, prioritise and target action and investment in nature at a regional level across England.

- 4.34 LNRs will support the delivery of mandatory biodiversity net gain and provide a focus for a strengthened duty on all public authorities to conserve and enhance biodiversity. They underpin the Nature Recovery Network and support partnership working and the greater integration of ecological and biodiversity considerations into other areas of land management.
- 4.35 The Environment Act introduces a new duty on all public bodies to have regard to any relevant LNRs, creating an incentive for a wide range of organisations to engage with the creation of an LNRs and to take steps to support its 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.
- 4.36 The four Black Country Authorities jointly commissioned a Local Nature Recovery Network Strategy. This has produced opportunities mapping that future development proposals will be required to consider in demonstrating how they deliver biodiversity benefits appropriate to the zones identified.
- 4.37 The Nature Recovery Network Map for Sandwell (April 2021) is shown at Appendix A alongside a description of the components that make it up. This, together with similar strategies for the other three Black Country councils, will eventually form an integral part of a wider West Midlands LNRs that is to be produced in the future. In the meantime, it will carry weight as evidence supporting Policy SNE2.

Provision, Retention and Protection of Trees, Woodlands, And Hedgerows

- 4.38 Sandwell benefits from an estimated 265,000 trees, covering 18.1% of the borough. It is estimated that 81% of these trees are in good or excellent condition⁴². Sandwell Council will continue to support and protect a sustainable, high-quality tree population and will aim to significantly increase tree cover across its area during the Plan period.
- 4.39 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.

⁴² Tree Strategy and Implementation Plan 2023 – 2028 - <https://sandwell.moderngov.co.uk/documents/s13367/Appendix%20A%20-%20Tree%20Strategy%20and%20Implementation%20Plan%202023%20-%202028.pdf>

- 4.40 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 Sandwell will be a key component of this approach.
- 4.41 The Council's aim is to increase Sandwell's canopy cover by at least 6%⁴³ over the plan period⁴⁴, based on data establishing its current levels of provision and identifying opportunities for doing so derived from the Nature Recovery Network and biodiversity net gain targets.

Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows

Retention and protection of ancient woodland and veteran or ancient trees

- 1. Development that would result in the loss of or damage to ancient woodland and / or ancient or veteran trees will not be permitted.**
- 2. Development adjacent to ancient woodland and / or groups of ancient or veteran trees will be required to provide an appropriate landscaping buffer, with a minimum depth of 15m and a preferred depth of 50m.**
- 3. Provision should 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.**

Habitat Creation

- 4. Opportunities for increasing tree cover across Sandwell through habitat creation and the enhancement of ecological networks, including connecting areas of ancient woodland, should be maximised in public and private sector development layouts and landscaping, in particular through biodiversity net gain and nature recovery network initiatives (Policy SNE2).**

⁴³ Sandwell Tree Strategy and Implementation Plan 2023 - 2028

⁴⁴ 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/>

Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows

- 5. Replacement trees must not be planted in locations where they would impact on sites identified / designated as ecologically important, unless this has been specifically agreed with the Council.**

Shading and air quality issues

- 6. New houses and other buildings must be carefully designed and situated to prevent an incompatible degree of shade⁴⁵ being cast on them by both existing and new trees, which might generate subsequent pressure for the trees to be removed.**
- 7. 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 when choosing and positioning new street trees, and designing streets and buildings, to allow for street-level ventilation to occur and to avoid trapping pollution between ground level and tree canopies (Policy SHW3).**

Canopy cover

- 8. The planting of new, predominantly native, trees and woodlands will be sought⁴⁶ in appropriate locations, to increase the extent of canopy cover in Sandwell by around 6% by 2030, in line with the Council's Tree Strategy.**
- 9. Tree planting on new development sites should make a minimum contribution of 20% canopy cover and a recommended contribution of 30% canopy cover across the site⁴⁷, especially in areas where evidence demonstrates that current levels of canopy cover are lower than the local average.**
- 10. Development proposals should use large-canopied species where possible⁴⁸, as they provide a wider range of health, biodiversity and climate change mitigation**

⁴⁵ 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.

⁴⁶ Where possible and in most cases, replacement trees should be UK and Ireland sourced and grown, to help limit the spread of tree pests and diseases, while supporting regional nurseries when acquiring them.

⁴⁷ Emergency Tree Plan for the UK – The Woodland Trust 2020

⁴⁸ Taking into account the requirements of points 6 and 7 of this policy.

Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows

and adaptation benefits because of their larger surface area; they will also make a positive contribution to increasing overall canopy cover⁴⁹ within Sandwell, as set out in the Sandwell Tree Strategy.

Trees and Design

- 11. Development proposals should be designed around the need to incorporate trees already present on sites, using sensitive and well-designed site layouts to maximise their retention. Existing mature and healthy trees⁵⁰, trees that are ecologically important, and ancient / veteran trees should be retained and integrated into landscaping schemes, recognising the important contribution they make to the character and amenity⁵¹ of a development site and to local biodiversity networks.**
- 12. For every tree removed from a development site, a minimum of three replacement trees will be required to be planted, in accordance with the Council's aim to increase tree canopy cover across the district by 6% and to ensure that the minimum requirement of 10% biodiversity net gain is met and preferably exceeded.**
- 13. The species, eventual size and amenity value of replacement trees must be commensurate with the size, stature, rarity, and / or public amenity of the tree(s) to be removed. Where trees to be replaced form a group of amenity value (rather than individual specimens), replacements 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. Where possible, they must be planted in a position that will mitigate the loss of visual amenity associated with the original group.**
- 14. Where planning permission has been granted that involves the removal of trees, suitable replacement trees must be provided onsite. Where sufficient suitable**

⁴⁹ The area of ground covered by trees when seen from above.

⁵⁰ Health and status as assessed in a report produced by an accredited arboriculturist

⁵¹ 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.

Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows

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 SNE2.

15. Where new trees are to be planted on a development site, the species of trees and their location within the site should be informed by a site-specific survey carried out by a qualified ecologist / arboriculturalist.
16. New trees on development sites should be planted in accordance with arboricultural best practice, including the use of suitably-sized planting pits⁵², supporting stakes, root barriers, underground guying, and appropriate protective fencing during the construction phase.

Hedgerows

17. 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.
18. New hedgerows will be sought as part of site layouts and landscaping schemes.
19. Protection of existing hedgerows before and during development must be undertaken.

Justification

4.42 Section 15 of the NPPF (2021) 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.

⁵² 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

- 4.43 Hedgerows are also a finite and vulnerable resource and their provision, retention and enhancement will be expected when new development is proposed.
- 4.44 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:
- creating and maintaining a diverse tree population (including trees of all ages and sizes),
 - controlling invasive species,
 - promoting the reintroduction of native species in locations where they are appropriate and would have a positive impact on biodiversity,
 - retaining standing dead wood,
 - making sure that any new planting is in the right location and of the right species, and
 - recognising that woodlands are not simple monoculture habitats and will also contain glades, wet areas, understoreys, and grassland.
- 4.45 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.
- 4.46 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 Black Country iTree project⁵³ in 2021 - 22. This identified that the tree population of Sandwell (265,000 trees) stores 361,000 tonnes of carbon (a service valued at £328m), sequestering 5,500 tonnes annually (£5m), which is equivalent to 1.6% of the borough's annual emissions. They remove 15.3 tonnes of air pollution annually, an outcome that is valued at £828,000. They also intercept 130,000m³ of surface water annually, saving an estimated £128,000 in treatment costs.

⁵³ Black Country Natural Capital Valuation, i-Tree (Treeconomics, Birmingham Tree People, Forest Research), 2022 <https://sandwell.moderngov.co.uk/documents/s13084/Appendix%20B%20-%20iTree%20Sandwell%20Report.pdf>

- 4.47 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 trees⁵⁴. There is a growing body of evidence that the presence of trees in and around urban environments provides major public health and societal benefits.
- 4.48 Trees in the urban landscape have a vital role to play in delivering ecosystem services⁵⁵, such as in:
- helping to improve residents' physical health⁵⁶
 - helping to improve residents' mental health⁵⁷
 - helping to mitigate climate change by sequestering carbon dioxide
 - providing shading and cooling benefits (including associated savings to the NHS from avoided skin cancer and heat stroke⁵⁸)
 - improving air quality and reducing atmospheric pollution
 - reducing wind speeds in winter, thereby reducing heat loss from buildings
 - reducing noise
 - improving local environments and bringing people closer to nature
 - supporting ecological networks and green infrastructure
 - maximising people's enjoyment of and benefits from their environment
 - contributing towards the aesthetic value of the urban area

Trees on development sites

- 4.49 It will be important to ensure that Sandwell's existing stock of trees and woodlands is protected, maintained, and expanded as far as possible. Developers will be expected to give

⁵⁴ Urban Trees and Human Health: A Scoping Review - Published: 18 June 2020 <https://www.mdpi.com/1660-4601/17/12/4371>

⁵⁵ 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.

⁵⁶ <http://publications.naturalengland.org.uk/publication/6416203718590464>

⁵⁷ <http://publications.naturalengland.org.uk/publication/4973580642418688>

⁵⁸ Health Benefits of Street Trees - Vadims Sarajevs, The Research Agency of the Forestry Commission, 2011 https://cdn.forestresearch.gov.uk/2022/02/health_benefits_of_street_trees_29june2011-1.pdf

priority to the retention and protection of landscaping, trees and hedgerows on development sites. Trees on development sites should be physically protected during development. Care must be taken to ensure that site engineering / infrastructure works⁵⁹, 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.

- 4.50 There will be circumstances where the ratio of replacement planting will be different to that required in the policy – 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.
- 4.51 Tree species specified in submitted planting plans will 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.
- 4.52 To ensure that good tree protection measures are maintained through the construction project, Sandwell Council will support and encourage the use of arboricultural 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, or there are many trees on site that are likely to be affected (e.g., on larger sites) the Council will use appropriate conditions to require this level of oversight.
- 4.53 An arboricultural survey, carried out to an appropriate standard, should be undertaken prior to removal of any trees or site groundworks and used to inform a proposal's layout at the beginning of the detailed design process. Where proposed development will impact on the character, protection, safety and / or retention of trees of importance to the environment / landscape, the use of an arboricultural clerk of works may be required and will be made subject to a condition on the relevant planning permission.
- 4.54 Other 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.
- 4.55 There will be a requirement to:

⁵⁹ 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.

- replace trees and woodlands that cannot be retained on development sites with a variety of suitable tree specimens (species and size);
- ensure that where individual or groups of trees are of landscape or amenity value, they are retained and that developments are designed to fit around them;
- encourage diversity in the tree population to help to counter ecological causes of tree loss, such as diseases, pests, or climate change; and
- 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.

Climate change and biodiversity

- 4.56 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 removal⁶⁰.
- 4.57 As part of the requirement for biodiversity net gain (Policy SNE2), 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.
- 4.58 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.
- 4.59 Housing layouts should ensure that tree shading does not adversely affect houses in winter when the sun is lower in the sky but maximises it when the sun is higher in summer. The solution will lie in part through choosing suitable species (e.g., deciduous trees) in proximity to housing and locating them at an appropriate distance from the properties.

⁶⁰ 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.

- 4.60 The clearance of trees from a site prior to the submission of a planning application is imprudent. Robust local evidence is generally available to prove that trees were until recently present on a cleared site, so there will still be a requirement to provide suitable and sufficient replacement trees.
- 4.61 This is also addressed in the Environment Act (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. Under paragraph 6 of Schedule 7A of the Act, if the developer undertakes activities such as clearing the site that reduces its biodiversity value, then the pre-development value to be considered is the one that existed before clearance took place.

Ancient woodland and veteran trees⁶¹

- 4.62 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.
- 4.63 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 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.
- 4.64 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 Council considers that it is essential to provide absolute protection for ancient and veteran trees and ancient woodland sites in Sandwell.

Hedgerows

- 4.65 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

⁶¹ <https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences> - national guidance on ancient woodland and veteran trees

frontages and along plot and site boundaries, both softening the appearance of the built form and supplementing the design of the overall scheme.

- 4.66 Hedgerows are integral to ecological networks, given their linear form, and will be essential elements of habitat corridors 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 hedgerow plants is an economical way of providing green infrastructure on sites.
- 4.67 Hedgerow retention and reinforcement will be of particular importance where hedgerows form part of an established ecological network currently 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.
- 4.68 Hedgerow protection on development sites and elsewhere where potentially damaging work is to be carried out 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 root systems.

Geodiversity and the Black Country UNESCO Global Geopark

- 4.69 The Black Country enjoys a rich geological heritage. Limestone, ironstone, fireclay, coal and other minerals provided the ingredients to make iron and paved the way for the Industrial Revolution to begin in the area.
- 4.70 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. The boundary of the Black Country UNESCO Global Geopark is the same as that of the Black Country itself.
- 4.71 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 SNE4 - Geodiversity and the Black Country UNESCO Global Geopark

- 1. Development proposals in Sandwell will not be supported where they would have significant adverse impact on Black Country UNESCO Global Geopark geosites, except:**
 - a. where suitable mitigation and / or compensation is provided to address the adverse impacts of the proposed development;**
 - or**
 - b. where any residual harm following mitigation / compensation, along with any other harm, is clearly outweighed by the benefits of the development.**
- 2. Development proposals in Sandwell should:**
 - a. wherever possible, make a positive contribution to the protection and enhancement of geodiversity within the boundaries of the Black Country UNESCO Global Geopark and in relation to the geosites identified within it;**
 - b. give locally significant geological sites⁶² a level of protection commensurate with their importance;**
 - c. consider, 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;**
 - d. ensure geological sites of importance⁶³ are clearly identified where they are within or close to development proposals;**
 - e. make it easy to access geoheritage features – including temporary exposures – for research and educational purposes; and / or**

⁶² Many of which are identified as Sites of Local Importance for Nature Conservation (SLINCs) or Sites of Importance for Nature Conservation (SINCs), 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.

⁶³ Statutory designations and sites of local importance such as SINCs and SLINCs with a geological component

Policy SNE4 - Geodiversity and the Black Country UNESCO Global Geopark

f. enable access to records and samples as part of local and national geological record keeping.

3. Where necessary, conditions will be put in place on approvals for planning permission to ensure appropriate monitoring is undertaken and to make sure mitigation, compensation and offsetting is delivered effectively.

Justification

- 4.72 Paragraph 174 of the NPPF (2021) 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 draft Overarching National Policy Statement for Energy (September 2021)⁶⁴ states that development should at the very least aim to avoid significant harm to geological conservation interests including through mitigation and consideration of reasonable alternatives.
- 4.73 Areas of geological interest also form a significant part of the industrial landscapes of Sandwell and the wider 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.
- 4.74 As part of this strategic network of green infrastructure, geosites should be retained wherever possible and their contribution to GI recognised and considered when development is proposed that would affect the areas they form part of.
- 4.75 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.
- 4.76 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

⁶⁴ Paragraph 5.4.6

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.

- 4.77 The negative impacts of development should be minimised, and any residual impacts mitigated.

UNESCO Global Geoparks

- 4.78 A UNESCO Global Geopark⁶⁵ 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.

- 4.79 All UNESCO Global Geoparks contain internationally significant geology and are managed through community-led partnerships that promote an appreciation of natural and cultural heritage while supporting the sustainable economic development of the area.

- 4.80 UNESCO Global Geopark status is not itself a statutory designation.

The Rowley Hills

- 4.81 The Rowley Hills are a range of four hills – Turner’s Hill, Bury Hill, Portway Hill and Darby’s Hill – located mostly within Sandwell (a small section lies in Dudley⁶⁶). Together they form a ridge that divides the Black Country into two parts with distinctly differing topographic features. The ridge also coincides closely with the main watershed of England, between the Rivers Severn to the west and Humber to the east. Turner’s Hill at 271m (870ft) is the highest point, visible from most parts of the Black Country and is a distinctive landscape feature that can be seen from the adjacent motorway and railways.

- 4.82 Traditionally the Hills have been the location for stone quarrying and coal mining but are now mostly used for informal recreation. The Hills have importance both for historic landscape reasons and for their value for nature conservation. Most of the Rowley Hills have either

⁶⁵ <https://www.unesco.org.uk/geoparks/>

⁶⁶ See Appendix H

SLINC (Site of Local Importance for Nature Conservation) or SINC (Site of Importance for Nature Conservation) designations (Policy SNE2). There is a Local Nature Reserve located on Portway Hill⁶⁷. The Rowley Hills also form an important part of the Black Country Global Geopark designation and contain sites of geological importance and interest.

- 4.83 The extent of the identified Rowley Hills area is around 135ha (of which Turner’s Hill covers approximately 7.3ha, Portway Hill and Bury Hill together cover around 38ha and Darby’s Hill covers 4ha) and is encapsulated within the urban areas of Sandwell and Dudley.
- 4.84 Evidence suggests that there is pressure for additional development on the Rowley Hills. To date, the Council has been successful in preventing inappropriate development from occurring, which has been helped by SAD policy EOS3, formal recognition of the ecological and geological value of the area and through the adoption of the Rowley Hills District Plan. This sought to maintain and improve the area as open space for recreation and to protect the skyline from inappropriate and intrusive development.

Policy SNE5 - The Rowley Hills

1. **The strategic importance of the Rowley Hills to the character and amenity of Sandwell and the wider Black Country is derived from their prominent location, open appearance and importance for the natural environment and recreation, which will be defended from the incursion of built development or other inappropriate uses.**
2. **Development will not be permitted within the Rowley Hills Strategic Open Space that would impact on any of the following valued qualities, which include natural, cultural, perceptual and aesthetic aspects:**
 - **an open and undeveloped skyline;**
 - **expansive panoramic views into and out of the strategic open space;**
 - **wildlife habitats that support biodiversity;**
 - **ecological and geological designations;**
 - **areas of relative tranquillity;**
 - **the setting of designated heritage assets;**

⁶⁷ See Appendix H

Policy SNE5 - The Rowley Hills

- **multi-functional green infrastructure assets;**
- **highly valued open spaces for informal recreation.**

Justification

- 4.85 The Rowley Hills form a prominent and distinctive upland landscape feature on the horizon of the Black Country.
- 4.86 The Rowley Hills Strategic Open Space (RHSOS) designation was identified at the time of the West Midlands Structure Plan. The local area was subject to the Rowley Hills District Plan, adopted in 1988; it was designed to address issues considered to be of strategic significance, including minerals, waste disposal, sub-regional recreation and transportation. The importance of the open character and appearance of the Hills was also recognised, and the District Plan reiterated the need to avoid development that would adversely affect the open space and the visual amenity of the skyline.
- 4.87 Given their role as part of an open green wedge running between Sandwell and Dudley, their historic significance, their value for recreation and the environment and their importance as a source of minerals, the Rowley Hills were identified as performing a strategic role. While the Hills are no longer the source of active mineral extraction activity, their importance as open space, as sites of ecology and geodiversity value and as a significant and sensitive part of the skyline of the Black Country has not changed since the original designation was made. If anything, the importance of the Hills to the environment, visual amenity and the mitigation of climate change impacts has increased.
- 4.88 The area exists as a coherent green network of open spaces and wildlife corridors from Bumble Hole, Dudley across the top of the Rowley Hills to Wolverhampton Road, Sandwell. The RHSOS designation expresses numerous valued landscape qualities that will be protected from development:
- a. highly valued open spaces for informal recreation - the network of public rights of way provides opportunities to benefit residents' physical health and well-being and provides opportunities for contact with nature within an otherwise heavily built-up area;
 - b. the open and undeveloped skyline, which rises above the surrounding urban areas;
 - c. expansive panoramic views across the Black Country and beyond;

- d. multi-functional green infrastructure assets such as broadleaved woodlands, grasslands and soils that provide a range of ecosystem services for biodiversity, carbon storage and recreation;
- e. a range of habitats supporting biodiversity, including deciduous woodlands, good quality semi-improved grasslands, scrub, hedgerows, ponds and canals;
- f. biodiversity designations that contribute to landscape character including Warrens Hall Country Park Local Nature Reserve, three Sites of Importance for Nature Conservation, five Sites of Local Importance for Nature Conservation (Policy SEN2) and five Potential Sites of Importance⁶⁸;
- g. rich geological and industrial history, evidenced by rock exposures and residual landscape morphology associated with former industries notably former coal mining and quarrying of Rowley Ragstone, recognised through three UNESCO Black Country Global Geopark Geosites (Policy SEN4);
- h. the setting to designated heritage assets, including three Grade II Listed Buildings, Cobb's Engine House Scheduled Monument, Windmill End Conservation Area, Warrens Hall Nature Reserve and Bury Hill Park Areas of High Historic Landscape Value (AHHLV) and an Archaeological Priority Area (APA);
- i. relative tranquillity within enclosed and wooded parts of the designation particularly in the west.

4.89 There is a Town and Country Planning (General Development Procedure) Order 1995 Direction made under Article 4(1) to which Article 5(4) applies at land off Portway Hill that has been in place since 2007. The direction removes all permitted development rights within its boundary. This was intended to protect and preserve the openness of the area by preventing any intrusive development.

4.90 The Article 4 Direction is located at the highest western extent of Portway Hill and to the east of the summit of Turner's Hill, the highest point in the Rowley Hills at 271m AOD. Development at this open and exposed location would potentially impact on the highly valued open and undeveloped skyline and the expansive panoramic views outwards across

⁶⁸ Potential Sites of Importance (PSIs) in Birmingham and the Black Country are possible ecological designation sites that have not yet been assessed against the Local Wildlife and Geological Sites selection criteria but may potentially support species of note, areas of important semi-natural habitat or valuable geological features.

the Black Country and beyond. For these reasons, the boundary of the Article 4 Direction remains appropriate and should be retained to preserve the openness of the area.

Canals in Sandwell

- 4.91 The canal network is one of the Black Country’s defining historical and environmental assets and its preservation and enhancement remains a major objective. 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 Sandwell and have a significant role to play in promoting both mental wellbeing and physical health, allowing people opportunities for exercise and access to nature.
- 4.92 Sandwell’s canal network provides a focus for future development through its ability to contribute towards the delivery of a high-quality environment and enhanced accessibility for boaters, pedestrians, cyclists, and other non-car-based modes of transport.
- 4.93 Sandwell is home to 66km of canal, including the New Main Line Canal and Old Main Line Canal, which offer many opportunities for residents and visitors.
- 4.94 As structures that made the industrial revolution possible, the canals in Sandwell offer opportunities to observe and experience key sites of historical interest such as the Galton Valley Bridge, Smethwick Pump House and the site of Smethwick Engine Arm. The canals in Sandwell have also been afforded Conservation Area status in both Tipton (Factory Locks) and Smethwick (Smethwick Summit, Galton Valley) owing to their historic significance; there are several valuable heritage buildings located adjacent to the canals and they play an important part in the industrial heritage of the Borough. They include Soho Foundry and Chances Glassworks in Smethwick and Malthouse Stables in Tipton.

Policy SNE6 – Canals

1. **Sandwell’s canal network comprises the canals and their surrounding landscape corridors, designated and non-designated heritage assets, character, settings, views and interrelationships.**
2. **All development proposals likely to affect the canal network must:**

Policy SNE6 – Canals

- a. demonstrate that they will not adversely affect the structural integrity of canal infrastructure⁶⁹ to avoid increased flood risk, land instability and / or harm to the usability of the canal (including its towpath) as a green-blue infrastructure asset;
 - 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 and its setting, 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; and / or
 - f. protect and enhance water quality in the canal and protect water resource availability both in the canal and the wider environment.
 - g. reinstate and / or upgrade towpaths, including through the introduction of suitably designed and sized wayfinding information, and link them into high quality, wider, integrated 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. support and complement 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. protect and enhance the historical, geological, and ecological value of the canal network and its associated infrastructure;

⁶⁹ Including (but not limited to) waterway walls, embankments, cuttings, locks, culverts, weirs, aqueducts, tunnels and bridges

Policy SNE6 – Canals

- d. relate positively to the adjacent waterway by promoting high quality design, including active frontages onto the canal and improving the public realm;
 - e. integrate sensitively with the canal and any associated canal-side features and, where the chance to do so arises, incorporate canal features into the new development; and / or
 - f. explore opportunities associated with alternative or new uses for the canals and their towpaths, such as to help mitigate the effects of climate change or support the delivery of fibre networks and communications technology (Policy SID1, Policy SCC3).
4. Development proposals must be supported by evidence that the above factors have been fully considered and properly incorporated into their design and layout.
 5. Where proposed development overlays any disused canal features, the potential to record, preserve and restore such features must be fully explored unless canals have been removed in their entirety.
 6. Development on sites that include sections of disused canals should protect the line of the canal through the detailed layout of the proposal.
 7. 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.
 8. Proposals must safeguard the amenity of existing residential moorings when planning consent is sought on sites adjacent to them.

Residential Canal Moorings

9. For residential moorings, planning consent will only be granted for proposals that include the provision of:
 - a. all necessary boating facilities;
 - b. appropriate access to cycling and walking routes; and
 - c. an adequate level of amenity for boaters, not unduly impacted upon by reason of noise, fumes or other nearby polluting activities.

Policy SNE6 – Canals

- 10. 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

- 4.95 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 canal network today should be acknowledged, 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 Sandwell and the wider Black Country and continue to provide this link today.
- 4.96 The canal network is a major unifying characteristic of Sandwell'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. The canal network forms a valuable continuous habitat network, that links to other ecological sites. Many of them are also designated as local nature sites in part or for whole sections of the canal corridor.
- 4.97 It is also important for development in Sandwell 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.
- 4.98 It is acknowledged that there are aspirations to restore disused sections of the canal network. 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.

- 4.99 There are also 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.
- 4.100 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.
- 4.101 Residential moorings must be sensitive to the needs of the canal-side 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.
- 4.102 Extant residential moorings in Sandwell include:
- a. Walsall Canal Arm, Bayley's Lane / Bankfield Road, Ocker Hill (30 spaces)
 - b. Engine Arm Branch, Rolfe Street / Rabone Lane Smethwick (15 spaces)
 - c. Titford Canal Arm, Engine Street, Oldbury (ten spaces)
 - d. Malthouse Stables, Hurst Lane, Tipton (up to six spaces)
 - e. Churchbridge, Oldbury (up to six spaces – informal)
 - f. Caggy's Boatyard, Watery Lane Tipton (up to six spaces - informal)
 - g. The leisure mooring sites currently available in Sandwell include the Canal and River Trust (CRT)⁷⁰ mooring sites, which include those at Titford Pump House, Engine Arm residential and Ocker Hill Moorings.
- 4.103 Non-CRT permanent moorings are found at the Malthouse Stables and Caggy's Boatyard; there are also two in Oldbury, on either side of Seven Stars Road.
- 4.104 Where new residential development is proposed adjacent to canals, there is a potential to increase the number of long-term and residential moorings, as new development can provide greater access to facilities and a more secure and naturally surveyed environment.

⁷⁰ <https://canalrivertrust.org.uk/about-us>

The Historic Environment

- 4.105 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 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. 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.
- 4.106 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.
- 4.107 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.
- 4.108 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 nature. 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, including Sandwell.
- 4.109 To ensure that heritage assets make a positive contribution towards the wider economic, social and environmental regeneration of the area, 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.

4.110 An analysis and understanding of the local character and distinctiveness of the area has been made using historic landscape characterisation principles. Locally distinctive areas of the Black Country were defined and categorised in the Black Country Historic Landscape Characterisation Study⁷¹ (2019) as Areas of High Historic Townscape Value, Areas of High Historic Landscape Value, Designed Landscapes of High Historic Value, and Archaeology Priority Areas. This builds on the work of the original Black Country Historic Landscape Characterization work (2009), other local historic landscape characterisation studies and plans, and the Historic Environment Records.

Listed Buildings and Conservation Areas

4.111 Historic England maintains a statutory list of buildings of special architectural or historic interest, known as listed buildings.

4.112 Buildings are listed so that:

- care is taken over decisions affecting its future;
- any alterations respect the character and special interest of the building;
- indiscriminate demolition is prevented;
- irreparable damage to historic buildings caused by poorly executed alterations and extensions is avoided.

4.113 There is a general presumption in favour of the preservation of listed buildings. Any substantial public benefits put forward to be balanced against substantial harm must directly relate to the development itself, must benefit the local community in the long term and must not otherwise be achievable. In addition, demolition or major alteration will not be considered without acceptable detailed plans for the site's development.

4.114 The whole of a building is listed, both the interior and the exterior, as well as objects or structures fixed to the building, or which has been in the curtilage or formed part of the land associated with the building since before 1948. This means that it is the main building, both

⁷¹ https://blackcountryplan.dudley.gov.uk/media/13895/comp_black-country-hlc-final-report-30-10-2019-lr_redacted.pdf

inside and out, as well as anything within the garden or associated outside area (including the boundary walls) that are listed.

- 4.115 Conservation Areas may be created where a local planning authority identifies an area of special architectural or historic interest, which deserves careful management to protect that character. In conservation areas there are some extra planning controls and considerations in place to protect the historic and architectural elements that make the place worthy of further consideration.
- 4.116 Research by the London School of Economics⁷² has found that people value living in conservation areas. This is evidenced by properties in conservation areas having higher prices and greater price appreciation, even after adjusting for location and other factors that affect prices.

Policy SHE1 – Listed Buildings and Conservation Areas

- 1. The impact of development proposals on the significance of Sandwell’s heritage assets and their settings will be considered in accordance with case law, legislation, and the National Planning Policy Framework.**
- 2. Development proposals will be required to conserve 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. All proposals for development that may affect a heritage asset or its setting must be accompanied by an Assessment of Significance that should form part of a Design and Access Statement and / or a Heritage Impact Assessment. It should set out clearly the significance of the heritage asset, including any contribution made by its setting. The proposals should demonstrate how they respond to the significance of the asset.**
- 4. Sandwell Council will seek to conserve and enhance the settings of listed buildings by exercising appropriate control over the design of new development in their vicinity and the use of adjacent land; and, where appropriate, by the preservation of trees and landscape features.**

⁷² <https://historicengland.org.uk/content/docs/research/assessment-ca-value-pdf/>

Policy SHE1 – Listed Buildings and Conservation Areas

5. **Proposals for new build, alterations or extensions within Sandwell’s conservation areas must respect the local historic character and architectural styles. This will include considering building scale, grouping, materials and fenestration. Design and Access Statements should highlight the significant components of the conservation area in relation to the proposal and clearly demonstrate how these proposals conserve or enhance the character and appearance of the conservation area.**
6. **Proposals for enabling development that helps secure a viable future use or improvement to a historic asset may be supported.**

Justification

- 4.117 The protection and promotion of the historic character and local distinctiveness of Sandwell’s buildings, settlements and landscapes are key elements of sustainability and transformation and help to deliver Strategic Objective 4, to protect, sustain and enhance the quality of the built and historic environment, whilst ensuring the delivery of distinctive and attractive places.
- 4.118 Local distinctiveness arises from the cumulative contribution made by various features and factors, both special and commonplace. It is the ordinary and commonplace features of Sandwell 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.
- 4.119 Policy SHE1 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 Sandwell’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 Sandwell.

Development in the Historic Environment

- 4.120 The NPPF states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.
- 4.121 To ensure that heritage assets make a positive contribution towards the wider economic, social and environmental regeneration of Sandwell, 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 Sandwell by ensuring that historic context informs planning decisions and provides opportunities to link with other environmental infrastructure initiatives.

Policy SHE2 – Development in the Historic Environment

- 1. New development in Sandwell that impacts on the historic environment should 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. proposals have been prepared with full reference to the Black Country Historic Landscape Characterisation Study (October 2019), the Historic Environment Record, relevant conservation area appraisals and national and local policy.**
- 2. Development proposals that could have an impact on the historic significance⁷³ of either designated heritage assets⁷⁴ or non-designated heritage assets⁷⁵ should be supported by evidence that their historic character and distinctiveness has been fully assessed and used to inform proposals.**
- 3. Historic assets that contribute positively to the local character and distinctiveness of Sandwell’s specific townscapes should be retained and, wherever possible, enhanced and their settings respected.**
- 4. The locally specific urban grain, vernacular and other architectural and historic details that contribute to local character and distinctiveness should be used to inform the form, scale, appearance, details, and materials of new development.**
- 5. All proposals should aim to sustain and reinforce special character and conserve the locally distinctive historic aspects of Sandwell; for example:**

⁷³ NPPF Annex 2 - *Significance*: 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.

⁷⁴ NPPF 2021 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

⁷⁵ NPPF 2021 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 SHE2 – Development in the Historic Environment

- a. **The surviving pre-industrial settlements of medieval origin such as Wednesbury and Oldbury;**
- b. **Areas of Victorian and Edwardian higher-density development, which survive with a high degree of integrity, including terraced housing and its associated amenities, such as residential areas within West Bromwich Conservation Area;**
- c. **Areas of extensive lower density suburban development of the early and mid-20th century, including public housing and private developments of semi-detached and detached housing;**
- d. **Public open spaces, including Victorian and Edwardian municipal parks, often created upon land retaining elements of relict industrial landscape features such as Windmill End;**
- e. **The canal network and its associated infrastructure, surviving canal-side pre-1939 buildings and structures, and archaeological evidence of the development of canal-side industries and former canal routes;**
- f. **Buildings, structures and archaeological remains of the traditional industries of Sandwell, including metal trades like chain-making and extractive industries such as quarrying on the Rowley Hills;**
- g. **The Rowley Hills (Turners Hill) and other largely undeveloped high prominences and views to and from these locations.**

Justification

- 4.122 It is important to recognise that the historic character of Sandwell is made up of various heritage assets. Individually, some of these may be more important than others, but even the lesser ones are important in contributing to the borough's overall character and quality.
- 4.123 Different elements of the historic environment need to be taken into consideration, conserved and enhanced where possible as part of any proposed development in the area. Guidance for this can be obtained through a wide range of existing resources, such as landscape character assessments, conservation area appraisals, listed building and scheduled ancient monuments information and archaeological records; but it is also usually necessary to undertake a heritage impact assessment.

4.124 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 was built upon during the preparation of the Black Country Historic Landscape Characterisation Study (2019)⁷⁶. This was a review of the existing historic environment evidence base carried out to identify areas of significance to the historic environment, based upon the area's historic landscape and townscape, as well as its archaeological and designed landscape value.

Locally Listed Buildings

4.125 A Local List contains details of buildings, structures or features that are not included by the Government on the statutory record of listed buildings, but which the Council believes are an important part of Sandwell's heritage. Buildings and other structures included on the Local List need not be less significant in their context than designated assets; they will have important local significance.

Policy SHE3 – Locally Listed Buildings

1. **Proposals for the alteration, extension and change of use of locally listed buildings or structures should clearly demonstrate that they will positively contribute towards the architectural or historical significance of the heritage asset.**
2. **Demolition of locally listed buildings will be resisted unless it can be demonstrated that no viable use can be found for the building or that the proposed development will have a substantial public benefit.**
3. **When demolition of a locally-listed building is unavoidable as part of a wider development, the Council will require an appropriate level of building recording prior to demolition taking place through the imposition of planning conditions. The approved recording shall be incorporated within the Historic Environment Record.**

Justification

4.126 Under the National Planning Policy Framework, the conservation of locally listed heritage assets and the contribution they make to the local area will be a material consideration in

⁷⁶ https://blackcountryplan.dudley.gov.uk/media/13895/comp_black-country-hlc-final-report-30-10-2019-lr_redacted.pdf

planning decisions that directly affect them or their setting. Demolition of a building in a conservation area will need planning permission.

- 4.127 Any works carried out to buildings on the local list should preserve or improve the building and any features of architectural or historical interest should be kept, and suitable materials used in any development affecting it.
- 4.128 In considering planning applications involving locally listed buildings or heritage assets, the council will consider the need to preserve their character or appearance. It will look to protect locally listed buildings and assets and will encourage owners and developers to work to find suitable alternative uses for them wherever possible.

Archaeology

- 4.129 Archaeological assets provide important evidence of earlier human activity within the borough. They are particularly sensitive to damage from development and understanding of their significance may change as development takes place.

Policy SHE4 - Archaeology

1. **Development should safeguard both designated and non-designated archaeological assets and the character and setting of areas of acknowledged archaeological significance.**
2. **In considering proposals for development, Sandwell Council will seek to ensure that designated archaeological assets are preserved in situ, avoiding loss or harm to their significance, and their settings are also conserved and enhanced, to fully understand and utilise their archaeological, recreational and educational value.**
3. **Development proposals that are likely to have a significant adverse impact on designated archaeological assets and their settings that cannot be avoided, or where the asset cannot be conserved in situ, will be resisted.**
4. **Non-designated archaeological assets must be conserved wherever possible. Where it would be unreasonable to withhold planning permission for the development of such sites, provision will be made through agreements and conditions of planning permissions for an appropriate level of archaeological evaluation and recording to be undertaken, prior to impact on or loss of the asset. Evaluations / recordings will be included within Sandwell's Historic Environment Record.**

Policy SHE4 - Archaeology

- 5. For sites with known archaeological potential, Sandwell Council may require developers to provide archaeological assessments and / or field evaluation to support their proposals. This information will be used to assess the archaeological implications of the development and to identify requirements for archaeological preservation or investigation.**

Justification

4.130 Sandwell's heritage assets of archaeological interest include six Scheduled Monuments.

Further locations within the borough have known archaeological potential.

4.131 Scheduled monuments in Sandwell include the following:

- Chances Glassworks, Smethwick
- Engine Arm Aqueduct, Warley
- Remains of the Boulton and Watt Soho foundry and mint, Birmingham Canal, Smethwick
- Sandwell Priory, a Benedictine monastery
- Smeaton's Summit Bridge
- Smethwick Engine House

4.132 Sandwell's archaeological heritage is a vital component of its historic environment comprising sites, buildings and structures. All archaeological remains potentially hold the key to a better understanding of the borough's past.

4.133 Sandwell has identified several areas of archaeological importance to date; when new development is proposed within these areas an archaeological desk-based assessment should accompany the planning application. A record of all Sandwell's known archaeological sites is kept on the Historic Environment Record (HER).

4.134 Desk-based assessment should include the results of the HER, information taken from the Heritage List for England, and any other relevant sources. It should examine and define the likelihood of encountering archaeological finds or features of all periods on the site during development works, and identify the need for and scope of, any further evaluation that might be necessary.

5. Climate Change

- 5.1 The impacts of flooding, overheating and other consequences of climate change will hinder the creation of vibrant, healthy and sustainable communities in Sandwell. The outcomes of climate change will also have serious impacts on vulnerable and deprived communities and those least able to respond.
- 5.2 In response to this, the Council declared a climate change emergency and adopted a climate change strategy in 2020, with the aims of reaching carbon neutrality across all Council functions by 2030 and reaching carbon neutrality borough-wide by 2041.
- 5.3 Without comprehensive action, climate change will severely limit economic growth. However, the approaches now required present a significant opportunity to deliver a decarbonised and resilient economy that supports job creation.
- 5.4 Through the Climate Change Act 2008 and as a signatory of the Paris Agreement, the UK Government has committed to:
- reduce emissions by at least 100% of 1990 levels by 2050; and
 - contribute to global emissions reductions aimed at limiting global temperature rise to well below 2°C and to pursue efforts to limit temperatures to 1.5°C above pre-industrial levels.
- 5.5 Information from the Met Office⁷⁷ 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 winter⁷⁸ 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

⁷⁷ <https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18-infographic-headline-findings-land.pdf>

⁷⁸ All results are for the 10th - 90th percentile range for the 2060 - 2079 period relative to 1981-2000

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]

- 5.6 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 Act, to ensure that planning policy contributes to the mitigation of and adaptation to climate change. According to recent guidance issued by the Town and Country Planning Association and the Royal Town Planning Institute,

The Section 19 duty is much more powerful in decision-making than the status of the NPPF, which is guidance, not statute. Where local development plan policy which complies with the duty is challenged by objectors or a planning inspector on the grounds, for example, of viability, they must make clear how the plan would comply with the duty if the policy were to be removed.⁷⁹

- 5.7 Chapter 14 of the NPPF addresses 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.
- 5.8 Addressing climate change using strategic policies and requiring development to meet and sometimes exceed current standards makes economic sense both for local authorities 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

⁷⁹ <https://tcpa.org.uk/resources/the-climate-crisis-a-guide-for-local-authorities-on-planning-for-climate-change/>

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;
- d) pre-emptive adaptation action is generally more cost effective over time⁸⁰ 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.

5.9 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 region will be working towards meeting these targets through the timescale of the Sandwell Local Plan.

5.10 To help Sandwell become a more efficient and resilient place, policies in the SLP 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) help decarbonise the transport system by locating developments sustainably to reduce new trips and encouraging less energy intensive and more sustainable modes of transport (as set out in the Transport Chapter);
- c) 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;
- d) create a safe and secure environment that is resilient to the impacts of climate-related emergencies;
- e) 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.

⁸⁰ https://ec.europa.eu/clima/policies/adaptation_en

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

- 5.11 The Government has stated that all buildings need to be net zero carbon by 2050. Section 19 of the Planning and Compulsory Purchase Act (2004), Section 182 of the Planning Act (2008), the Planning and Energy Act (2008), and Chapter 14 of the NPPF (2023) all empower local planning authorities to enforce policies that seek to reduce carbon emissions from new homes.
- 5.12 The NPPF (2023) states that plans should take a proactive approach to mitigating and adapting to climate change. As part of this, new development should be planned for in ways that can help to eliminate greenhouse gas emissions, through careful consideration of matters such as its location, orientation and design. The following policies aim to ensure that future development address national energy and climate change objectives.
- 5.13 Policy SCC1 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 SCC1 – 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.**
- 2) **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. **new buildings will be located, orientated and designed to maximise opportunities for both natural heating and ventilation and to reduce exposure to wind and other elements (Policy SDS4; Policy SDM1);**
 - b. **development proposals 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 (Policy STR6);**

Policy SCC1 – Increasing efficiency and resilience

- c. use of trees and other planting in landscaping schemes will be required throughout Sandwell, 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 (Policy SNE3);**
- 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 (Policy SNE3);**
- 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 (Policy SCC4);**
- f. development should make provision for sustainable drainage infrastructure, which should be built into landscaping schemes / open space provision as appropriate (Policy SCC5);**
- g. development will be required to incorporate mitigation and resilience measures designed to reduce the risk of river, surface and other potential water flooding (Policy SCC4);**
- h. 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;**
- i. applications for planning permission should promote circular economy outcomes and seek to reduce whole life-cycle carbon emissions of development proposals by considering the reuse of existing resources, including the conversion of existing buildings, early in the design stage; and / or**
- j. proposals for increasing the energy efficiency and resilience to climate change of designated heritage assets will be supported only where this will not cause an unacceptable level of harm to the historic fabric, character, setting or appearance of the asset.**

Justification

- 5.14 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.
- 5.15 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.
- 5.16 This policy should be read in conjunction with Policy SCC6, which covers the use of renewable and low carbon energy and energy-saving measures. It should also be read in conjunction with Policy SDM1, which promotes good design including the management of water resources, and Policies SCC4 and SCC5, which look in more detail at the provision of SuDS and the control and mitigation of flooding.
- 5.17 Policies in the SLP demonstrate that adaptation to and mitigation of climate change can be achieved across all forms of development.
- 5.18 The Planning Practice Guidance section on climate change⁸¹ identifies examples of mitigating climate change, which promote low and zero carbon technologies, sustainable modes of transport and the use of innovative design and energy production.
- 5.19 The provision of trees and other elements of 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 Sandwell. Development will be expected to increase local tree canopy cover through habitat creation, landscaping and biodiversity net gain. This is explained in more detail in Policy SNE3.
- 5.20 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;

⁸¹ Paragraph: 003 reference ID: 6-003-20140612

- c) considering the availability of water and water infrastructure, and design to promote water efficiency and protect water quality;
- d) promoting adaption in design policies, developments and works in the public realm.

- 5.21 The UK generates 50-60 million tonnes of non-hazardous construction and demolition waste each year⁸². The Green Construction Board published *The Routemap for Zero Avoidable Waste in Construction* in 2021 with support from Government⁸³. This recommends steps that could be taken to reduce construction and demolition waste, including giving first consideration to the retention and reuse of existing resources and buildings.
- 5.22 Whole life carbon emissions are the entire amount of carbon produced by buildings and infrastructure and can be divided into embodied and operational emissions. Embodied carbon refers to the carbon emissions that are released during the manufacture, transportation, construction and end of life phases of all buildings and infrastructure⁸⁴. The retention and reuse of existing resources and buildings can reduce the embodied carbon associated with a development project.

Energy Infrastructure

- 5.23 The NPPF (2023) 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.
- 5.24 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 SCC2 sets out how energy infrastructure will be considered, including how opportunities for decentralised energy⁸⁵ and district heating⁸⁶ will be identified.

⁸² <https://www.gov.uk/government/statistics/uk-waste-data/uk-statistics-on-waste#recovery-rate-from-non-hazardous-construction-and-demolition-cd-waste>

⁸³ <https://www.constructionleadershipcouncil.co.uk/wp-content/uploads/2021/07/ZAW-Interactive-Routemap-FINAL.pdf>

⁸⁴ <https://worldgbc.org/advancing-net-zero/embodied-carbon/>

⁸⁵ Energy that is generated close to where it will be used, rather than at an industrial plant and sent through the national grid, including micro-renewables, heating and cooling. It can refer to energy from waste plants, 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

⁸⁶ A system that distributes heat or hot water from a central source to a group of residential or commercial buildings through a network of underground pipes carrying hot water. Heat networks can be supplied by a range of sources including energy-from-waste (EfW) facilities, combined heat and power (CHP) plants and heat pumps. The advantages include cost savings, higher efficiencies and carbon emission reductions.

Policy SCC2 – Energy Infrastructure

Decentralised energy networks and district heating provision

1. Any development including ten homes or more, or non-residential floorspace of 1,000m² or more must include opportunities for decentralised energy provision within the site, unless it can be demonstrated that the development is not suitable, feasible or viable for district heat or decentralised energy 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 connection⁸⁷ if a source has not yet become operational.
3. Where developers can demonstrate to the satisfaction of the Council 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 (Policy SCC6).
4. Proposals intended to deliver decentralised networks and related infrastructure will need to prevent or minimise any adverse impacts on the historic environment by ensuring that they protect the significance of heritage assets, including their setting.

Onsite energy provision

5. 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 10,000m² 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.

⁸⁷ 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 SCC2 – Energy Infrastructure

- 6. 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) feasibility of built-in renewable energy generation (Policy SCC6); and**
 - k) implementation options for delivering feasible projects, considering issues of procurement, funding and risk, and the role of the public sector.**

Heating / hot water systems

- 7. Heat sources for a district heating system should be chosen to minimise likely emissions and to make best use of any local decentralised networks, in preference to other solutions.**
- 8. Where a district heating system is provided, development proposals must provide evidence to show that NO_x emissions related to energy generation will be equivalent to or lower than those of an ultra-low NO_x⁸⁸ gas boiler.**

⁸⁸ Ultra-low NO_x boiler Standard specified in the Black Country Air Quality Supplementary Planning Document.

Justification

- 5.25 The ways in which heating and power are delivered to and 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.
- 5.26 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. Information on these links 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.
- 5.27 Once a heat network is in place, heat that otherwise goes to waste can be harnessed and used; for example, waste heat from industry, from power stations or from low temperature heat sources such as from data centres. Heat can even be taken from rivers and canals that run through urban areas like Sandwell and from the warm mine-water left in old coal mines.
- 5.28 Where a link to an existing or committed decentralised energy source is not viable, the Council 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.
- 5.29 The Government is intending to introduce Heat Network Zoning in England by 2025 and the connection of certain buildings to heat networks within these zones will become mandatory on adoption of the legislation. This zoning will provide the market with a level of certainty that the demand for heat networks will be there to support investment decisions and growth in the market.
- 5.30 Within Heat Network Zones, large public-sector buildings, large non-domestic buildings, all new-builds and residential buildings that are already heated via communal systems (such as tower blocks) would be required to connect to the heat network within a given timeframe⁸⁹.

⁸⁹ <https://www.gov.uk/government/publications/heat-and-buildings-strategy>

- 5.31 Heat networks are not limited to a particular source of energy and can be delivered with a degree of flexibility to reflect local circumstances. Heat Networks can also be future-proofed for transition to other fuels. Government funding is available to support the transition to heat networks⁹⁰ and is intended to incentivise heat network market transition to low carbon heat sources via targeted financial support, which will help stimulate the increased deployment of low carbon technologies at scale.
- 5.32 In the Black Country, *Repowering the Black Country* is a programme of initiatives supporting Black Country businesses to take advantage of global clean growth opportunities and to make the transition to a net zero industrial future. The project will initially develop four zero carbon industrial hubs in the Black Country. Within the next ten years, the aim is to reduce industrial carbon emissions by around 1.3M tCO₂⁹¹.

Heating and hot water systems

- 5.33 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 ultra-low NOx gas boilers only if more sustainable alternatives are unavailable;
 - f) ultra-low NOx gas boiler communal or district heating systems, designed to ensure that there is no significant impact on local air quality.

⁹⁰ The Green Heat Networks Fund is a three-year, £288m capital grant fund that opened to applicants in March 2022; it provides support to delivery of low carbon networks.

⁹¹ <https://idric.org/stakeholders/black-country-cluster/>

Managing Heat Risk

5.34 As part of the plan's proactive approach towards mitigating and adapting to climate change, Policy SCC3 sets out the requirements for managing heat risk within new development proposals.

Policy SCC3 – Managing Heat Risk

1. **Development proposals⁹² should minimise both internal heat gain and the impacts of urban heat islands⁹³ by using appropriate design, layout, orientation and materials.**
2. **Opportunities to benefit from the proximity of existing heat sinks such as canals and other bodies of water should be explored and incorporated into proposals where available.**
3. **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, albedo⁹⁴, fenestration, insulation and the provision of green roofs and walls (Policies SDS4 and SDM1);**
 - c) **manage heat within a building through exposed internal thermal mass⁹⁵ and high ceilings;**
 - d) **provide passive ventilation;**
 - e) **provide mechanical ventilation;**

⁹² Excluding domestic extensions.

⁹³ Caused by extensive built-up areas absorbing and retaining heat.

⁹⁴ 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.

⁹⁵ 'Thermal mass' is a material's capacity to absorb, store and release heat.

Policy SCC3 – Managing Heat Risk

f) provide active cooling systems⁹⁶.

Justification

5.35 Global temperatures are rising, and this has been paralleled by changes in the weather in the UK. The Met Office published a document⁹⁷ in 2022 outlining current trends and predictions in the UK, including the following:

2.1 ... 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.

5.36 The urban heat island effect⁹⁸ 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.

5.37 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.

5.38 The concept of thermal inequity⁹⁹ will also have relevance in areas of the Black Country including Sandwell, 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.

⁹⁶ Systems using energy to provide cooling. They circulate a coolant (gas, fluid) to transfer heat from one place to another.

⁹⁷ UK Climate Projections: Headline Findings (September 2022) Version 4

⁹⁸ www.metlink.org/fieldwork-resource/urban-heat-island-introduction/

⁹⁹ [Jason Byrne et al 2016 Environ. Res. Lett. 11 095014](#)

- 5.39 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 SCC3.
- 5.40 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-soleil¹⁰⁰,
 - 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.
- 5.41 Mechanical air conditioning will use more energy and generate significant amounts of additional greenhouse gases and thus should be avoided where possible.
- 5.42 As addressed in Policy SNE3, 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.
- 5.43 In addition to this, the Canal and River Trust and the University of Manchester collaborated on a 2019 study that demonstrated that canals can effectively act to cool adjacent buildings in urban areas. The research showed that there is likely to be a cooling effect between 0.3°C and 1.6°C within a 100-metre-wide corridor of the canal during the hottest hours of the day (the variation in temperature was from differing orientations of the canals tested and the configuration of the surrounding buildings)¹⁰¹. Where canals and other bodies of water exist adjacent to development sites, opportunities to make use of this feature should be incorporated into designs where possible.

Flood Risk

- 5.44 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.

¹⁰⁰ Architectural feature that reduces heat gain within a building by deflecting sunlight

¹⁰¹ <https://www.manchester.ac.uk/discover/news/canals-can-help-the-uk/#:~:text=Research%20published%20by%20The%20University,wide%20corridor%20along%20the%20waterway.>

- 5.45 The most significant sources of flood risk in Sandwell are fluvial (river) and pluvial (surface water) flooding, which pose significant risks to several areas within Sandwell's boundary. The primary fluvial flood risk lies along the River Tame and River Stour 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.
- 5.46 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 SCC4 – Flood Risk

- 1. Sandwell Council will seek to minimise the probability and consequences of flooding from all sources 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. A Sequential Test¹⁰² will:**
 - a. be applied to all developments to ensure that development takes place in areas with the lowest flood risk, in line with NPPF requirements;**
 - b. take account of the most up-to-date information available on river flooding and all other sources of flooding, making use of the information provided in the 2020 Strategic Flood Risk Assessment (SFRA) updated in 2021 and any future updates; and**
 - 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 proposal is for:**
 - 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**

¹⁰² NPPF (2023), paragraph 162

Policy SCC4 – Flood Risk

- c. a minor development (householder development, small non-residential extensions with a footprint of less than 250m²); or
 - d. a development in Flood Zone 1, unless there are other flooding issues in the vicinity 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 Council 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 assessed using the most up-to-date flood zone information in accordance with the NPPF, as set out below:
- a. Flood Zone 3
 - i. 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;
 - ii. Where the site is in Flood Zone 3a (High Probability), new homes can only be permitted subject to the Exception Test.
 - b. Flood Zone 2
 - i. Where the site is in Flood Zone 2 (Medium Probability), most development can be permitted, subject to a site-specific flood risk assessment;
 - ii. Highly vulnerable developments, such as caravans, mobile homes and park homes with permanent residential use can be permitted, subject to the Exception Test;
 - c. Flood Zone 1
 - i. 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

Policy SCC4 – Flood Risk

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 site-specific flood risk assessment should accompany a planning application.

6. To pass the Exception Test, developments will need to:
 - a. demonstrate that wider sustainability benefits to the community outweigh flood risk. Matters such as biodiversity, green infrastructure, historic environment, climate change adaptation, flood risk, green energy, pollution, health and transport should be considered;
 - b. prove that the development will be safe from flooding for its lifetime, taking account of the vulnerability of its users; and
 - c. prove that the development can be achieved without increasing flood risk elsewhere, and, where possible, will result in a reduced flood risk overall.
7. 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; or
 - f. where the site is within the 1 in 100-year flood extent based on the Risk of Flooding from Surface Water Map.
8. Surface water drainage strategies are also required for all major developments. These should consider all sources of flooding to ensure that future development is resilient to flood risk and does not increase flood risk elsewhere.

Groundwater Source Protection Zones

9. No development will be permitted within a groundwater Source Protection Zone that would physically disturb an aquifer. A risk assessment demonstrating there would

Policy SCC4 – Flood Risk

be no adverse effect on water resources will be required prior to the grant of planning permission.

Watercourses and flood mitigation

10. 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; reference should be made to the latest River Basin Management Plans¹⁰³.
11. 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.
12. Development should not take place over culverted watercourses and a suitable easement should be provided from the outside edge of the culvert.
13. 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.
14. 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 into account specific local features, such as culverts, bridges and detailed topographical survey; and

¹⁰³ <https://www.gov.uk/guidance/river-basin-management-plans-updated-2022>

Policy SCC4 – Flood Risk

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.

15. 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:

a. provision of additional storage on site e.g., through oversized SuDS, natural flood management techniques, green infrastructure and green-blue corridors; and / or

b. by providing a partnership funding contribution towards wider community schemes (both within and beyond the Black Country, in shared catchments with Southern Staffordshire and Birmingham).

16. Consultation on site-specific requirements should be undertaken with the Council, the Environment Agency and Severn Trent Water (where this is a sewer flooding issue) at the earliest opportunity.

Justification

- 5.47 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 Trent 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. Several main rivers flow through the area; these are the watercourses used to support the general requirement of 10m easement from main rivers.
- 5.48 Watercourses within Sandwell are predominantly culverted, with two significant exceptions to this; the River Tame, which drains most of the borough, and the River Stour, located in the southwest. The borough lies in the upper reaches of these river systems, which eventually flow into the River Trent and River Severn respectively. There is an extensive canal network throughout the Sandwell area, including culverts and feeder streams.
- 5.49 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.

- 5.50 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.

Sustainable drainage and surface water management (SuDS)

- 5.51 As a heavily urbanised and industrial borough, much of the land in Sandwell is covered in impervious surfaces (such as roads, pavements, hardstanding, and rooftops), which are water-resistant and prevent rainwater from soaking away into the ground. This has led to a high dependence on hard engineering solutions to manage rainwater run-off, storage and drainage, and has increased the risk of isolated surface water flooding.
- 5.52 Policy SCC5 sets out the requirements for new development to incorporate sustainable drainage and surface water management solutions (SuDS), to increase the amount of rainwater that is drained in sustainable ways.

Policy SCC5 - Sustainable drainage and surface water management

- 1. All new developments in Sandwell should incorporate Sustainable Drainage Systems (SuDS); 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 also 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**

Policy SCC5 - Sustainable drainage and surface water management

feasible for viability or other reasons, the developer must submit evidence demonstrating what the constraints are and how the development will accommodate runoff rates that are as close as possible to greenfield rates.

- 4. For all minor developments, a minimum reduction of 30% over pre-development runoff rates will be required. Under no circumstances will post-development runoff rates that are greater than pre-development runoff rates be permitted. Surface water run-off should be managed as close to its source as possible.**
- 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. These should consider all sources of flooding to ensure that future development is resilient to flood risk and does not increase flood risk elsewhere and should look to provide wider betterment.**
- 6. A hydrogeological risk assessment is required where infiltration SuDS is proposed for anything other than clean roof drainage in a Source Protection Zone 1¹⁰⁴.**

Justification

5.53 The incorporation of Sustainable Drainage Systems (SuDS) into new developments helps to manage and minimise surface water. SuDS are generally landscaped facilities such as wetlands, retention ponds, soakaways, swales and /or permeable surfaces. Their primary function is to reduce the volume and peak rates of water run-off from new development, but they should also be designed to fulfil their potential to provide new wildlife habitats and amenity spaces in new developments; they should be multifunctional.

5.54 SuDS can also improve water quality by increasing the filtration of pollutants and will thereby help 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.

¹⁰⁴ Source Protection Zones are designed to control activities close to water supplies intended for human consumption. These water sources include wells, boreholes and springs, all of which are used for public drinking. Zone 1, defined as the inner zone, is the most sensitive part of an area within a zone.

5.55 The NPPF makes it clear that:

Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate¹⁰⁵.

5.56 Due to the legacy of contaminated land created by heavy industry and extractive activities in Sandwell, there is a risk of polluting groundwater and /or surface water if SuDs are not properly designed. The presence of contaminated land needs to be considered when planning SuDS; national guidance such as the CIRIA SuDS Manual C753 provides guidance for the use of SuDS on contaminated land.

Renewable and Low Carbon Energy and BREEAM Standards

5.57 It is essential for the successful delivery of the SLP 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 “liveability” and help create a high-quality environment, which in turn will maximise economic competitiveness and housing choice.

Policy SCC6 – Renewable and Low Carbon Energy and BREEAM Standards

Renewable and Low Carbon Energy generation

1. **Proposals involving the development of renewable or low carbon energy sources will be permitted where the proposal:**
 - a. **accords with local and national guidance;**
 - b. **would not significantly harm the natural or built environment;**
 - c. **maintains and safeguards the historic environment and heritage assets, including their setting; and / or**
 - d. **will not have a significant adverse effect on the amenities of those living or working nearby¹⁰⁶.**

Low carbon and renewable requirements for development

¹⁰⁵ NPPF (2021) paragraph 169 or later iteration

¹⁰⁶ E.g., by generating adverse visual, noise, odour, air pollution or other effects

Policy SCC6 – Renewable and Low Carbon Energy and BREEAM Standards

- 2. Small developments creating between one and nine homes or non-residential floorspace of less than 1,000m² gross (whether new build or conversion) must incorporate energy generated from renewable or low carbon sources sufficient to off-set at least 10% of the estimated residual energy demand¹⁰⁷ of the development on completion.**
- 3. Major developments creating ten or more homes or non-residential floorspace of 1,000m² gross or more (whether new build or conversion) must incorporate the 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 where available or proposed. An energy assessment must be submitted with the planning application to demonstrate that these requirements have been met.**
- 5. The potential for inland waterways to promote low carbon technologies is recognised; in appropriate locations adjacent to Sandwell’s canal network, proposals to heat and cool new properties using water source heat pumps will be welcomed and supported.**
- 6. 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

¹⁰⁷ 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).

Policy SCC6 – Renewable and Low Carbon Energy and BREEAM Standards

7. 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):

Size	Standard	Year
1,000 - 5,000m ² gross	BREEAM Very Good	up to 2029*
	BREEAM Excellent	2029 - 2039*
>5,000m ² gross	BREEAM Excellent	

* Year refers to date planning permission is granted

8. 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

- 5.58 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.
- 5.59 Changes to Part L of Building Regulations came into effect in June 2022, which introduced a carbon reduction improvement of c.31% for all major developments. The changes also significantly improve energy efficiency standards for new homes and further improvements under the “Future Homes Standard” are anticipated during the Plan period. However, given the urgency of the climate change crisis and the amount of development planned in Sandwell across the Plan period, it is vital that use of energy from non-renewable sources by new homes, and other types of development, is minimised as far and as early as possible, until overtaken by any further changes to Building Regulations.
- 5.60 Although there is currently limited renewable energy generation in the borough, 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 make the

maximum contribution towards renewable and low carbon energy generation, where this is financially viable and feasible to implement.

- 5.61 According to the Canal and River Trust, the canals of England and Wales can provide enough latent thermal energy to support the heating and cooling needs of around 250,000 homes, using water source heat pumps. Sandwell's network of canals and the proposed development of canal-side development sites will therefore provide opportunities for developers to install water source heat pumps.
- 5.62 Assuming energy use under current Building Regulations, it is generally not practical to provide more than 20% renewable energy generation within a new development. Solar power is the most suitable technology on most sites. Solar energy generation is limited by the orientation and extent of roofs within a development, so on average 50% of roof space in a housing development can support solar panels. This typically limits renewable energy generation to 20% of average residual energy demand. 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 several smaller developments are taking place close together and it is considered that these form phases of a major development, the 20% requirement will be sought. 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.
- 5.63 Sandwell Council 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 its ownership.
- 5.64 Many types of renewable and low carbon energy generation can be developed in Sandwell, including solar photovoltaics, solar thermal, air, water and ground source heat pumps and other technologies (see Policy SCC6). The Black Country Utilities Infrastructure Capacity Study¹⁰⁸ 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 be inappropriate. Therefore, any form of renewable or low carbon energy proposal will be treated on its merits in

¹⁰⁸ https://blackcountryplan.dudley.gov.uk/media/13890/20190906-46106-black-country-uic-study-final-2_redacted.pdf - paragraph 5.3.7

accordance with this policy, Policy SCC2, other relevant local plan policies and national guidance.

- 5.65 The SLP includes a range of aspirations for high quality design and climate change mitigation and adaptation, particularly those set out in Policies SDM1 and SCC1. An effective way of ensuring these aspirations are delivered in a consistent manner is by using tools for assessing and improving design quality. The Building Research Establishment (BRE) administers a range of robust national standards that 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 SDM2. 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.
- 5.66 Application of the BREEAM New Construction standards set out in Policy SCC6 will ensure that all major developments in Sandwell meet a minimum level of quality and sustainability that is independently certified throughout the planning and construction process and, in most cases, following completion. To allow for an improvement in standards over time, the level of certification required for medium-sized developments of 1,000 - 5,000m² gross will be increased after 2028 in line with larger developments.
- 5.67 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.

6. Health and Wellbeing in Sandwell

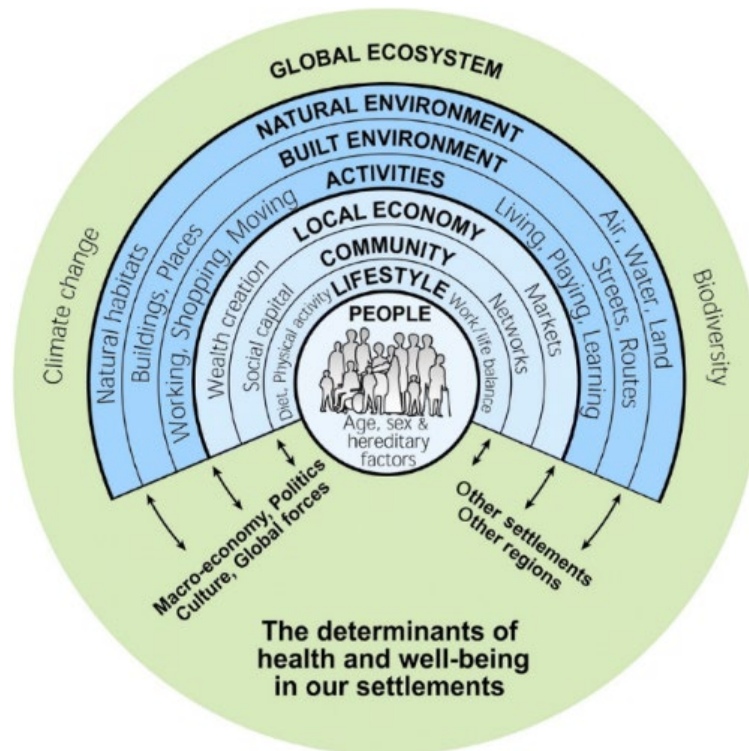
Introduction

- 6.1 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.
- 6.2 Sandwell Council recognises the important contribution that planning can make to improving public health and wellbeing and this is embedded throughout this Plan. Well-designed development proposals can support strong, vibrant and healthy communities and help create healthy living environments that encourage people to adopt healthier lifestyles. In some instances, however, a proposed development may have a direct impact on people's health and in other cases, it may contribute to poor health by encouraging or making it easy for individuals to make unhealthy choices. Particular issues prevalent within Sandwell are obesity and related illnesses, diseases related to smoking, and the effects of alcohol.

Linkages between health and the built and natural environment

- 6.3 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.
- 6.4 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.

Figure 4 - Determinants of health and wellbeing (Barton and Grant, 2010)



Health and Wellbeing

- 6.5 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. Ongoing engagement between Sandwell Council and relevant organisations will help ensure that the SLP supports both these aims.
- 6.6 Sandwell'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 Council and its partners in the health, voluntary and other related sectors.
- 6.7 Sandwell 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. According to a Local Authority Health Profile for the borough published in 2019 by Public Health England, Sandwell is one of the 20% most deprived districts / unitary

authorities in England and about 25.5% (18,495) of its child population live in low-income families¹⁰⁹.

- 6.8 Life expectancy is 8.6 years lower for men and 8.0 years lower for women in the most deprived areas of Sandwell than in the least deprived areas. In Year 6, 28.3% (1,343) of children are classified as obese, worse than the average for England. The rate for alcohol-specific hospital admissions among those under 18 is 25¹¹⁰. This represents 20 admissions per year. Levels of teenage pregnancy, GCSE attainment (average attainment 8 score) and breastfeeding are worse than the England average¹¹¹. Estimated levels of excess weight in adults (aged 18+) and physically active adults (aged 19+) are worse than the England average.
- 6.9 Previously, the four Black Country Councils and their public health partners worked together on the Black Country Plan to ensure it was aligned with the plans of the area's Sustainability and Transformation Partnership (STP), as well as with each borough's Health and Wellbeing Strategies. The STP recognised that reducing health inequalities would help reduce financial burdens on the NHS. It also recognised that residents of the Black Country, on average, suffer from poorer health outcomes than people in the rest of England.
- 6.10 The STP identified several key drivers that play a significant role in the development of future illness in the Black Country, and which directly link to demand 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. The Black Country's Health and Wellbeing Strategies identified 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.

¹⁰⁹ <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/E08000028.html?area-name=Sandwell>

¹¹⁰ Rate per 100,000 population (PHE Local Authority Health Profile 2019; link above)

¹¹¹ <https://fingertips.phe.org.uk/static-reports/health-profiles/2019/E08000028.html?area-name=Sandwell>

- 6.11 There is therefore a need for the Sandwell Local Plan to continue to support those 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

- 6.12 This policy provides the context for how health and wellbeing are influenced by planning decisions and contains links to other policies in the SLP. Sandwell Council intends to create an environment that protects and improves the physical, social and mental health and wellbeing of its residents, employees and visitors, including children, other young people and vulnerable adults, and which reduces health inequalities.

Policy SHW1– Health Impact Assessments

1. **Sandwell Council will require the following forms of development to provide an assessment of its potential impacts on the health and wellbeing of adjacent communities, residents and businesses, and to mitigate any potential negative impacts, maximise potential positive impacts and help reduce health inequalities;**
 - a. **housing developments of over 10 dwellings;**
 - b. **non-residential developments of 1,000m² or more floorspace.**
 - c. **major new waste handling / processing development;**
 - d. **any development that would have an adverse impact on locations with currently poor air quality;**
 - e. **any other development that the Council considers has the potential to impact on public health.**

Such development will only be permitted where it is demonstrated that it will not, in isolation or in conjunction with other planned, committed or completed development, contribute to a negative impact on the health of the borough's population.

2. **To ensure that new developments have a positive impact on the health and wellbeing of new and existing residents the Council will require an HIA of development proposals to a level of detail appropriate to its scale and nature;**
 - a. **For developments of 100 or more dwellings, or non-residential development that extends to 5,000m² or more in area, a full Health Impact Assessment will be required;**

Policy SHW1– Health Impact Assessments

- b. For developments of between 20 to 100 dwellings or non-residential development that extends from 1,000 - 5,000m² in area, the Health Impact Assessment will take the form of an extended screening or rapid Health Impact Assessment;
 - c. For developments of 10 – 19 dwellings, or other developments that the Council considers may have a potential impact on public health, either a Design and Access Statement, Planning Statement or an extended screening or rapid Health Impact Assessment should be provided.
- 3. Sandwell Council will support vibrant centres and local facilities, which offer services and retail outlets that promote choice, and which enable and encourage healthy choices. This will include managing the location, concentration of and operation (including opening hours) of businesses that contain uses potentially in conflict with these aims, including:
 - a. hot food takeaways (sui generis), or hybrid uses incorporating such uses (Policy SDM6);
 - b. betting shops and amusement arcades (Policy SDM8);
 - c. shisha cafes / lounges, where the balance of uses is such that the use of the premises is predominantly for shisha smoking.
- 4. Where the development of a new shop is acceptable in principle under other policies, planning permission will only be granted where a condition can be imposed that prevents the subsequent establishment of a stand-alone off-licence without the need to apply for planning permission where there is evidence of existing alcohol drinking establishments contributing to existing negative health and wellbeing impacts and patterns of anti-social behaviour.

Justification

- 6.13 Proposals for major development or others with the potential to have negative effects on the mental and physical health and wellbeing of communities should provide an assessment of their potential impacts through health impact assessments, as set out in the policy.
- 6.14 Such an assessment should consider, where relevant, how the proposed development demonstrates that:

- a. it is inclusive, safe, and attractive, with a strong sense of place, encourages social interaction and provides for all age groups and abilities;
- b. it is designed to enable active and healthy lives through prioritising access by inclusive, active, and environmentally sustainable forms of travel and through promoting road safety and managing the negative effects of road traffic as set out in Policies STR5, STR6 and STR9;
- c. it will 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 Policies SHO3, SHO4 and SHO5;
- d. it is energy efficient and achieves affordable warmth; provide good standards of indoor air quality and ventilation; is low carbon; mitigates climate change; and is adapted to the effects of climate change as set out in Policies SCC1 – SCC6;
- e. it is 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 SCC4, SHW3, SCO1 – SCO3, SDM1;
- f. it will 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 SHO9 and SEC5;
- g. it will 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 and environmentally sustainable forms of travel as set out in Policy SHW2, SHW4;
- h. it will 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 SDS7, SHW4 and SHW5;
- i. it will protect, enhance, and provide allotments and gardens for physical activity, mental wellbeing, recreation and for healthy locally-produced food as set out in Policy SHW6;

- j. it will 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 healthcare, as set out in Policy SID1.

- 6.15 Sandwell experiences significantly higher than average levels of poor health among its population. Issues include obesity and related illnesses, diseases related to smoking and the effects of alcohol. The Council and its partners are concerned about the health of children, other young people and vulnerable adults, both in terms of immediate term safeguarding and the potential long-term consequences that aspects of their lifestyles will have for their health.
- 6.16 The Council and its partners are engaged in a range of long-term actions to address these issues, as well as to encourage people to take greater responsibility for the choices they make themselves. Planning is one aspect of these actions. In some instances, a proposed development may have a direct impact on people’s health and will need to be mitigated. In other cases, it may be that the planning process can contribute to improving health by supporting individuals to make healthy choices, through encouraging a suitable range and mix of shops, outlets and activities.
- 6.17 Making it easier for people to make these healthy choices will increase the likelihood that they will do so; and this change in behaviour will improve health outcomes over time. Policy SHW1 sets out an approach to assessing development to help influence these issues.
- 6.18 Proposals for hot food takeaways will be assessed in relation to a range of policies, including Policy SDM6. Betting shops, amusement arcades and similar uses will be considered in line with Policy SDM8.
- 6.19 Shop uses currently fall within Class E - Commercial, Business and Service of the Town and Country Planning (Use Classes) Order 1987 (as amended) and therefore any condition preventing the subsequent establishment of a stand-alone off-licence would apply to any permission within Class E or any successor use class should there be changes within the lifetime of the plan.

Healthcare Infrastructure

- 6.20 This policy sets out the requirements for the provision of health infrastructure to serve the residents of new developments in support of Policy SHW1.

Policy SHW2 – Healthcare Infrastructure	
1)	New healthcare facilities should be:

Policy SHW2 – Healthcare Infrastructure

- 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 town centre appropriate in role and scale to the proposed development, and its intended catchment area, in accordance with Policies SCE3 and SCE4. Proposals located outside centres must be justified in terms of relevant policies such as Policy SCE6, where applicable;**
 - c. **wherever possible, located to address accessibility gaps in terms of the standards set out in Policy SHO3, particularly where a significant amount of new housing is proposed; and**
 - 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, unless it has been demonstrated that the loss or partial loss of a facility or site arises from a wider public service transformation plan that requires investment in modern, fit for purpose infrastructure and facilities. New or improved healthcare facilities and services will be provided in accordance with requirements agreed between Sandwell Council and local health organisations.**
 - 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.**

Policy SHW2 – Healthcare Infrastructure

- 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, any contribution will be used to support offsite provision of healthcare infrastructure and / or related services.**
- 6) The effects of the obligations on the financial viability of development may be a relevant consideration.**

Justification

- 6.21 Meeting Sandwell’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. Such facilities need to be in locations that support wider aims of supporting centres and of ensuring accessibility by a range of sustainable and inclusive forms of transport.
- 6.22 Health services in Sandwell are currently experiencing limitations on their physical and operational capacity, which inhibit their ability to respond to the area’s health needs.
- 6.23 Sandwell Council and its partners, including other healthcare infrastructure providers, have a critical role to play in delivering high-quality services and ensuring essential healthcare infrastructure amenities and facilities are maintained, improved and, where necessary, expanded¹¹². Healthcare infrastructure planning is inevitably an on-going process, and the Council will continue to work closely with these partners and the development industry to assess and meet existing and emerging healthcare infrastructure needs.
- 6.24 As Sandwell 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.

¹¹² The infrastructure strategies of these partner organisations have helped inform this policy.

- 6.25 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 will 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). For larger sites that generate the need for new physical infrastructure, delivery will initially be sought on-site or in the site's immediate vicinity. Where this is not possible, or where the contributions will be required to support additional healthcare infrastructure at existing or permissioned new facilities, such provision will be in alternative locations that are accessible to the site. Any new facilities will need to be provided at locations that meet the wider aims of the Policy of supporting centres and of ensuring accessibility by a range of sustainable and inclusive forms of transport.
- 6.26 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 Group Integrated Care System (ICS). Applicants should consult the ICS in advance of the submission of a planning application where a significant amount of housing is to be provided. For strategic sites, an application of this methodology has identified no requirement for on-site provision for new health facilities. Where there is a requirement for off-site provision this is set out in details of site allocations and the Infrastructure Delivery Plan.
- 6.27 The formula used for calculating contributions for will be as follows:

Primary Care:

- Number of projected residents per development / number of patients per consulting room = number of consulting rooms required.
- Number of consulting rooms required x build costs per consulting room = developer contribution.

Secondary Care:

- Number of projected residents per development x cost per head of population = developer contribution.

Build costs will be updated on an annual basis and the formula will be reviewed when required by changes in NHS practice or significant changes in build or operational costs

- 6.28 The Viability and Delivery Study provides evidence that greenfield sites and most brownfield sites can sustain the full range of planning obligations required. However, the Viability and Delivery Study also indicates that, depending on the extent of other planning obligations required, such contributions may not be viable on some sites. 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.

Air Quality

- 6.29 Promoting healthy living is a key element of the Sandwell Local Plan. Reducing exposure to poor air quality will help improve the health and quality of life of the population and support the Plan's aims and objectives¹¹³. 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.
- 6.30 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 pollution¹¹⁴.
- 6.31 According to the 2019 Clean Air Strategy published by DEFRA¹¹⁵,
- 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.*
- 6.32 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;

¹¹³ https://uk-air.defra.gov.uk/assets/documents/reports/cat09/2006240802_Impacts_of_Net_Zero_pathways_on_future_air_quality_in_the_UK.pdf

¹¹⁴ http://www.euro.who.int/_data/assets/pdf_file/0005/397787/Air-Pollution-and-NCDs.pdf?ua=1

¹¹⁵ <https://www.gov.uk/government/publications/clean-air-strategy-2019>

the strategy identifies that particulate matter; nitrogen dioxide and ozone were estimated to be responsible for total productivity losses of up to £2.7 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.

- 6.33 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 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.
- 6.34 This document will need to be revised and republished following adoption of the Sandwell Local Plan, considering new national legislation, regulations and targets and regional and sub-regional developments regarding air quality.

Policy SHW3 – Air Quality

Strategic Approach

1. **The SLP will support a diverse approach to addressing the issue of poor air quality across the borough, including:**
 - a. **requiring development and other land use proposals to promote the integration of cycling, walking, public transport and electric charging points as part of their transport provision;**
 - b. **promoting and supporting (including through continued joint working with adjacent Black Country authorities and others) a modal shift from private motorised vehicles to the use of clean, fast and accessible public transport alternatives such as rail, the Metro and bus transport networks, cycling and walking;**
 - c. **including a range of measures relating to energy generation at developments as set out in the hierarchy identified in Policy SCC2 - Energy Infrastructure, such as the installation of renewables-based systems, or the use of ultra-low emission NOx boilers;**
 - d. **requiring the provision and protection of green open spaces and significant additional tree cover (Policies SDS7 and SNE3);**

Policy SHW3 – Air Quality

- e. ensuring the sustainable location of new residential and employment development to minimise commute times; and
 - f. 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.
2. New development must be at least air quality neutral following any required mitigation. 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 or 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 to meet relevant objectives once the development is completed and occupied / operational:

Policy SHW3 – Air Quality

- 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 emissions¹¹⁶ of pollutants to air on the scheme must also be addressed;
 - 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; and
 - 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.

Emissions from Construction Sites

7. For all types of development, the control of emissions from construction sites will be agreed with the local authority.

Justification

- 6.35 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

¹¹⁶ Pollution that originates from one place

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.

- 6.36 The main cause of poor air quality across the Black Country is related to vehicular transport. 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. Sandwell Council is working to reduce pollutant concentrations and to minimise exposure to air quality that does not meet with national objectives. Like the other Black Country Councils, it has declared air quality management areas to try to address the issue of poor air quality and provide protection for human health.
- 6.37 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 currently, or is likely to become, a concern. Most 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.
- 6.38 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 mitigation¹¹⁷.
- 6.39 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.
- 6.40 Where a potentially adverse impact on air quality is identified, mitigation measures may include:

¹¹⁷ NPPG, Paragraph: 007 Reference ID: 32-007-20140306

- 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 SNE3 – care must be taken to ensure the type and location of such trees do not exacerbate air pollution by trapping it close to the street¹¹⁸);
- c) using ventilation systems to draw cleaner air into buildings;
- d) improving public transport access to all development;
- 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.

Open Spaces and Recreation

- 6.41 The principles of national planning policy on open space, sport and recreation need to be applied in a Sandwell context to support the vision for urban renaissance and environmental transformation and 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.
- 6.42 All open spaces and sport and recreation facilities in Sandwell, both existing and proposed, are subject to the policies and requirements of national planning guidance as well as more detailed local policies. These policies will apply to existing sites that have an open space, sport or recreation function, regardless of whether they are shown on the Sandwell Local Plan's policies map. The National Planning Policy Framework sets out national policy for the protection of existing open space, sports and recreational buildings and land, which should be read alongside Policies SHW4 and SHW5.
- 6.43 It should be noted that Policy SHW4 relates to the strategic approach to open space and recreation, whereas Policy SHW5 relates specifically to playing fields and built sports facilities.
- 6.44 Up-to-date local need assessments (for open space, playing pitches and built sports facilities) are central to the implementation of national policy. Local standards for different types of open space and recreation facilities have been developed for Sandwell, based on

¹¹⁸ <https://www.nice.org.uk/guidance/ng70>

robust audits and needs assessments; these can be found in Appendix K. These standards will form the basis for the application of national planning guidance.

6.45 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;
- b) Meeting open space quantity, quality and access standards;
- c) Setting of accessibility standards for new housing developments;
- d) Co-location of key facilities and promotion of community use, such as dual use schools;
- e) On and off-site measures such as signage and cycle storage;
- f) Encouraging implementation of the Sport England Active Design policy.

Policy SHW4– Open Space and Recreation

- 1. All new housing sites providing over ten units will be expected to contribute towards the provision of unrestricted open space, in line with the standards set out in Appendix K. Where such provision on-site would make a site unviable or where there is no physical capacity to include it, the Council will in exceptional circumstances accept a commuted sum for nearby off-site provision in lieu or for the improvement of existing facilities within walking distance.**
- 2. On new housing sites of 2ha or over, Sandwell Council will seek the provision of new unrestricted open space at a minimum ratio of 3.63 hectares of space per 1,000 population. This open space will be provided on site.**
- 3. The Council will seek to ensure that at least one hectare of unrestricted open space is provided within walking distance (0.4 km) of all the Borough’s residents and proposals that help it meet this aim will be welcomed.**

Policy SHW4– Open Space and Recreation

- 4. Sandwell Council will support proposals¹¹⁹ that:**
- a. deliver against up-to-date local open space¹²⁰ and recreation standards for the borough, and address any shortfalls in provision, in terms of quantity, quality and access;**
 - b. address the ecological and environmental priorities set out in the Black Country Nature Recovery Network Strategy;**
 - c. make more efficient use of open spaces in the urban area by:**
 - i. creating more multifunctional open spaces;**
 - ii. protecting the existing open space network for recreation and biodiversity and taking opportunities to strengthen and expand it;**
 - iii. significantly expanding community use of open space and recreation facilities provided at places of education;**
 - iv. making creative use of land exchanges and disposing of surplus assets to generate resources for investment;**
 - v. increasing access to open space and recreation facilities for all, including people with disabilities and other target groups with limited access at present; and**
 - vi. where a place, site or facility has a cross-boundary catchment, identifying the most appropriate location to maximise community access and use of new facilities.**
- 5. Aspects of development proposals that would increase the overall value of the open space and recreation network in Sandwell will be supported, especially in areas of proven deficiency against adopted quantity, quality and accessibility standards.**
- 6. Proposals should maintain and / or enhance the quantity, quality and accessibility of open space and help address any shortfalls in provision, when measured against**

¹¹⁹ Involving both current activities and facilities and where there are plans for new open spaces and recreation sites / uses

¹²⁰ See SLP Appendix K

Policy SHW4– Open Space and Recreation

adopted local standards. Where practicable, new open space should be provided on-site and relate well to other green infrastructure features.

7. Development that would result in the loss of land allocated as open space and used for recreation in Sandwell will be refused unless it can be demonstrated that
 - a. there is a robust and overriding matter of public interest at stake; and
 - b. a sufficient quantity of alternative open space can be provided in the vicinity, of the same or higher quality than what was lost; or
 - c. if open space of sufficient quantity and quality cannot be delivered in the immediate vicinity, a financial contribution in lieu of on-site provision will be made available and compensatory gains in quality / accessibility secured on other open spaces or facilities that are of value to the local area.

8. Development proposals should focus on supporting / delivering the following functions of open space in Sandwell:
 - a. improving the image and environmental quality of the borough;
 - b. protecting and enhancing the significance of heritage assets and their settings;
 - c. enhancing visual amenity;
 - d. providing buffer zones between incompatible uses;
 - e. mitigating the effects of climate change, e.g., through flood risk betterment, installing SuDS, reducing potential urban heat island effects and providing opportunities for additional landscaping and tree planting;
 - f. preserving and enhancing environmental and habitat diversity and preventing the fragmentation of ecological networks;
 - g. extending, increasing access to and enhancing the ecological value of multifunctional green spaces and networks;
 - h. supporting outdoor sport and physical activity, including through footpath and cycle network infrastructure, and providing areas for informal recreation and children’s play;

Policy SHW4– Open Space and Recreation

- i. **providing opportunities for people to grow their own food on allotments and encouraging urban horticulture.**

Justification

- 6.46 Being in green spaces boosts various aspects of thinking, including attention, memory and creativity, in people both with and without depression¹²¹, as well as producing positive improvements in physical and mental wellbeing. All features of the outdoor environment contribute to environmental infrastructure, including natural and semi-natural habitats, parks and other open spaces, formal and informal recreation and sports facilities, historic buildings and landscapes, the public realm of spaces and streets, rivers, canals and drainage systems.
- 6.47 Sandwell’s previous local plan identified a green space hierarchy in Sandwell, intended to -
“... analyse existing provision of green /open space, to identify strengths and weaknesses in the provision, and to guide decisions about improvements, new and replacement provision, and development proposals which impact on the provision.”
- 6.48 The hierarchy identified types of green space, ranging from Regional / Sub Regional Green Space, such as Sandwell Valley and Strategic Open Space such as the Rowley Hills down to local formal and informal areas of open space, such as gardens, playgrounds and landscaped public spaces. The hierarchy is set out in Appendix K.
- 6.49 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. Policy SHW4 therefore identifies the functions of open space that are of importance to Sandwell, in addition to those set out in national guidance.
- 6.50 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

¹²¹ <https://www.mentalhealth.org.uk/our-work/research/nature-how-connecting-nature-benefits-our-mental-health>

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 and River Trust. Blue infrastructure features such as rivers and streams also provide opportunities for physical activity.

- 6.51 Open space and play standards and requirements are set out in Appendix K and will be subject to review as evidence is updated over the Plan period.
- 6.52 Some common themes regarding open space, sport and recreation have emerged through audits and needs assessments. Communities greatly value local open spaces. However, quantity and accessibility for each type of open space and facility varies considerably from area to area, and an increasing population in certain areas of Sandwell over the Plan period will further affect these imbalances. In general terms, prosperous areas have low levels of provision but of a higher quality, whereas deprived areas may have sufficient quantities of open space but of limited quality and function.

Sports and playing fields

- 6.53 Playing pitch strategies for the four Black Country authorities were updated during 2021-22 and this evidence has informed the SLP. The Sandwell strategy will be updated as appropriate during the Plan period and new priorities may therefore emerge over time.
- 6.54 The Black Country-wide Playing Pitch and Outdoor Sports Strategy commissioned by the four councils has provided action plans for each of the individual authorities and this in turn has been used to identify the quantitative and qualitative situation for sports pitch and playing field provision in Sandwell.
- 6.55 Appendix J contains an extract from the current Sandwell Playing Pitch and Outdoor Sports Strategy action plan identifying the quantitative situation for playing field provision as at October 2022. Where appropriate, developers will need to demonstrate that they have taken account of the findings of the Sandwell PPOSS in their schemes.

Policy SHW5 – Playing Fields and Sports Facilities

- 1. Existing playing fields and built sports facilities must be retained unless:

 - a) an assessment has been undertaken that has clearly shown the playing fields or built sports facilities to be surplus to requirements (for existing or alternative sports provision) at the local and sub-regional level; or****

Policy SHW5 – Playing Fields and Sports Facilities

- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable and accessible location; or**
 - c) the development is for alternative sports provision, the benefits of which clearly outweigh the loss of the current or former use; or**
 - d) The proposed development affects only land incapable of forming part of a playing pitch and would not prejudice the use of any playing pitch or remaining areas of playing field on the site.**
- 2. New build sports facilities should be:**
- a) in accordance with local needs identified in the current Playing Pitch and Outdoor Sports Strategy, to ensure provision of appropriate facilities in a suitable location to meet that need;**
 - b) well-designed, including through the provision of high-quality landscaping and public realm enhancements, and well-related to neighbourhood services and amenities; and**
 - c) 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 located outside centres must be justified in terms of relevant national policy.**
- 3. Where assessments demonstrate that a housing development would increase the need for playing pitches or built sports facilities to a level where significant new or improved facilities are required to meet demand, proportionate planning obligations or Community Infrastructure Levy will be used to acquire or create sufficient provision, where it is financially viable and appropriate to do so, and long-term management arrangements can be secured and funded.**
- 4. 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.**

Policy SHW5 – Playing Fields and Sports Facilities

- 5. The wider community use of school playing fields, other school facilities, such as sports halls, and private facilities will be encouraged, especially in areas where public provision is deficient.**

Justification

- 6.56 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, needs assessments for sports facilities 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 developing proposals that would affect sports facility provision. Cross-boundary issues particularly affect facilities with large catchment areas, such as swimming pools.
- 6.57 An issue in Sandwell is the low quality of playing pitch sites, which would benefit from improved changing facilities and a shift towards more small pitches. Increasing community access to school sports facilities would also help to address shortfalls in some areas.
- 6.58 This policy recognises that, in some circumstances where there is a significant gap in provision of natural turf playing pitches or built sports facilities such as courts and swimming pools, it may be necessary for housing developments to contribute towards improvements to such facilities over and above general open space and recreation contributions. In such cases, the Sport England Playing Pitch and Sports Facilities Calculator tools will be used to determine an appropriate level of contributions. The high capital and revenue costs of such facilities and the challenges of securing appropriate, long-term management and maintenance for them are recognised. Contributions will be considered alongside requirements for other infrastructure in the context of scheme viability.
- 6.59 From a quantitative perspective and as set out in the Sandwell Playing Pitch and Outdoor Sports Strategy Action Plan (Appendix J), the existing position for each sport is either that demand is being met or that there is a shortfall in provision. An estimated future position (based on anticipated future housing provision in Sandwell) shows the development of new shortfalls for some pitch types and in some areas where demand is currently being met, as well as the exacerbation of existing shortfalls. There are current¹²² shortfalls of adult, youth

¹²² Sandwell Playing Pitch and Outdoor Sports Strategy & Action Plan - October 2022

11v11, youth 9v9 and mini 7v7 football pitches as well as 3G pitches, cricket squares and rugby union pitches, all of which will be exacerbated when addressing future demand driven by new housing provision.

6.60 Where demand is currently being met, this does not necessarily mean that there is a surplus of provision; any spare capacity is effectively taken up in overcoming current or future shortfalls. There is a need to protect all existing outdoor sport provision until demand is met, or a requirement to replace provision in accordance with the NPPF and Sport England's Playing Fields Policy.

6.61 The Action Plan and Strategy identified that contributions from housing developments could be pooled together to improve key sites and listed those high-priority locations that would provide the most benefit from additional investment:

- Barnford Park
- Birmingham County FA Headquarters
- Britannia Park
- Cakemore Playing Field
- Charlemont Playing Fields
- Hadley Stadium
- Hydes Road Playing Fields
- Lion Farm Playing Fields
- Sandwell Academy
- Tipton Sports Academy
- Warley Rugby Club
- West Bromwich Dartmouth Cricket Club
- West Smethwick Park

6.62 However, if high priority sites in the local area of the development cannot be identified for investment, contributions should be pooled to fund the creation of new provision, particularly for cricket, in consultation with Sport England and the relevant NGB, to ensure the potential provision would be utilised and sustainable.

6.63 There are other solutions available to help meet existing shortfalls, including by better utilising current provision, such as:

- through improving quality;
- re-configuration;
- installing additional floodlighting;
- improving ancillary facilities; and
- enabling access to existing unused provision, such as at unavailable school sites.

6.64 However, there remains a shortfall of 3G pitches that can only be met through increased provision. With resources to improve the quality of grass pitches being limited, particularly at sites managed by the Council, an increase in 3G provision could also help reduce grass pitch shortfalls through the transfer of play, which in turn can reduce overplay and aid pitch quality improvements.

Allotments

6.65 The Small Holdings and Allotments Act 1908 placed a duty on local authorities to provide sufficient allotments according to local demand. It also made provision for local authorities to compulsorily purchase land to provide allotments.

6.66 The National Model Design Code states that as part of open space design for large developments consideration should be given to the provision of land for allotments and community growing projects for food production, learning and community engagement.

6.67 Sandwell currently contains 34 allotment sites that in turn provide 1,336 plots; it encourages the continued use of allotments and will support the use of green space for local food growing, including community farming, gardening and orchards.

Policy SHW6 - Allotments

- 1. The provision and promotion of allotments and community gardens in Sandwell will be supported by the Council. This will be achieved by:**
 - a. retaining existing allotments and resisting their loss unless in accordance with allocations identified in this plan;**
 - b. working with partners and local communities to identify sites with potential for local food growing; and**
 - c. supporting projects that promote community gardening, farming and orchards.**
- 2. If allotments are to be redeveloped, compensatory measures will be required for the loss, either through provision of new allotments on an open space of equivalent**

Policy SHW6 - Allotments

value nearby, or through a commensurate contribution to the enhancement of existing allotment provision in the vicinity.

3. **Proposals for community agriculture will be supported where appropriate.**
4. **Development proposals that are located next to, or which may have an impact on, existing allotments will be expected to avoid or mitigate adverse impacts on them by employing the agent of change principle.**

Justification

- 6.68 Allotments and community agriculture are important to local communities, and they have a unique place in Britain's heritage.
- 6.69 Allotments have nature conservation and open space value alongside their primary use for food growing. Allotment sites will be strongly protected unless it can be clearly demonstrated that their use is no longer required.
- 6.70 A study carried out in 2016¹²³ identified that allotment gardening can result in significant improvements in self-esteem and mood via reductions in tension, depression, anger and confusion. These findings are supported by previous research demonstrating the health and well-being benefits of participating in green exercise activities.
- 6.71 Further evidence¹²⁴ on the social, physical and mental benefits of allotment gardening demonstrates that:
- a. it provides various environmental benefits, including the support and regulation of ecosystem services;
 - b. it results in more sustainably produced food, promotes healthy eating and acts as an educational resource;
 - c. it improves general health, aids recovery from stress, increases life satisfaction, promotes social contact and provides opportunities for low to moderate–high intensity physical activity, all of which promote mental wellbeing;
 - d. people who grow their own food are happier than those who do not;

¹²³ <https://academic.oup.com/jpubhealth/article/38/3/e336/2239844>

¹²⁴ <https://www.nsalq.org.uk/wp-content/uploads/2012/05/health-and-well-being-allotments.pdf>

e. compared with an indoor exercise class, allotment gardening results in significantly lower levels of stress.

6.72 Allotment gardening might also play a key role in promoting health and wellbeing in the more vulnerable groups in society through the development of social support and cohesion.

7. Sandwell's Housing

Introduction

- 7.1 The policies in this chapter will help to create a network of cohesive, healthy and prosperous communities across Sandwell. This is a fundamental element of the Plan's Vision and objectives and will help deliver its strategic priorities. The policies will also ensure the provision of a balanced range of housing in terms of type, tenure, wheelchair accessibility and affordability, and specialist provision for Gypsies, Travellers and Travelling Showpeople and for those who wish to undertake self-build or custom build. New housing will be of a high build quality and will be well-designed, meeting national space and water efficiency standards and delivering high levels of energy efficiency and adaptation to climate change.
- 7.2 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 Objectives 6, 7 and 15. Providing a balanced network of quality education facilities is a further key part of this approach and will help to deliver economic prosperity.

Sustainable Housing Growth

- 7.3 A key role of the SLP is to set out realistic targets for the delivery of sustainable housing growth over the plan period up to 2041.

Policy SHO1 - Delivering Sustainable Housing Growth

- Sufficient land will be provided to deliver at least 11,167 net new homes over the period 2022 - 2041.**
- The key sources of housing land supply are summarised in Table 5, which also sets out the minimum housing target for each of the Plan phases: 2022 - 2027, 2027 - 2032, 2032 - 2037 and 2037 - 2041. Housing allocations are set out in Appendix B.**

Table 5 - Housing Land Supply - sources

Source of Supply	Type of Supply	2022-2027	2027-2032	2032-2037	2037-2041	Total
	Sites Under Construction	1,020	40	0	0	1,060

Policy SHO1 - Delivering Sustainable Housing Growth

Current Supply as of April 2022	Sites with Planning Permission or Prior Approval ▲	998	0	0	0	998
	Sites with Other Commitments (as set out in 2022 SHLAA) ◇	18	36	7	0	61
	Gypsy and Traveller Pitches	10	0	0	0	10
Housing Allocations	Occupied Employment Land †	0	1,131	769	334	2,234
	Other	347	1,328	704	715	3,094
	Sites with planning permission ▲	634	629	92	190	1,545
	Sites under construction	78	0	0	0	78
Total Identified Sites		3,105	3,164	1,572	1,239	9,080
Total Windfall Allowance	Small sites (<10 homes / 0.25ha)	0	671	665	532	1868
Additional Floorspace in centres	West Bromwich	0	16	0	0	16
	Town Centres	0	50	45	0	95
	District and Local Centres	0	58	50	0	108
Total additional floorspace in centres		0	124	95	0	219
Total supply		3,105	3,959	2,332	1,771	11,167

▲ Discounted by 5% ◇ Discounted by 10% † Discounted by 15%

3. **Most of the requirement will be met through sites with existing planning permission and sites allocated for housing by this Plan. Additional housing supply will also be secured on windfall sites throughout the urban area. The estimated net effect of**

Policy SHO1 - Delivering Sustainable Housing Growth

housing renewal up to 2041 will be reviewed annually and used in the calculation of housing land supply.

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 across the wider site. Masterplans and other planning documents¹²⁵ will be produced, where appropriate, to provide detailed guidance on the development of allocations.
5. Ancillary uses appropriate for residential areas, such as health facilities, community facilities and local shops, may be acceptable where there is a gap in service provision and where they can be integrated successfully into the residential environment. Other uses will not be acceptable on these sites.
6. A minimum of 10% biodiversity net gain is required for each site in accordance with Policy SNE2.

Justification

- 7.4 The council has identified sufficient land to provide 11,167 additional homes by 2041. 97% of the supply is on brownfield land and 3% of the supply is on greenfield land. The Sandwell Policies Map illustrates the distribution of housing sites across the borough. 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 borough, 10% of identified supply in the Plan and in the most recent Brownfield Register is on sites no larger than 1ha, which is in accordance with the requirement set out in the NPPF at paragraph 069.
- 7.5 The details of proposed housing allocations are provided in Appendix B and sites are shown on the Policies Map. Housing capacity has been identified in accordance with the Spatial Strategy and is 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 2041;

¹²⁵ E.g., design codes, development frameworks and supplementary plans

- c. An estimate of likely windfall development on small sites up to 2041;
- d. An assessment of the capacity of West Bromwich strategic centre above existing supply, drawing on the West Bromwich Master Plan and Interim Planning Statement;
- e. An estimate of the likely capacity of vacant floorspace in town, district and local centres;
- f. Application of a density uplift to existing allocations likely to gain permission after 2025, in line with Policy SHO3;
- g. An estimate of the additional 'aspirational' growth that will be delivered in the regeneration areas and on sites identified in masterplans and other supplementary guidance;
- h. A comprehensive land review and site assessment process.

- 7.6 The housing supply from allocations on occupied employment land has been discounted by 15% 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.
- 7.7 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 discounted by 10% to allow for non-implementation, as some of these sites are also affected by delivery constraints such as poor ground conditions.
- 7.8 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.
- 7.9 Together, these discounts provide sufficient flexibility in the housing land supply to meet any unforeseen circumstances.
- 7.10 Allowances for structural change, as detailed in the Urban Capacity Review (2023), are made up of two sources - potential sites and surplus floorspace within West Bromwich Strategic Centre (drawing on the West Bromwich Master Plan and Interim Planning Statement) and for Tiers Two and Three centres (as defined in Policies SCE4 and SCE5). The structural change allowances are over and above the small windfall site allowance. The latter represents a continuation of historic rates, whereas the former represents a structural change in the factors giving rise to new housing sites which is it predicted will generate

additional supply over the Plan period. These include changes to shopping patterns, permitted development rights and work patterns arising from COVID impacts.

- 7.11 The Plan period has been divided into four phases, covering every five years from 2022. Housing targets for each phase are provided in Table 5. These are based on the housing trajectory set out in Appendix I, with further detail provided in the SHLAA. The trajectory demonstrates a steady supply of housing completions over the Plan period, justifying consistent housing targets throughout the Plan period. As set out in the NPPF (paragraph 74), the Council is seeking to confirm through the SLP the existence of a five - year housing land supply from the year of adoption (2025). For this purpose, the buffer applied to housing supply (as set out in the housing trajectory) will be 20%, in line with the most recent Housing Delivery Test results (2022).

Windfall Development

- 7.12 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 subject to policy, sustainability, and detailed site considerations.

Policy SHO2 – Windfall developments

1. **Proposals for residential development on sites not specifically allocated for residential use (windfall developments) will be permitted where the site is previously developed land and in accordance with other local plan policies.**
2. **Proposals for residential development on unallocated greenfield land will be resisted. Such sites will only be considered where:**
 - a. **the site is not protected as community open space;**
or
 - b. **the site is Council-owned land that is deemed surplus to requirements;**
or
 - c. **the development of the site will bring an under-used piece of land back into beneficial use and will not harm the environmental, ecological or historic value of the site and the wider area, in accordance with other relevant policies in the SLP.**

Justification

7.13 In addition to the sites allocated for residential development within the Plan, it is recognised that other sites will become available for development during the Plan period as it is impossible to identify all potential redevelopment proposals that may arise within an urban area such as Sandwell. These sites are likely to include surplus public land, small non-conforming employment uses and some residential intensification sites where appropriate. However, greenfield proposals will only be considered if they meet the criteria above.

Housing Density, Type and Accessibility

7.14 It is important that the new homes delivered over the plan period:

- are provided in places with good sustainable transport access to key residential services;
- can provide a mix of types and densities that are appropriate to their location; and
- can help to meet local needs.

Policy SHO3 - 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 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 6; and**
 - 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. **The council will aim to provide an overall mix of house types over the plan period, tailored to best meet local needs and will support development that creates mixed, sustainable and inclusive communities. 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 SHO3 - Housing Density, Type and Accessibility

3. 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 SHE2:
- 100 dwellings per hectare where Table 6 accessibility standards for very high-density housing are met and the site is located within West Bromwich.
 - 45 dwellings per hectare where Table 6 accessibility standards for high density housing are met;
 - 40 dwellings per hectare where Table 6 accessibility standards for moderate density housing are met.
4. Table 6 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 will be set out in Sandwell's Design Codes.

Table 6 - Minimum Housing Densities and Accessibility

Density (homes per hectare net)	Very High: 100 + Only appropriate within West Bromwich	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
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

Policy SHO3 - Housing Density, Type and Accessibility

Education - Primary School (walking distance only)	N/a	15 mins	10 mins
Education - Secondary School	N/a	25 mins	20 mins

- 5. Any development that fails to make efficient use of land, by providing a disproportionate number of large, 4+ bedroom homes when compared with evidenced local housing need, will be refused in accordance with the requirements of this policy.**
- 6. Development proposals should be consistent with other Local Plan policies.**

Justification

- 7.15 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.
- 7.16 The accessibility of all housing developments by walking, cycling or public transport to a range of residential services is key to achieving sustainable communities. As higher density developments will accommodate more people, they should generally be delivered in those areas with good 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 West Bromwich Strategic Centre.
- 7.17 Conversely, lower density developments, accommodating more families, should 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.
- 7.18 Table 6 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 West Bromwich Strategic Centre 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 SHW4, 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.

- 7.19 Housing developments of ten homes or more will be expected to meet the accessibility standards set out in Table 6, which vary according to density and likely house type mix. The priority is for the service needs of future communities to be served by the existing network of centres, to ensure their future vitality and viability, and to secure future regeneration. Any on-site service provision potential required to meet accessibility standards is identified in the housing allocations. 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.
- 7.20 New service provision, including for centre uses, should be located and justified in accordance with Policies SCE3 and SCE4.
- 7.21 Current accessibility to residential services by sustainable transport modes across Sandwell 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. 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.
- 7.22 The Black Country Housing Market Assessment (HMA) 2021 demonstrates that new households generated by 2039 will need the following mix of home tenures and types:

Table 7 - New housing types and tenures in Sandwell

Size of home	Owner occupied	Private rented	First Homes	Shared Ownership	Social / affordable rented
1 bedroom	15.5%	22.4%	17.6%	25.5%	25.5%
2 bedrooms	30.0%	24.7%	25.9%	30.9%	15.1%
3 bedrooms	29.3%	20.7%	35.9%	28.0%	23.6%
4+ bedroom	25.1%	32.2%	20.7%	15.7%	35.7%

It is important that housing provision reflects the needs of these new households, allowing for at least one bedroom per person

7.23 Land supply is limited, and this has an impact on the number of homes that can be delivered, therefore it is essential that any new development makes the most efficient use of the land. On sites where homes are proposed to be delivered, the Council will be looking for housing sizes that improve the choice in an area; the Council will also expect smaller family housing to be included in the overall mix of housing. Furthermore, new developments need to provide a range of typologies / mix of homes to complement the existing / surrounding housing context; a consistent run of overly-large units on a site can be at odds with neighbouring sites in terms of street or plot context. Therefore, developments that fail to make the most efficient use of land by proposing developments of 4+ bedroom homes when compared with evidenced local housing need, will be refused in accordance with the requirements of this policy and Policy SHO1.

Affordable Housing

7.24 To meet local needs, a sufficient proportion of new homes provided over the plan period should be affordable.

Policy SHO4 - 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. Smaller sites, which could reasonably be expected to form part of a major development in the future, will also need to take this policy into account. The minimum proportion of affordable housing that should be provided, subject to viability, is 25%.**
3. **25% of the affordable homes required by this policy will be First Homes tenure, as defined in national guidance.**
4. **Beyond the tenure requirements set out in Parts 2 and 3 of this policy, 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.**
5. **Where providing 25% affordable homes cannot be achieved, the maximum proportion of affordable housing will be required that does not undermine the development's viability (Policy SHO6).**
6. **The affordable housing created will remain affordable in perpetuity.**

Justification

- 7.25 Rising house prices and low average incomes over a long period have made market housing increasingly unaffordable for many Sandwell households. The Black Country HMA (2021) identifies a requirement for 16.9% of new homes to be made available for affordable or social rent, 7% to be shared ownership and 8.2% to be First Homes. To meet this level of need over the Plan period, 32.1% of new housing would have to be affordable. Sandwell aspires to provide this level of affordable housing, through a range of schemes delivering up to 100% affordable housing funded through grant and other financial sources and supported by developer contributions where viable.
- 7.26 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.

- 7.27 The tenure of affordable housing to be funded by developers through planning obligations is constrained by national planning policy, as set out above. At least 25% of any affordable homes funded should be First Homes tenure – a specific kind of discounted market sale housing to be sold at 30% below current market value, to eligible persons only, at every future sale¹²⁶. National guidance allows for evidenced local variations in First Homes requirements, however there is no evidence that such variations are required in Sandwell. In addition, the NPPF (paragraph 65) requires at least 10% of all homes on major developments (of ten homes or more) to be affordable home ownership tenure. First Homes and shared ownership properties can contribute towards this requirement.
- 7.28 Beyond national requirements, the tenure and type of affordable housing required over the Plan period will vary according to local housing need and market conditions. In general, a mix of tenures will be sought on all sites of ten homes or more, to help create mixed communities across the borough. However, there may be circumstances where this goal is better achieved through the provision of 100% affordable housing development to boost affordable housing provision, or through delivery of 100% market housing development with off-site provision of the affordable housing requirement.

Delivering Wheelchair Accessible Homes and Self-build and Custom Housing

- 7.29 To meet local needs, a sufficient proportion of new homes provided over the plan period should be wheelchair accessible, and enough plots should be provided to meet local demand for self-build and custom build housing.

Policy SHO5 - Delivering Wheelchair Accessible and Self / Custom Build Housing

National Accessibility and Wheelchair Housing Standards

1. All new homes will be required to meet M4(2) (Category 2: Accessible and adaptable dwellings) requirement in Building Regulations¹²⁷.

¹²⁶ Detailed guidance is available at: www.gov.uk/guidance/first-homes

¹²⁷ Or any subsequent national equivalent standard

Policy SHO5 - Delivering Wheelchair Accessible and Self / Custom Build Housing

2. **Developments of ten homes or more should provide a proportion of accessible and adaptable or wheelchair user housing, where this is financially viable. The minimum proportion that should be provided is:**
 - a. **an additional 15% of homes to meet the optional Building Regulations Requirement M4(3): Wheelchair User Dwellings¹²⁸.**
3. **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; or**
 - d. **the amount of M4(3) housing is limited by the number of homes that can be provided where the local authority is likely to be responsible for allocating or nominating a person to live in that home.**

Self-Build and Custom Build Plots

4. **On developments of 100 homes or more, where there is currently a demand for self-build and custom build plots (defined as the number of entries added to the self-build and custom build register in the most recent base period 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 demand if lower.**
5. **All plots set aside for self-build or custom build housing (secured via a legal agreement or planning condition) must include:**
 - a. **legal access onto a public highway;**
 - b. **water, foul drainage, broadband connection, and electricity supply available at the plot boundary;**

¹²⁸ Or any subsequent national equivalent standard

Policy SHO5 - Delivering Wheelchair Accessible and Self / Custom Build Housing

- c. **sufficient space to build without compromising neighbouring properties and their amenity and the amenity of future occupiers; and**
 - d. **an agreed design code or plot passport for the plots.**
- 6. If a plot remains unsold after six months, after a thorough and proportionate marketing exercise that includes making details available to people on the custom and self-build register, the requirement to make the plot available for self-build or custom build will fall away.**

Justification

Wheelchair accessible and adaptable homes

- 7.30 Sandwell Council will work with partners to meet identified needs to accommodate older people, people with disabilities and those with other special needs. The Black Country HMA (2021) concludes that an additional 5,516 accessible and adaptable homes, including 656 wheelchair user homes, will be required by Sandwell households in 2039 due to disability or old age.
- 7.31 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.
- 7.32 People's housing needs change as they get older, and homes designed in a way that makes them more easily accessible and adaptable allow 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.
- 7.33 In line with new Building Regulations all new homes must meet the M4(2) (Category 2: Accessible and adaptable dwellings) requirement. 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 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.

- 7.34 Wheelchair user homes that meet the M4(3) Building Regulations are required by fewer households but attract significantly increased costs. M4(3) standards can only be applied to homes where the local authority is responsible for allocation or for nominating a person to live in that home.
- 7.35 Therefore, for major housing developments there will be a requirement for 15% of wheelchair user homes at the M4(3) standard.
- 7.36 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.
- 7.37 Policy SHO5 allows for an element of flexibility in recognition of the practicalities of delivering these standards, given the challenges that may arise in view of 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.

Self and Custom Build Housing

- 7.38 National guidance requires local authorities to permit sufficient serviced plots of land to meet the demand for self-build and custom housebuilding in their area, defined as the number of entries to the authority's self-build and custom housebuilding register in the most recent base period (12 months running from 31 October to 30 October). The current¹²⁹ demand for the base period of 31 October 2022 to 30 October 2023 is 10.

¹²⁹ As at July 2023

7.39 Therefore, where there is identified demand in the borough when an application is submitted, developers of larger sites (sites of 100 homes or more) 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 and that meet the criteria set out in Policy SHO5 parts 5a-d. Appropriate marketing of these plots, for example through specialist plot finding services, residential property websites and local estate agents, will be required for a period of at least six months. 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 where appropriate.

Financial Viability Assessments for Housing

7.40 Viability must be considered in the delivery of sites.

Policy SHO6 - Financial Viability Assessments for Housing

1. **A planning application that complies with up-to-date policies within this plan will be assumed to be viable and should seek to provide any relevant planning contributions necessary to make it acceptable in planning terms. The onus will be on the applicant to demonstrate that the provision of planning contributions would adversely affect the financial viability of the development proposals.**
2. **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.**
3. **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.**
4. **On sites where applying the affordable housing or accessibility and wheelchair user requirements set out in Policies SHO4 and SHO5 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.**

Justification

7.41 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.

Protecting Family Housing

7.42 There is sufficient demand in Sandwell for family accommodation that the Council believe it is appropriate to include a policy requiring the retention of family houses except where identified circumstances apply.

Policy SHO7 - Protecting Family Housing (Use Class C3)

1. **To address the shortage of homes that are suitable and attractive to families throughout the borough, and to encourage the provision of sustainable, inclusive and mixed communities, there will be a presumption against the loss of dwelling houses (Use Class C3) for family occupation through either sub-division, conversion to Use Class C4¹³⁰, conversion to other non-residential uses or demolition and redevelopment, unless:**
 - a) **the property / properties is / are located within a site allocation and the corresponding development principles indicate that an alternative use or mix of housing will be more appropriate;**
 - b) **the proposed development fulfils other regeneration aspirations of the Council;**
 - c) **evidence of local housing need and demand indicates that an alternative mix of housing is appropriate;**
 - d) **alternative provision will help meet other housing priorities of the Council, such as provision for elderly persons (including bungalows); or**
 - e) **an applicant can demonstrate that the property / properties will no longer be suitable for family occupation, in which case, replacement with a new Class C3**

¹³⁰ Or subsequent / equivalent iterations

Policy SHO7 - Protecting Family Housing (Use Class C3)

dwelling house(s), suitable for family occupation will be the preferred approach, unless one of the criteria set out above can be satisfied.

Justification

- 7.43 The Black Country Housing Market Assessment (2021) demonstrates a need for homes with one bedroom (19%), two bedrooms (26%), three bedrooms (27%) and four bedrooms (27%). Sandwell's waiting list register demonstrates that more people are waiting for one- and two- (42% and 32%) bedroom homes, with three- bedroom homes seeing the third highest level of demand (17.5%).
- 7.44 Sandwell is limited in its capacity to identify areas of land for housing to meet the borough's needs, and many family homes have been lost through conversion into separate flats and Houses in Multiple Occupation. Therefore, existing family homes should be retained unless there are circumstances identified where it may not be appropriate to do so.
- 7.45 Such circumstances may arise where the property or properties form part of a site allocation within this Plan, and the accompanying development principles for that site state that an alternative use for the property has been identified; or where an alternative type of housing is more appropriate.
- 7.46 Another example would be where an alternative form of development would fulfil regeneration aspirations endorsed by the Council or where alternative provision meets other housing priorities of the Council, as set out in the Housing Strategy.
- 7.47 Where applicants feel that a property or properties are no longer suitable for family occupation, a robust justification will be required for their conversion or replacement. Factors that will be taken into consideration will include:
- a. location of the property, compatibility of neighbouring uses;
 - b. provision of private outdoor amenity space, car parking, outlook and adaptability of internal layout.

Housing in Multiple Occupation

- 7.48 Over the last few years, the issue of the number and location of Houses in Multiple Occupation¹³¹ (HMOs) in Sandwell has risen in importance. A combination of changes to

¹³¹ <https://www.gov.uk/private-renting/houses-in-multiple-occupation>

permitted development rights and the need to provide affordable accommodation for people on low incomes has led to an increase in the number of HMOs and in the numbers of related planning applications being determined by Sandwell's Planning Committee.

- 7.49 HMOs provide an additional and valuable source of lower-cost accommodation for sections of the community who cannot afford to purchase their own property or who do not qualify for other forms of social housing. They also provide for the needs of students and people commuting from elsewhere to work in Sandwell.
- 7.50 There is a perception however that HMOs lead to increases in anti-social behaviour, increased activity, parking problems, noise nuisance and more transient occupiers leading to a weakening of community coherence.

Policy SHO8 - Houses in Multiple Occupation

1. **Proposals for the creation of a House in Multiple Occupation (HMO), including the conversion of buildings or sub-division of dwellings, will only be permitted if this would not result in over 10% of the number of residential properties¹³² within a 100-metre radius of the application site, measured from the centre point of the property (referred to in this policy as the "relevant area") operating as HMOs and if the proposals would meet the additional criteria set out in this policy.**
2. **The methodology for establishing the quantum of HMOs in a relevant area is set out in the table below:**

Table 8 - Methodology for calculating concentration of HMOs within a relevant area

Methodology / Evidence:

The Council will calculate the number of HMOs in the relevant area for each individual planning application by using the following approach:

- i. **Identifying the current distribution of residential properties in the relevant area -**

For the purposes of assessing applications for HMO development, dwelling houses and HMOS that are located within blocks of flats or subdivided properties are counted as one property. Residential institutions, care homes, hostels and purpose-built student accommodation and other specialist housing types are also counted as one

¹³² See paragraph 7.57

Policy SHO8 - Houses in Multiple Occupation

property per block. This will ensure that calculations of HMO concentration are not skewed.

ii. **Calculating the number of HMOs in the relevant area -**

Current HMO numbers will be identified from the following sources:

- Properties licensed as a HMO
- Properties with C4 or Sui Generis HMO planning consent or issued with a Certificate of Lawful Development
- Council tax records – student exemptions for council tax excluding purpose-built student accommodation and private flats

iii. **Calculating the concentration of HMOs in the relevant area -**

The concentration of HMOs surrounding the application site is calculated as a percentage of the total estimated number of existing HMO units against the total number of residential properties. It is accepted that although the HMO sources listed above provide the most robust approach to identifying the numbers and locations of HMOs in an area, it will not identify all HMOs.

3. **Once the current level of HMO provision has been established in a relevant area, the following criteria will be applied to a new proposal:**

b) **the development would not:**

- i. **result in the loss of C3 family-sized dwellings in areas where there is a proven demand for such accommodation (Policy SH07);**
- ii. **result in a C3 family dwelling house being sandwiched¹³³ between two HMOs or other non-family residential uses¹³⁴;**
- iii. **lead to a continuous frontage of three or more HMOs or non-family residential uses.**

c) **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;**

¹³³ See justification for more detailed explanation

¹³⁴ For the purposes of this policy a non-family residential use is defined as a HMO, student accommodation, residential accommodation within C1 and C2 Use and self-contained flats

Policy SHO8 - Houses in Multiple Occupation

- d) the development would not have a significant adverse impact on the character or appearance of the area, or of the historic or natural environment;
 - e) the development would not give rise to unacceptable adverse cumulative impacts on amenity, character, appearance, security, crime, anti-social behaviour or the fear of crime¹³⁵;
 - f) in areas at risk of a 1 in 100-year plus flood event, finished ground floor levels are at least 60cm above the 1 in 100-year plus flood level;
 - g) provisions for off- and on-street car and cycle parking are 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;
 - h) the site is in an area that has good access by walking and public transport to residential services, as set out in Policy SHO3; and
 - i) the development provides a satisfactory standard of living accommodation 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;
4. The construction or conversion of the building / dwelling intended to form the HMO should be undertaken to provide adequate personal living space and residential facilities¹³⁶, including:
- a. bedrooms of at least 7.5m² (single) and 11.5m² (double);
 - b. communal living space comprising lounge, kitchen and dining space either as distinct rooms or in an open plan format;
 - c. washing facilities;
 - d. adequate provision for the storage and disposal of refuse and recycling;

¹³⁵ It is recommended that pre-application and planning application advice is sought for HMO proposals from the West Midlands Police Design Out Crime Offices

¹³⁶ Some national planning guidance is available, covering licensing and mandatory minimum room sizes https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/925269/HMOs_and_residential_property_licensing_reforms_guidance.pdf .

Policy SHO8 - Houses in Multiple Occupation

- e. **outdoor amenity space for sitting out, play and drying clothes and external storage space, including cycle storage¹³⁷.**
- 5. Where an HMO has been established in breach of the need for planning permission, retrospective consent will only be granted in exceptional circumstances.**
- 6. Proposals for the intensification or expansion of an existing HMO should comply with the criteria above, having regard to the size and character of the property.**

Justification

- 7.51 Houses in Multiple Occupation (HMOs) are defined as homes accommodating three or more unrelated households who typically share kitchens, lounges, and bathrooms.
- 7.52 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.
- 7.53 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.
- 7.54 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);

¹³⁷ This would normally be calculated to match the same amenity provision for an apartment block (10m² per person)

- 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.

7.55 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.

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

7.57 In determining the concentration of HMOs surrounding the application site, it is calculated as a percentage of the total number of residential properties. HMOs should not form over 10% of the number of residential properties within a 100-metre radius. Any application that would result in a higher figure e.g., 10.04% would be refused.

7.58 Planning permission will not be granted where the introduction of a new HMO would result in an existing C3 dwelling being 'sandwiched' by any adjoining HMOs or non-family residential uses on both sides. In the context of the policy, this is defined as:

- a. Up to three single residential properties in a street located between two individual HMO properties;
- b. Individual HMO properties in any two of the following locations: adjacent, opposite or to the rear of a single residential property;
- c. A residential flat in a building where most of the other flats are proposed for use as HMOs;
- d. A residential flat within a building located between two other sub-divided buildings with at least one HMO flat in each of the other building;
- e. A residential flat located between HMOs above and below or between HMO flats on either side.

7.59 This would not apply where the properties are separated by an intersecting road or where properties have a back-to-back relationship in different streets. Planning permission would also not be granted where it would result in a continuous frontage of three or more HMOs or non-family residential uses

7.60 In situations where properties are not traditional houses situated along a street frontage, the policy can be applied flexibly depending on the individual circumstances of the proposal.

Exceptional circumstances

7.61 In some areas, the concentration of HMOs in an area may be at such a high level that the introduction of a new HMO use would be difficult to resist. In these circumstances the retention of a property as a family dwelling would have little noticeable or meaningful effect on the balance and mix of households in a community already dominated by the proportion of existing HMOs. Therefore, the conversion of remaining buildings to a HMO could not harm the character of the surrounding area any further.

Education Facilities

7.62 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 SHO9 – Education Facilities

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

Policy SHO9 – Education Facilities

- a. well-designed, to the relevant local / national standards / guidance in place, and should 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 the home to school travel distances; and
 - c. wherever possible, located to address accessibility gaps in terms of the standards set out in Policy SHO3, particularly where a significant amount of new housing is proposed.
2. New and improved education facilities will be secured through a range of funding measures:
 - a. 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 in a timely manner, where this is financially viable.
 - b. Contributions will be secured retrospectively where forward funding of improvements is necessary to meet immediate needs.
 - c. For sites where there is likely to be a requirement for on-site provision of new schools, this is set out in Appendix B.
3. 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.
4. 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 viability assessment will be required to be submitted, meeting the requirements set out in Policy SHO6.
5. New and redeveloped education facilities should include provision for wider community use of sports and other facilities where this would be in accordance with evidence of need, secured through a suitably worded community use agreement

Policy SHO9 – Education Facilities

6. **The existing network of education facilities will be protected and proposals that seek to enhance this network will be supported. 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 Sandwell.**
7. **Proposals involving the loss, in part or the whole 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

- 7.63 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 Sandwell area do not demonstrate sufficient viability to provide for their own educational needs.
- 7.64 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. 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 to investigate available options and ensure that these needs can and will be met.
- 7.65 Improvements to existing educational settings should be explored to help address low educational attainment. 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.

- 7.66 The preferred location for major education facilities, which generate many 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 SHO3, to maximise sustainable access to the facility.
- 7.67 Locally-based Academy Trusts, higher and further education institutions, play a major role in the Sandwell economy and have a key role in helping deliver economic and social transformation. Attracting and retaining graduates within Sandwell 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.

Accommodation for Gypsies and Travellers and Travelling Showpeople

- 7.68 Sandwell has a small, settled community of Gypsies and Travellers, and Travelling Showpeople, and has experienced unauthorised encampments in the past. In accordance with national guidance, the SLP aims to provide sufficient, appropriately designed and integrated sites to accommodate the needs of these communities over the plan period

Policy SHO10 – Accommodation for Gypsies, Travellers and Travelling Showpeople

Safeguarding Existing Supply

- Existing Gypsy and Traveller and Travelling Showpeople sites (shown on the Policies Map) will be protected unless it can be demonstrated that they are no longer required or suitable alternative provision can be made.

Meeting Future Need

- New Gypsy and Traveller permanent pitches will be provided to meet identified need up to 2031 as set out in Table 9, in accordance with the Black Country Gypsy and Traveller Accommodation Assessment (GTAA) 2022.
- Accommodation needs for Gypsies and Travellers and Travelling Showpeople over the Plan period will be met through sites with outstanding planning permission, allocated sites and other sites granted planning permission during the Plan period

Policy SHO10 – Accommodation for Gypsies, Travellers and Travelling Showpeople

in accordance with the criteria set out below. The council will pursue funding and / or management arrangements for new sites, where necessary.

- 4. Proposals for permanent Gypsy and Traveller pitches and Travelling Showpeople 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 SHO3, Table 6;**
 - c. The site should be located and designed to facilitate integration with neighbouring communities;**
 - 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 Showpeople, 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); and**
 - f. A minimum 10% biodiversity net gain is demonstrated in accordance with Policy SNE2.**
- 5. The location, design and facilities provided on new sites will be determined in consultation with local Gypsies and Travellers and Travelling Showpeople and will also consider / reflect any available national guidance.**
- 6. Proposals should be well designed and laid out in accordance with Secured by Design principles and as set out in Policy SDM1. It is recommended that pre-application advice is sought from the West Midlands Police Design Out Crime Officers.**

Justification

- 7.69 A Gypsy and Traveller Accommodation Assessment (GTAA) for the Black Country was completed in 2022, in accordance with national guidance, and identified the likely future local need for Gypsy and Traveller and Travelling Showpeople accommodation. It is anticipated that allocations and permissions will provide sufficient supply to meet targets up to 2031, and small windfalls within the urban area are expected to meet remaining need over the Plan period. Appendix B provides details of sites allocated in the SLP for gypsy and traveller pitches. Planning permission will also be granted for additional sites that meet the criteria set out in Policy SHO10, where appropriate.
- 7.70 Permanent Gypsy and Traveller pitches, and Travelling Showpeople 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. It is important that pitches and plots are well designed in line with Secured by Design principles, and it is recommended that advice is sought from West Midlands Police Design Out Crime Officers.
- 7.71 The GTAA identified that Gypsies and Travellers prefer small, family-sized sites with approximately 10 - 15 pitches but will accept larger sites if they have been carefully planned and designed in consultation with the Gypsy community. Local authorities may assist Gypsies and Travellers living on their own land without planning permission to obtain retrospective planning permission where this is deemed appropriate.

Gypsy and Traveller Permanent Pitches

- 7.72 The SLP aims to meet the needs of existing families that meet the Planning Policy for Travellers Sites 2015 (PPTS) travel for all definition (excluding those living in bricks and mortar accommodation) as identified in the GTAA, by continuing to deliver privately and publicly owned sites and pitches. The total need identified is for eight pitches up to 2031, and an additional six pitches from 2031 to 2041.
- 7.73 The evidence supports the following approach towards meeting need up to 2029:
- a. safeguard existing Gypsy and Traveller pitches;
 - b. allocate existing temporary or unauthorised sites for permanent use (subject to other planning considerations);
 - c. intensify and extend existing sites, where appropriate;
 - d. carry forward existing pitch allocations from adopted Plans;

- e. allocate new pitches on sites which have emerged since adopted Plans.

Table 9 - Supply of Gypsy and Traveller Permanent Pitches up to 2031

Type of Supply	Number
Existing Authorised Pitches	16
Regularise temporary / unauthorised sites (b)	0
Intensify and extend existing sites (c)	0
Pitch Allocations (d, e)	10
Total New Pitches	10

- 7.74 Table 9 demonstrates how this approach will deliver sufficient pitches to meet the need up to 2031 plus a buffer of two pitches (20%) - providing a five-year deliverable supply of pitches from adoption of the SLP in 2025, as required by the PPTS. The approach will also provide 71% of the total need for 14 pitches over the Plan period (2023-41).
- 7.75 It is not possible to identify and allocate further sites to meet the remaining need for four pitches up to 2041, as no deliverable site options were put forward through the Sandwell Local Plan preparation process, which included a “call for site” opportunity and an assessment of Council-owned land. Therefore, this remaining need will be met within the borough through the planning application process, with proposals considered against the criteria set out in Policy SHO10 and any other relevant Local Plan policies. This is consistent with past trends, where small windfall sites have come forward within the urban area, and these have been approved where in accordance with other planning policies.

Travelling Showpeople Plots

- 7.76 The GTAA identifies a need for 32 Travelling Showpeople plots over the Plan period. It is not possible to identify and allocate sites to meet this need, as no deliverable site options have been put forward through the Sandwell Local Plan preparation process, which included one “call for sites” opportunity. Therefore, this need will be met within the borough, through the planning application process, with proposals considered against the criteria set out in Policy SHO10 and any other relevant Local Plan policies. This is consistent with past trends, where small windfall sites have come forward within the urban area, and these have been approved where in accordance with other planning policies.

7.77 Travelling Showpeople have different accommodation requirements to those of Gypsies and Travellers, and form part of a different community. They require large plots capable of accommodating lorries and equipment, which are more suited to mixed use areas.

Housing for people with specific needs

7.78 Sandwell Council will work with partners to meet the identified needs of all sections of the community, including older people, people with disabilities and those with other special needs.

Policy SHO11 - Housing for people with specific needs

- 1. Proposals for specific forms of housing including children’s homes, care homes, nursing homes, extra care facilities, or any other identified need, will be considered in relation to the following criteria:**
 - a. compatibility with adjacent uses;**
 - b. the suitability of the site and building;**
 - c. the potential for undue noise and general disturbance to surrounding residents;**
 - d. the character and quality of the resulting environment;**
 - e. the impact on parking provision and highway safety;**
 - f. accessibility by a choice of means of transport; and**
 - g. proximity to facilities.**
- 2. Supporting information will be required in the form of a planning statement which, as a minimum, must set out the day-to-day activities associated with the use, staffing numbers and visitor numbers. Additional information such as a transport statement or noise statement may be required depending on circumstances.**

Justification

7.79 To plan effectively for people with specific needs, the Council will develop a series of strategies to help meet these needs¹³⁸, which will be implemented over the Plan period.

¹³⁸ Sandwell Housing Strategy 2023-2028

https://www.sandwell.gov.uk/downloads/file/33803/housing_needs_assessment_2022

7.80 However, it is also considered that accommodation for people with specific needs is best located in areas that are close to local facilities and amenities and accessible by public transport, whilst not having a negative impact on the surrounding area. Therefore, when identifying sites for these facilities, the Council will use the above criteria as well as the accessibility criteria set out in Policy SHO3.

8. Sandwell's Economy

Introduction

- 8.1 The policies in this chapter 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.
- 8.2 Offices (Use Class E(g)(i)) are not classed as an employment use for the purposes of these policies; they are covered by Policies SCE1 - SCE7, which relate to uses that are more appropriately located in town centres.
- 8.3 The evidence base for the employment land policies primarily consists of a two-stage Economic Development Needs Assessment (EDNA)¹³⁹, and the Sandwell Employment Area Review (SEAR) formerly the Black Country Employment Area Review (BEAR)¹⁴⁰. The EDNA provides an objective assessment of the employment land requirement for Sandwell to 2041, based upon an independent assessment of the area's economic development needs.
- 8.4 The key conclusions of the EDNA studies are:
- a) Sandwell forms part of the Black Country Functional Economic Area (FEMA) and 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;
 - b) Sandwell has an employment land shortfall, which will be met through the Black Country FEMA¹⁴¹ and the Duty to Co-operate with those neighbouring Local Authority Areas identified as having a strong or moderate relationship with the Black Country FEMA and other areas with an evidenced functional relationship.
 - c) Sandwell has been hit hard by the COVID19 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;

¹³⁹ Prepared by Warwick Economics & Development Limited (WECD)

¹⁴⁰ Led by the Black Country Local Planning Authorities

¹⁴¹ National Planning Practice Guidance states that economic needs should be assessed in relation to relevant Functional Economic Market Areas (FEMAs), that is, the spatial level at which local economies and markets actually operate.

- d) 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;
- e) 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;
- f) Sandwell's employment land supply in 2020 was largely that inherited from the Black Country Core Strategy and the suite of Tier 2 Plans that supported it. This land supply is dominated by small sites in the urban area. The plan will allocate 1,206ha of occupied employment land for strategic, local or other employment provision;
- g) 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;
- h) the Plan also needs to ensure Sandwell 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, and areas of both higher and lower quality;
- i) it is imperative to protect the existing supply of land to meet future needs that will arise from a high growth-driven economy;
- j) there is a significant gap between the employment land supply, inherited from the Core Strategy and subsequent Tier 2 Plans, and forecast future needs.

8.5 To address these issues, the strategy that underpins the SLP policies contains the following objectives:

- a) to facilitate the growth and diversification of the economy, the Plan allocates land for new development within Sandwell to accommodate jobs and output growth (Policy SDS1);
- 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 SEC1);
- c) to protect and enhance land and premises within existing employment areas where this provides for the needs of jobs and businesses (Policies SEC2, SEC3 and SEC4);
- d) to recognise that some sites will become unsuitable for continued employment uses and to facilitate their redevelopment to alternative uses including housing (Policy

SEC4). However, the number of such sites is expected to be 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 (Policy SEC5).

8.6 The spatial strategy in relation to employment land is to focus new development to sites within the Regeneration Areas as set out in Policy SDS2. 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. The great majority of existing employment areas which accommodate most of the Sandwell’s existing manufacturing and logistics jobs and businesses are also located within the Regeneration Area.

Providing for Economic Growth and Jobs

8.7 Policy SEC1 seeks to ensure a sufficient quantum of development opportunities are provided to meet the demand for economic growth and support the diversification of Sandwell’s economy. This Policy supports Strategic Objectives 2, 8 and 9.

Policy SEC1 – Providing for Economic Growth and Jobs

1. **The Sandwell Local Plan will provide at least 1,206ha of employment land (of which 29ha is currently vacant) within the borough¹⁴² between 2020 and 2041, 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.**
2. **Additional employment development will be brought forward on other sites throughout Sandwell, 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 those sites currently occupied for employment purposes. These sites will be safeguarded for industrial employment uses¹⁴³.**
4. **Within the existing employment areas subject to Policies SEC2, SEC3 and SEC4, the Council will support, with public intervention as necessary, the regeneration and renewal of such areas, including their environmental enhancement and**

¹⁴² In Use Classes E(g)(ii), E(g)(iii), B2, and B8

¹⁴³ In Use Classes E(g)(ii), E(g)(iii), B2, and B8

Policy SEC1 – Providing for Economic Growth and Jobs

incorporation of sustainable measures to mitigate climate change impacts.

Industrial developments will need to demonstrate how they have been designed to maximise resistance and resilience to climate change, as set out in Policy SCC1.

- 5. To enable Sandwell’s employment areas to remain competitive and fit-for-purpose in the long term, and to aid in the economic recovery and rejuvenation of the borough’s industrial economy, new and resident companies should be encouraged to adopt a circular economy approach and related infrastructure¹⁴⁴.**

Justification

- 8.8 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.
- 8.9 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 185ha¹⁴⁵ of land for employment development for the period up to 2041, based on an average of 9.07ha per annum and allowing for the replacement of some poorer quality employment land and premises redeveloped for non-industrial uses. The employment land supply baseline figures also include completions between 2020 and 2022.
- 8.10 The Local Plan allocates 29ha of vacant employment land for development for the period between 2020 - 2041 and further employment development will 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.
- 8.11 143ha of the employment land need arising in Sandwell cannot be met solely within the Borough. This unmet need should be exported, as far as possible, to authorities that have a strong existing or potential functional economic relationship with Sandwell, for example in

¹⁴⁴ The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible (<https://www.europarl.europa.eu/news/en/headlines/economy/20151201STO05603/circular-economy-definition-importance-and-benefits#:~:text=The%20circular%20economy%20is%20a,products%20as%20long%20as%20possible>).

¹⁴⁵ Based on work undertaken by Oxford Economics in 2023

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.

Strategic Employment Areas

- 8.12 Policy SEC2 provides for a sufficient stock of Strategic Employment Land suitable for a growing and diversified economy. This Policy supports Strategic Objectives 2 and 8.

Policy SEC2 – 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 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 relating to appropriate uses as necessary.**

Justification

- 8.13 Strategic Employment Areas (SEAs) are high-quality employment areas that are considered essential to the long-term success of Sandwell'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 Sandwell's economic ambitions.

- 8.14 Policy SEC2 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 EDNA recommended that the approach set out in the Black Country Core Strategy has served the Black Country well. Subject to some refinement, this approach has been carried forward into the SLP. Consequently, the Strategic Employment Areas identified in the SLP are the equivalent of the Strategic High-Quality Employment Areas in the former Core Strategy.
- 8.15 The characteristics and extent of the Strategic Employment Areas reflect the findings of the Sandwell Employment Area Review (SEAR). The SEAR re-examined the totality of Sandwell's employment areas against a set of criteria based on those set out in the Core Strategy and the recommendations of the EDNA.
- 8.16 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;
 - 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.
- 8.17 The majority of the defined strategic employment areas satisfy all these characteristics or are considered capable of acquiring them. The SEAR has found that it is not always necessary for an area to display all these characteristics to attract high-quality development.
- 8.18 The broad extent of the strategic employment areas is shown on the Policies Map.
- 8.19 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.
- 8.20 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. Such uses include

food and drink or childcare facilities. They should be of a scale, nature, and 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. While Policy SEC2 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 intention to safeguard strategic employment areas from non-manufacturing / logistics uses (B Use Classes).

Local Employment Areas

8.21 To achieve the appropriate balance of employment uses and successfully 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 Objectives 2 and 8.

Policy SEC3 – 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;**
 - a) **Industry and warehousing¹⁴⁶**
 - 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**
- 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:**

¹⁴⁶ Classes E(g)(ii), E(g)(iii), B2 and B8 uses

Policy SEC3 – Local Employment Areas

- 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 SCE5 and SCE6) relating to appropriate uses, as necessary.**

Justification

- 8.22 Local Employment Areas (LEAs) are particularly prevalent in Sandwell 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, including for small or new businesses that do not require higher-quality or large-scale premises and land.
- 8.23 Policy SEC3 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 EDNA recommended that the approach set out in the Core Strategy has served the Sandwell well and, subject to some refinement, should be continued. The Local Employment Areas in the Sandwell Local Plan are the equivalent of the Local Quality Employment Areas in the Core Strategy.
- 8.24 The characteristics and extent of the Local Employment Areas reflects the findings of the SEAR. The SEAR re-examined all of Sandwell's employment areas against a set of criteria based on those in the Core Strategy and with regard to the recommendations of the EDNA.
- 8.25 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.
- 8.26 The broad extent of the Local Employment Areas is shown on the Employment Land Key diagram and the detailed boundaries on the Sandwell Local Plan Policies Map.

- 8.27 The SLP seeks to safeguard Local Employment Areas as locations for industrial and logistics activity and uses that share the characteristics of Classes E(g)(ii), E(g)(iii) and B2 and B8 uses, which are typically located within industrial areas.
- 8.28 The Plan also supports proposals that involve the improvement and renewal of land and premises within them, particularly where this involves older or outdated industrial premises that are no longer fit for purpose. This process of redevelopment, intensification and enhancement of existing Local Employment Areas will help deliver a significant source of land to meet future growth needs.
- 8.29 Local Employment Areas are often vulnerable to pressure for redevelopment to other uses such as housing. However, the loss of local employment land will compromise the successful delivery of Sandwell's employment strategy. It would inhibit economic development, endanger the viability of businesses and affect the balance of jobs and workers. People working for companies in Local Employment Areas that are displaced by new forms of development would have to travel increased distances to work and the viability and sustainability of those firms would be put at risk. These areas will therefore be primarily safeguarded from non-employment uses.
- 8.30 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 may include small-scale food and drink provision or childcare facilities. They should be of a scale, nature, and location to serve the needs of an employment area where existing facilities are inadequate or where such needs cannot be met in adjacent town centres.

Other Employment Sites

- 8.31 The Council recognises that there are several older employment areas across Sandwell that are not of the quality of Strategic or Local Employment Areas. Sites and premises within these areas may be suitable for redevelopment for continued employment use, or for alternative uses such as housing. Policy SEC4 provides a flexible policy framework to guide development proposals in these areas. This policy supports Strategic Objectives 2 and 8.

Policy SEC4 – Other Employment Sites

- 1) In employment areas that are not designated as either Strategic Employment Areas or Local Employment Areas on the Policies Map, but which comprise land / sites that are currently in use (or if currently vacant, were last used) for employment purposes, development will be supported for:**

Policy SEC4 – 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 part 1(b) will only be supported where there is robust evidence that:**
- a. **if the site is vacant, that it has been marketed for employment use for a period of at least 12 months, including by site notice and through the internet or as may be agreed by the local planning authority;**
 - b. **if the site is occupied or part-occupied, that successful engagement has been undertaken with the occupiers to secure their relocation**
 - c. **if the site forms part of a larger area occupied or last occupied for employment, that residential or any other use will not be adversely affected by the continuing operation of employment uses in the remainder of the 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

- 8.32 There are various existing employment locations in Sandwell that are not currently designated as either Strategic or Local Employment Areas. They tend to be older, less marketable employment sites close to or within residential areas, which may be in poor physical condition. They are however important to the employment land supply in Sandwell, as they provide smaller-scale and inexpensive sites and premises, suitable for use by companies who do not need, or cannot afford, larger and more modern premises.
- 8.33 Proposals for redevelopment to other uses could give rise to significant regeneration benefits in some cases on those sites that, when assessed, do not meet the thresholds for being allocated as local employment areas. Larger sites (over 0.4ha) subject to this policy are shown on the Policies Map; smaller sites and areas are not included on it.

- 8.34 Whilst Sandwell will continue to support these existing businesses, it is also necessary for the SLP to allow flexibility for them to be considered for alternative forms of appropriate development.
- 8.35 The circumstances where such redevelopment will be permitted are set out in sections 2a – f 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 a matter that should be considered in this context.
- 8.36 In assessing the potential of attracting continued employment use, the Economic and Market Assessment must 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 and at realistic rental and capital values.

Improving Access to the Labour Market

- 8.37 Restructuring Sandwell's economy is one of the key principles of the Plan's Vision, but the provision of land and premises alone will not deliver the necessary 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 Objectives 8 and 9.

Policy SEC5 – 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 Sandwell, particularly those in the most deprived areas of the borough and other 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;**

Policy SEC5 – Improving Access to the Labour Market

- 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 of means of transport, including walking, cycling and public transport (see Policy STR1);**
 - 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 planning applications for new employment-generating development Sandwell will negotiate with applicants on financial or other contributions, to be secured through planning obligations or the CIL Charging Schedule.**

Justification

- 8.38 The Plan plays a key role in ensuring that people who suffer from social exclusion and disadvantage can contribute fully to the regeneration of Sandwell. It is therefore important that jobs created through new developments across the borough are accessible to as many of Sandwell's residents as possible, especially those in the most deprived areas or who belong to priority groups.
- 8.39 There are several aspects to increasing 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.
- 8.40 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 additional support to enable them to access jobs.
- 8.41 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.

- 8.42 To assist with this, where major new employment-creating development is proposed, the Council will negotiate with companies to devise suitable bespoke training and recruitment programmes that can benefit local people.
- 8.43 Attracting graduates to, and retaining them within, Sandwell will also be key to securing the growth of 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 Council will also support initiatives that strengthen linkages between the education sector and the wider economy.

Relationship between Industry and Sensitive Uses

- 8.44 As Sandwell is a predominantly urban area, there are parts of the Borough where industrial sites and premises are situated adjacent to sensitive uses such as residential, which can lead to adverse effects on neighbouring uses.

Policy SEC6 – Relationship between Industry and Sensitive Uses

1. **Proposals for new industrial development that is likely to have an adverse effect¹⁴⁷ on neighbouring uses will not be permitted, unless the adverse effects can be reduced to an acceptable level, by means of a buffer¹⁴⁸ or other robust mitigation measures.**
2. **Equally, new proposals that may adversely affect, or be adversely affected by, existing industry operating in appropriate locations will not be permitted unless the adverse effects can be reduced to an acceptable level. Where this is to be achieved by means of a buffer, the new development will be required to provide and maintain the buffer.**
3. **Where existing industry operates within residential areas the Council will seek to ensure that any harmful effects are mitigated. If necessary, the Council will consider the enforcement of appropriate regulations or other means to reduce the problem.**

¹⁴⁷ E.g., excessive traffic, pollution (air, noise, fumes, water, soil), disturbance, visual amenity etc.

¹⁴⁸ An appropriate buffer may take a variety of forms such as open space, a landscaped area, a wall or other physical barrier.

Justification

- 8.45 As Sandwell is an urban borough with a thriving industrial and manufacturing based economy, there are areas within it where employment land is situated adjacent to sensitive uses. There is the potential for housing to be adversely affected by the businesses operating in these areas.
- 8.46 Equally, given pressure on older and underused industrial areas to be redeveloped for housing, the existing businesses operating in these areas should not have unreasonable restrictions placed on them because of development permitted after they were established. Where the operation of an existing business could have an adverse effect on new development (including change of use) in its vicinity, the applicant for the incoming development will be required to provide suitable mitigation measures before the development is completed.
- 8.47 This is dealt with in the NPPF¹⁴⁹ as the “*agents of change*” principle. This places the responsibility for mitigating impacts from existing noise-generating activities or uses on the proposed new noise-sensitive development; effectively, the person or business responsible for creating the conditions causing the change must also be responsible for managing the impact of it on the new / potential occupants.

¹⁴⁹ Paragraph 187 (2023)

9. Sandwell's Centres

Introduction

- 9.1 The purpose of Sandwell's 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.
- 9.2 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.
- 9.3 Delivering a vital and viable network of centres will contribute significantly towards meeting the current and future service needs of Sandwell's residents, particularly through serving future housing and employment growth, as well as providing a unique opportunity to improve the quality and experience of the built environment.
- 9.4 Centres are crucial to the delivery of Strategic Objective 15.

Sandwell's Centres

- 9.5 Sandwell's centres are evolving and are subject to ongoing challenges as the focus shifts from their primary retail function to other activities such as leisure, commercial, residential, community services, health, local facilities and further education and civic uses.
- 9.6 It is a priority for Sandwell Council to maintain and enhance centres appropriate to their scale, role, and function enabling them to underpin the vital role they play in contributing to the economic growth, character and identity of the Borough.
- 9.7 West Bromwich is the strategic centre of Sandwell and provides the focus for higher-order and sub-regional retail, office, leisure, cultural and service activities. It is supported and balanced by the network of town, district and local centres, which offer complementary uses including meeting the day-to-day needs of local communities, particularly for convenience (food) shopping.
- 9.8 It is recognised that the repurposing / diversification of centres needs to be delivered, to ensure their ongoing vitality and viability and secure their future regeneration. Policy SCE1 sets out the overall priorities and strategy for Sandwell's centres. It defines the hierarchy of centres and sets out, where subject to planning control, appropriate uses, requirements and links to other relevant policies.
- 9.9 This policy establishes that the strategic approach to future growth identified in Policy SDS1, the specific levels of housing and employment growth identified in Policies SHO1 and SEC1,

and the allocations identified on the Policies Map (site allocations), should have their needs met in the first instance by the existing network of centres. It also emphasises a flexible approach to format and scale to maximise use of town centre or edge-of-centre sites.

Policy SCE1 - Sandwell's Centres

- 1. The priority for Sandwell's centres is to ensure they remain focused on serving the needs of their communities, through delivering 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 communities, and creating pleasant, safe public spaces to increase social interaction and cohesion.**
- 2. Sandwell's centres comprise a hierarchy, set out in Table 10. 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 that are in-centre¹⁵⁰ are subject to specific policy requirements, as set out in Table 10, Policies SCE4 and SCE5, centre insets and Policies SWB1 and SWB2 (West Bromwich).**
- 4. Proposals for centre uses that are not in-centre¹⁵¹ must meet the sequential test and other relevant requirements, such as impact tests (as set out in Table 10 and Policy SCE6), as well as any specific policies in the town centre insets.**
- 5. Future growth and allocations in Sandwell, particularly housing and employment development identified in Policies SDS1, SHO1 and SEC1, should have their service needs met by, and contribute to the regeneration of, the existing network of centres.**

¹⁵⁰ Within the relevant boundaries or Primary Shopping Areas of defined centres

¹⁵¹ Not within the relevant boundaries / Primary Shopping Areas of a defined centre but are in edge-of-centre or out-of-centre locations

Policy SCE1 - Sandwell's Centres

- 6. A land use approach will be adopted to encourage regeneration and to meet the challenges facing Sandwell's 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;**
 - 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**

Justification

- 9.10 The challenges facing consumers, businesses and town centres continue to intensify and the scale of the post-pandemic rebound is uncertain given inflationary pressures. Households are faced with rapidly rising inflation, energy price increases, higher interest and mortgage rates and the prevailing global economic situation.
- 9.11 A 'cost of living crisis' has emerged, which will have significant adverse impacts on the least affluent households. This will spark recessionary behaviours such as weaker spending and softer confidence. Rising prices are eroding the real value of wages and reducing living standards.
- 9.12 Forecasts are for a 'flatlining' of convenience spend up to 2040, and a modest growth in comparison spend over the same period of 2.9% per annum¹⁵², significantly reduced from the long-term trend of 5.1% (Black Country Centres Study 2021).
- 9.13 These challenging economic conditions and the growth in online sales continues to have a significant and permanent impact on consumer shopping and spending behaviour. This is

¹⁵² Convenience shopping includes food, newspapers etc., while comparison shopping includes white goods, clothing, shoes etc.

seen against a backdrop of weakened demand for retail property, high vacancy levels and a significant fall in new retail-led development in centres across the UK.

- 9.14 There has been a significant move towards hybrid working. This impacts on the demand for office floorspace, resulting in increased levels of vacancies for offices in centres. There are related adverse effects for the service-led element of centres provision who rely in part on trade from office-based workers.
- 9.15 With close to one-fifth of shopping centre units standing vacant, there is an oversupply of retail space in many UK locations; the consensus is that somewhere between 20 - 40% of UK retail space may ultimately need to be redeveloped or repurposed¹⁵³.
- 9.16 Changes to permitted development rights (PDRs) and the Use Classes Order also have potentially significant implications for the planning, management and development of centres.
- 9.17 There is therefore a need to consider the repurposing of existing vacant and under-utilised commercial floorspace in Sandwell, especially in retail and office provision, with the aim of generating a wider mix of uses in town centres and making up for the loss of economic activity caused by the fall in demand in those markets.
- 9.18 Residential development will form a significant part of this new approach, which will bolster the vitality and viability of the remaining retail units. This is especially relevant in Sandwell, where there is a significant shortage of residential land. Other uses in centres such as education, health and community use will also be able to exploit their excellent sustainable transport links.
- 9.19 Uses with intergenerational provision, green space and a variety of leisure activities will play a key part in the path to recovery and in attracting footfall back to centres and high streets. Centres in the future will require curation to enable them to continue to thrive and accommodate inclusive social and spatial interaction.
- 9.20 Due to the more limited retail spending power available to centres, it is necessary to direct suitable uses to the existing network of centres as they will be well-placed to serve future development, consistent with national guidance. It is also important to protect centres from edge-of-centre development that would reduce their financial capacity beyond already constrained limits, to safeguard their vitality and viability.

¹⁵³ LSH and REVO Research (April 2022) - How Can We Deliver the Recovery & Renaissance of Our Towns, High Streets and Shopping Centres?

- 9.21 Therefore, a locally-set threshold for requiring an impact test has been identified. An impact test is needed to assess whether a proposed shop or retail outlet would have a negative impact on the vitality and viability of an existing centre; for example, where edge-of-centre or out-of-centre supermarkets are proposed. An impact test will be required for any premises at the edge of, or outside, a current town centre where the new development would be more than 280 m², or where extensions to an existing shop in that type of location is proposed, where the total development would then be over 280m².
- 9.22 Strong justification will be needed for out-of-centre or edge-of-centre provision, with most centre-type development being rearrangements of existing floorspace, redevelopment of existing sites and extensions to existing provision.

Table 10 – Sandwell’s Hierarchy of Centres

				Relevant policies to apply to locations¹⁵⁴:		
				In Centre	Edge of Centre	Out of Centre
West Bromwich Strategic Centre (tier-one)						
West Bromwich	Policy SWB1, SWB2 - West Bromwich Policies SCE1, SCE2 - Sandwell’s Centres	Policy SCE5	Policy SCE6 - Edge of Centre and Out of Centre Development (if floorspace uplift/ unit size less than 280m ² see paragraph 9.42)	Needs Sequential Test	Needs Impact Tests	Needs Sequential Test Needs Impact Tests
		Policy SCE6 - Edge of Centre and Out of Centre Development (if floorspace uplift / unit size less than 280m ² see paragraph 9.42)				
		if total floorspace more than 280 m² see				if total floorspace more than 280m² see

¹⁵⁴ Where proposals are subject to the requirement for planning permission

Relevant policies to apply to locations ¹⁵⁴ :				
		In Centre	Edge of Centre	Out of Centre
			paragraphs 9.20 – 9.21)	paragraphs 9.20 – 9.21)
Town Centres (Tier-Two)				
Bearwood	Policies SCE1, SCE2 - Sandwell's Centres	Policy SCE3 - Town Centres	Policy SCE3 - Town Centres	Policy SCE3 - Town Centres
Blackheath				
Cape Hill				
Cradley Heath				
Great Bridge				
Oldbury				
Wednesbury				
		(if floorspace uplift/ unit size less than 280m ² see paragraphs 9.42)	(if floorspace uplift/ unit size less than 280m ² see paragraph 9.42)	
District and Local Centres (Tier-Three)				
Local Centres:	Policies SCE1, SCE2 - Sandwell's Centres	Policy SCE4 - District & Local Centres	Policy SCE4 - District & Local Centres	Policy SCE4 - District & Local Centres
Brandhall				
Bristnall				
Carters Green				
Causeway Green				
Charlemont				
Crankhall Lane				
Dudley Port				
Hamstead				
Hill Top				
Langley				
Lion Farm				
		(if floorspace uplift / unit size less than 280m ² see paragraph 9.42)		
		Needs Sequential Test		
		Needs Impact Tests		

	Relevant policies to apply to locations ¹⁵⁴ :		
	In Centre	Edge of Centre	Out of Centre
Old Hill		(if total floorspace	
Park Lane		more than 280m ² see	
Poplar Rise		paragraphs 9.20 –	
Princes End		9.21)	
Queens Head			
Rood End			
Smethwick High			
Street (Lower)			
St. Marks Road			
Tividale			
Vicarage Road			
West Cross			
Whiteheath Gate			
Yew Tree			
District Centres:			
Owen Street			
Quinton			
Scott Arms			
Smethwick High			
Street			
Stone Cross			
Proposed local			
centres:			
Hagley Road West			
(Hollybush)			

	Relevant policies to apply to locations ¹⁵⁴ :		
	In Centre	Edge of Centre	Out of Centre
Abbey Road (Bearwood)			

Non-E Class Uses in Town Centres

9.23 Changes to the Use Classes Order and to permitted development rights will see centres fundamentally change from having a retail focus to a genuine mix of uses. This policy seeks to restrict non-E Class developments in town centres where they would have a deleterious effect.

Policy SCE2 - Non-E Class Uses in Town Centres

Primary Shopping Areas and Retail Frontages

1. **The Retail Core / Primary Shopping Areas within the centres of Sandwell are defined on the Policies Map.**
2. **To ensure that uses defined by Use Class E (commercial, business and services¹⁵⁵) remain the predominant uses within the defined retail core / primary shopping areas, new development, including that with residential use above ground floor, will be permitted where:**
 - a. **the proposal is for commercial Class E use at ground floor level (or ground floor plus higher storeys); or**
 - b. **the proposal is for other town centre uses falling outside of Class E that would support the overall vitality and viability of the centre and fall within sui generis uses, to include the following:**
 - i. **public houses, wine bars, or drinking establishments;**
 - ii. **hot food takeaways (subject to the provisions of the relevant SLP policies);**
 - iii. **live music venues.**
3. **Changes of use of ground floor premises that require planning consent in Retail Core / Primary Shopping Areas will be assessed on whether the proposed use:**

¹⁵⁵ <https://www.planningportal.co.uk/permission/common-projects/change-of-use/use-classes>

Policy SCE2 - Non-E Class Uses in Town Centres

- a. retains an active frontage and maintains or enhances the vitality, attractiveness, and viability of the primary shopping frontage and the wider commercial area;
- b. is complementary to the shopping / commercial function of the area and provides a direct service to the public;
- c. is for a temporary period to occupy temporarily vacant units such as for occupiers testing new business concepts, a pop-up store, or for use for events which would support the vitality and viability of the town centre;
- d. does not result in an over-concentration of sui generis uses within one area, and contributes to an appropriate mix and diverse offer;
- e. does not conflict with other Sandwell Local Plan policy objectives and requirements (e.g., Policy SDM6, Policy SDM8).

Other Shopping Areas and Retail Frontages

- 4. In centres with no defined retail core or primary shopping area, proposals for non-‘E’ Class uses that require planning consent will be resisted where they do not contribute to the vitality and viability of the centre, or where they would undermine its primary commercial, business and services functions.

Justification

- 9.24 The Centres Study and Addenda show that centres need to function as much more than a retail destination, providing a large range of services, facilities, employment and experiences for residents in an accessible location.
- 9.25 Changes to the NPPF, the Use Classes Order and to permitted development (PD) rights mean centres will be much more dynamic places, reacting faster than before to market forces, fulfilling different roles in the same building and potentially performing different roles / functions throughout the day.
- 9.26 Additional dwellings in the high street, supporting the economy and enabling sustainable travel, will be a positive result and will contribute towards the rejuvenation of these central areas. At the same time, control over development in the centres should recognise the need to retain active frontages where possible and the significant retail function of centres in any proposed mix of uses. Therefore, control over Non-E Class development in centres is required i.e., to prevent unacceptable clusters of Non-E Class development.

9.27 Centres in the future will require curation to enable them to continue to thrive and accommodate inclusive social and spatial interaction (Black Country Centres Study 2021 paragraph 2.48).

Town Centres (Tier-Two centres)

9.28 Sandwell's Tier-Two centres, as identified in Table 10, are Bearwood, Blackheath, Cape Hill, Cradley Heath, Great Bridge, Oldbury and Wednesbury.

9.29 They are a distinctive and valued part of Sandwell's character and will help to meet local and wider 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 SCE3 - Town Centres (Tier-Two centres)

- 1. Proposals for appropriate uses will be supported within Tier-Two Town Centres (in-centre locations defined in Policy SCE1, parts 3 and 4), 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 Town Centres to serve the needs of development identified in the SLP, particularly for residential and employment allocations (Policy SCE1).**
- 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 Town 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 (Policy SCE1 parts 3 and 4) must meet the relevant requirements set out in Policy SCE6 - such as accessibility, impact and sequential tests and flexibility.**

Justification

- 9.30 Sandwell's network of town centres (Tier-Two centres) performs an important role. The food (convenience) shopping function will be protected and supported, especially as these uses help anchor the retail offer of the wider centres and encourage linked trips, and thereby help ensure the vitality and viability of centres.
- 9.31 The Black Country Centres Study health check identified little capacity for these centres to support additional retail floorspace. The priority is for future housing and employment growth in Sandwell to be served by the existing network of centres, providing the opportunity to support the network of Tier-Two centres (as set out in Table 10).
- 9.32 There is, therefore, a need for strategic interventions to enable centres to diversify further to ensure their future vitality and viability.
- 9.33 Projects should reflect the distinctiveness of town centres, for example the heritage focus of Wednesbury, the civic function of Oldbury, or the specialist retail role of Cape Hill. These can inform funding initiatives such as the Future High Street Fund, Levelling Up Fund, or other initiatives.
- 9.34 Edge and / or out-of-centre proposals (as defined in Policy SCE6) must meet all relevant requirements to protect centres from the impacts of any inappropriate edge or out-of-centre proposals and ensure their vitality and viability.

District and Local Centres (Tier-Three centres)

- 9.35 This policy protects and supports the large network of centres that provide day-to-day convenience shopping and local service needs.

Policy SCE4 - District and Local Centres (Tier-Three centres)

1. **Proposals for appropriate uses (paragraph 9.60) will be supported within Tier-Three centres (in-centre locations being defined in paragraph 9.60) 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 Sandwell Local Plan, particularly residential and employment allocations (Policy SCE1). 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.**

Policy SCE4 - District and Local Centres (Tier-Three centres)

- 3. Proposals in edge-of-centre (directly adjoining a centre boundary) and / or out-of-centre locations must meet the relevant requirements as set out in Policies SCE1 Table 10, SCE5 and SCE6.**

Justification

- 9.36 The network of district and local centres is crucial to serving the local needs of Sandwell's communities in the most sustainable way. Existing centres are dependent on smaller supermarkets and / or convenience stores to anchor their retail offer.
- 9.37 The priority is for 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 SCE1, Table 10). Edge-of-centre and out-of-centre proposals must meet the relevant requirements of Policy SCE6 to protect centres from the impacts of any inappropriate edge- or out-of-centre proposals and ensure their vitality and viability.
- 9.38 The Local Plan has adjusted local centre boundaries, designated new local centres, and removed local centres from the network and hierarchy. New local centres identified in this way become part of the network of Tier-Three centres in the hierarchy (SCE1, Table 8) and are subject to relevant policies.
- 9.39 A new local centre has been designated on Hagley Road West (Hollybush). Its designation corrects an anomaly. This centre includes 37 commercial units providing convenience and comparison outlets, food outlets, financial services, grooming and health services, some of which are double fronted. Until comparatively recently it had no convenience offer. This has since changed, hence its eligibility for inclusion as a centre. It is located on the boundary between Sandwell and Birmingham City Council, with further commercial units in Birmingham; functionally it is significantly larger than several existing Sandwell Tier-Three centres. It has been monitored annually for several years. The review of the Local Plan is the correct time to incorporate it into the hierarchy of centres. Another new centre, Abbey Road Local Centre, is proposed at the junction of Wigorn Road and Abbey Road, Smethwick. Its designation corrects an anomaly. This centre includes 24 commercial units providing a post office, comparison outlets, food outlets, grooming and health services, some of which are double fronted. It also has a long-standing convenience offer. Functionally, it is larger than several existing Sandwell Tier Three centres. The review of the Local Plan is the correct time to incorporate it into the Hierarchy of Centres.

- 9.40 The former Tier-Three centre located at the junction of Hagley Road and the A4123 (known as Hagley Road / Jonathans) has been removed from the Hierarchy of Centres as it no longer fulfils the function of a local centre, having lost most of its functions since it was first identified, including the key convenience aspect of its offer.

Provision of Small-Scale Local Facilities not in Centres

- 9.41 The priority is for local service needs, including those generated from the residential and employment allocations in the SLP, to be met in the existing network of centres; this will help to ensure their vitality and viability. However, some small-scale provision may be justified in certain circumstances to meet local community needs.
- 9.42 This policy relates to proposals for small-scale local facilities for units of up to 280m² (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 280m² (gross).

Policy SCE5 - Provision of Small-Scale Local Facilities not in Centres

1. **Small-scale (up to 280m² gross) proposals for centre uses and complementary uses that are subject to planning control 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.**
 - 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; 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 would result in an increase in the number of people living more than a convenient, safe walking distance from alternative provision.**

Policy SCE5 - Provision of Small-Scale Local Facilities not in Centres

- 3. Where planning consents are granted, effective planning conditions and / or planning obligations will be required to support the regeneration strategy and minimise impacts (Policy SDS2).**
- 4. Proposals where total floorspace exceeds 280m² (gross) will also have to meet the requirements of Policy SCE6.**

Justification

- 9.43 The existing network of centres plays a crucial role in serving the local needs of the Borough. Centres are dependent on smaller units, such as express 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 in small parades of shops. It is recognised that stand-alone provision can play a positive role in serving local communities, particularly where it offers social infrastructure.
- 9.44 It 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 SEC3;
 - c. where the potential for an element of on-site provision of new local facilities is identified, or in exceptional circumstances where such proposals are brought forward through speculative planning applications, (whereby the requirements of Policy SHO2 also must be met, particularly with respect to demonstrating high levels of accessibility by sustainable modes of transport).
- 9.45 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.
- 9.46 For the purposes of applying the Impact Assessment, proposals that have unit sizes under 280m² (gross) but comprise several units where the total floorspace of the proposal exceeds 280m² (gross), and / or where the proposed uplift in floorspace of unit size(s) is under 280m² but would create unit(s) over 280m² (gross), will also have to meet the requirements of Policy SCE6. Proposals whose unit size(s) are over 280m² (gross) will have to meet the requirements of Policy SCE6.

- 9.47 280m² (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. This threshold applies to:
- new development,
 - changes of use,
 - variations of conditions,
 - extensions or increases to the floorspace of existing unit(s) (e.g., through increasing sales areas, mezzanine floors) that would create outlets with floorspace over 280m² (gross),
 - and / or proposals whose unit sizes are under 280m² but the total floorspace of the proposal is over 280m² (gross).
- 9.48 This policy can contribute to achieving priorities such as promoting the health and well-being of local communities. In making planning decisions further guidance is set out in other Plan policies, such as those relating to hot food takeaways.
- 9.49 Where planning permission is granted, effective planning conditions and /or planning obligations will be required to support the regeneration strategy and minimise impacts. Conditions should include defining as specifically as possible:
- a. the types and (sub)categories of uses that are acceptable;
 - b. the types of goods and service to be sold;
 - c. unit sizes and sales areas, including relating to mezzanine floors;
 - d. any proposed future sub-division of units; and
 - e. opening hours.

Edge of Centre and Out of Centre Development

- 9.50 The Sandwell Local Plan strategy requires most new development and investment to be focussed in centres. Therefore, robust justification will be required for any edge-of or out-of-centre schemes that could otherwise undermine the strategy for the regeneration of the Borough and adversely affect the vitality of existing centres.
- 9.51 This policy applies to proposals not in a centre (in edge and / or out-of-centre locations), which have a proposed floorspace of over 280m² (gross), as set out in Policy SCE1 and Table 10.

- 9.52 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. 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.

Policy SCE6 - Edge of Centre and Out of Centre Development

- 1. There is a clear presumption in favour of focusing appropriate uses in centres.**

Sequential Test

- 2. All edge-of-centre and out-of-centre proposals (as defined in paragraph 9.60) for centre uses (paragraph 9.62) 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 should demonstrate that they will support both social inclusion and cohesion, and the need to sustain strategic transport links.**
- 4. Edge-of-centre proposals will need to demonstrate that they will be well-integrated with existing in-centre provision, for example through the availability of safe and well-located pedestrian access across major roads that would otherwise bisect a centre.**
- 5. When assessing sequentially preferable locations, proposals will need to demonstrate flexibility in their operational requirements, particularly in terms of their format and the types of goods being sold.**

Impact Tests

- 6. 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 280m² (gross) (Policy SCE1, Table 10).**
- 7. Impact tests should be proportionate to the nature and scale of proposals.**
- 8. Proposals should be informed by the latest available robust evidence.**

Policy SCE6 - Edge of Centre and Out of Centre Development

9. 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 SDS2).
10. Proposals that include unit sizes under 280m² (gross) will also have to meet the requirements of Policy SCE5.

Justification

- 9.53 The intention of Policy SCE6 is to ensure that investment is focused in centres, with the priority for the existing network of centres being to serve the Borough's needs, particularly with future growth identified in housing and employment allocations (Policy SCE1). Strong justification is therefore required for edge-of-centre and out-of-centre schemes that could otherwise undermine the strategy for the regeneration of Sandwell and instead help ensure the vitality of centres.
- 9.54 The Centres Study and its updates identifies little capacity to support additional retail floorspace, which means that proposals that lie outside 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, e.g., through 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.
- 9.55 Consequently, the impact of proposals for centre uses not located 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 that those 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
- 9.56 Flexibility should be demonstrated when assessing potential in-centre locations, including in terms of specific types of goods and 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.
- 9.57 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.

- 9.58 Impact tests should be proportionate to the nature and scale of proposals; to assist with the determination of proposals they should include as a minimum the estimated turnover and trade draw from relevant centres of the proposal.
- 9.59 Where planning permission is granted, effective planning conditions and /or planning obligations will be required to support the regeneration strategy and minimise impacts. Conditions should include defining as specifically as possible:
- a. the types and (sub)categories of uses that are acceptable;
 - b. the types of goods and service to be sold;
 - c. unit sizes and sales areas, including relating to mezzanine floors;
 - d. any proposed future sub-division of units; and
 - e. opening hours.

Definitions of in, edge and out-of-centre locations and town centre uses

- 9.60 To assist with applying relevant policies and national tests, the specific locations that are defined as being either in, edge-of or out-of-centre for various uses are defined as follows:
- a. In-centre locations for appropriate uses¹⁵⁶ are those defined in centres, such as primary shopping areas / retail core and centre boundaries and are subject to Policies SCE3 and SCE4.
 - 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).
 - i. For retail purposes, this is a location that is well-connected to, and up to 300 metres from, the primary shopping area.
 - ii. For all other main town centre uses, this will be a location within 300 metres of a town centre boundary.
 - iii. For office development, this includes locations outside the centre but within 500 metres of a public transport interchange.

¹⁵⁶ "Appropriate uses" include business, commercial, service and community use

- c. Locations immediately adjoining the boundaries of tier-three centres are defined as edge-of-centre.
- d. Out-of-centre locations are those locations neither in nor on the edge of a centre.
- e. Proposals in edge and out-of-centre locations need to meet the requirements of Policy SCE6.

9.61 Main town centre uses are those uses and “sui generis” designations that should be directed to defined centres in the first instance and are subject to requirements set out in national guidance, such as:

- a. the sequential test and impact assessments;
- b. local policy (particularly Policies SCE1 - SCE6);
- c. floorspace thresholds for undertaking the impact assessments set out in national guidance;
- d. and relevant Local Plan policies (such as frontage policies).

9.62 Main town centre uses are set out in NPPF Annex 2:

- a. retail development (including warehouse clubs and factory outlet centres);
- b. 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);
- c. offices; and
- d. arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

9.63 Additional uses are those uses that are highly compatible with main centre uses, such as banks, cafes and hot food takeaways.

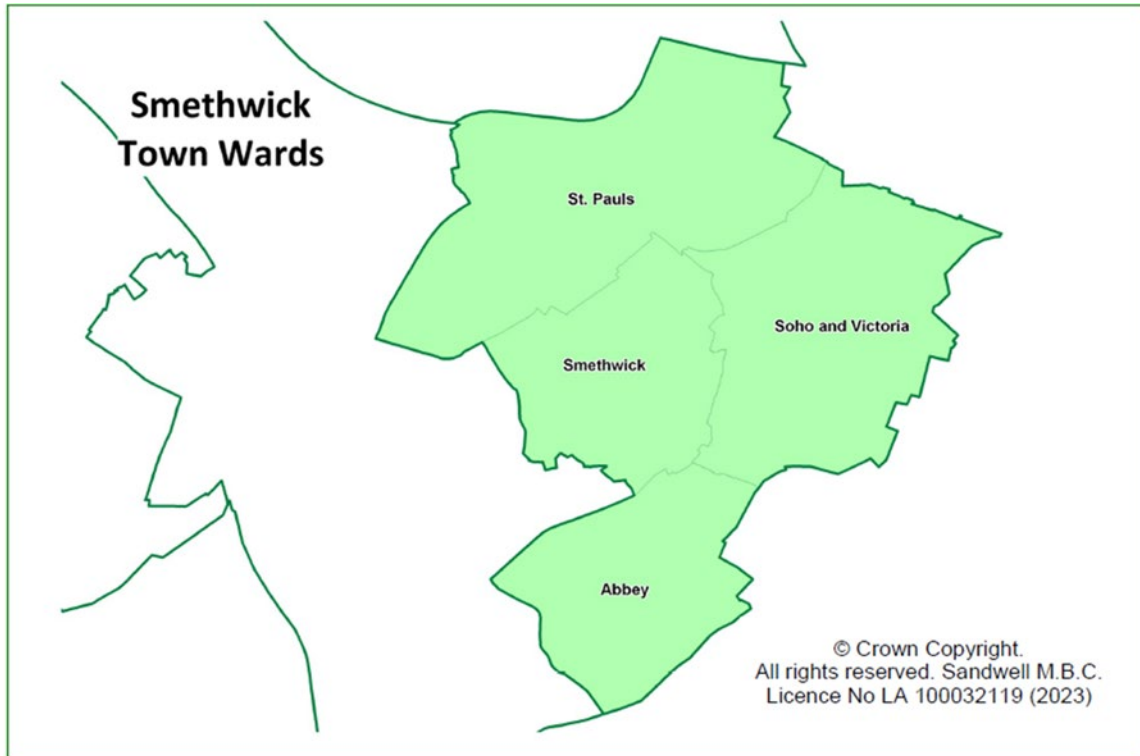
9.64 Complementary uses are those uses well-placed to be provided in centres and where proposals for such uses to serve centres will be supported, such as residential and social infrastructure, i.e., health, education and community uses.

Town Centre Profiles

- 9.65 The following section sets out a series of appraisals of the main Tier Two town centres in Sandwell. Each profile briefly identifies:
- a. the background, residential and economic demographic of the centre;
 - b. its perceived strengths and weaknesses; and
 - c. any aspirations, proposals or potential improvements.
- 9.66 Where appropriate, policies designed to address issues of local concern or importance have been included. These are to be considered alongside the other policies in the SLP that will continue to apply in all parts of Sandwell.
- 9.67 Any sites identified through the site allocation process that fall within the centre boundaries, and their likely capacities, have been identified.
- 9.68 References to **town centre health checks** in the following profiles relate to the *Black Country Centres Study 2020: Volume 2 – Health Checks*¹⁵⁷ document produced for the Black Country Plan.
- 9.69 Consultants were commissioned by Sandwell Council in 2020 to develop a Local Cycling and Walking Infrastructure Plan (LCWIP). The Sandwell LCWIP (**SCWIP**) builds on work already completed at a regional level as part of the West Midlands LCWIP.
- 9.70 The SCWIP is a Sandwell-wide review of the cycle network and walking routes across Sandwell. It incorporates:
- the four strategically relevant cycling corridors put forward as part of the West Midlands LCWIP;
 - the Black Country cycling and walking vision and strategy as well as Cradley Heath railway station as a core walking zone;
 - the Cycling Supplementary Planning Document (SPD); and
 - the Sandwell Rights of Way Improvement Plan (ROWIP)
- as well as identifying gaps in the network.

¹⁵⁷ <https://blackcountryplan.dudley.gov.uk/media/18592/black-country-centres-study-2020-vol-2-healthchecks.pdf>

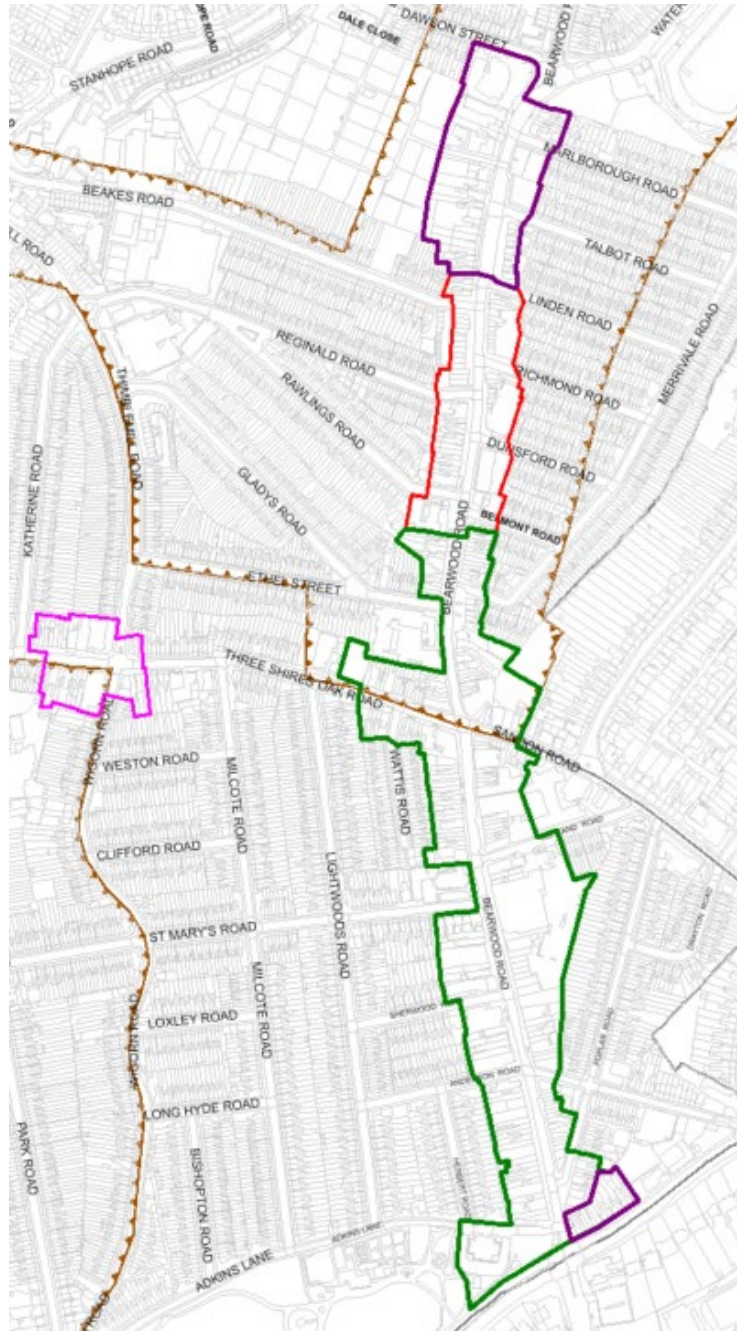
Bearwood



Background

- 9.71 The town of Bearwood lies within Abbey Ward.
- 9.72 The population of Abbey Ward, according to the 2021 Census was 12,186, a rise of 3.7% since 2011. Abbey ward has the third smallest population in the borough. Abbey ward has a smaller proportion of under-16s than average (20.2% compared with 25.1% for the town) but a larger proportion of those aged 25 - 49 (39.3% compared with 37%).
- 9.73 Abbey Ward has a high proportion of residents in full time employment (39.3%); this is the highest of all Sandwell wards.

Figure 5 - Bearwood Town Centre



Town Centre Key

- Centre Boundary
- Retail Core/Primary Shopping Area
- Area of Potential Archaeological Importance
- Proposed changes to town centre boundary
- Proposed new Centre (Abbey Road)

Boundary Changes

- 9.74 Boundary changes are suggested for the northern end of Bearwood Road, with the proposed new boundary ending at the junction of Linden Road and Bearwood Road.
- 9.75 Several reasons inform this decision. Past this point, the retail units on the eastern side of Bearwood Road are set back from the street and cause a break in the high street line that is not reformed. Additionally, the dominance of residential properties on the western side and lack of continuous commercial units in general distinctly separate this area from the rest of the Town Centre.
- 9.76 It has been suggested that the southern section of the centre should also exclude the units on Hagley Road.
- 9.77 Further suggestions are for the inclusion of the shops at the junction of Abbey Road and Wigorn Road within the centre boundary. The issue here would be the significant increase in the extent of the town centre boundary. It would also include many non-retail, residential uses at ground floor level. It is therefore proposed that the shops at Abbey Road / Wigorn Road should form a new Local Centre, due to the number of shops and facilities the units offer.

Retail and Town Centre Uses

- 9.78 Bearwood Town Centre runs along Bearwood Road (c.700m), from Waterloo Road in the north to Hagley Road in the south in a traditional linear high street form. The centre also includes sections of several smaller roads off Bearwood Road such as Three Shires Oak Road and Sandon Road.
- 9.79 Bearwood contains a retail core that begins south of Belmont Road and continues to the centre's boundary with Hagley Road.
- 9.80 Bearwood has shown a slight decline in function. It is over-represented in convenience style goods shopping and under-represented in comparison goods. Although Bearwood maintains a good level of national multiples, there has also been a reduction in the number of national multiples outlets since the Health Check study took place in 2020 in terms of service area.
- 9.81 The service industry has increased in Bearwood since 2009 and as such has improved the evening economy, with the introduction of at least six new pubs, restaurants and cafes.
- 9.82 According to 2019 data and recent trends, Bearwood has 253 total commercial units, which is 12 fewer than it had in 2009. The number of comparison goods units makes up 22% of the centre's total commercial units, 14% below the UK national average. This under-representation is also reflected in the level of comparison goods floorspace available, which

stands at 25.2% of the total commercial floorspace, compared to the national average of 32%. Since 2009, the number of comparison goods units has decreased by 21, with the floorspace decreasing by 1,365m² (a 28% decrease in the number of units).

- 9.83 Convenience goods fall slightly below the national average for number of units at 13% compared to 15%. This is contrasted by the floorspace figures which show that convenience goods are overrepresented, making up 18% of the total commercial floorspace compared to the national average of 9%. The small number of convenience goods units and large amount of floorspace is predominantly made up of Aldi, followed by Iceland, The Market, and The Co-operative, which collectively make up 52% of Bearwood's convenience goods floorspace. Aldi alone consists of 1,390m², stands in a prominent central location and acts as an anchor for the area. There has been a minimal change to the number of units and floorspace of convenience goods since 2009, with four additional units adding 141m².
- 9.84 The levels of floorspace for retail services closely align to national averages; in terms of number of units Bearwood is 13% higher at 20% compared to 7%. This shows that there is a high volume of small floorplate retail service units, typical for this type of centre. Leisure services are comparable to national averages in both number of units and floorspace. Service industry representation has increased by eight units and 955m² since 2009.
- 9.85 A vacancy rate of 10% (27 units vacant in 2019) is comparable to the national average of 9% and is 3% lower in terms of floorspace. Since 2009 the area of vacant commercial units has decreased from 3,995m² in 2009 to 3,370m² in 2019, which reflects the loss of two units.
- 9.86 The large floorplate convenience stores are located towards the centre of Bearwood Road at the shopping centre, with vacant units appearing to be focussed on the southern end of Bearwood Road. Apart from this there is generally an even distribution of commercial uses around the Town Centre.
- 9.87 Bearwood includes a reasonable number of national multiples. It also includes two leading supermarket chains and many other retail and service units. This provides the centre with a strong retail and service foundation that helps to support its role as a town centre and the high number of smaller local shops.
- 9.88 It is noted however that several multiples have left the centre, including HSBC, NatWest, Barclays and Lloyds.
- 9.89 Bearwood is currently under the limit for HFTs (Policy SDM6).

Facilities provision:

- 9.90 The centre is supported by a range of community facilities including five churches, two schools and various dental and medical services.

Accessibility

- 9.91 Due to the centre's location along a linear A-road, it benefits from a high number of bus services, with numerous stops along the length of Bearwood Road and streets such as Three Shires Oak Road and Sandon Road. These stops provide frequent services across the Black Country, including to Birmingham, Dudley, West Bromwich and Oldbury. A small bus interchange is also present on Adkins Lane at the end of Bearwood Road.
- 9.92 Eight pedestrian crossing points are present across the length of Bearwood Road, providing safe routes for pedestrians across the heavily congested road. The wide pavements feature bollards and barriers, which provide some separation between pedestrians and vehicular traffic; these are specifically focused at junctions and around the Bearwood Shopping Centre.
- 9.93 There is a high volume of traffic along Bearwood Road.

Accessibility – Provision for cyclists

- 9.94 The Active Travel Fund-funded route from Thimblemill Baths to Hadley Stadium via High Street and Beaks Road (20 mph) has just been completed. This will connect to SCWIP cycle route 5, Oldbury Town Centre to Bearwood via the Aquatic Centre. As of 2023, cycle route 5 does not have funding.
- 9.95 Cycle parking provision on Bearwood High Street is limited, with a small number of cycle stands provided outside Aldi and Argos.
- 9.96 Due to the linear nature of the High Street and pavement widths, it would be difficult to provide additional parking stands on the main road frontages.

Environmental Quality

- 9.97 The character and period style of Bearwood's buildings vary considerably and range from the late 19th Century to the present day. This creates a contrasting environment that works well in many places, such as with the blending of terracotta buildings around Bearwood Shopping Centre. However, it is less successful in other areas such as the sudden change in building height and style with the unit formerly occupied by The Co-operative (510 - 513 Bearwood Road) and its surroundings.
- 9.98 Despite it including several attractive buildings and terraces, Bearwood contains various shop frontages in poor condition, which may adversely affect its attractiveness to potential new occupiers or for new development / investments. This includes units for both local

retailing and some national multiple outlets. Dated and excessive advertisements also detract from the character and quality of the area.

- 9.99 There is a clear lack of street furniture and investment in the public realm, such as benches, planting and other landscaping schemes. Though the linear nature of the centre does limit the amount of space for such investment, there are areas that would benefit.
- 9.100 Heavy vehicular traffic has a clear and obvious negative impact on the environmental quality of the area. Though this is unavoidable given the key network function of the route, investment should be made in making the pedestrian environments as safe and appealing as possible. Areas of additional planting could increase the environmental quality of the centre and break up the visual impacts of large areas of hardstanding.
- 9.101 Although there are no opportunities within Bearwood town centre itself for BNG sites, there is a possibility within nearby and adjacent parks at Warley Woods and Lightwoods Park.

Historic Environment Allocations

- 9.102 There is no conservation area in the centre, though both the Bearwood War Memorial outside St Mary's Church, and St Gregory's Church itself are Grade II listed. Additionally, there are several attractive historic buildings in the area, including the Bear Tavern with its clock tower.

SWOT

- 9.103 The Centres Study Health checks noted the following characteristics for Bearwood:

<p>Strengths</p> <ul style="list-style-type: none"> • Very accessible by bus; • Strong convenience anchor with Aldi; • Several attractive buildings. 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Some poor-quality frontages; • Lack of street furniture and investment in public realm. • Lack of landscaping and public open space in centre
<p>Opportunities</p> <ul style="list-style-type: none"> • Undertake a parking assessment to determine if the level of parking for Bearwood is sufficient; 	<p>Threats</p> <ul style="list-style-type: none"> • Continued decrease of comparison goods; • Over-saturation of small scale retail services.

<ul style="list-style-type: none"> • Encourage refurbishment of poor shop frontages; • Street furniture, public realm improvements and urban greening should be sought where possible, to improve the character and appearance of the centre. 	
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Aspirations:

- 9.104 The repurposing of listed buildings could improve the perception of Cape Hill and it can also make use of attractive architecture to encourage improvement in the vicinity
- 9.105 Opportunities for funding to spruce up shop front improvement / townscape quality and upgrade general frontages within Bearwood could be sought as they are currently quite poor. Dated and excessive advertisements also detract from the character and quality of the area. This should also be addressed through Policy SDM5.
- 9.106 There is a clear lack of street furniture and general investment in the public realm such as benches, planting and other landscaping schemes. Though the linear nature of the centre does limit the amount of space for such investment, there are clear areas that would benefit.
- 9.107 Consideration should be given to improvements designed to mitigate issues related to road traffic, such as poor pedestrian accessibility and high levels of air pollution, which is a dominant feature of the centre.
- 9.108 Due to lack of opportunity for public spaces within Bearwood, links to Lightwoods Park should be made more obvious
- 9.109 At the southern end of the town centre, at the junction of Adkins Lane, Bearwood Road, and Hagley Road, there is an area of public space / realm that was redeveloped at some point in the last five years prior to 2023. The redeveloped area features paving and a clock; however, it is let down by having a small number of benches that are awkwardly located. Furthermore, the adjacent roads are heavily congested, noisy and subject to higher levels of pollution through vehicle fumes and emissions. This is an example of an area that could be improved to encourage use of the space. The introduction of green space, a pocket parklet and / or landscaping would be beneficial.
- 9.110 The following changes would be welcomed, to help make the centre more user-friendly:

- An increase in comparison shops would help to offer a wider range of goods and services.
- If the centre was reduced in size, an effective focal point could be created, with an attempt to try and consolidate core uses of the centre into a smaller area.

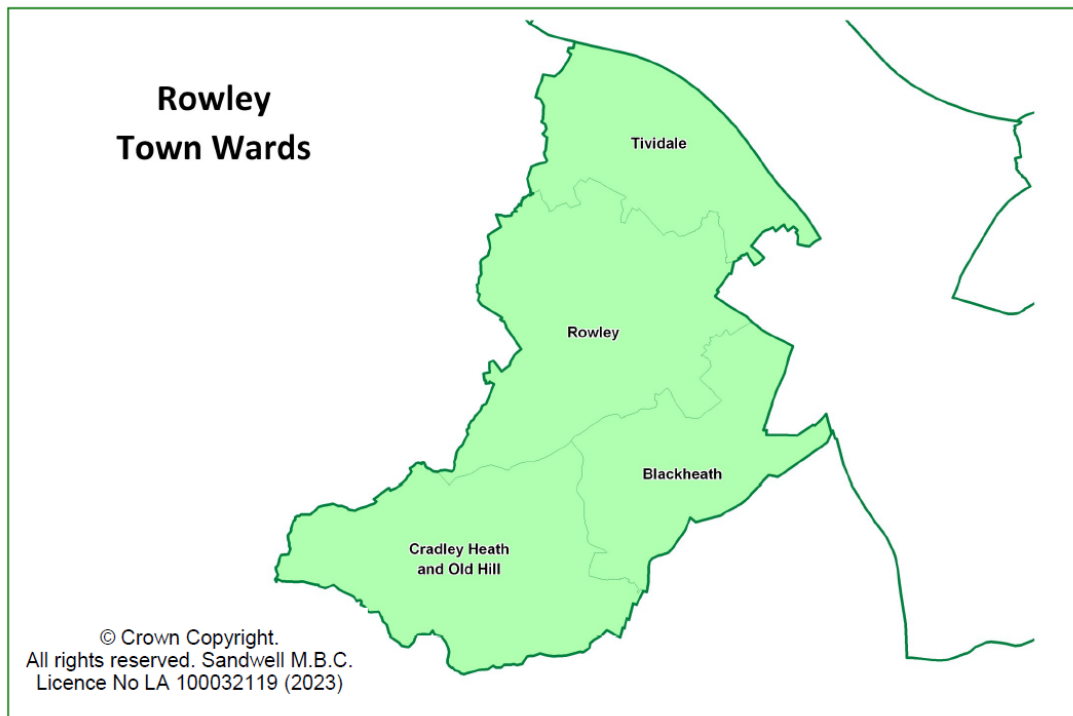
Proposals

9.111 The following locations offer opportunities for future improvements and additions to the public realm and character of the area.

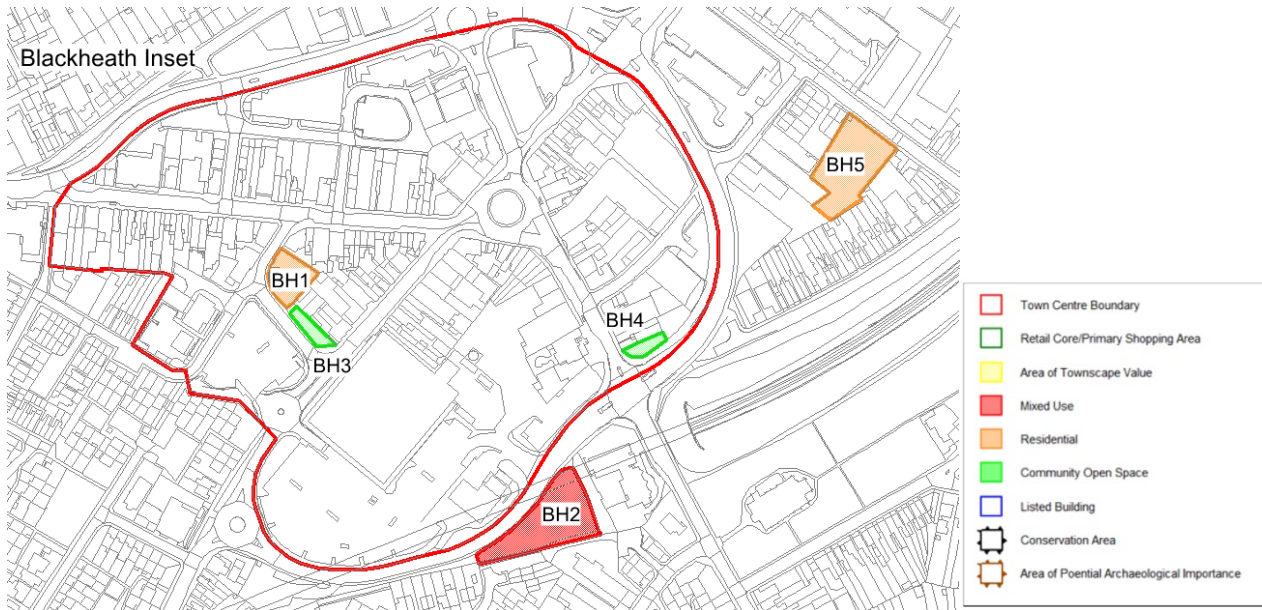
Site	Location	Indicative Land Use
BE1	Land at Bearwood Road opposite Ethel Street (between Merrivale Road and Bearwood Chapel)	The pedestrian area here is wider than elsewhere along Bearwood Road and there is an element of greenery and planting as well as two benches. Opportunities exist here to create a focal point and to make this area greener by connecting all the planted areas to form one garden area. This will include the removal of the advertisement sign as this adds to the street clutter
BE2	The junction of Bearwood Road (A4040) and Three Shires Oak Road (B4182)	At present, pedestrians must cross at the junction twice in some instances to get to their destination. A diagonal crossing at this junction could aid in permeability of the centre.
BE3	Pavements along Bearwood Road	At various points along Bearwood Road there is vegetation growing from the base of the buildings. Opportunities will be explored to remove such vegetation which will aid in improving the appearance of the centre

Site	Location	Indicative Land Use
BE4	Throughout the Town Centre core	Opportunities will be explored to introduce more cycle parking stands where space allows
BE5	Area outside of Aldi	As the pedestrian area is wider in this location, there is opportunity to add benches
BE6	Adkins Road / Hagley Road – outside Dixons Estate Agents	The large paved area here looks tired. Opportunities exist here to make the area greener and more inviting through planting and adding benches
	Changes to town centre boundary	See paragraph 9.40 and paragraphs 9.74 to 9.77

Blackheath



- 9.112 Blackheath is a town centre in the Rowley Town area of Sandwell, which comprises Tividale, Blackheath, Rowley and Cradley Heath and Old Hill wards. It is the principal town centre in Rowley Regis. Blackheath has seen a fall in population of about 2% in the latest census data over a 10-year period, compared to an increase across Sandwell of 11% over the same period.
- 9.113 22.5 % of Blackheath's residents are from ethnic minority backgrounds, compared to 48% of residents across Sandwell as a whole.
- 9.114 Latest census data shows a proportionally older age profile than Sandwell, but a younger age profile than England. Blackheath ward has the highest proportion of residents who are retired (22.5%).
- 9.115 Rowley town has the second highest proportion of residents who are economically active (59.7%) and the proportion of those who are unemployed is lower than the average for Sandwell as a whole.

Figure 6 - Blackheath Town Centre

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Retail and Town Centre Uses

9.116 Blackheath Town Centre is centred on The Market Place, where five routes to surrounding towns converge, and has a High Street extending westwards from Market Place. A by-pass was constructed in stages around the town centre during the 1980s /1990s, but due to an absence of parallel traffic restraint measures in the town centre, the central streets and Market Place remain congested with through traffic.

9.117 The town offers a good mix of retail and non-retail uses. It is anchored by a medium-sized Sainsburys foodstore, which opened in 1997, and a more recent Lidl store just beyond the eastern edge of the town centre, at Oldbury Road / Archer Way. The centre has a range of retail shops, covering national brands (Wilco, Poundland, Iceland) and local independent traders. It has a thriving indoor market off Market Place, with over 60 market stalls, which trades three days a week and is fully let. The centre is noticeably busier on market days (Monday, Friday, Saturday) than at other times and the market has a wide draw. There are a range of non-retail uses and a reasonable evening economy, with cafes, restaurants, traditional pubs and a microbar all represented. Towards the western end of High Street there is a modern purpose-built library, which functions as a busy and popular community hub and warm space in the town.

9.118 The Centres Study and its Addenda show the town is stable, with no great increase in vacancies or extra floorspace from previous studies. Blackheath appears to have weathered the pandemic and benefited from increased local demand as travelling was discouraged.

The town has relatively few vacancies and a good mix of uses. It is a vital and viable town centre.

- 9.119 The quality of the public realm, and that of shopfronts varies through the town. Retail is forecast to decline in relative terms, meaning there is likely to be an increased role for social and community functions in Blackheath, building on its improved access. The Centres Study noted a lack of appropriate street furniture such as benches and planting in the town, which would assist public and personal interactions if provided.
- 9.120 Britannia Park, although around 500 metres outside the town centre, is Blackheath's main public park. It is benefiting from Towns Fund investment. This includes the provision of new changing rooms, play facilities, skate park, parking and access improvements, with improved links to the town centre for cyclists and pedestrians provided through the complementary Rowley Connected project – a walking, cycling and wayfinding Towns Fund project.
- 9.121 The Centres Study shows that Blackheath, like other towns in Sandwell, demonstrates no capacity for additional comparison retail - and limited capacity for convenience retail - as far ahead as can be forecast. To protect the centre's vitality and viability, new out of centre and edge of centre town centre uses should be robustly tested via impact and sequential tests, with any new retail proposals being focused on the redevelopment and reconfiguration /extension of existing capacity within the centre.

Historic Environment

- 9.122 Blackheath has no listed buildings, Conservation Areas or Areas of Potential Archaeological Importance.

Primary Shopping Area

- 9.123 No Primary Shopping Area (PSA) has been identified; the current Town Centre boundary acts as an appropriate PSA.

Hot Food Takeaways

- 9.124 Blackheath has nine takeaways according to the 2022 centres survey; this is close to but still under the 7% limit under the HFT threshold.

Accessibility

- 9.125 Blackheath is sustainably located, with many existing bus services available and a railway station outside the centre. It is an important hub for local bus services to a variety of destinations, with over 35 departures on ten different routes in a typical weekday off-peak hour. Rowley Regis railway station has frequent direct trains to Birmingham city centre, Stourbridge, Kidderminster and Worcester. It is located around 500 metres east of the town

centre and the route between it and the town centre, was improved in 2021 using funding from the Government's Towns Fund initiative. Bus services will benefit from the Towns Fund-supported new bus interchange at Market Place, along with an improved public realm and pedestrian space at the heart of the town centre, again in Market Place. These works, which are currently undergoing design refinements, are scheduled to be implemented by 2025.

9.126 Rowley Regis Connected (also a Towns Fund project) will improve access for pedestrians and cyclists to bus and rail and employment nodes in Blackheath and wider Rowley Regis.

SWOT

9.127 The Centres Study Health checks noted the following characteristics for Blackheath:

<p>Strengths</p> <ul style="list-style-type: none"> • Good bus service links; • Good range of uses, good national multiple representation. 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Tired frontages of some commercial units; • Lack of continuity in paving and landscaping.
<p>Opportunities</p> <ul style="list-style-type: none"> • Improve store frontages; • Consider improving street furniture such as benches and planting schemes. 	<p>Threats</p> <ul style="list-style-type: none"> • Further decline in environmental quality could deter visitors.

Proposals

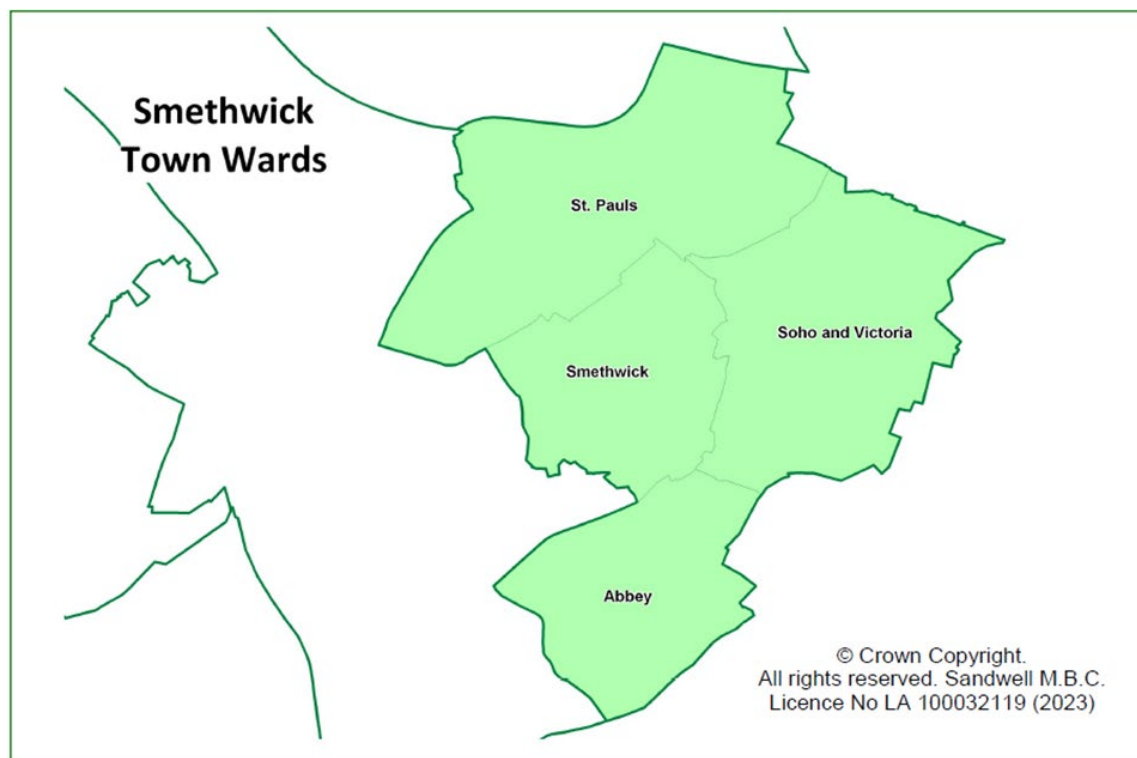
9.128 Development opportunities are limited in the centre. However, a few small sites have been identified as potential development locations and are identified in the table below, together with other possible improvements to local amenity and character.

Site	Location	Proposal
BH 1	Bassano Road	There is a long-established taxi operation in the centre at Bassano Road. Although this is an acceptable use, it comprises a portacabin within a large plot and does not make the best use of a central site. This could be better developed for residential use in this sustainable location and thus bolster the existing retail and commercial

Site	Location	Proposal
		functions of the centre. This will depend on relocating the existing business, perhaps to a vacant unit within the centre, that is adjacent to a car park.
BH2	land to the rear of St Pauls Court on Horner Way	This is a site allocated in the previous development plan. Although it has had several consents granted, the site remains undeveloped. It is suitable for a variety of Centre type uses, possibly including residential with appropriate design to take account of its location on Horner Way. This site is outside the current centre, but would be functionally within it, were it developed.
BH3	Bassano Road / Halesowen Street	This site is currently grassed with an area of dilapidated seating. The Centres Study identified a lack of outside seating in Blackheath. To aid in non-transactional interactions opportunities will be sought to expand replace and expand the seating.
BH4	Archer Way / Long Lane	This site was allocated in the previous plan. It would be suitable for a limited amount of a centre type use, with residential above. It could also function as a pocket park, as lack of seating in the town was noted by The Centres Study. These would complement seating proposed within Market Place as part of the bus interchange scheme
BH5	Vacant land between Cardale Street, Park Street and Archer Way.	This would be suitable for residential development that would support the town centre, particularly social housing

9.129 **BH3** and **BH4** are small sites left after road improvements.

Cape Hill



9.130 The town of Cape Hill lies within the ward of Soho and Victoria.

9.131 The population of Soho and Victoria Ward is 19,629 according to the 2021 census. This is an increase of 30.5% since the 2011 Census, which is the largest growth in population in Sandwell. Soho and Victoria is now the most populous ward in Sandwell.

9.132 Soho and Victoria ward has seen a particularly large population increase in younger age groups, with a 10% increase in the proportion aged under 20, and a 20% increase in the number of people aged between 20 - 64 (the largest increase of all of Sandwell wards for both age groups). There has also been a slight rise in those aged 65 and over.

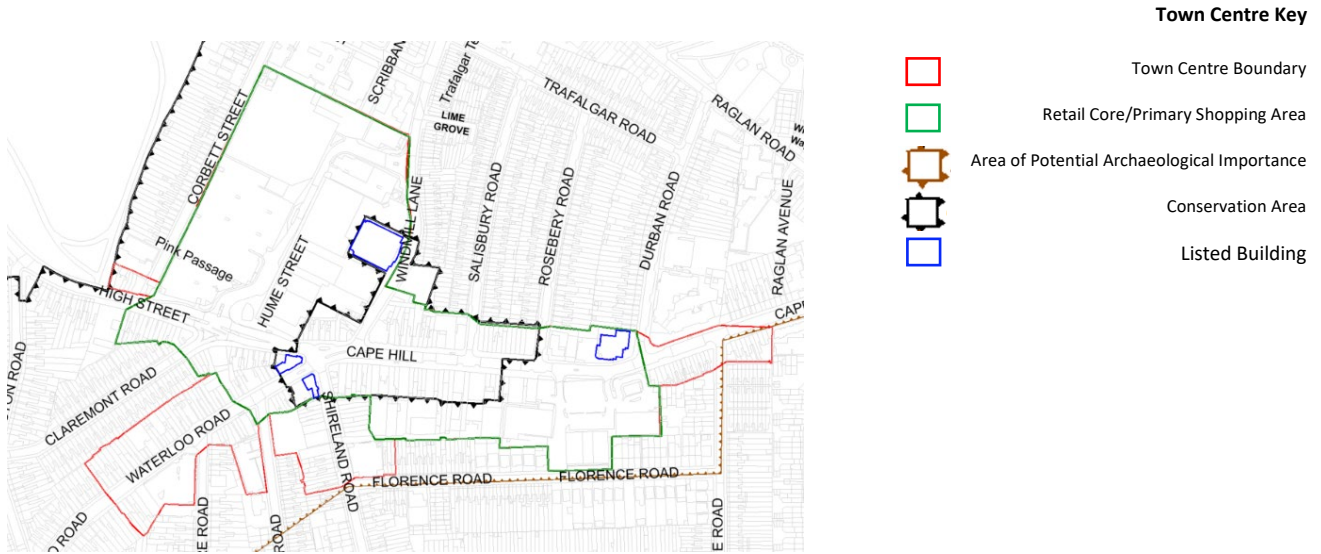
9.133 In Soho and Victoria Ward, 90.2% of residents are from groups other than White British; it has the highest proportion of people from the Pakistani, Chinese and Asian Other, Black African and Black Other groups in Sandwell¹⁵⁸.

9.134 Regarding employment levels, 48.5% of residents are economically active and in employment; this is lower than the England average. Soho and Victoria Ward has the highest rate of unemployment of all Sandwell wards (6.2% of those aged 16+)¹⁵⁹.

¹⁵⁸ Taken from Sandwell Trends, source: 2021 Census

¹⁵⁹ Source: 2021 Census (Sandwell Trends)

Figure 7 - Cape Hill Town Centre



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Retail and Town Centre Uses

- 9.135 Cape Hill is one of the main town centres within Smethwick. The Town Centre primarily consists of the Windmill Shopping Centre, Cape Hill Road, and sections of surrounding roads: Waterloo Road, High Street, Shireland Road, and Windmill Lane.
- 9.136 Cape Hill contains a retail core, which includes most of the centre. The spurs of retail activity off Waterloo Road, Shireland Road and the east side of Cape Hill from its junction at Durban Road are not included within the retail core as they lie further away from the main retail hub of the centre and have a lower footfall.
- 9.137 The Windmill Shopping Centre creates a greater draw while the rest of the centre acts more as a local centre serving a more immediate local need
- 9.138 From the 2019 Black Country Centres Study, Cape Hill demonstrated a small increase in the number of occupied commercial units within the centre. The centre tends to be busy with vehicular traffic but is not particularly busy with pedestrians, though there is a consistent amount of people throughout most of the area. The busiest area is the entrance to the Windmill Shopping Centre from Cape Hill, with many pedestrians moving between the shopping centre and eastwards down Cape Hill Road. The study also concluded that Shireland Road and Waterloo Road were equally busy.
- 9.139 Cape Hill had a total of 207 commercial units with a total floorspace of 38,455m² as at 2019 compared to 198 units and 36,585m² in 2009, suggesting a degree of overall growth in the centre in the last ten years.

- 9.140 Comparison goods units make up 28% of the centre's uses by number of units, 7% below the UK national average of 36%. When comparing floorspace, comparison goods make up 32% of the centre's total, exactly aligning with the national average. For a town centre this is a healthy position, although this sector has declined by 11 units and 2,056m² floorspace since. The presence of the Windmill Shopping Centre directly within the Town Centre has a positive impact on the floorspace of comparison goods when compared to nearby Town Centres.
- 9.141 Convenience goods account for 20% of Cape Hill's commercial units which is 5% above the national average; the floorspace of these units makes up 37% of the centre's total, which is 28% above average. This over-representation of convenience goods floorspace can mostly be attributed to the large 6,320m² Asda store, which represents 44% of all convenience floorspace in the centre. The second and third largest convenience stores include Windmills Market (1,510m²) and PAK Supermarkets (1,290m²). Convenience goods have increased in both number of units and floorspace (13 units and 2,908m²) since 2009. This shows that convenience retail plays a major role in the centre.
- 9.142 The floorspace levels of retail services, at 9%, are below the national average of 14%; however, the number of units providing retail services is higher than average at 23% compared to the national average of 7%. This shows that there is a high volume of small floorplate retail service units, which is typical for this type of centre.
- 9.143 Leisure services are under-represented in terms of both number of units and floorspace, falling 10% and 14% below the national average of 24% and 25% respectively. What leisure services there are, are heavily focused towards takeaways, which make up 65% of the sector. Financial and business services align to the national average for number of units at 7%, but fall 6% below average for floorspace at 10%, again highlighting the prevalence of small units. Collectively the service industry has increased by 21 units and 346m² since 2009, which is a positive sign.
- 9.144 Cape Hill has a below-average level of vacancies in terms of both number of units (13 vacant) and floorspace (2,986m²), which stand at 6% and 8% respectively, both 3% below the national average. This compares well to other centres in the borough, which are experiencing above average vacancy rates. It has also improved considerably since 2009, when the vacancy rate was 14%.
- 9.145 Spatially, Cape Hill contains several high-density parades of small units along its main roads, with significantly larger units at the Windmill Shopping Centre and medium-sized units at the Cape Hill Retail Centre at the eastern end of Cape Hill. There is little pattern in the

distribution of uses, though there is a higher proportion of comparison goods units towards the western end of Cape Hill Road. Several national multiples are also present, most of which are located within the Windmill Centre, with the remainder situated along Cape Hill Road and the retail centre.

9.146 Cape Hill has exceeded the threshold for HFTs (Policy SDM6).

Facilities provision

9.147 There are several community facilities, including several religious institutions, two primary schools and a health centre. Cape Hill also benefits from its proximity to a large green space at Victoria Park.

Accessibility

9.148 Due to the presence of multiple busy roads, the centre is well-connected for vehicles and is served by at least six different bus services to various destinations including Birmingham, Smethwick, and West Bromwich. These include the 80, 82, 897, 89, 54, and 54A¹⁶⁰

9.149 There are a high proportion of pedestrian crossings at The Windmill Centre and the main junction on Cape Hill Road; this contrasts with the rest of the centre in which there is a clear lack of such crossings.

9.150 A lack of crossing points negatively impacts pedestrian flows and makes it difficult to cross busy roads without heading towards The Windmill Centre.

Accessibility – Provision for cyclists

9.151 Cape Hill forms part of the A457 corridor from Oldbury to Cape Hill, which includes SCWIP cycle route (CR) 11.

9.152 Smethwick Connected is a connectivity project promoting walking and cycling improvements between Smethwick High Street and the Midland Metropolitan Hospital. This includes walking improvements within the Windmill Eye estate, although it does not affect the High Street to any great extent. Towns Fund money is being used to deliver new cycle and pedestrian facilities along the A457 in incremental phases from Smethwick Galton Bridge Station to Cape Hill. The scheme is being delivered in different phases as follows:

- Phase 1: A two-way segregated cycle way on the south side of the A457 from Galton Station to Rolfe Street junction.

¹⁶⁰ Transport for West Midlands - Sandwell-Dudley-area-map-20230625.pdf www.tfwm.org.uk

- Phase 2: A two-way segregated cycle way from Rolfe Street to Cross Street on both sides of A457. The carriageway was realigned to allow the construction of a new footway and cycleway from High Street junction to Lynton Avenue, with a link for both onto Lynton Avenue. A new traffic signal crossing was installed on the A457 adjacent to Cross Street junction. This Phase was completed in June 2023.
- Phase 3: Lynton Avenue to Metropolitan Hospital Walking Route; new and upgraded pedestrian facilities such as dropped crossing and tactile paving.
- Phase 4: A two-way segregated cycleway along the A457 from Lynton Avenue to Soho Street junction. This Phase will connect onto the end of Phase 2. This Phase is due to start in Autumn 2023, with completion expected by Spring 2024.
- Phase 5: in development as of 2023 and will be delivered by the Canal and River Trust. It includes the construction of a towpath from the canal to the path at the side of Heath Trading Park. This will then be connected to the cycle routes on Winson Street; completion is expected by November 2023

9.153 SCWIP CR11 already partially exists but it requires updating to the standards identified in the Local Transport Note 1/20 (LNT1/20). There is a £19 million budget available from The City Region Sustainable Transport Settlements (CRYSTS) funding to improve access to the hospital, which will be split between Sandwell and Birmingham and will be used to create a cycle route from the A457 to the National Cycle Network via route 5 along the Birmingham canals (NCN5), borough boundary links with Birmingham and SCWIP 11 upgrades.

9.154 There are several cycle stands provided within the Windmill Shopping centre, but these are spaced too closely together, which renders half of them effectively unusable. The current Sandwell Cycling supplementary planning guidance suggests that cycle stands should be spaced one metre apart. Every other cycle stand in the row should therefore be removed and relocated elsewhere within the vicinity.

9.155 There is a lack of provision elsewhere in the centre due to the narrow widths of the pavements.

Accessibility - Transport Proposals:

9.156 Although there are no new transport proposes for Cape Hill itself, it will be impacted by the Smethwick Connected Project, which includes walking improvements within the Windmill Eye estate.

Environmental Quality

- 9.157 Outside of the Windmill Centre the environmental quality of the area is generally poor, with most of the shop frontages in need of significant maintenance and modernisation. Despite having a lower-than-average number of vacant units (proportionally), the low quality of the occupied properties makes the area feel like it is in a state of decline, despite figures suggesting otherwise.
- 9.158 The centre is dominated by rows of two to three storey terraced properties of varying styles and appearances though generally constructed of red brick. The type and quality of paving varies across the centre; Shireland Road and Waterloo Road feature mostly red and grey bricked paving, whilst Cape Hill Road comprises a mixture of concrete and dark brick. The centre would benefit from a consistent paving scheme of higher quality.
- 9.159 Though constrained by pavement sizes and main roads, there is a lack of any significant street furniture or decorative finishes such as a planting scheme, which would help to raise the quality of the area.

Historic Environment Allocations

- 9.160 There is a conservation area within Cape Hill town centre, designated in August 2012. The conservation area comprises the heart of Cape Hill and is focused on the junction of Cape Hill with Waterloo Road and Shireland Road; it runs east along Cape Hill to the junction with Rosebery Road
- 9.161 There are four listed buildings within the centre, including the Grade II* Waterloo Hotel. Unfortunately, these listed buildings are not being utilised to their potential and their architectural quality is let down by their vacancy (they are all vacant as at July 2023), their poor physical quality and the generally poor appearance of neighbouring units, which adversely affects their setting.

SWOT

- 9.162 The Centres Study Health checks noted the following characteristics for Cape Hill:

Strengths	Weaknesses
<ul style="list-style-type: none"> • Very accessible by bus; • Strong comparison goods offer compared to nearby centres; • Windmill Centre provides a very strong anchor; 	<ul style="list-style-type: none"> • Mostly poor-quality frontages; • Lack of street furniture and investment in public realm.

<ul style="list-style-type: none"> • Low level of vacancies. 	
<p>Opportunities</p> <ul style="list-style-type: none"> • Develop/repurpose listed buildings to capitalise on their attractive architecture; • Encourage refurbishment of poor shop frontages; • Invest in street furniture and public realm. 	<p>Threats</p> <ul style="list-style-type: none"> • Loss of the pub or any of the restaurants, further decreasing evening generating activity; • Poor environmental quality begins to impact occupancy of units.

Aspirations

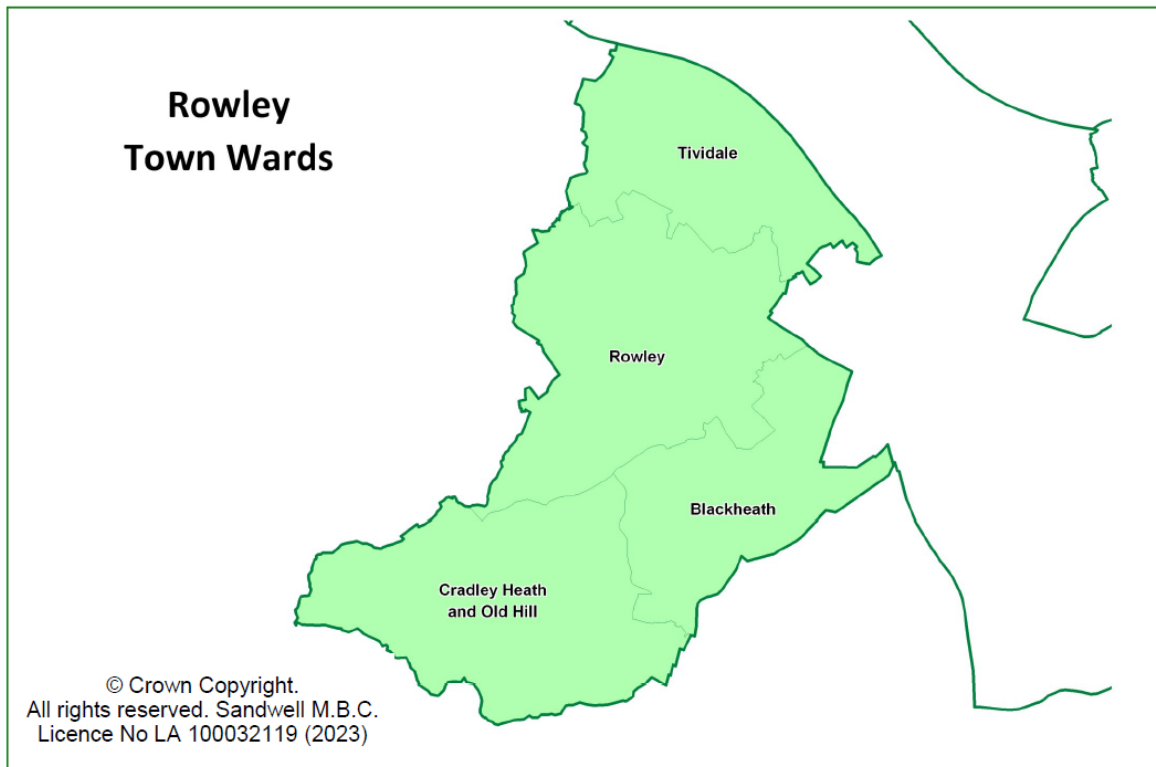
- 9.163 The health checks identified that there is limited evening activity due to the lack of leisure facilities around Cape Hill, including the strict definition of leisure as well as restaurants or cafes. There is just one pub and 11 restaurants, although a number of these also act as hot food takeaways.
- 9.164 There may also be opportunity to provide improved public and active transport links to the new aquatics centre in Smethwick from Cape Hill and other surrounding centres
- 9.165 Opportunities for funding to improve shop fronts and townscape quality should be investigated. Generally, frontages within Cape Hill are in a poor condition, which may adversely affect its attractiveness to potential new occupiers or for new development / investment.
- 9.166 There is council housing under construction (2023) to the rear of the High Street on Church Hill Street.
- 9.167 An increase in the number of banks and / or the introduction of a post office would mean that certain groups of the community are not excluded, and people can continue to have a physical facility to deal with financial cash transactions.

Proposals

- 9.168 The following locations offer opportunities for future improvements and additions to the public realm and character of the area.

Site	Location	Indicative Land Use
CH1	The wider area outside the Windmill centre	The environmental quality of the area is generally very poor, with most of the shop frontages in need of significant maintenance and modernisation. Opportunities will be sought to secure funding to improve the appearance of shop frontages and general environmental quality of the area
CH2	<ul style="list-style-type: none"> • Former Lloyds Bank (Sampson Lloyd), Cape Hill • Waterloo Hotel, Shireland Road • Mecca Bingo Club, Windmill Lane • Cape House, Cape Hill / Durban Road 	There are four listed buildings within the centre, including the Grade II* Waterloo Hotel building. Unfortunately, these listed buildings are not being utilised to their potential and their architectural quality is let down by their vacancy (all vacant - 2023). Opportunities will be sought to assist developers with the upkeep of the Listed Building when planning permission is sought.
CH3	The wider area outside the Windmill centre	The type and quality of paving varies across the centre; Shireland Road and Waterloo Road feature mostly red and grey bricked paving, whilst Cape Hill Road comprises a mixture of concrete and dark brick. The centre would benefit from a consistent paving scheme of higher quality

Cradley Heath



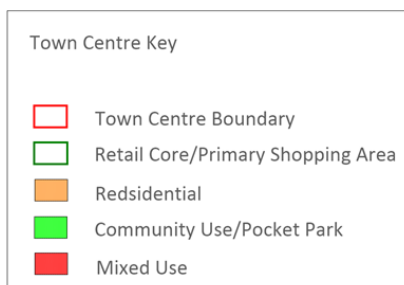
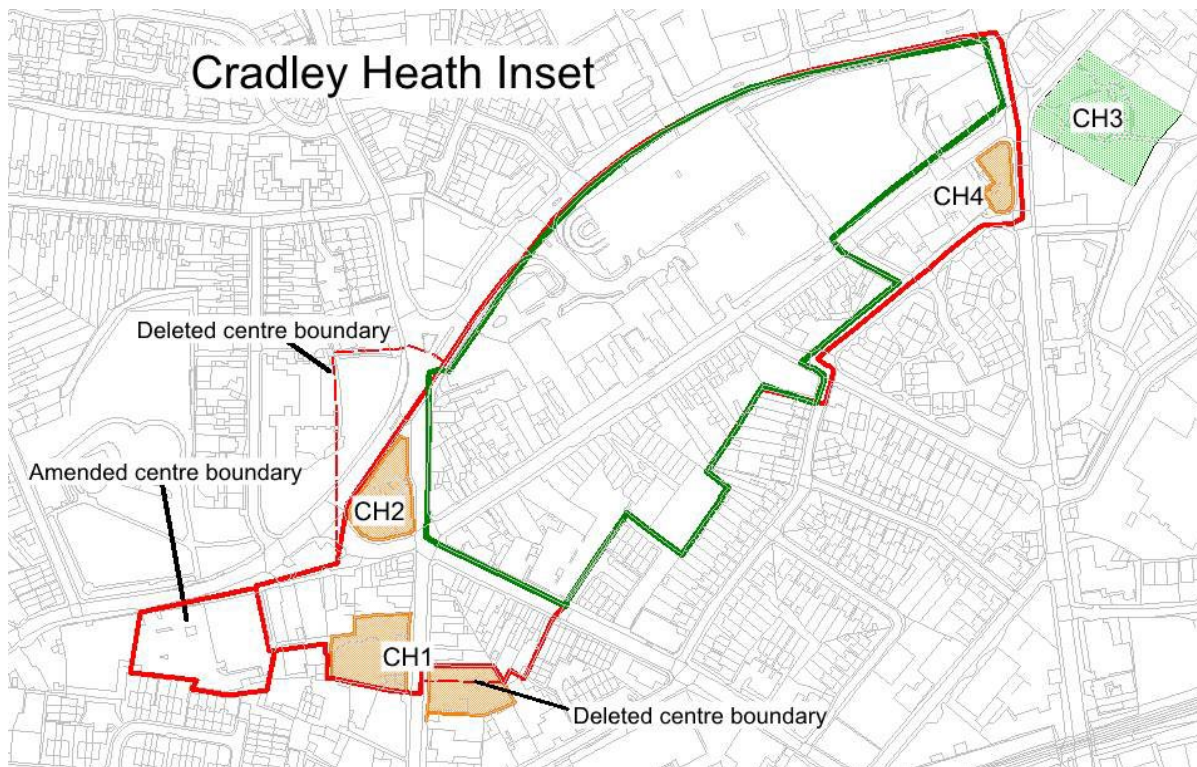
- 9.169 Cradley Heath is a linear town in the Rowley Town area, one of Sandwell's six historic centres, and lies in the southwest corner of the borough. Cradley Heath is in the Cradley Heath and Old Hill Ward.
- 9.170 It is the largest ward in Rowley with 14,961 residents, which has increased by around 10.3% since the 2011 census. This echoes changes in Sandwell as a whole, which has seen an 11% rise in population.
- 9.171 Cradley Heath and Old Hill Ward is the ninth most populous in Sandwell. It has a high prevalence of single person households (non-pensioners). At 20.7% this compares with a town average for Rowley of 16.9%.
- 9.172 Cradley Heath's population is 77.6% white British / white Other, 4.4% Mixed, 11% Asian or Asian British and 4.2% Black or Black British groups: Sandwell's population overall is 57.3% white British / white other¹⁶¹.

¹⁶¹ Sandwell Trends – <https://www.sandwelltrends.info/ethnicity-religion-country-of-birth/>

(In 2021, 57.3% (195,620) of usual residents in Sandwell identified their ethnic group within the high-level "White" category, compared with 81.7% in England & Wales.)

- 9.173 19.5% of the residents of Cradley Heath and Old Hill are retired. The proportion of residents who are long-term sick or disabled in Rowley is highest in Cradley Heath and Old Hill ward (6.1%).
- 9.174 Cradley Heath and Old Hill has a lower level of owner-occupation than the Borough average. It has the highest proportion of social and private renting and shared ownership in the town. The proportion of households renting from a private landlord or letting agency has increased from 12.5% in 2011 to 17.8% in 2021.
- 9.175 53.4% of the population Cradley Heath and Old Hill ward are economically active and the proportion of those who are unemployed is lower than the average for Sandwell as a whole (4.2% compared to 4.5%).

Figure 8 - Cradley Heath Town Centre



Retail and Town Centre Uses

- 9.176 The centre has a large 'Tesco Extra' store, which acts as an 'anchor' and generates many pedestrian and vehicle trips to the town. However, away from this immediate area, activity drops off significantly. The environment near to the superstore has good quality public realm with opportunities for visitors to sit and interact. Away from this immediate area the townscape is less welcoming, and parts of the town have poor-quality and aging shop fronts, with several shuttered and vacant units and little opportunity for public interaction.
- 9.177 In other towns the arrival of a major food retailer has complemented and boosted trade in independent stores throughout the centre. In Cradley Heath, however, this does not seem to be the case. Here, the size of the Tesco store and the pre-existing fragility of the town's traditional retail offer means that Tesco offers a one-stop retail destination that has drawn activity away from the rest of the town.
- 9.178 Vacancies have been rising in the centre, particularly in the Market Square, indicating a period of decline. This centre, like many others, needs to move away from being principally concerned with retailing and towards fostering non-transactional interactions and providing more residential opportunities on unoccupied sites and upper floors. The vacant commercial premises and sites in the town, if redeveloped for residential use, will bolster the remaining retail and commercial functions.
- 9.179 Cradley Heath, along with other towns in Sandwell and the Black Country, shows no capacity for additional comparison retail and limited convenience retail as far as can be forecast. To protect the centre's remaining vitality and viability, out-of-centre and edge-of-centre town centre uses should be robustly tested through impact and sequential tests before permission is granted, with retail development focused on redevelopment and reconfiguration / extension of existing capacity in the centre.

SWOT

- 9.180 The Centres Study identified the following characteristics for Cradley Heath:

Strengths	Weaknesses
<ul style="list-style-type: none"> • Within walking distance from a transport interchange with rail and bus facilities • Significant levels of free parking at Tesco 	<ul style="list-style-type: none"> • Declining uses by number of units and floorspace • Increasing vacancy floorspace

<ul style="list-style-type: none"> • Very strong anchor with Tesco Extra. 	
<p>Opportunities</p> <ul style="list-style-type: none"> • Promote refurbishment and modernisation of frontages • Improve street furniture and other aesthetic elements. 	<p>Threats</p> <ul style="list-style-type: none"> • Continued decrease of all uses • Complete decline of centre.

Aspirations

- 9.181 An increase in street furniture and other decorative schemes such as planting would make the area both more attractive and more functional.
- 9.182 The centre's frontages need refurbishment and modernisation to improve their current tired and neglected appearance.
- 9.183 Rowley Regis Towns Fund includes an improved scheme called "*Rowley Connected*", aimed at promoting improvements to walking and cycling across Rowley. A committed element of this scheme involves a project to create safe cycle linkages along Cradley Heath High Street, continuing via Lower High Street and as far as Cradley Heath interchange. This work is scheduled for completion in 2024.
- 9.184 As part of the "*Rowley Connected*" scheme, there are plans under consideration to upgrade and resurface an informal footpath connecting St Luke's Church with the open space at Bearmore playing fields, and for this ultimately to be extended to provide a low-traffic route between Cradley Heath and Old Hill centres, for walkers and cyclists.
- 9.185 Rowley Regis Satellite Education Hub has funding from the Towns Fund and will provide education and training facilities for young people and adults. Although just outside the current Centre boundary, immediately beyond LIDL and opposite Mary Macarthur Gardens on Lower High Street, it will add to the vitality and viability of Cradley Heath by promoting economic growth, rectifying skills shortages and contributing to a suitably skilled workforce. It will also strengthen the formation of a nascent growth hub centred around Cradley Heath interchange.

Opportunities for improvement

- 9.186 The Centres Study Health Check noted that frontages in the centre appear dated and tired-looking. Obtaining funding to upgrade frontages, the general streetscape and street scene

improvements would all make the centre appear more welcoming, improve dwell times and reinforce the non-transactional interactions the centre needs to improve its vitality and viability and trade on its excellent connectivity.

9.187 The Centres Study suggested the southern town centre boundary be amended; that Lidl (Lower High Street) be added, the area of St Anne's Road removed due to a lack of any commercial units; and that the boundary should end at the post office on Cradley Road again due to a lack of occupied commercial units.

Proposals

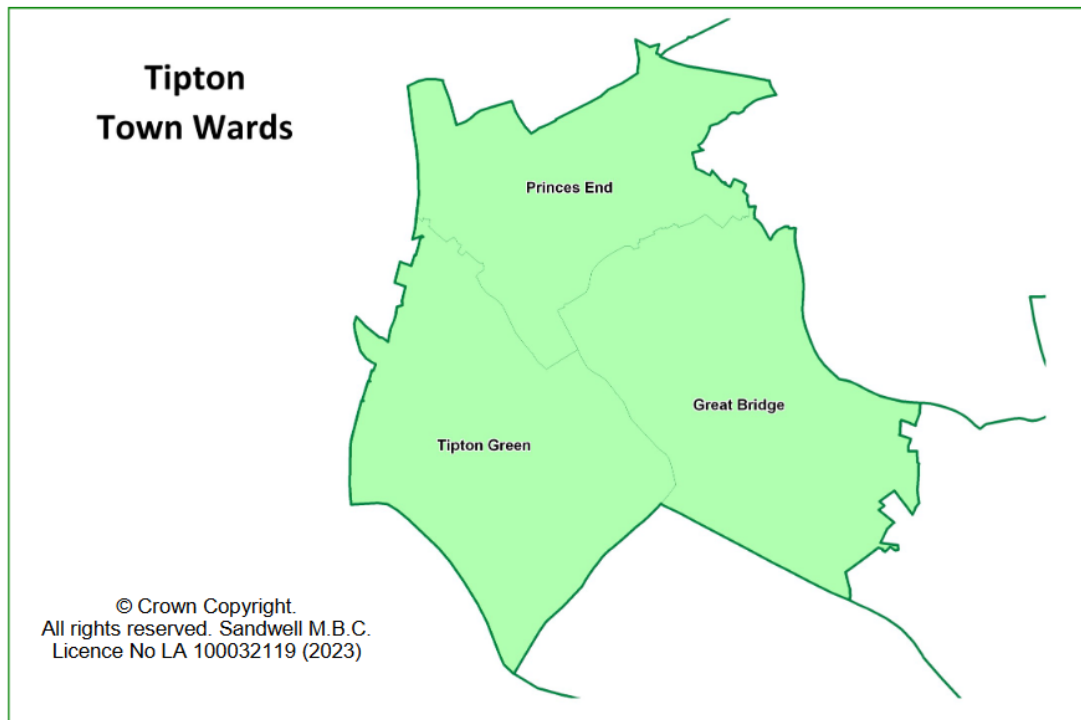
9.188 The following table identifies locations that offer opportunities for future improvements and additions to the public realm and character of the area, as well as smaller-scale development opportunities.

Site	Location	Indicative Land Use
CrH1	<p>A substantial development opportunity on the site of the former Majestic Cinema and its car park at Cradley Road.</p> <p>These sites are a high priority for development for two reasons:</p> <ul style="list-style-type: none"> • they have lain vacant, derelict and overgrown for some time and have been the subject of numerous complaints, and contribute to an air of neglect and decline in this part of the centre; • new development will link to recent and proposed residential growth zones south west of the town centre between Chester Road and Woods Lane. <p>These sites are in the process of delivering a total of around 250 homes and will transform a former industrial area into an aspirational residential neighbourhood in a sustainable</p>	<p>This is suitable for residential development, with an indicative capacity of up to 50 dwellings, dependant on house type and design.</p> <p>A mix of uses may be possible, with limited commercial opportunities on the ground floor due to the limited capacity in the centre, and residential above as is found in adjacent sites.</p>

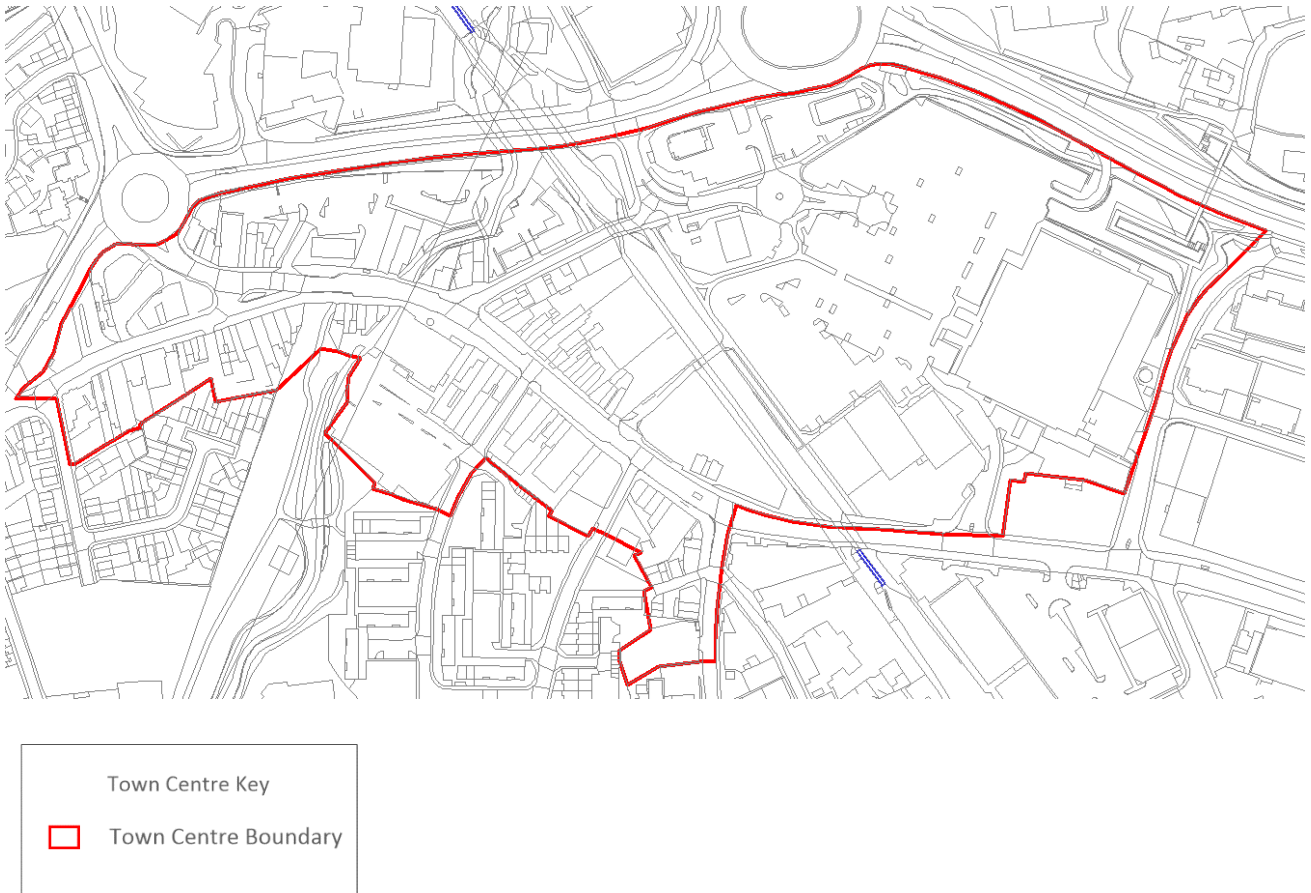
Site	Location	Indicative Land Use
	location that will help to support the viability of the town centre.	
CrH2	At the western entrance to the centre a used car lot and hand car wash operation occupy land at High Street / St Anne's Road / Lower High Street. These currently have a low-quality visual appearance and do not contribute positively to the character and amenity of the centre.	An opportunity exists to redevelop this gateway site, possibly for residential use, or to improve and maintain the visual quality of the existing uses. Funding opportunities will be sought to this end.
CrH3	St Luke's church closed in 2014 and was demolished due to rising repair costs. The site is a tranquil green location and contains mature trees in the northern part of the town. The Council will explore with the Church Commissioners how to sympathetically improve the site and maintain public access as an asset for the community.	Any proposals must respect the site's sensitive former use, as well as the status of the adjoining graveyard. The aim is to create an informal quiet area of nature and contemplation for the northern end of Cradley Heath. This will form a counterpoint to Mary MacArthur Gardens in the south of Cradley Heath. External funding mechanisms will be explored. As part of the approved Rowley Regis Towns Fund "Rowley Connected" scheme, there are plans under consideration to upgrade and resurface an informal footpath that connects St Luke's Church with the open space at Bearmore playing fields. The intention is for this ultimately be extended to provide a low-traffic route between Cradley Heath and Old Hill centres for walkers and cyclists.
CrH4	At the northern entrance to the town adjacent to No1 High Street, a site	Suitable for residential development of high quality design and materials to reflect its gateway location. Alternatively, development as a 'pocket park' would

Site	Location	Indicative Land Use
	currently set out as grass with anti-vehicle trespass mounding	<p>augment the currently very limited other opportunities in the centre for non-transactional socialising / amenity use.</p> <p>If the site is developed for commercial use, this aspect should be limited to reflect the lack of retail capacity in the centre.</p> <p>Encouragement will be given to using upper floors for residential use to bolster the centre and make best use of its sustainably-located position.</p>

Great Bridge



- 9.189 Great Bridge is the main town centre in Tipton and makes up one of its three wards. The population of Tipton in 2021 was 44,125, making up 12.9% of Sandwell's total population. Of this total, 19% of Tipton's population are from ethnic minority backgrounds.
- 9.190 The population profile of the town in terms of age structure is very similar to that of Sandwell overall. The main difference is a slightly larger proportion of residents aged under 16. Tipton also has the lowest number of people aged 65 and over of any part of Sandwell.
- 9.191 Tipton's Income Deprivation Affecting Children Index and Income Deprivation Affecting Older People Index Scores put it in the 20% most deprived areas in England for both indices.
- 9.192 Healthy life expectancy was statistically and significantly lower than the average for England in all three wards in Tipton. Healthy life expectancy for both women and men was lower than the present state pension age (66) in all three wards and when compared to the average in England; this suggests that people may not necessarily be healthy enough to work until the state pension age.

Figure 9 - Great Bridge Town Centre

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Retail and Town Centre Uses

- 9.193 The centre is currently designated as a town centre in the Sandwell Local Plan. The current boundary of the centre accurately reflects the extent of the retail area and does not require consolidation.
- 9.194 The town centre designation does include Great Bridge Retail Park. Whilst the retail park and the main centre operate independently, there appears little benefit in removing the former from the Town Centre boundary. However, better integration between the two elements is required for the retail centre to truly form part of the town centre.
- 9.195 There is no Primary Shopping Area boundary currently defined, and it is not recommended that one is needed, as the role of the centre is primarily in retail use across all areas.
- 9.196 Great Bridge currently has 86 commercial units with a total floorspace of 13,850m². 2009 data appears to include Great Bridge Retail Park as well, which is not included within the

2019 GOAD data¹⁶². As such, a comparison of the number of units and their floorspace over the past ten years is not directly available. However, the 2009 study recorded 90 units; it is likely that this comprised 86 units in the traditional centre and four in the Retail Park, meaning that the traditional centre has remained the same size. Two drive-through restaurants have been added to the retail park in the interim (these were not mentioned in the 2009 report). In 2009 there were four vacant units and there are now five vacant units. Therefore, the centre has remained generally consistent in size and stability in terms of the level of vacancies over the last ten years.

- 9.197 The various commercial uses in Great Bridge are evenly spaced through the centre with no clear patterns or grouping. The units themselves are typically small (<160m²) and are grouped in terraces, occasionally broken by larger stores, lanes, or empty areas. There are very few community uses within or near to the centre, with only a library and medical centre in evidence. There are seven main national multiples (excluding the Retail Park), which are evenly distributed around the centre (these include a Lidl store and various bookmakers).
- 9.198 Comparison goods retailers occupy 20% of the centre's units, well below the UK national average of 36%. When comparing floorspace, comparison goods make up 32% of the centre's total, which is the same as the national average. This level of comparison goods is above average when compared to nearby town centres, suggesting a stronger market presence. Convenience goods account for 15% of Great Bridge's commercial units, which aligns with the national average; however, the floorspace of these units makes up 21% of the centre's total, which is 12% above the national average. This over-representation of convenience goods can mostly be attributed to the relatively large 1,380m² Lidl store, which represents 48% of all convenience floorspace in the centre. Again, this high level of convenience floorspace is typical for such town centres, which tend to have one or several large floorplate supermarkets.
- 9.199 The floorspace levels of retail services are below the national average, at 11% compared to 14%. However, in terms of number of units, levels of retail services are higher than average at 22% compared to 7% nationally. This shows that there is a high volume of small floorplate retail service units, a trend throughout most local town centres. 11 of these 18 units are hairdressers.

¹⁶² Experian's GOAD plans show the fascia name, retail category, floor space and exact location of all retail outlets and vacant premises. Key location factors such as pedestrian zones, road crossings, bus stops and car parks are also featured.

- 9.200 Leisure services closely align with the national average, with the number of units making up 28% of the centre's total (3% above average), and the floorspace totalling 21% of the centre's total (3% below average). These levels are above average when Great Bridge is compared to other town centres and suggest a comparably healthier leisure market. However, it is worth noting that 50% of these leisure services are takeaways; this limits the evening economy-generating uses to the three restaurants in the centre.
- 9.201 In accordance with Hot Food Takeaway Policy SDM6, the threshold for Great Bridge Town Centre is 7% and as of 2023 there are seven hot food takeaways in the centre, representing 7.69% of the total number of units. Therefore, Great Bridge is over the threshold for the number of hot food takeaways in the town centre.

Facilities Provision

- 9.14 There are very few community uses within or near to the centre, with only a library and medical centre in evidence.

Accessibility

- 9.202 Although there are no new transport proposes for Great Bridge itself, the centre will benefit from the Wednesbury to Brierley Hill Metro line.
- 9.203 The centre is dominated by road traffic, to the significant detriment of pedestrian movement. Pavements vary from being wide (i.e., outside Lidl) to narrow (around Market Place) and sometimes pedestrians must contend with cars parked on the pavement. The roads, in addition to being busy with traffic, are also relatively narrow and there is no cycle infrastructure, making the centre difficult to access for cyclists.
- 9.204 Crossing the road is only possible at signalled pedestrian crossings, which are relatively far apart (there are four within the centre). They are generally well-located; one aligns with the footbridge to the retail park, and one with the market, although the crossing to Aldi is more difficult, being a staggered and indirect one.
- 9.205 This level of inconsistency and lack of provision makes the centre particularly difficult to access for those with disabilities. The footbridge provides a direct, though unappealing, link to the retail park, though this is DDA accessible.
- 9.206 Dudley Port Rail Station is 0.6m west of the town centre and the nearby Black Country Route provides access to both the M5 and M6 motorways.

Accessibility – Provision for cyclists

- 9.207 There are several proposed SCWIP routes - CR 3, CR 14 and a West Midlands LCWIP route from Burnt Tree to West Bromwich via Great Bridge and Carters Green.

Environmental Quality

9.17 The environmental quality of the town centre is generally poor, with most of the shop frontages in need of significant maintenance and modernisation. Despite having a lower than average number of vacant units (proportionally), the low quality of the occupied properties makes the area feel like it is in a state of decline, despite figures suggesting otherwise.

SWOT

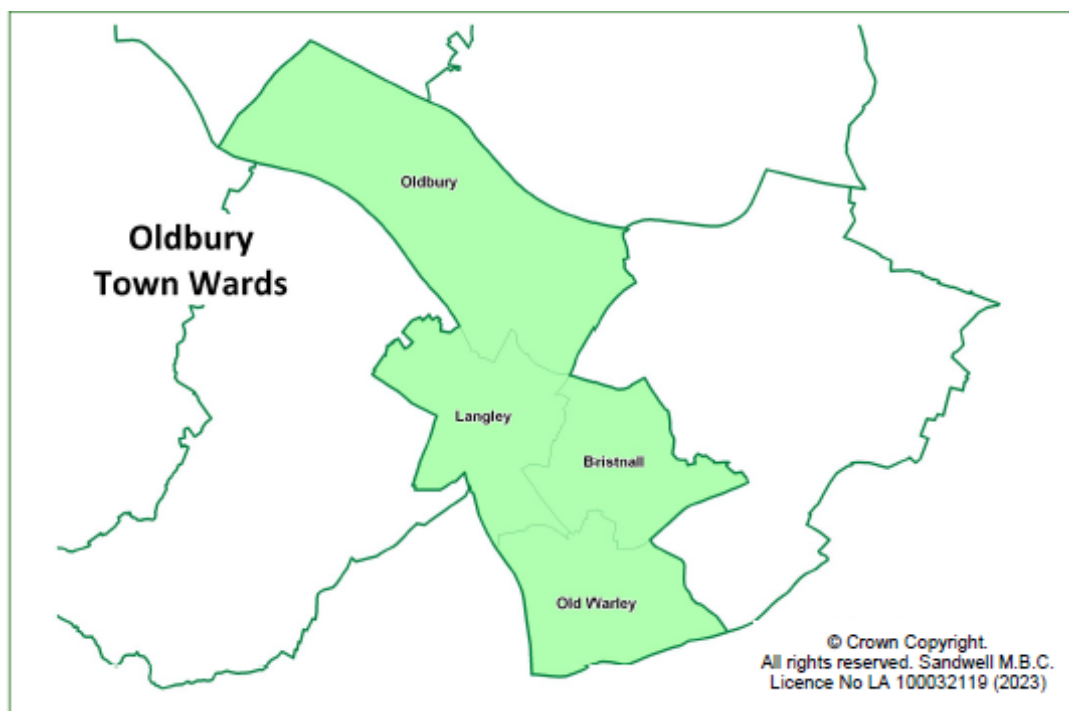
9.208 The Centres Study Health checks noted the following characteristics for Great Bridge:

<p>Strengths</p> <ul style="list-style-type: none"> • Low vacancy rate • Anchored by Lidl and outdoor market • Healthy diversity of uses • Ample car parking 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Centre is dominated by heavy through traffic • Poor public realm • Poor physical environment • Poor quality pedestrian link to the retail park • Offer is limited to cheaper goods and services (e.g., only a discount supermarket, leisure • sector dominated by take-aways, markets focus on cheap goods) • General lack of community facilities
<p>Opportunities</p> <ul style="list-style-type: none"> • The Outdoor Market site could be physically improved • The public realm and built form could be improved throughout • A better pedestrian environment and pedestrian prioritisation would be welcomed, alongside better cycle and DDA provision • Large cleared site at eastern edge of centre – has planning permission for 48 apartments 	<p>Threats</p> <ul style="list-style-type: none"> • Great Bridge Retail Park draws trade away from the traditional centre and is reliant on private car use

Aspirations

- 9.209 The health checks identified that there is limited evening activity due to the lack of leisure facilities around Great Bridge, including the strict definition of leisure as well as restaurants.
- 9.210 Opportunities for funding to improve shop fronts and townscape quality should be investigated. Generally, frontages within Great Bridge are in a poor condition, which may adversely affect its attractiveness to potential new occupiers or for new development / investment.
- 9.211 There should also be opportunity to provide improved public and active transport, to provide more cycle lanes.

Oldbury



- 9.212 Oldbury Town is centrally located and is the administrative centre for Sandwell. It contains the wards of Bristnall, Oldbury, Langley and Old Warley. It borders Birmingham and Dudley to the south and southwest.
- 9.213 The population of Oldbury town in mid-2020 was estimated to be 53,707¹⁶³. Oldbury town has seen an increase in all age groups between 2011 and 2021, but the rise in those aged 65 and over is smaller (+2.6% and +5.3% for under 20s and 20-64s, but only 0.5% for those aged 65 and over).
- 9.214 Oldbury Ward has the largest population, with 15,607 residents.
- 9.215 41.5% of Oldbury town's population are from ethnic minorities; this is lower than the borough's average of 48% and higher than the 26% for England and Wales¹⁶⁴.
- 9.216 90% of the Lower Layer Super Output Areas (LSOAs) in Oldbury are in the 50% most deprived LSOA in England (Sandwell - 86.0%)¹⁶⁵.

¹⁶³ Sandwell Trends - <https://www.sandwelltrends.info/oldbury/>

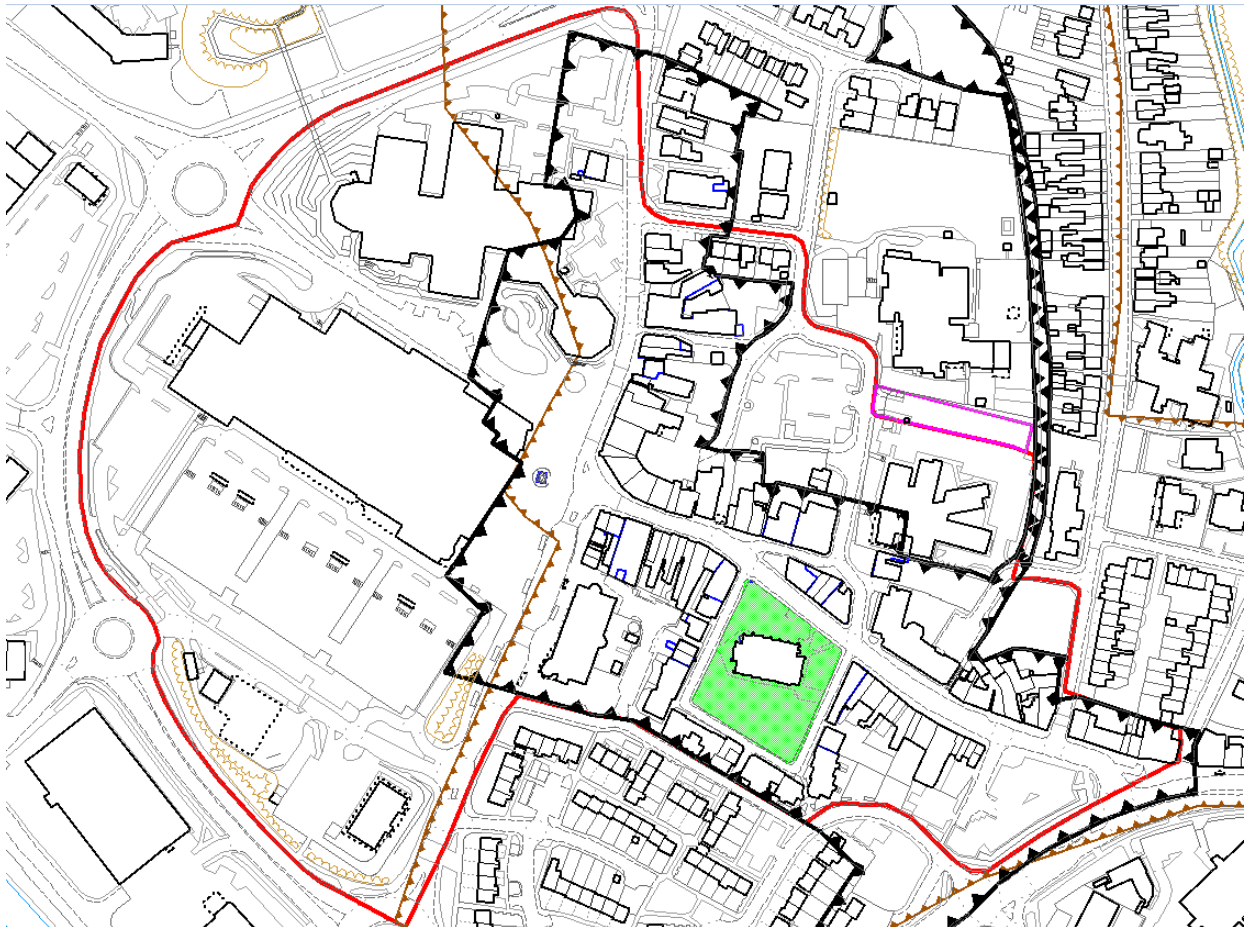
¹⁶⁴ Sandwell Trends – Census Sandwell Profile - <https://www.sandwelltrends.info/wp-content/uploads/sites/5/2023/04/Sandwell-Census-Profile-2021.pdf>

¹⁶⁵ Sandwell Trends - <https://www.sandwelltrends.info/wp-content/uploads/sites/5/2022/09/Oldbury-Town-Profile-September-2022.pdf>







9.217 Of the six main towns, Oldbury town has the greatest proportion of residents who are economically active (60.3%) and the second highest proportion of residents in full-time employment (34.8%).

9.218 Oldbury town has the highest level of owner-occupation of the six towns in the Borough. The proportion of households in privately rented accommodation has increased to 18.5%, which is similar to Sandwell as a whole. It has the lowest proportion of social rented housing of the six towns.

Figure 10 - Oldbury Town Centre



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Town Centre Key	
	Town Centre Boundary
	Proposed Town Centre Extension
	Community Open Space
	Area of Potential Archaeological Importance
	Conservation Area
	Listed Building

Existing Centres Boundary

- 9.219 The centre is designated as a town centre in the Black Country Core Strategy centres hierarchy and it is proposed to continue with this designation.
- 9.220 The town centre boundary is well-contained to the west by the Oldbury Ring Road. To the east the boundary follows the length of Birmingham Street to its junction on Birmingham Road. The Centres Study¹⁶⁶ identified that the boundary could be altered to include the whole health centre rather than the boundary intersecting it currently.

Primary Shopping Area

- 9.221 Oldbury Town Centre does not have an existing Primary Shopping Area (PSA) / Retail Core. Due to the nature of Oldbury as more of a service driven Town Centre, a PSA / Retail Core is not considered necessary.

Retail and Town Centre Uses

- 9.222 Oldbury is the only town centre in the Oldbury wards. It predominantly consists of the Sainsbury's supermarket / parking, the Sandwell Council offices and a variety of commercial units along Halesowen Street, Church Street and Birmingham Street.
- 9.223 Latest available information¹⁶⁷ details that the centre in total currently has 95 outlets with a combined floorspace of approximately 25,500 sqm. Since 2016 there has been an increase of eight outlets and some 2,350 sqm in terms of floorspace. The increase in floorspace is seen across all goods categories except for leisure services. The centre currently has 14 vacant outlets, compared to the nine reported in 2016.
- 9.224 The Black Country Centres Study 2020¹⁶⁸ identified that Oldbury comprised 7% comparison goods of Oldbury's number of commercial units, 8% below the national average. Whereas convenience goods comprised 47% of the centre's total commercial floorspace compared to 9% nationally. Sainsbury's represents 97% of the convenience goods floorspace, accounting for the small number of units but high volume of floorspace.
- 9.225 Financial and business services and retail services provide a more than average number of units (12% and 17% above the average respectively) but provide floorspace figures comparable to the average, suggesting a high volume of small floorplate stores. Leisure services are under-represented both in terms of number of units and their floorspace.

¹⁶⁶ Black Country Centres Study 2020, Volume 2: Healthchecks

¹⁶⁷ Experian Goad data for Oldbury (March 2022)

¹⁶⁸ Black Country Centres Study 2020, Volume 2: Healthchecks

9.226 In accordance with Policy SDM6, the HFT threshold for Oldbury town centre is 7%; in 2022 the percentage of HFT in the centre was 5.7%.

Facilities Provision

9.227 The centre is supported by a small range of community facilities including five churches, two schools, a library, health centre and Sandwell Council's main offices.

Accessibility

9.228 Oldbury Town centre is close to a major motorway junction (M5, Junction 2). It is served by Sandwell and Dudley railway station, which lies on the edge of the town centre, offering direct inter-city trains to Birmingham International Airport, London and the north-west.

9.229 Oldbury bus interchange is situated in the middle of the town and is well-connected to the wider area, with excellent links to Walsall, West Bromwich and Birmingham.

9.230 There are two core walking zones around Sandwell and Dudley and Langley Railway Stations.

Accessibility – Provision for Cyclists

9.231 Oldbury Town Centre is served by the National Cycle Network Route No.81.

9.232 Proposed SCWIP route 4 A4034, from Oldbury Town Centre to Blackheath Town Centre via Birchley Island, will see a major junction improvement. The cycle route is at preliminary design stage and will be delivered incrementally.

9.233 Another West Midlands LCWIP cycle route runs from Sandwell and Dudley Railway Station to Cradley Heath via Langley and Blackheath. This route connects to proposed SCWIP cycle route 5 from Oldbury Town Centre to Bearwood via the Sandwell Aquatic Centre

9.234 SCWIP Cycle Route 6 A457 (Air Quality Hot Spot) Oldbury Town Centre to Smethwick Galton Bridge Railway Station is currently at Strategic Outline Business Case stage; the section from Smethwick Galton Bridge to Rolfe Street Railway Station was delivered under Towns Fund (accelerated fund). Further phases to the junction of Grove Lane and Cranford Street are being delivered via Towns Fund over the next three financial years. The route will connect with West Midlands Metropolitan University Hospital and Birmingham Cycle Network

9.235 SCWIP cycle route 3 is proposed from Great Bridge Town Centre to Roebuck Lane (National Cycle Route 5) via Brandon Way, Kelvin Way and Kenrick Way

Accessibility – Transport Proposals

- 9.236 The A4123 is subject to a proposed multimodal corridor improvement project that intersects with the A4034 at Birchley Island. Phase one has been delivered, from Tipton Road to Burnt Tree junction, and Phase 2 (Burnt Tree junction to Lower City Road) is under development. This route will be delivered incrementally up to Hagley Road
- 9.237 There are bus priority measures proposed from Dudley Road, through the junction of Oldbury Ringway / Freeth Street.
- 9.238 The Birchley Island / M5 Junction 2 link project¹⁶⁹ lies at the intersection of the M5, A4123 and A4034 in Sandwell. These routes connect Birmingham, Blackheath, Dudley, Oldbury, Walsall, West Bromwich and Wolverhampton to each other as well as linking much of the southern part of the Black Country to the national motorway network.
- 9.239 Works to improve the junction and its accessibility were scheduled to start in 2023 but this has now been pushed back to 2024 / 2025. Several upgrades will be made to this junction, including the addition of a fourth lane for all traffic; extending the length of Lane 3; creating segregated cycle tracks / footways; installing controlled crossings; and road widening. These works will address ongoing issues at the junction and improve road user experience.
- 9.240 The junction improvement is a crucial part of the Black Country transport network and is of importance to both commuters and businesses.

Environmental Quality

- 9.241 Existing green space designations are supported and the valuable contribution that they make is recognised.
- 9.242 There is important established green planting and tree coverage that contributes to the setting of areas and public spaces in Oldbury. This includes areas around Sainsburys and the council offices and a variety of public spaces and they provide valuable areas for people to stop and rest.
- 9.243 Other areas on Birmingham Road could benefit from public realm and shop front improvements, which could make the centre more attractive, helping to attract new businesses to the area and reduce the number of vacant commercial units.

¹⁶⁹ <https://www.blackcountrytransport.org.uk/projects/birchley-island-a4123-phase-1.html>

Historic Environment Allocations

9.244 Oldbury Conservation Area was formally designated in March 1974 and reassessed in 2008. Currently the Oldbury Conservation Area centres on Church Square and Unity Place, which is the focal point of the core town centre. The area was substantially built before 1857 at a time when Oldbury was a nationally important industrial centre. This is reflected in the quality of the buildings, many of which, by virtue of their individual character and their relationship to the surrounding spaces and buildings, make a positive contribution to the quality of the environment.

9.245 The Town Centre features 19 Grade II and one Grade II* listed buildings, with most of them falling within the conservation area. Many of the listed buildings and others present attractive early to mid-19th Century styles that provide the centre with a distinct character.

SWOT

9.246 The Centres Study Health checks noted the following characteristics for Oldbury:

<p>Strengths</p> <ul style="list-style-type: none"> • Generally high-quality environment; • Historic buildings give character to the centre. 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Lack of comparison goods stores; • Heavily reliant on Sainsbury's as an anchor; • Poor links to the Retail Park
<p>Opportunities</p> <ul style="list-style-type: none"> • Create better pedestrian links to Oldbury Green Retail Park; • Encourage more comparison goods retailers; • Enhance shop frontages along Birmingham Street. 	<p>Threats</p> <ul style="list-style-type: none"> • Retail park continues to impact centre and reduce comparison offering; • Complete withdrawal of comparison goods and other traditional high street uses

Aspirations

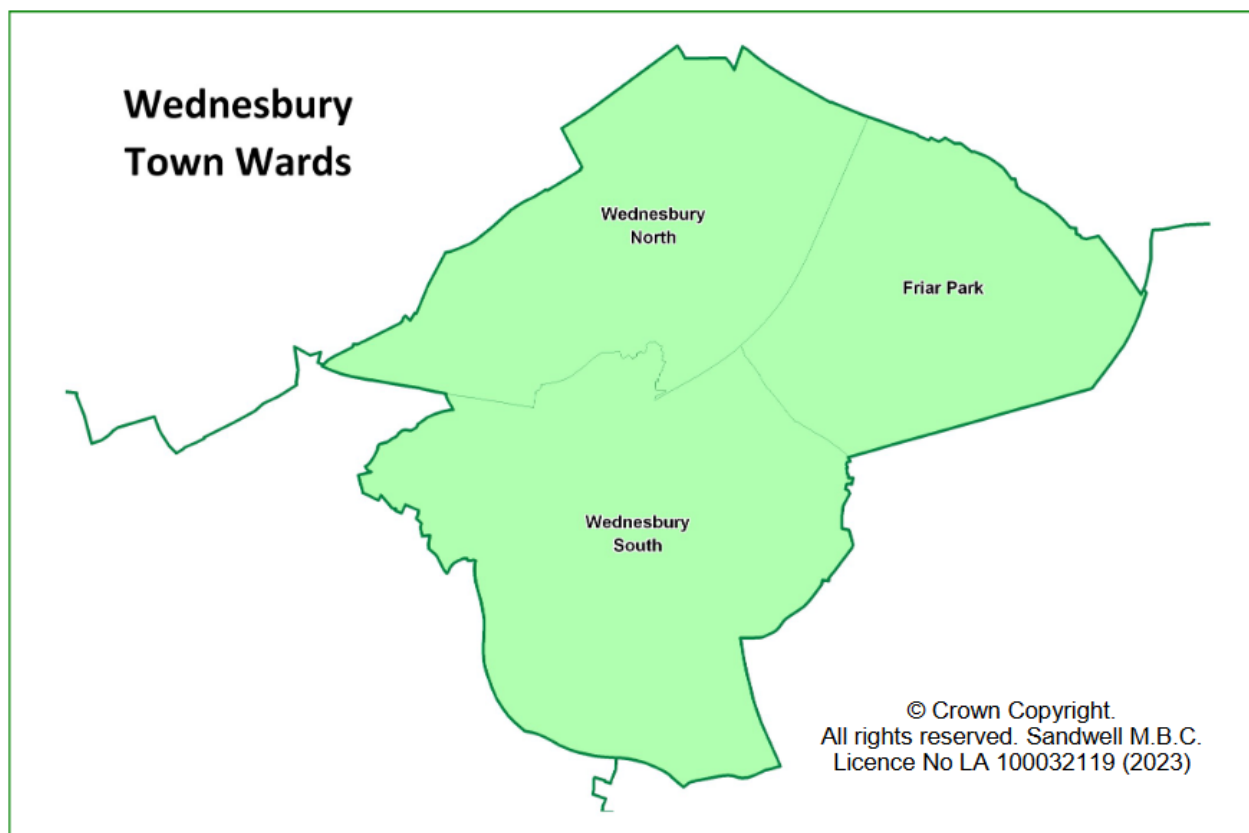
9.247 The large number of bus services and levels of parking make Oldbury very accessible; however, consideration should be given to better integrating the Town Centre with Oldbury Green retail park.

- 9.248 The upgrade of building stock within Oldbury Town Centre to encourage businesses to grow and create new jobs, considering the Conservation Area designation, will be supported.
- 9.249 Opportunities to provide improved public and active transport, to provide more cycle lanes should be investigated.
- 9.250 Encouraging active uses towards the eastern end of Birmingham Road would help to increase the sense of safety. Improving the environment on Birmingham Road may also help to attract businesses.
- 9.251 Residential use on the upper floors in Oldbury Town Centre is considered an appropriate use.
- 9.252 Opportunities will be sought to secure funding to improve the appearance of shop frontages and the general environmental quality of the area.
- 9.253 The Council have secured funding from UK Shared Prosperity funding to create a work business hub at Jack Judge House.

Proposals

Site	Location	Indicative Land Use
OL1	Town Centre	An amended boundary is proposed, as shown in Figure 10, to include the whole health centre on Birmingham Street.

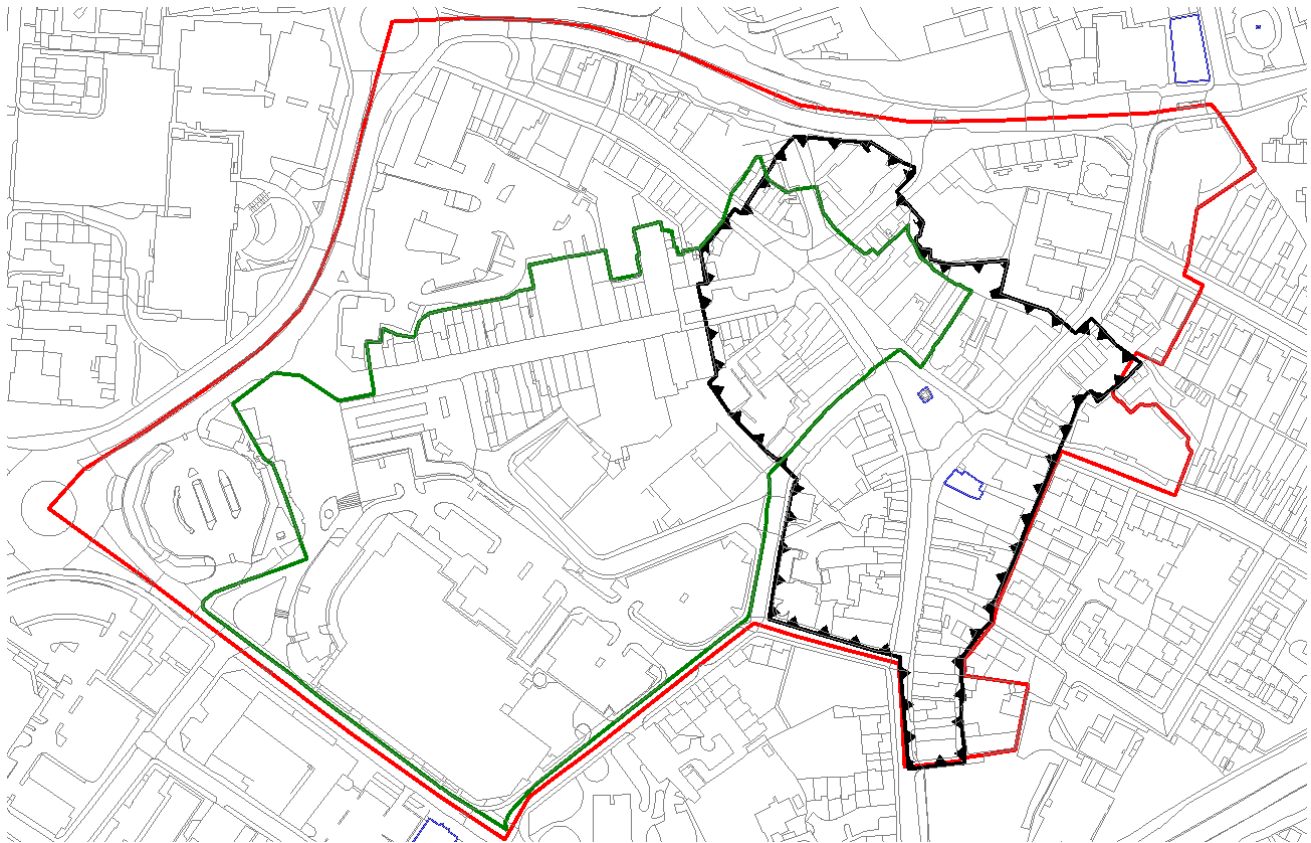
Wednesbury Town








- 9.254 Wednesbury is a market town in the West Midlands, located approximately ten miles northwest of Birmingham and six miles southeast of Wolverhampton. Wednesbury is one of the six main towns of Sandwell, and is in the north of the borough, approximately three miles north of West Bromwich. The town contains the wards of Friar Park, Wednesbury North and Wednesbury South.
- 9.255 The population of Wednesbury in mid-2020 was estimated to be 39,491 with 19,503 males (49.4%), and 19,988 females (50.6%). Wednesbury has the smallest population of the six main towns in Sandwell. 18.6% of population are from ethnic minority backgrounds. Wednesbury has a proportionally older age profile than Sandwell, but a younger age profile than England on average.
- 9.256 Overall, Wednesbury is more deprived than England and compared to the rest of Sandwell, and its deprivation score would put it in the 20% most deprived areas in England. 26% of its residents are living in income deprived households and 13% are claiming job seekers' allowance.
- 9.257 Female and male healthy life expectancy were statistically significantly lower than the average for England in all three wards in Wednesbury. Healthy life expectancy for both

females and males was lower than the present state pension age (66) for all three wards and compared to the rest of England; this indicates that people may not necessarily be healthy enough to work until the state pension age.

Figure 11 - Wednesbury Town Centre



Town Centre Key	
	Town Centre Boundary
	Retail Core / Primary Shopping Area
	Area of Potential Archaeological Importance
	Conservation Area
	Listed Building

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Retail and Town Centre Uses

9.258 Wednesbury currently (2023) has a total of 176 commercial units, with a total floorspace of 34,720m²; this compares to 183 units and 29,154m² in 2009, revealing a relatively large increase in floorspace but a small decrease in overall units in the last ten years. Comparison goods units make up 28% of the centre's units, compared to the UK national average of 36%. When comparing floorspace, comparison goods make up 25% of the centre's total, which is 7% below the national average. A small level of comparison goods is expected in

this type of centre. This sector has declined by nine units but has maintained its share of floorspace since 2009.

- 9.259 Convenience goods account for 11% of Wednesbury's commercial units, which is 4% below national average. However, the floorspace of these units makes up 32% of the centre's total, which is 23% above average. This over-representation of convenience goods can mostly be attributed to the large 7,020 sq. m. Morrisons store, which represents 64% of all convenience floorspace in the centre. Large floorplate anchor convenience stores are very typical in these types of town centre. Convenience goods outlets have decreased by four units, but floorspace has increased significantly by 5,211m² since 2009.
- 9.260 The floorspace proportion of other retail services stands at 10%, which is below the national average of 14%; however, in terms of the number of units in such uses, retail services occupy 20% compared to a national average occupancy rate of 7%. This shows that there is a high volume of small floorplate retail service units, typical for this type of town centre. These are mostly hairdressers and beauty salons.
- 9.261 Leisure services are under-represented in terms of both number of units and floorspace, falling 8% and 7% below the national average respectively. Over a third (11) of leisure services are takeaways, with only one restaurant. However, this restaurant and the five pubs / bars that are evenly distributed in the centre could help to generate an evening economy. Collectively the service industry has lost four units and 1,767m² since 2009.
- 9.262 Vacancies have increased from 18 units in 2009 to 28 in 2019, or in floorspace terms from 1,914m² in 2009 to 4,040m² in 2019. This currently represents 15% of units, which is above the national average of 9%. This level of vacancy is concerning, especially given its significant increase since 2009. In terms of floorspace though, it represents 12% which is very similar to the national average of 11%.
- 9.263 Retail, leisure and business and financial services are evenly distributed around the centre with no specific areas where these are grouped. Contrasting this, comparison and convenience goods are concentrated towards Union Street although they are also present throughout the centre. Whilst Union Street has been a focus for comparison goods, this is also experiencing a higher number of vacant units. The centre features a diverse range of community uses, including an art gallery, leisure centre, library and primary school. National multiples are well represented and include several high street banks and supermarkets.
- 9.264 Wednesbury has an attractive environment and retains its market town role and related identity. Market Place and the buildings around it provide the historic focus for this and represent a distinctive presence, with its historic triangular space and street frontages.

9.265 In accordance with Policy SDM6, the threshold for Wednesbury Town Centre is 7% and as of 2023 there are 12 hot food takeaways in the centre, representing 6% of the total number of units.

Facilities Provision

9.266 There are several community facilities, including several religious institutions within the centre. Adjacent to the town centre boundary there is Wednesbury Town Hall and Museum to the south, to the north is Wednesbury Library and to the east is Wednesbury Leisure Centre.

Accessibility

9.267 The town centre is well connected by road, with the A461 providing access to Junction 9 of the M6 Motorway and the A41 providing access to Junction 1 of the M5 Motorway.

9.268 The centre is well-served by regular bus services, with on-street stops and a large bus station at the end of Union Street. To the south of the town centre is the Wednesbury Great Western Street Metro stop. Regular services run from the stop to Birmingham and Wolverhampton; in the future, services will also run to Dudley.

9.269 The centre is easily accessible by road via Walsall Street. Parking is generally sufficient for current levels of use. Options comprise:

- High Bullen: 137 spaces
- Morrisons: 390 spaces
- Ridding Lane: 48 spaces
- Spring Head: 62 spaces

9.270 The quality of the pedestrian environment is mixed. Union Street offers an easy pedestrian experience on a traffic-free street. On other streets, pavements are relatively narrow and cluttered with highway signage. The junction at Market Place / High Bullen is dominated by highways infrastructure and is difficult for pedestrians to cross.

Accessibility – Provision for cyclists

9.271 There is an existing cycle route which links the town centre with the Tamebridge Rail station.

Accessibility - Transport Proposals:

9.272 The Wednesbury to Brierley Hill Metro Line is currently under construction.

Centre Boundary

9.273 The centre is designated as a town centre and its boundary is formed by the Walsall Road dual carriageway to the north and west. At the eastern and southern edges, it may be necessary to consider whether the boundary should be consolidated.

Primary Shopping Area / Retail Core

9.274 Wednesbury has an identified retail core, which has not changed recently.

Wednesbury Conservation Area

9.275 Wednesbury Market Place was designated as a Conservation area in 1980 because of its special architectural and historic interest; it covers an area of 3.041 hectares.

9.276 Wednesbury Market Place conservation area is of special interest for its largely late-medieval street pattern and its concentration of 18th and 19th century buildings around a triangular market place. Although it may potentially have even earlier origins, related to an earlier fortified settlement or ‘*burh*’ to the north of the town, the modern settlement developed between two key communication routes that led to important crossing points over the River Tame. These were in use from at least the 13th century onwards.

9.277 The survival of the historic layout of the town, and the retention and adaptation of the buildings and their plot structure, also has special interest for their potential to provide information about the development of the town and the form and use of the buildings over time. The relationship with the roads and the tight-knit 18th, 19th and early 20th century retail frontages document the evolution of commerce in the town. The marketplace also has historic and communal significance as a site of commercial and civic interaction for hundreds of years.

Area of Potential for Archaeological Importance

9.278 The town centre is situated in a wider Area of Potential Archaeological Importance in Wednesbury.

SWOT

9.279 The Centres Study Health checks noted the following characteristics for Wednesbury:

<p>Strengths</p> <ul style="list-style-type: none"> • Some strong townscape features (e.g., Market Place); • Significant historic building mix throughout the town; 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Central junction is dominated by highways and is a weak pedestrian environment;
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<ul style="list-style-type: none"> • Strong market function retained; • Large Morrison’s store anchors the centre; • Very accessible by public transport with bus station; • Pedestrianised street offers ease of pedestrian movement; • Good provision of community facilities. 	<ul style="list-style-type: none"> • Union Street / outdoor market / bus station forms poor environment; • Need for a higher quality leisure sector.
<p>Opportunities</p> <ul style="list-style-type: none"> • Opportunities to make more of the sense of place, e.g., at Market Square; • Surplus parking may offer development opportunities. 	<p>Threats</p> <ul style="list-style-type: none"> • Growing vacancies on Union Street as comparison goods sector declines; • Centre is somewhat over-reliant on Morrison’s as the only supermarket present.

Aspirations

- 9.280 The health checks identified that there is limited evening activity due to the lack of leisure facilities around Wednesbury, including the strict definition of leisure as well as restaurants.
- 9.281 There should also be opportunity to provide improved public and active transport, to provide more cycle lanes
- 9.282 Generally, frontages within Wednesbury are in a poor condition, which may adversely affect its attractiveness to potential new occupiers or for new development / investment. There is the opportunity to celebrate, respect and enhance the town’s heritage. Opportunities for funding to improve shop fronts and townscape quality have been investigated and in partnership with Historic England, have identified a Heritage Action Zone¹⁷⁰ within the centre

¹⁷⁰ <https://historicengland.org.uk/services-skills/heritage-action-zones/regenerating-historic-high-streets/>

of Wednesbury. Various proposals offer opportunities for future improvements and additions to the public realm and character of the area. These are set out below.

Wednesbury High Street Heritage Action Zone¹⁷¹

9.283 As part of Sandwell Council's commitment to support struggling high streets, and to highlight the historic significance of the area, it has partnered with Historic England to deliver a c.£3.6m heritage regeneration scheme within Wednesbury itself. This will provide both funding for physical improvements to the buildings in the identified zone and opportunities for shop owners, residents, organisations and visitors to Wednesbury town to enjoy an improved and richer experience when in the centre.

9.284 The project involves three main approaches:

- Improvements to shop fronts and buildings within the town's conservation area, to help revitalise the town centre; the possible introduction of more homes through first floor conversions; and the creation of a more enjoyable experience for residents and visitors.
- Public realm improvements, including repaving footpaths and streets with high-quality materials, planting trees and replacing street furniture, to help create a safer space for pedestrians and shoppers.
- The delivery of cultural activities designed to engage the community within and around the high street.

9.285 As part of the regeneration of the historic town centre, funding is available for the renovation of shop frontages, with up to 80% of the cost being met by the scheme. Shop owners can use this non-repayable grant to replace shop fronts and signage, to reinstate the historic features of their building.

9.286 Shop front renovations will need to reflect the heritage of the town and guidance will be given to those who wish to take up the grant offer. A shop front design guide outlining the types of works that can be funded has been produced to provide this advice.

¹⁷¹ <https://historicengland.org.uk/services-skills/heritage-action-zones/wednesbury/>

10. West Bromwich

West Bromwich

- 10.1 West Bromwich, as designated on the Policies Map and shown on Figure 16, is the third largest centre in the Black Country. 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 itself runs north-west to south-east with a focus on high street retail activity along the Princess Parade / Duchess Parade section, which is enclosed by the West Bromwich Ringway. It is in a highly accessible location via a range of public transport options including rail, metro and bus services; users of the Metro can reach Birmingham city centre in 15 minutes and buses run between West Bromwich and the other towns in Sandwell on a regular basis.
- 10.2 The SLP supports the diversification, repurposing and rejuvenation of the strategic centre, with it being the focus for a well-balanced mix of residential, leisure, 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 mixed uses, and supported by maximising residential provision in all locations (including the use of upper floors).
- 10.3 The West Bromwich Masterplan states the aspirations for the centre of the town as, *“A mixed use centre with central market square at its heart and comprising food and beverage and leisure blocks to the North / West, office blocks and residential to the South and education and multi-storey car park to the East of central courtyard”*.
- 10.4 The future of the centre, as with most strategic centres across the Black Country, is dependent on reducing reliance on retail to generate footfall and generating alternative uses (potentially mixed uses) that function both during the day and into the evening.

Background

- 10.5 West Bromwich is the largest town by population size and by area in the borough, giving it the lowest population density. It includes the main commercial and retail centre of Sandwell. Its housing markets include older terraced housing in the town centre, extensive council-built neighbourhoods to the north and the more affluent suburban Great Barr area. The town also has one of the most successful new residential developments in the Midlands at the Lyng –

the Urban 180 / Eastern Gateway area is an award winning¹⁷² social housing scheme. West Bromwich has the second oldest age profile in Sandwell with 16.6% of its population aged over 65. It has the second highest number of jobs at 36,400 and has experienced 6% employment growth since 2012. Its 2,430 businesses have experienced similar growth¹⁷³.

- 10.6 West Bromwich is also the strategic centre for Sandwell and as such is the focus for major investment opportunities for retail, commercial, leisure and educational uses. The town centre has excellent accessibility to the motorway network with Junction 1 M5 within 1.5km providing access to the M6. Within the town sustainable travel options are provided by a bus station, the Midland Metro providing access in 15 minutes to both Wolverhampton and Birmingham via five stops within the regeneration area boundary, and excellent pedestrian and cycle links to and through the area.
- 10.7 Traditionally the High Street was at the core of the town. However, there has been a shift towards increased activity within the New Square development, built ten years ago. With anchor stores Tesco Extra and Primark, a selection of food and beverage offers and a cinema, this became the more popular shopping and leisure destination. This led to a decline in the quality and quantity of shops in the High Street. Further relocations out of Queens Square, one of the town's key precincts, have also contributed to the overall perception of decline. Conversely, Kings Square continues to trade well.
- 10.8 Education provision in the town continues to grow. Sandwell College and Central Sixth have been resident for some years and moving into the town has resulted in some of the vibrancy, lost in previous years, being regained with the additional student footfall. Furthermore, Shireland University Technical College and the emerging Mechanical and Engineering Centre will continue to add to this offer.
- 10.9 The new Sandwell Civil and Mechanical Engineering Centre (Sandwell MEC) lies on West Bromwich's High Street and is due to be completed in 2023. It is a new technical campus for Sandwell College and will deliver opportunities in engineering, advanced manufacturing, civil engineering, construction and hybrid electric vehicles for adults and young people. The new facility will provide programmes for the unemployed as well as reskilling the workforce through Apprenticeships Standards and other technical and professional qualifications.

¹⁷² Best Social or Affordable New Housing Development - LABC Awards 2014 (Winner); Best New Affordable Housing Scheme- Housing Excellence Awards 2017 (Shortlisted)

¹⁷³ <https://www.sandwell.gov.uk/vision2030>

- 10.10 Recent years have seen a change in shopping habits. Even prior to the COVID pandemic, retail centres were struggling with increasing rents and business rates, competition from out-of-town retail complexes and an increase in online shopping with the loss of comparison retail (i.e., clothes, shoes, electrical goods) in particular to the internet. The pandemic only served to exacerbate the situation with many of the high street names switching to online shopping only, removing their presence from the High Street.
- 10.11 National permitted development rights have also changed considerably, allowing for offices to be converted to residential uses without needing planning permission. Changes in technology have allowed for more people to work from home or adopt flexible working patterns (especially during the pandemic). This has led to reduced demand for offices in centres with levels of future demand now.
- 10.12 A side effect of the above has been the adverse impact on service sectors dependent on high footfall in West Bromwich and elsewhere and supported in part by office-based workers, such as food and drink sales, convenience retailing and smaller service industries.

West Bromwich Town Centre

- 10.13 To aid regeneration of the centre and stimulate a COVID -19 recovery, a masterplan and Interim Planning Statement were produced for West Bromwich. The masterplan will act as a catalyst for on-going and new regeneration schemes – unlocking further investment and opportunities to boost the town's future economic growth and fostering, promoting and supporting strong urban design principles throughout those interventions. The interim planning statement was designed to provide updated planning advice for development following changes to national planning legislation over time. The guidance offered in the statement has now been incorporated into these policies. An extract from the Masterplan showing the main locations for new development can be found in Appendix D.
- 10.14 The Masterplan and Interim Planning Statement were approved by Cabinet in February 2022 and set out an ambitious programme of development opportunities to reinvigorate the town, helping to deliver new jobs, a more resilient centre and reinventing its function as the strategic centre.
- 10.15 To support these proposals, £25m was awarded from the national Towns Fund to progress various projects within the town including retail diversification, cultural, educational and urban greening schemes.

Policy SWB1 - West Bromwich Town Centre

- 1. The strategic priorities for West Bromwich are**
 - a. to reinvigorate the town centre;**
 - b. to unlock land to aid regeneration;**
 - c. to support good quality jobs;**
 - d. to stimulate COVID19 recovery;**
 - e. to promote the highest standards of sustainable urban design.**
- 2. This will be achieved by:**
 - a. delivering a significant number of new homes in and around the centre (Policy SWB2) to support the creation of a vibrant, active and sustainable town centre;**
 - b. creating a Metro gateway and new town square and promoting a step change in the quality of local places / the public realm;**
 - c. delivering mixed use, leisure, commercial and ancillary office growth in sustainable core locations;**
 - d. repurposing vacant premises and sites in the centre to deliver community, education and healthcare provision;**
 - e. undertaking site assembly and redevelopment to provide land suitable for new markets, education facilities and high-quality housing;**
 - f. regenerating the Town Hall Quarter to establish a fully restored cultural and evening / night-time offer in the town centre;**
 - g. creating sustainable travel networks across the centre and into surrounding locations;**
 - h. providing a green link from the Metro through the heart of the town centre to connect the town centre to Dartmouth Park and Sandwell Valley, including cycling and walking routes across the town centre through to Sandwell Valley;**
 - i. providing landscaping, green links, squares, parks and parklets, sustainable travel networks and additional green infrastructure throughout the centre.**
- 3. Opportunities for future development in and around West Bromwich will be supported where they help deliver the aims and objectives set out above.**

Policy SWB1 - West Bromwich Town Centre

- 4. Areas such as The Lyng may be suitable for high quality, well-designed mixed-use development and investment; should such sites become available through land assembly or allocation during the timescale of the SLP, the Council will support the production of masterplans that demonstrate how sustainable new development could be brought forward in those areas.**

Justification

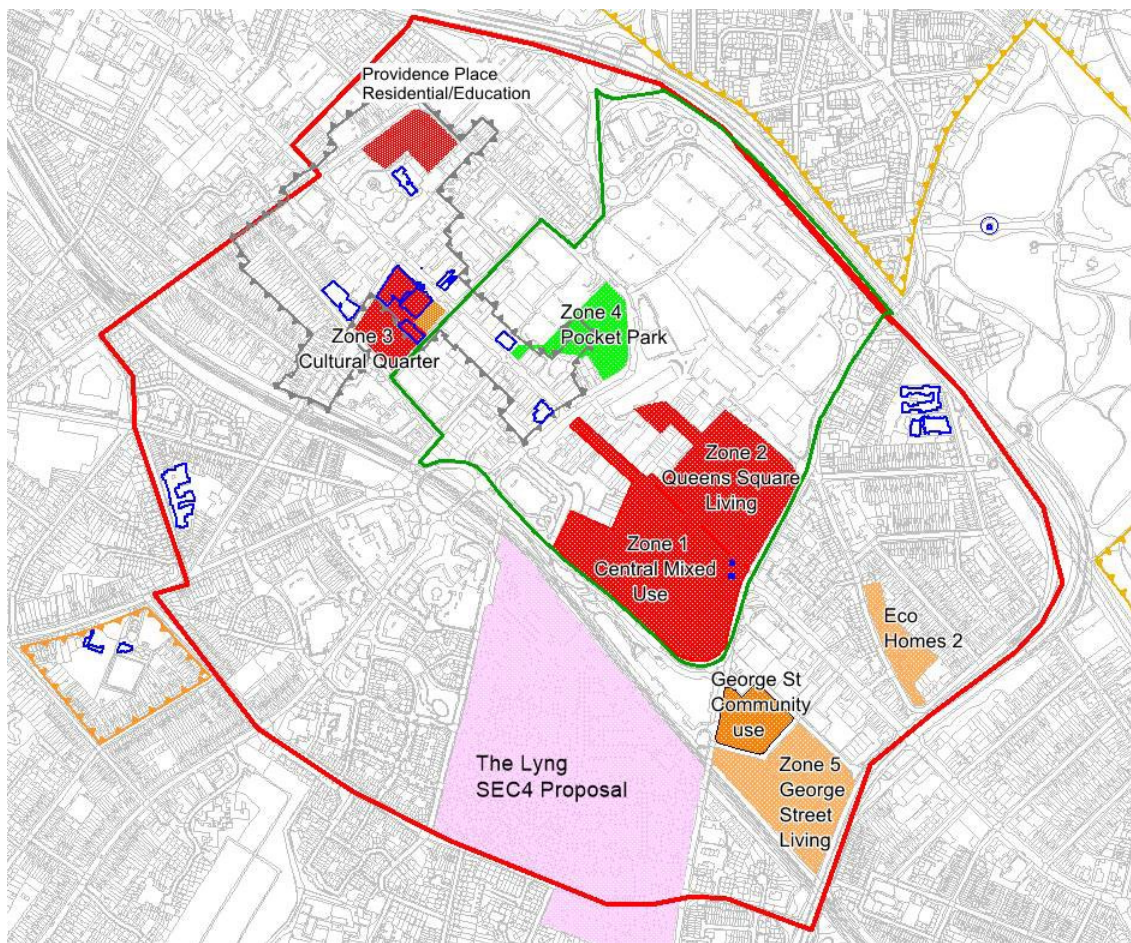
- 10.16 The transformational change proposed for West Bromwich will see the redevelopment of some existing uses and the relocation of the indoor market to a new unit providing links directly to the High Street. The main reconfiguration will involve legacy retail and vacant sites and is intended to create a mix of high-quality leisure uses encouraging people from the Metro into the centre of the town and onto New Square.
- 10.17 New homes will be introduced to increase sustainable town centre living and increase natural surveillance throughout the day and evening. Opportunities to promote more leisure and night-time uses will be available for selected sites and the town will continue to support further educational uses where there is a demand. This mix of uses will help to create a vibrant, sustainable and inclusive community that is accessible to, and providing for, all age groups.
- 10.18 A network of green spaces, new connections and improved public realm will connect the old with the new, linked to the cultural quarter near the Town Hall, through the High Street and through to Dartmouth Park. Cycle routes are to be extended east to west and north to south to further strengthen connectivity and access across the town centre and beyond.
- 10.19 The Strategic Centre benefited from an Area Action Plan (AAP) that was adopted in 2011. Until the local plan review is completed, all AAP policies remain relevant for proposals within the boundary of West Bromwich Strategic Centre.
- 10.20 The masterplan is intended to 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. The masterplan strengthens the links between the town centre and adjoining areas such as the Cultural Quarter and Dartmouth Park / Sandwell Valley by creating strategically connected functional and active zones with playful street furniture, public art and art trails connecting spaces along the routes. The masterplan builds on the Towns Investment Plan for West Bromwich, which successfully bid for £25 million to reinvigorate the town, underpinned by strong urban design principles.

10.21 The housing capacity for West Bromwich is based on existing permissions, but also includes an estimated uplift based on more recent evidence, including the Black Country Centres study and estimated capacity identified in the West Bromwich Interim Planning Statement and Master Plan.

Delivering the Strategy

10.22 This strategy will be delivered by the allocation of sites and implementation of policies in this Plan across the administrative area to accommodate housing and employment development.

Figure 12 - West Bromwich Town Centre



West Bromwich Centre Key

Town Centre Key	
	Town Centre Boundary
	Residential
	Mixed Use
	Community Use/Pocket Park
	Area of Potential Archaeological Importance
	Conservation Area
	Listed Building

Regeneration in West Bromwich

10.23 The re-energising and repurposing of West Bromwich is of fundamental importance to the regeneration of Sandwell and the wider Black Country. It is one of the main drivers of the Black Country's economy and supports one of the main hubs of the sub-regional transport network. It is a sustainable location and is well-placed to provide the community with easy access to comparison shopping, leisure, entertainment and cultural facilities and office-based employment.

10.24 Table 1 sets out a list of projects and proposals designed to support the ongoing regeneration of West Bromwich that were identified in the Masterplan.

Table 11 - West Bromwich Masterplan Projects¹⁷⁴

Zone	Location	Indicative land use
1	<p>West Bromwich Central Mixed-Use Centre</p> <p>A new multi-purpose town centre and a square at the centre of enhanced linkages and green public realm, with an emphasis on high quality public space and surrounding amenities and encouraging interaction and entertainment. This will include a mixed-use centre with central market square, comprising food and beverage outlets and leisure uses to the north / west, office blocks and residential to the south and education and a multi-storey car park to the east of the central courtyard.</p>	<p>Retail - 4,502m²,</p> <p>Offices - 5,032 m²</p> <p>Residential – 343 homes (undiscounted)</p> <p>Education - 5,060 m²</p> <p>Food and beverage - 11,840 m²</p> <p>Community / Leisure - 9,862m²</p> <p>Health - 5,205m²</p> <p>Parking – 625 parking spaces</p>
2	<p>Queens Square Living</p> <p>A centrally-located high-density residential community set within a green park with external parking spaces, office and gym / amenities space at ground level of the northern residential block. Retail blocks with town houses above to the north and east of the square create a well-defined edge</p>	<p>Retail – 7,447m²,</p> <p>Offices - 8,55m²,</p> <p>Residential – 396 homes (undiscounted)</p> <p>Community / Leisure - 1395m²</p> <p>Car Parking – 206 parking spaces</p>

¹⁷⁴ See also Appendix D

Zone	Location	Indicative land use
	with active market streets to the High Street and Queens Street.	
3	<p>Cultural Quarter</p> <p>Main block along High Street adjacent to the Town Hall provides scope for cultural / community spaces with restaurant / food and beverage uses helping to create an active street. This is likely to be brought forward as a Social Housing residential scheme as a social housing provider has acquired this site.</p> <p>The building to the rear facing Edward Street and Lodge Road is proposed as aged living accommodation, set beside a cultural offer. It could also provide a site for a Youth Building / Hub.</p>	<p>Residential – 52 homes (undiscounted)</p> <p>Food and beverage - 1,054 m²</p> <p>Community / Leisure - 2,000 m²</p> <p>Parking – 10 parking spaces</p>
4	<p>Urban Pocket Park</p> <p>A new park / route that connects St. Michael Street, the Astle Retail centre and the High Street. Work with key stakeholders and landowners to bring forward future connections and management of spaces.</p>	<p>Food and beverage - 260m²</p> <p>Community / Leisure - 1,350m²</p> <p>Parking – 5 parking spaces</p>
5	<p>George Street Living</p> <p>A high-density residential community comprising a series of 3 - 8 storey blocks with landscaped courtyards and amenities. The site is ideally positioned close to Trinity Way Metro and accommodates on-site parking and amenities.</p>	<p>Residential – 327 homes (undiscounted)</p> <p>Community / Leisure - 1,150m²</p> <p>Parking – 79 parking spaces</p>
The Lyng	The Lyng falls under Policy SEC4 (Employment Use). This protects the area from piecemeal development that would prejudice the long-term	New Industrial or Employment uses, housing or other non-ancillary, non-

Zone	Location	Indicative land use
	planning of the area while allowing comprehensive redevelopment of the area for a variety of types of use should viability and relocation issues be resolved.	industrial employment uses (criteria apply).

10.25 In addition to those proposals identified in the Masterplan, there are several sites that also remain a priority in terms of their value to the ongoing revitalisation of the strategic centre:

Location	Indicative land use
<p>George Street</p> <p>Community use - currently laid out as a car park, this is expected to form part of an extended Temple / community facility.</p>	Gurdwara (Temple) Extension
<p>Providence Place</p> <p>This site is a possible council land disposal. It is in a comparatively tranquil, well-connected location, suitable for residential use.</p> <p>The site is adjacent to a listed building (Highfields) and lies in a Conservation Area. For these reasons the attractive treescape within the site must be preserved, which will constrain the amount of development possible on this site.</p> <p>The site is also suitable for offices, or as a potential expansion site for the existing CBSO School. Its location behind the High Street on a no through road and behind the Expressway makes it a comparatively tranquil well-connected location, also suitable for residential use.</p>	On this 0.73ha site approximately 0.4ha could be developed, providing capacity for up to 40 apartments (undiscounted).
<p>Overend Street</p> <p>Contains an active builders' merchants and is becoming an incompatible use within the wider residential-led regeneration of the area. Its relocation would free up a well-connected, accessible site suitable for next generation eco</p>	Residential - this 0.70ha site could support up to 70 dwellings (undiscounted) in a highly accessible location in the Strategic Centre.

Location	Indicative land use
homes, building on the established 'Eastern Gateway' scheme. It is considered a priority site.	

Environment and climate change

- 10.26 In line with the Council's Climate Change Strategy, a local heat network for West Bromwich is at Commercialisation stage. This is part of the strategy towards achieving carbon neutrality for Sandwell Council buildings and operations by 2030 and for the borough by 2041.
- 10.27 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.
- 10.28 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

- 10.29 The Council will investigate opportunities for utilising Sandwell Valley for leisure and tourism through the Cultural Strategy, whilst respecting its green belt status and the other nature conservation allocations it contains.

Development in West Bromwich

- 10.30 The Centres Study undertaken for the BCP and its addendums were informed by a Household Survey that identified changes in shopping patterns, especially the continued growth of online shopping. The health checks recognised that West Bromwich is facing several challenges – particularly in relation to relatively high vacancy rates.
- 10.31 The commercial market across all sectors, but particularly affecting the traditional High Street, has materially evolved and changed.

Policy SWB2 – Development in West Bromwich

1. It is a priority for West Bromwich to serve identified housing and employment growth aspirations (Policy SDS1, Policy SDS2). The diversification of West Bromwich to provide a re-purposed, well-balanced mix of appropriate uses will be supported, in particular:

Policy SWB2 – Development in West Bromwich

- a. Residential provision will be maximised, to increase and strengthen communities, with indicative housing capacity identified by the West Bromwich Masterplan and West Bromwich Inset, providing a minimum of 1,162 new homes in the strategic centre by 2041.
 - b. Most new homes will be built at very high densities (Policy SHO3, Table 5) and as part of mixed-use developments where suitable, with additional residential use helping to attract investment and promoting the vitality of the centre.
 - c. Complementary uses, particularly community, leisure, health and education use (Policy SDS5, Policy SDM9).
2. Large-scale proposals to serve wider catchment areas should be focussed in West Bromwich 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 for these uses supported, to meet both local shopping needs and large-scale provision serving the wider catchment; this should be focused on re-purposing vacant floorspace and re-using existing sites within the centre in the first instance.

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 the centre, encourage linked trips and enhance the evening economy and visitor experience

Office

5. Office provision will be supported, as West Bromwich is an important location for such employment. Future demand will be market-led; suitable sites are identified in the Masterplan.
6. Proposals in edge-of-centre and / or out-of-centre locations must meet the relevant requirements set out in Policy SCE6.

Sustainability

Policy SWB2 – Development in West Bromwich

- 7. West Bromwich is a highly sustainable focus for service provision; it is a priority to ensure high quality public realm and standards of design are delivered and supported through environmental policies to deliver the aims and objectives in the Masterplan.**

Accessibility

- 8. Proposals for commercial and business development that involve more than 500m² (gross) of floorspace within the primary shopping areas of the centre and well-linked edge-of-centre locations should provide a travel plan.**

Justification

- 10.32 A more pragmatic and flexible approach needs to be undertaken in addressing the future growth of West Bromwich, 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 the concurrent¹⁷⁵, meanwhile¹⁷⁶ and co-operative uses of units. This means it is essential to provide appropriate flexibility to enable the centre to diversify and be re-purposed to ensure its future vitality and viability is maintained and enhanced. This includes prioritising high-quality public realm including the provision of high-quality open spaces, green infrastructure, pedestrian and cycle networks and electric vehicle charging points.
- 10.33 Current evidence shows there is no capacity to support additional retail and office floorspace; it would not therefore be appropriate to include specific formal targets for different uses in policy except where indicated by the West Bromwich Masterplan.
- 10.34 Planning decisions should be informed by the latest available evidence, and the Council 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

¹⁷⁵ Concurrent uses - a building may be in several different uses concurrently or be used for different uses at different times of the day

¹⁷⁶ Meanwhile uses - a site is utilised for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity

new floorspace likely to be met through infill development, reuse / reconfiguration of vacant units, change of use applications and / or extensions to existing stores,

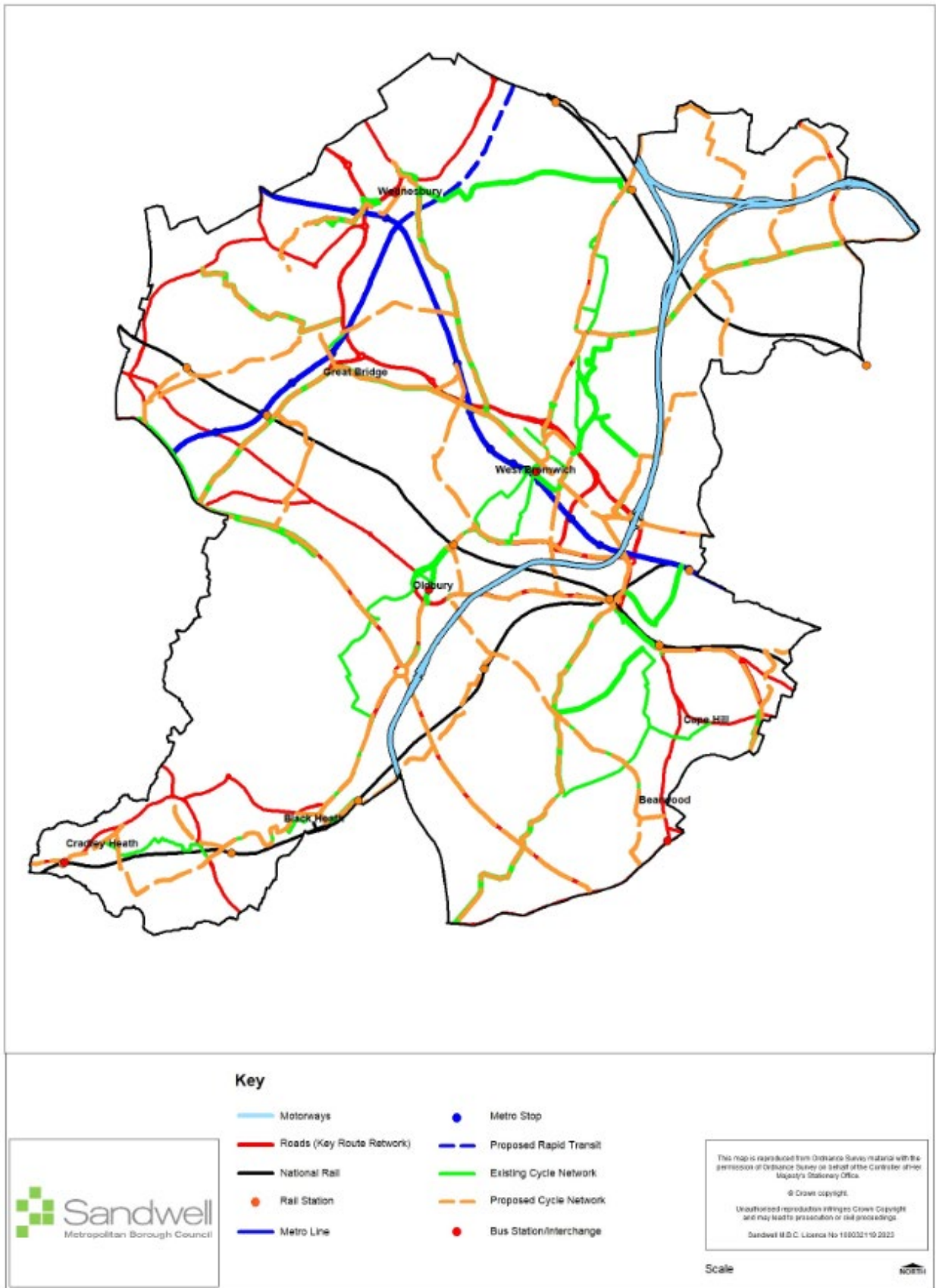
- 10.35 It is important that any new large-scale commercial and public leisure provision is focussed in West Bromwich, to encourage linked trips, enhance the evening economy and diversify the experiential nature of the centre.
- 10.36 Changing working patterns, including an increase in agile and flexible working, means that future office environments are likely to be configured differently. Future office provision is likely to be predominantly market-led. West Bromwich remains an important place of work, with office workers making a positive contribution towards ensuring vitality and viability.
- 10.37 The Masterplan and West Bromwich inset plan identify potential office sites, particularly as part of mixed-use development. This will ensure sites are available for office development when demand emerges whilst ensuring other appropriate uses can also come forward.
- 10.38 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 the centre as important places to live, supporting a resident population and local service provision. Planning decisions will be informed by the indicative residential locations in the Masterplan and Inset allocations; the principles of good urban design must be applied through all schemes.
- 10.39 Housing and employment allocations will be served by the existing network of centres. The fragility of centres and the challenges in ensuring their vitality and viability means it is important to have robust tests for new proposals within 300m of a relevant boundary, as set out in Policy SCE6.
- 10.40 West Bromwich is accessible by a variety of means of transport, particularly walking, cycling, the Metro and buses. Relevant in-centre and edge-of-centre development will contribute to sustainability and encourage a modal shift in transport towards public transport, cycling and walking and reduce the need to travel.
- 10.41 The strategic centre boundary is identified on the Policies Map. It is used for determining what is in and out-of-scope in terms of proposals.

11. Transport

Introduction

- 11.1 The Local Transport Authority for the West Midlands metropolitan area, including Sandwell, is the West Midlands Combined Authority through its transport arm, Transport for West Midlands (TfWM). TfWM has strategic oversight of the whole network including public transport and major highways, other than the national Strategic Road network (SRN). The region's transport strategy, along with the policies and programmes that support it, are set out in the Local Transport Plan (LTP) - Movement for Growth (2016). A review of the LTP is currently underway and where appropriate, Sandwell transport policies reflect the approach being taken through this review.
- 11.2 The delivery of an improved and integrated transport network both within Sandwell and in links to regional and national networks is fundamental to achieving the Vision and in helping to transform the borough, deliver housing growth and improve economic performance, and thus in achieving Strategic Objective 10. The development of transport networks in the West Midlands 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 (Figure 13).
- 11.3 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.
- 11.4 Additionally, the West Midlands LTP has a key role to play in reducing carbon emissions and the impact on the natural environment. The Sandwell Local Plan 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.

Figure 13 - Transport Key Diagram



Priorities for the Development of the Transport Network

- 11.5 It is acknowledged that the COVID19 pandemic and its aftermath, and resultant 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 many years to recover to pre-pandemic levels.
- 11.6 However, high-quality public transport combined with the provision of an extensive safe and convenient active travel (walking and cycling) network remains at the heart of the West Midlands 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.
- 11.7 Additionally, transport strategy in Sandwell, and the wider West Midlands, has a key role to play in reducing carbon emissions and the impact on the natural environment. The Sandwell Local Plan 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.

Policy STR1 – 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, prioritising walking, cycling and public transport to influence travel choices. 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 SLP currently include the following:**
 - a) **Motorways:**
 - M5 Improvements (Junctions 1 and 2)**

Policy STR1 – Priorities for the Development of the Transport Network

- b) Rail:**
 - Midlands Rail Hub**
- c) Rapid Transit:**
 - Wednesbury – Brierley Hill**
 - A34 Walsall Road Sprint Corridor**
 - Walsall – Stourbridge corridor tram-train extensions**
- d) Key road corridors including the following (but not limited to):**
 - A4123 Corridor Upgrade**
 - A461 Black Country Corridor**
 - A457 / B4135 Oldbury, Smethwick to Birmingham Corridor**
 - A4034 Blackheath and Oldbury Corridor**
- e) Interchanges:**
 - Dudley Port Integrated Transport Hub**

Justification

- 11.8 Good connectivity to the wider regional national transport networks and Birmingham International Airport for both passengers and freight has been identified as being necessary to support the regeneration of Sandwell. The economic growth will be supported by improved access to major global economies.
- 11.9 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.
- 11.10 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’s and Sandwell’s transport strategy. It is necessary to support the role of these centres as a focus for employment, shopping and leisure and increasingly, housing.
- 11.11 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.

- 11.12 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 2 of which is currently being delivered.
- 11.13 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, with the latter providing improved connectivity for residents in Tipton and Wednesbury in particular.
- 11.14 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.
- 11.15 The Sandwell Local Plan supports the delivery of an enhanced transport network for the borough, 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 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.
- 11.16 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 Sandwell and in those areas meeting housing and employment need beyond the borough's boundaries.
- 11.17 The operation of the highway network needs to be improved to support the growth and long-term viability of Sandwell'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 Key Route Network (KRN) corridor-

based multi-modal improvements. Movement for Growth is currently 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.

- 11.18 New highway building within Sandwell 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.
- 11.19 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 Sandwell business and freight.
- 11.20 Buses will continue to dominate local public transport provision in Sandwell throughout the life of the plan period. 85% of all passenger miles were catered for by bus prior to the COVID19 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. Coaches have a role to play in providing affordable long-distance connectivity and access facilities to major Black Country destinations and will be encouraged.
- 11.21 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. However, new Park and Ride sites will only be developed in accordance with the adopted West Midlands Park & Ride strategy.
- 11.22 As transport projects reach the design stage there will be a need to safeguard the land needed for the implementation of schemes. Where projects are sufficiently advanced,

improvement lines will be imposed, and land will be safeguarded through the Local plan and the Policies Map.

Safeguarding the Development of the Key Route Network (KRN)

11.23 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 (SRN). 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 road space where appropriate to provide reliable, fast, high volume public transport and an enhanced role for traffic management using new technology via the West Midlands Regional Traffic Control Centre (RTCC).

Policy STR2 – Safeguarding the Development of the Key Route Network (KRN)

1. **Sandwell will, in conjunction with Transport for West Midlands (TfWM) and other neighbouring local highway authorities, identify capital improvements and management strategies to ensure the KRN meets its strategic functions.**
2. **Land needed for the implementation of improvements to the KRN will be safeguarded 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.**
4. **When working with neighbouring authorities, sub-national transport bodies, infrastructure providers and statutory bodies, there will be a focus on reducing the impact of private car use on the KRN and delivering a net-zero transport system.**

Justification

11.24 The West Midlands Key Route Network 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 road space where appropriate to provide reliable, fast, high volume public transport and enhanced cycling facilities.

- 11.25 The Key Route Network has been defined on the basis of a Combined Authority definition agreed with the seven highway authorities, in consultation with neighbouring highway authorities. The KRN features agreed performance specifications drawn up for different types of link in the network in accordance 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”).
- 11.26 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 1/20 will be applied.
- 11.27 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.

Managing Transport Impacts of New Development

- 11.28 To ensure that the transport elements of the Sandwell Local 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 Objectives 2 and 16.

Policy STR3 – 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 in particular address access by walking, cycling, public transport and shared transport.**
2. **These proposals should be in accordance with an agreed Transport Assessment, where deemed necessary by the Local Highway Authority, and include the**

Policy STR3 – Managing Transport Impacts of New Development

implementation of measures to promote and improve such sustainable transport infrastructure and facilities through agreed Travel Plans and similar measures.

- 3. Sustainable transport modes must be made more convenient than car usage for the majority of journeys in order to promote genuine modal shift. They should be supported by the necessary management and regulatory measures if deemed necessary by the Local Highway Authority. Planning conditions and /or legal agreements may be required to ensure the implementation of agreed measures.**

Justification

- 11.29 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.
- 11.30 TfWM's guide for developers should be routinely consulted for larger developments.
- 11.31 Where a development is considered to have a potential significant effect on the Strategic Road Network, National Highways will be involved.

The Efficient Movement of Freight and Logistics

- 11.32 New freight railways and rail sidings will present an economic opportunity for Sandwell's businesses. Improved journey times on the Key Route Network will support economic prosperity and switching traffic to rail or inland waterways will relieve the highway network of traffic, thereby reducing congestion, improving air quality and the environment and reducing carbon emissions. The siting of key employment proposals will be steered towards locations with good access to the KRN to assist with reducing environmental impact, improve air quality and reduce carbon emissions. Improvements to the freight network are fundamental to achieving the Vision for sustainable communities, environmental transformation and economic prosperity and to delivering Strategic Objectives 2, 8 and 16.

Policy STR4 – The Efficient Movement of Freight and Logistics

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 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.**
6. **Consideration will be given to the movement of freight, goods and other courier services on Sandwell’s roads when determining location of new development.**

Justification

- 11.33 The level of motor traffic on Sandwell’s roads has increased, partly driven by the growing number of trucks, vans, mopeds, and bikes delivering groceries, parcels, and food takeaway services to online shoppers’ homes. There is a need to reduce the strain placed by e-commerce deliveries on Sandwell’s roads by, for example, identifying sites for parcel lockers, incentivise more “Click and Collect” options to reduce the volume of home delivery vehicles on the roads, catering for the use of e-cargo bikes, low emission vehicles and the use of micromobility to transport goods.
- 11.34 Within the wider 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.
- 11.35 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.

- 11.36 The design and layout of much of the KRN in Sandwell 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 many cases upgrading of these routes is neither economically viable or environmentally desirable.
- 11.37 Sandwell is a member 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 sub-region. Removal of freight from the road to rail or canal will reduce congestion, and support investment in rail and canals.
- 11.38 The railway network serving Sandwell and the wider 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 southwest and northeast 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.
- 11.39 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.
- 11.40 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 and in the SLP Infrastructure Delivery Plan.

Cycling and Walking Networks

- 11.41 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 Objectives 1, 2, 8, 9, 10, 11, 16 and 18. Places need to be well-connected with attractive, convenient, direct and safe routes available to non-car users, thus providing real choice.

11.42 The cycle network in the West Midlands consists of three tiers;

- a. 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.
- b. 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.
- c. Local Networks – These are identified through individual authorities' LCWIPs and are identified on the Transport Key Diagram (Figure 13).

11.43 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 STR5 – Creating Coherent Networks for Cycling and Walking

- 1. By working in partnership with Transport for West Midlands and neighbouring local authorities, Sandwell will ensure that it can create and maintain a comprehensive cycle network based on the four tiers of the West Midlands cycle network, including the use of common cycle infrastructure design standards such as LTN1/20 and Manual for Streets 2 or such future relevant guidance as may be appropriate.**
- 2. Creating an environment that encourages active travel requires new developments to link to existing walking and cycling networks. The links should be coherent, safe, direct, comfortable, attractive, and not impeded by other infrastructure including that provided for other forms of transport and digital / communication infrastructure.**
- 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.**
- 5. Where possible, a compact and legible urban realm with easy to reach destinations on foot and by cycle should be delivered, including appropriate signage and wayfinding.**

Policy STR5 – Creating Coherent Networks for Cycling and Walking

6. **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.**
7. **The number of cycle parking spaces required in new developments and in public realm schemes should be determined using the guidance and standards set out in Appendix L.**
8. **Sandwell Council will work with Transport for West Midlands and neighbouring local authorities on expanding the West Midlands Cycle Hire scheme and location and provision of cycle hire infrastructure will be integral when determining new development.**
9. **The design of cycle infrastructure should be in accordance with the principles and standards contained in the Department for Transport’s Local Transport Note 1/20 (LTN1/20): Cycle Infrastructure Design.**
10. **Where feasible, to improve the local environment for pedestrians and cyclists, measures to manage traffic should be considered, which may include measures such as modal filters, reducing traffic speeds, road space reallocation, and implementing parking management policies.**

Justification

- 11.44 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 Sandwell will enable communities to access employment, public transport interchanges, services and facilities in a sustainable way.
- 11.45 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 borough and help improve the health and well-being of local communities by reducing the incidence of obesity, coronary heart disease, strokes, and diabetes.
- 11.46 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.

- 11.47 Walking and cycling strategies are incorporated within Movement for Growth. The overarching 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 and walking infrastructure plans during the lifetime of the SLP.
- 11.48 All new cycle facilities will be design in accordance with guidance set out in Local Transport Note 1/20 and TfWM's Cycle Design Guidance.

Influencing the Demand for Travel and Travel Choices

- 11.49 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 Spatial Objectives 1, 2, 8, 16 and 18.

Policy STR6 – Influencing the Demand for Travel and Travel Choices

- 1) Sandwell is 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 Sandwell are:**
 - a. identifying appropriate strategic 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 Regional Traffic Control Centre and further joint working;**
 - c. implementing demand management measures to restrain car usage and managing car parking demand, thereby encouraging behaviour change and increasing travel by sustainable modes of transport;**
 - d. providing better accessibility to shared transport services such as demand responsive transport services and mobility hubs, reducing the need to travel long distances by car or helping people to travel by more sustainable modes of transport;**

Policy STR6 – Influencing the Demand for Travel and Travel Choices

- e. maximising access to high-speed broadband / digital infrastructure will be required to enable smarter working for those that are able to do so, thus further reducing the need to travel.**

Justification

- 11.50 The SLP Development Strategy aims at making the network of town and city centres as attractive and accessible as possible, to encourage use of the most sustainable modes of travel.
- 11.51 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.
- 11.52 Other important elements include the promotion and marketing of sustainable transport through travel plans (Policy STR3), 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.

Network Management

- 11.53 Sandwell Council is committed to making the best use of its budgets and advocates an asset management approach for the maintenance of its highway network, to help deliver the best long-term outcomes for local communities.

Policy STR7 – Network Management

- 1. Depending on the location of new development, the deployment of advanced and smart technologies that allow the public to plan their journeys more effectively may be appropriate, for example providing real time travel information and satellite navigation systems, Variable Message Signs (VMS) along congested parts of the network and digital sensors / cameras to monitor traffic and collect data on traffic patterns for future planning.**

- 2. All new developments that impact the existing highway network, or which result in a new asset to be adopted by the Local Highway Authority, may be subject to fees and obligations for the maintenance of the highway network as part of a relevant legal agreement**

Justification

- 11.54 Much of the highway network in Sandwell is constrained by the urban fabric resulting in narrow roads and footways. In many cases the overall highway width is such that there is limited scope to accommodate infrastructure dedicated to specific modes or groups of vehicles. Therefore, the use of advanced technology to help manage the use of road space will be vital to ensuring that maximum benefit can be derived from the asset.
- 11.55 However, where development includes the provision of new infrastructure, including dedicated infrastructure for cyclists, buses etc., there will be a need to provide for its ongoing maintenance to mitigate the impact on future highway authority budgets.

Parking Management

- 11.56 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 STR8 – Parking Management

- 1. The priorities for traffic management in Sandwell include the sustainable delivery and management of parking in centres and beyond, through use of some or all 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 the guidance and standards contained at Appendix L;**

Policy STR8 – Parking Management

- 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**
- e. Providing more convenient, secure and accessible cycle parking will be a critical part of increasing cycling in Sandwell and making it a natural first choice for journeys. Considering different users and types of cycle parking will be an essential part of this and new developments should consider this in accordance with guidance set out in Appendix L.**

Justification

- 11.57 The correct balance needs to be found between managing and pricing of 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.
- 11.58 The control 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.
- 11.59 The continued adoption of maximum parking standards for all but residential development is an important tool in managing demand for single-occupancy vehicle trips to centres and major employment destinations, leisure and other facilities.
- 11.60 Reduced levels of long-stay car parking in centres will enable more efficient use of land.
- 11.61 Where new development that includes parking controls and management to encourage alternative modes for staff and visitors has the potential to impact on adjacent residential areas, post-occupation monitoring may indicate a need for the introduction of residents parking schemes and other traffic management measures. Agreements to secure this will be sought as part of the Development Management process.
- 11.62 Additional parking enforcement may be required because of new development. Should this require additional Local Authority resources and increases the cost of enforcement for the Local Authority, the developer may be required to contribute to the increased cost of undertaking parking enforcement activities as part of any planning obligations agreement.

Planning for Low Emission Vehicles

11.63 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 be an additional 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

Policy STR9 – 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 Council will facilitate the introduction of charging points in public locations.**
- c. Working with partners to explore support for alternative low emission vehicle technologies, such as hydrogen fuel cells, across a range of modes; private cars, buses and / or small passenger and fleet vehicles**

Justification

11.64 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 of infrastructure on the ground.

11.65 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, Sandwell sits 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.

Transport Innovation & Digital Connectivity

- 11.66 The historic relationship between the West Midlands’ economic success and mobility goes beyond increasing travel. The West Midlands is a key UK centre of automotive manufacturing and production. It is also part of the UK’s so called “Golden Triangle”, within a four-hour drive to all major UK ports and 90% of the UK’s population. As such, Sandwell is the location of choice for some of the UK’s major industries and largest distribution centres. Freight and logistics, a key sector for Sandwell and the wider West Midlands, supports almost every other economic sector, employing thousands of people and contributing extensively to Inclusive Growth. There are also those employed in public transport services in the region, including many who work for Mobico (formerly National Express Group), a leading public transport operator with bus, coach and rail services across the world, and headquartered in the West Midlands.
- 11.67 An ever-evolving industry will represent great challenges and opportunities to industry, both in terms of products and services created here and exported, and products and services created here and used by residents of Sandwell. For example, the freight and logistics sector face a great challenge with phasing out internal combustion engines, but also with reducing vehicle miles through consolidation of deliveries and minimising the impacts of delivery vehicles in places with high pedestrian footfall. However, there are also plenty of opportunities for new industrial activity in the provision of transport products and services that better support Inclusive Growth given that significant demand for transport will remain.

Policy STR10 – Transport Innovation and Digital Connectivity

1. **Opportunities for integrating 5G connectivity within the transport network should be explored when development proposals, masterplanning and major housing and employment schemes are being promoted, to improve transport services and ensure there is 5G connectivity throughout Sandwell. This should include the provision of 5G connectivity as part of new development proposals, which will encourage more people to connect remotely, reducing the need to travel (see Policy SID1).**
2. **Sandwell will ensure the integration of ‘smart infrastructure’ where possible as part of new development proposals. In transport terms, examples of smart infrastructure include:**
 - a. **smart parking sensors, which provide live parking capacity data;**

Policy STR10 – Transport Innovation and Digital Connectivity

- b. **traffic signals that can respond to levels of congestion and prioritise sustainable transport modes; and**
 - c. **transport volume monitoring sensors, which can provide information on the use of different modes, journey time or tracking data.**
- 3. Working in partnership with Transport for West Midlands and neighbouring Local Authorities, Sandwell will facilitate Mobility as a Service¹⁷⁷ and will ensure this is integrated into any new infrastructure where applicable.**

Justification

11.68 The West Midlands currently leads on the Industrial Strategy’s ‘Future of Mobility’ grand challenge building on its existing strengths in automotive innovation (e.g., the UK Battery Industrialisation Centre), and connected supply chains in rail, automotive and aerospace as well as digital communications with the West Midlands 5G testbed. We are piloting and leading on a broad spectrum of transport innovations and technologies including micromobility (such as e-scooters), Mobility as a Service (MaaS), connected autonomous vehicles (CAV) and mobility credit trials. The region has also developed a UK first proposal for a transport regulatory ‘sandbox’ to help test and develop new solutions to our transport challenges. The West Midlands already has well-developed infrastructure and energy plans to support the shift to zero carbon. Therefore, cementing its position as a UK industry leader in mobility sectors will attract new investment, create and sustain highly skilled jobs, accelerate clustering and catalyse innovation - boosting the international competitiveness of the region.

¹⁷⁷ Digital transport service platforms that enable users to access, pay for, and get real-time information on, a range of public and private transport options.

12. Infrastructure and Delivery

Introduction

12.1 A key role of the SLP is to plan for the growth required for a sustainable and prosperous Sandwell. The Borough is planning to accommodate 11,167 new houses and provide for 1,206ha of employment land (of which 29ha is currently vacant) up to 2041. Ensuring effective delivery of this amount of development will require strong collaborative working with public, private and third sector partners, involving a robust process of infrastructure planning and delivery.

Promotion of Fibre to the Premises and 5G Networks

12.2 Planning policy can play an important role in helping to address the key digital connectivity infrastructure needs of Sandwell. 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 SID1 - 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 1,000m² of non-residential floorspace will be required to deliver FTTP capacity / infrastructure to all individual properties.**
2. **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

3. **Any proposals for infrastructure to support the delivery of 5G networks will be supported in principle, subject to meeting the following criteria and the requirements of other local policies and national guidance:**
 - a. **Proposals should be sensitively sited and designed to minimise impacts on the environment, amenity, and character of the surrounding area.**

Policy SID1 - Promotion of Fibre to the Premises and 5G Networks

- b. **Proposals should not have an adverse impact on areas of ecological interest or areas of landscape importance, and should protect and, where possible, enhance the significance of heritage assets and their setting (Policies SNE2 and SHE2).**
 - c. **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.**
 - d. **The potential to use canal towpaths to accommodate 5G or other network infrastructure and cabling should be explored, where this would not adversely affect areas of ecological or historic interest (Policy SNE6).**
- 4. Operators proposing 5G network infrastructure are strongly recommended to enter early discussions with the Council.**

Justification

- 12.3 Full fibre broadband is the future of connectivity and increases speeds from the 30MB available for superfast broadband to 1000MB (1GB). Currently, full fibre coverage is very low at 2.1% in Sandwell - compared to 11.5% across England. Full fibre provision is required to meet future demands for connectivity, as highlighted by a 50% increase in demand each year, and to enable the wider economic, health and service delivery benefits it will support.
- 12.4 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. Wider adoption will help reduce the need to travel, thereby improving highway safety and mitigating the transport impacts of new development, as reflected in the Key Route Network's '*Connecting Communities*' programme. 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.
- 12.5 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 highspeed broadband where possible.

5G

- 12.6 Sandwell has nominated a Digital Infrastructure Champion and Co-ordinator to drive this agenda forward in the borough and are working together with other authorities as part of the WM5G Digital Forum to support the rollout of future proofed digital infrastructure.
- 12.7 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 30MB) but future provision will be 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) technology¹⁷⁸ 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.
- 12.8 The Government has committed to gigabit-capable broadband by 2025 and it is Sandwell's aspiration to support rollout of full fibre across the borough as soon as possible. As part of the WM5G work, an options appraisal case is being pulled together around full fibre. By seeking FTTP, Sandwell is aiming to provide a futureproof solution for broadband delivery. Adopting this approach will prevent the need for fibre retrofitting programmes in the future, which have significant cost implications and can cause considerable disruption through road works. In Sandwell and elsewhere in the Black Country, canal and waterway corridors (especially towpaths) can provide alternative opportunities to provide digital communications infrastructure.
- 12.9 To help deliver this aspiration, Policy SID1 requires developers to ensure FTTP is available at every new property on all major developments.
- 12.10 In exceptional cases, where FTTP is not practical, consideration will be given to:
- a. non-Next Generation Access technologies that can provide speeds in excess of 30MB per second (or the latest requirement if higher) as an alternative;
 - b. an affordable 1GB/s- capable connection being made available to all end users.
- 12.11 The intention of Policy SID1 is not to require developers to deliver FTTP solutions themselves. Instead, it focuses on the need to conduct early dialogue with telecom providers 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.

¹⁷⁸ 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 technology.

- 12.12 To facilitate this, any application for a qualifying development should be supported by an “FTTP Statement”, which provides details of:
- a. dialogue with the telecom operators;
 - b. how FTTP will be provided to serve the development;
 - c. confirms that this process will be completed upon occupation of the first property on the development;
 - d. that sufficient ducting space for future digital full fibre connectivity infrastructure is provided to all end users within that development.
- 12.13 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

- 12.14 5G is mobile internet that 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. They are ultra-reliable and secure with 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.
- 12.15 The Government wants the UK to be a world leader in 5G, 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.
- 12.16 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.

- 12.17 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. This will help 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.
- 12.18 Where larger developments are planned, developers can consider the incorporation of potential sites for telecoms equipment to ensure 5G coverage.

Policy SID2- Mobile Network Infrastructure

1. **To ensure that the installation of masts is in full compliance with the requirements of the radio frequency (RF) public exposure guidelines of the International Commission on Non-Ionizing Radiation Protection (ICNIRP) applications for all prior approval and full planning applications must:**
 - a. **provide self-certification to the effect that a mobile phone base station when operational will meet the ICNRP guidelines; and**
 - b. **provide a statement for each site indicating its location, the height of the antenna, the frequency and modulation characteristics and details of power output and where a mobile phone base station is added to an external mast or site, confirmation that the cumulative exposure will not exceed the ICNRP guidelines.**
2. **Infrastructure should be located where it will have the least adverse impact on local landscapes, biodiversity and heritage assets wherever possible. Where unavoidable impacts arise in sensitive locations, they should be considered fully and avoided or mitigated accordingly.**

Justification

- 12.19 The ICNIRP guidelines are a set of radiation levels proposed by an international body. These are used as the maximum recommended levels of radiation for base stations.
- 12.20 To ensure that the proposed mobile phone base station will be within the levels set out by ICNRP, with every application, the operators must provide a certificate of compliance with these radiation levels. Without this certificate, the application will not be determined.

Policy SID3 - Digital Infrastructure / Equipment

- 1. The siting and design (including materials) of digital infrastructure / equipment, which includes (but is not limited to) telephone kiosks and digital interactive finger posts, will be carefully controlled to ensure:**
 - a. they do not detract from the visual amenities of the street scene;**
 - b. they avoid harmful impacts on public amenity or unacceptable street clutter in the public realm;**
 - c. they avoid harm to the significance of heritage assets or their settings and support local distinctiveness.**

Justification

12.21 To encourage high quality design and the protection of amenities within the borough through appropriate design of telecommunications equipment and digital infrastructure and ensure that digital infrastructure installations do not harm the significance of heritage assets when situated close to historic buildings or places.

13. Waste and Minerals

Waste - Introduction

- 13.1 Sandwell Council is the waste collection, waste disposal and waste planning authority for the borough.
- 13.2 The key objective for waste across Sandwell is to minimise its generation across all sectors and increase the re-use, recycling, and recovery rates of waste material.
- 13.3 The following policy aims are likely to be important for Sandwell 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 the Local Authority 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.

Waste Infrastructure – Future Requirements

- 13.4 This policy sets out the overall strategy and principles for waste management in Sandwell and the types of waste development that will support this. It also identifies how much new waste management capacity Sandwell 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 Sandwell's resource and infrastructure needs.

Policy SWA1 – 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. **Waste operators will be expected to demonstrate that the greenhouse gas emissions from the operations involved and associated transport of waste from source to processing facility have been minimised, in line with national and local targets for the transition to a net zero carbon economy.**

Policy SWA1 – Waste Infrastructure Future Requirements

- 3. 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 Sandwell 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 Sandwell, 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 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, Sandwell, to ensure a co-operative cross boundary approach to waste management is maintained.**

Justification

13.5 There have been significant policy changes in the management of waste over the last 20 years primarily due to the implementation of the waste hierarchy and the need to reuse and recycle waste before disposing of it. In addition, the management of waste should be considered alongside other spatial planning matters, including economic development, regeneration and the national obligation to reduce greenhouse gas emissions. The National Planning Policy for Waste requires that areas and / or sites for the location of waste

management facilities are identified in Local Plans. The Plan identifies several preferred areas for the location of new waste facilities.

- 13.6 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 wastewater produced from water treatment.
- 13.7 Findings in the Black Country Waste Study (BCWS) (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.
- 13.8 The waste sector is of importance to Sandwell, where it makes a far more significant contribution to the economy (0.88% of total local jobs) when compared with national figures (0.55% of jobs nationally). It is expected that this sector's contribution to 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.
- 13.9 Housing and employment land are projected to increase in Sandwell 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.
- 13.10 Waste reduction and resource efficiency improvements will have a significant influence on future waste growth. Waste per household decreased from a peak of 1,056 kilograms per household per year (kg/hh/yr) in 2002 - 03 to 983 kg/hh/yr in 2017 - 18 (a reduction of over 7.5%). This has been driven by a range of factors, including household income, increased resource efficiency (such as lightweighting¹⁷⁹) and changes in consumer behaviours. Similar factors are also thought to be driving reductions in C&I waste.
- 13.11 In addition, the transition towards a circular economy, the approach to economic development designed to benefit businesses, society and the environment, is expected to

¹⁷⁹ Lightweighting is a concept that originated in the auto industry about manufacturing vehicles that are less heavy to achieve better fuel efficiency and reduce raw material use and costs. The term has also been used to describe the process of making packaging lighter or replacing it with lighter weight alternatives.

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.

- 13.12 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).
- 13.13 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.
- 13.14 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.
- 13.15 Total waste management capacity in Sandwell 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.
- 13.16 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 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

- 13.17 Under current projections, the quantity of waste Sandwell is projected to manage increases from 1.75 mt in 2021 to 2.2 mt in 2040 – 41, equating to an increase of 26% or 1.2% per annum. An ongoing emphasis on waste reduction has seen a 7.5% reduction in waste per household since 2006 - 07 and this trend could have a significant influence on future waste growth. However, there are emerging changes in the need for different types of waste management capacity.

- 13.18 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 12 below. The BCWS considers that Waste Management Scenario 2 (WMS2) is the most likely scenario for Sandwell.
- 13.19 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 2035). 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 12 - Black Country Waste Study – Waste Management Scenarios

Scenarios	Household Waste	C&I Waste	CD&E Waste
Waste Management Scenario 1 (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 ¹⁸⁰
Waste Management Scenario 2 (WMS2): meet indicative EU Circular Economy targets	65% household waste reuse, recycling and composting by 2035	65% C&I waste reuse recycling and composting by 2035	c.85% CD&E waste recycling or recovery by 2030
Waste Management Scenario 3 (WMS3): progress towards EU Circular Economy targets	60% household waste reuse, recycling and composting by 2035	55% C&I waste reuse, recycling and composting by 2035	c. 80% CD&E waste recycling or recovery by 2030

Source: BCWS, Table 4.7

¹⁸⁰ 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.

Waste Imports and Exports

- 13.20 The BCWS waste projections also considered net waste imports. Around 1.35 million tonnes of waste were received at permitted waste sites (including landfill sites) and operational incinerators in Sandwell in 2021 (BCWS Table 2.10). The total imports into Sandwell originating from the West Midlands Region was 746 tonnes, representing 68% of the total waste received.
- 13.21 More than 80% of the waste received at permitted waste facilities in Sandwell (excluding incinerators) in 2021 by tonnage originated within the former West Midlands region (BCWS Appendix J, Table J4). However, the originating authority of 29.5% of this waste is not known. 15% of the waste is recorded as originating from within the Black Country, and 15% from Birmingham.
- 13.22 Similarly, more than 80% of the waste received at permitted sites in England which was recorded as having originated in Sandwell in 2021 (by tonnage) did not travel beyond the former West Midlands region. Outside the West Midlands, the East Midlands, Southwest and East of England were the three largest importers of waste into Sandwell, importing 9% of total waste.
- 13.23 In 2021 nearly 608kt of waste originating in Sandwell were exported to permitted sites in England and Wales.

Waste Growth Projections

- 13.24 The waste projections for Sandwell are a function of waste growth projections and waste management scenarios. These have been informed by Sandwell and the Resources and Waste Strategy and incorporate differences in waste growth and recycling and recovery performance which may vary over the plan period.

‘Capacity Gaps’ and Need for New Waste Infrastructure 2018 – 2041

- 13.25 Housing and employment land demand are projected to increase as Sandwell’s regeneration of the urban area progresses. The needs of new waste infrastructure need to be balanced with those of housing and employment for suitable development sites. The Council will look to identify development sites for waste infrastructure, with priority placed upon the safeguarding of existing and allocated sites for continued use.
- 13.26 In addition, the way waste will be managed in future is expected to change significantly as the UK transitions towards a circular economy. The quantities of waste reused, recycled and composted are expected to increase significantly.

13.27 Based on the assumption that the circular economy recycling targets identified in Table 12 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 2021 and 2041 to maintain net self-sufficiency:

- a. re-use / recycling (non-hazardous municipal waste) – 813 kt to 4tpa
 - b. energy recovery (residual municipal waste) – 335 to 663 kt tpa
- (Source - BCWS, paragraphs 3.5.1 – 3.5.29, Table 3.9)

13.28 Most of the new capacity requirements identified in the policy are expected to be delivered by the waste industry rather than by the local authority. 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 where the new facilities can be built (Policy W3).

Waste Sites

13.29 Policy SWA2 relates to the protection of sites identified for or currently in use as waste treatment facilities and seeks to manage the interactions between such sites and surrounding uses.

Policy SWA2 – Waste Sites

Protecting Waste Sites

1. **Sandwell will safeguard all existing strategic and other waste management facilities from inappropriate development, to maintain existing levels of waste management capacity and meet Strategic Objective 17, 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 Sandwell.**
2. **This policy will also apply to all new waste management sites that are implemented within the lifetime of the plan.**

Policy SWA2 – Waste Sites

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 / 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

- 13.30 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 Sandwell.
- 13.31 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.
- 13.32 The definition of a strategic waste management site is;
- a) all facilities that form a vital part of Sandwell’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 Sandwell;
- 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).

Safeguarding Existing and Planned Waste Sites

- 13.33 Sandwell is expected to see significant housing and employment land growth between now and 2041. 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).
- 13.34 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.
- 13.35 Another important material consideration will be whether 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.

Potential Losses of Waste Management Capacity

13.36 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

13.37 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.

Preferred Areas for New Waste Facilities

13.38 The identification and delivery of new waste management facilities will make a significant contribution towards meeting new capacity requirements set out above and will meet the aims and objectives of the Plan.

Policy SWA3 – Preferred Areas for New Waste Facilities

1. **The preferred locations for waste management facilities are the Local Employment Areas shown on the Sandwell Local Plan Policies Map.**
2. **All proposals for new waste management facilities should demonstrate how they will contribute to Strategic Objective 17 and the strategic objectives of Policy SWA1, 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 SWA4.**

Justification

13.39 The Sandwell Local Plan is a strategic plan and therefore it focuses on safeguarding strategic waste sites. The quantity of waste Sandwell is projected to manage (included imported waste) is predicted to increase from 1.75 million tonnes (mt) in 2021 to 2.1 mt in 2040-41, equating to an increase of 23% or 1.1% per annum. The SLP will also need to give appropriate protection to other waste sites.

13.40 Waste facilities are an essential part of the infrastructure of an area; hence provision must be made in the Local Plan to deliver facilities and enable the objectives of moving waste up the hierarchy.

13.41 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.

13.42 National Planning Policy for Waste (NPPW) requires the Waste Management Authorities to identify suitable sites and areas for waste management in Local Plan documents. Several specific locations were identified in the Black Country Waste Study 2020, where new waste management facilities could be located.

- 13.43 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.
- 13.44 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 is addressed in Policy SWA1.
- 13.45 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).
- 13.46 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

- 13.47 It is not proposed to allocate specific sites for waste in the Local Plan 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 a waste management use by the Council, a landowner and / or a commercial waste operator.

Identification of Preferred Areas

- 13.48 Several 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 through the ‘call for sites’ which fell outside of the excluded areas¹⁸¹.

13.49 Waste site options within the resulting ‘refined study area’ were then identified in consultation with the Council. 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.

13.50 The results of the assessments are presented in Appendix M of the BCWS and are summarised in Table 5.10 of the main report. 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 13 - Preferred Areas for new waste facilities in Sandwell

Site Ref	Address	Potentially Suitable Waste Use ^[1]	Area
M.4	Cornwall Road and Parkrose Industrial Estates, Soho	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	60.1
M.5	Tat Bank, Langley	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	53.1
M.6	Charles Street Enterprise Park, Queens Court Trading Estate, Swan Village	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	42.7

¹⁸¹ BCWS (2020), paragraphs 5.2.3 – 5.2.15, tables 5.1 – 5.4 and figures 5.1 – 5.3

Site Ref	Address	Potentially Suitable Waste Use ^[1]	Area
M.7	Hill Top and Bilport Lane Industrial Estates, Wednesbury	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	19.9
M.8	Powke Lane and Waterfall Lane Trading Estates, Rowley Regis	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	46.1
M.9	Dartmouth Road	n/a	26.2

- 13.51 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.
- 13.52 Certain waste operations may be acceptable on 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 Council is only likely to grant a temporary permission for waste development in these types of location.
- 13.53 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.

Locational Considerations for New Waste Facilities

- 13.54 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.
- 13.55 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 SWA4 – Locational Considerations for New Waste Facilities

Key Locational Considerations for All Waste Management Proposals

1. Proposals should demonstrate how they will contribute to Strategic Objective 17 and the strategic objectives of Policy SWA1, 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 facilities¹⁸² should be focused in local employment areas and will be required to meet the following criteria:
 - 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 other relevant Plan 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;

¹⁸² Waste development covers the use of any land or buildings for the storage, treatment, processing, transfer, bulking-up, recycling, recovery, or final deposit of any substance classified as 'waste'.

Policy SWA4 – Locational Considerations for New Waste Facilities

- 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 development¹⁸³ should include a supporting statement that clearly describes the key characteristics of the development. It should also explain how the development aligns with Strategic Objective 17 and the General Principles and Preferred Methods of managing waste in Policy SWA1. 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;

¹⁸³ 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

Policy SWA4 – Locational Considerations for New Waste Facilities

- h) the expected fate and destination of the outputs;**
- i) the number of associated vehicular movements;**
- j) the number of jobs created.**

Justification

- 13.56 National policy guidance requires authorities to identify suitable areas for waste management in development plan documents. When deciding which ones should be chosen, their suitability should be assessed against a range of criteria, including physical and environmental constraints, cumulative impacts, and transport effects.
- 13.57 Several broad locations suitable for the development of new waste management facilities in Sandwell have been identified in Table 13 of Policy SWA3.
- 13.58 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 Strategic Objective 17 and Policy SWA1, is of paramount importance and all proposals should demonstrate how they will contribute towards this. They should also address other locational issues such as proximity to the source of waste, relationships to adjoining / neighbouring uses, visual impacts and other potential effects on the surrounding area. Potentially harmful environmental / amenity impacts will be minimised where operations are contained within a building or enclosure, so facilities should always be enclosed where feasible.
- 13.59 As the strategy for sustainable waste management involves broadening the range of waste management facilities available in the area, it is necessary to identify a range of opportunities that can accommodate different types of operation and technology.
- 13.60 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 several areas across the Black Country that are considered suitable for locating new waste management facilities.
- 13.61 There are certain types of waste management facilities that require an open site (e.g., open window composting facilities) and will therefore be difficult to accommodate within the urban areas of Sandwell due to the lack of suitable sites. These types of facility are subject to strict

regulation by the Environment Agency and must be located at least 250m away from sensitive receptors.

- 13.62 The last part of the policy sets out the criteria against which new waste management proposals will be assessed.

Waste Applications – Supporting Information

- 13.63 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 Strategic Objective 17 and in the general principles and preferred methods of managing waste in Policy SWA1 is of paramount importance, and all applications should explain how the proposed development is aligned with these principles.
- 13.64 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.
- 13.65 To assist applicants, the policy sets out the key pieces of information they should provide to enable the Council 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.
- 13.66 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 requires an Environmental Impact Assessment (as it represents Schedule 1 or 2 development), details should be included in an Environmental Statement.

Resource Management and New Development

- 13.67 Managing material resources – including waste - in a responsible way is an important element of sustainable development and will support Strategic Objective 17 of the Plan.

Policy SWA5 – Resource Management and New Development

Waste Management in new developments

1. All new developments should;
 - 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

- 13.68 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.
- 13.69 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 finally disposal (e.g., landfill).

- 13.70 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 Sandwell. Delivering on site-waste management of waste and making better use of waste generated through development are critical to the delivery of these objectives.
- 13.71 The scale of development across Sandwell 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.
- 13.72 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.
- 13.73 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.
- 13.74 Where organisations are generating significant amounts of a particular type of waste, which is not currently managed in Sandwell, consideration should be given towards waste being disposed of or being recovered at the nearest appropriate facility(s).
- 13.75 Opportunities for symbiosis – matching waste producers with organisations who might have a use for the waste produced - should be explored.

MINERALS

- 13.76 Local plans are expected to make sufficient provision for all forms of development, including for minerals. The policies for minerals in this section also support the overall Vision, Objectives and Priorities by ensuring that in 2041, Sandwell will:
- Use mineral resources responsibly, including maximising the use of alternatives to maintain a supply of minerals and mineral products to support the local economy and growth;
 - 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
 - Manage and use mineral products in ways that avoids significantly harming the environment and the health and wellbeing of local communities.

- 13.77 Planning policies for minerals should provide for the extraction of minerals of “*local and national importance*” (NPPF paragraph 210). While sand and gravel, brick clay and fireclay occur naturally in Sandwell, it does not produce any primary minerals. For minerals planning purposes, past trends and future provision is planned at the West Midlands Metropolitan Area (WMMA)¹⁸⁴ level.
- 13.78 Despite not producing any minerals itself, it is possible that in some parts of Sandwell there remain mineral resources that are effectively sterilised by their location in an urban area, hence the need for minerals policies in the SLP. As with all unitary authorities, Sandwell is also the minerals planning authority for the borough.
- 13.79 Mineral Planning Authorities are expected to maintain a landbank of at least seven years of permitted reserves of sand and gravel (NPPF paragraph 213) 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.

Construction Aggregates - Expected Demand over the Plan Period

- 13.80 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 considered when planning for future supplies.
- 13.81 Data on historic sales of aggregates within the WMMA is contained in the West Midlands Aggregates Working Party (AWP) annual monitoring reports, as informed by the annual aggregates monitoring survey. The latest information available relates to the 2021 calendar year. Sales data for the ten years from 2012 - 2021 and average (mean) sales over the ten-year period are shown in Table 14, compared to the indicative ‘apportionment’ for the WMMA and the annual requirement from the WMMA LAA 2015. Production of data for specific sites is regarded as commercially confidential, so in line with what has been agreed by the AWP, figures are provided only for total annual production in the WMMA rather than for individual Mineral Planning Authorities.

¹⁸⁴ The West Midlands Metropolitan Area (WMMA) comprises the seven unitary authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton and for minerals planning purposes, past trends and future provision is planned at the WMMA level.

13.82 The economic recession has clearly had a significant effect on sales of sand and gravel in the 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 14 - ten-year rolling average annual sand and gravel sales in the WMMA 2011 - 2021 (million tonnes)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Annual Sales	0.401	0.46	0.49	0.5	0.53	0.58	0.48	0.36	0.26	0.39	0.51
Apportionment	0.55	0.55	0.55	0.55	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Deviation (+/-)	-0.15	-0.09	-0.06	-0.05	+0.09	+0.14	+0.04	-0.08	-0.18	-0.05	+0.07
10 Year Period	Total 10 Year Sales (MT)					10 Year Average (mean) Sales (MT)					
2012 – 2021	4.56					0.456					

Source: WMMA LAA 2023

13.83 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 16 below shows how this has been calculated.

13.84 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 one million tonnes of crushed rock in that year.

Table 15 - Sand and Gravel – WMMA Landbank Requirement December 2017

Sand and Gravel Landbank Requirement in West Midlands	Million tonnes
Ten-year average sales 2012 – 2021	0.46
20-year requirement to the end of the BCP Period in 2041 ¹⁸⁵ (ten-year average sales x 20 years)	9.20
Requirement for Landbank (ten-year average sales x seven years)	3.22

¹⁸⁵ 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.

Sand and Gravel Landbank Requirement in West Midlands	Million tonnes
Total Landbank Requirement (20 years + 7 Years)	12.44

Source: WMMA LAA 2023

- 13.85 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 one million tonnes of sand and gravel and at least 1.7 million tonnes of crushed rock¹⁸⁶.
- 13.86 The planned housing and employment growth in Sandwell 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.
- 13.87 Notwithstanding the above, the requirement to maintain a 'rolling' landbank over Sandwell's Local Plan period of nearly 13 million tonnes for sand and gravel (as set out in Table 15) remains unaffected.

Sand and Gravel Supply

- 13.88 Solihull is the only authority in the sub-region with workable sand and gravel resources.
- 13.89 At the end of 2017, Solihull had nearly four million tonnes of permitted sand and gravel reserves. However, a high proportion of these reserves are expected to be sterilised by HS2, 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.

Crushed Rock Supply

- 13.90 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

¹⁸⁶ 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.

no winnable crushed rock resources remaining anywhere in the Black Country, therefore no provision is identified for this mineral.

- 13.91 Coating plants and construction projects in Sandwell 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 Midlands Metropolitan Area is imported from Leicestershire, Shropshire, and Derbyshire.

Supply of Secondary and Recycled Aggregates

- 13.92 Secondary and recycled aggregate sites expected to continue in production up to the end of the plan period will be safeguarded (Policy SMI1). Due regard should also be had to the relevant Sandwell Local Plan waste policies (Policy SWA5).

Mineral Safeguarding

- 13.93 This policy sets out how mineral resources in Sandwell, and sites that are expected to be producing, processing or transporting minerals and mineral products, will be protected from other types of development that could compromise their continued operation over the plan period.

Policy SMI1 - Minerals Safeguarding

- 1. Mineral deposits that are identified as being, or may become of, economic importance will be safeguarded from unnecessary sterilisation.**
- 2. 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.**

Secondary and Recycled Aggregates

- 3. At the end of 2017 Sandwell was estimated to be producing around 330,000 tonnes of secondary and recycled aggregates per annum at permitted production sites. As a minimum, Sandwell will aim to maintain this level of production throughout the plan period. In support of this, permitted secondary and recycled aggregate sites expected to continue in production up to 2041 will be safeguarded.**
- 4. The location of all permitted mineral infrastructure sites in Sandwell, are identified on the Policies Map and these sites are also listed below. Applications for**

Policy SMI1 - Minerals Safeguarding

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

- 13.94 To prevent the unnecessary sterilisation of minerals resources 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).
- 13.95 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
 - e) extraction of minerals would have unacceptable impacts on neighbouring uses, the amenity of local communities or other important environmental assets.
- 13.96 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.

Mineral Processing Infrastructure in Sandwell

- 13.97 As mineral infrastructure facilities are an essential part of the total infrastructure of the area, it is not only important that they are appropriately located but also there is policy protection applied to these sites to help maintain an adequate and steady supply of minerals.

Table 16 - Key Mineral Infrastructure

Site Ref	Site	Location	Type
MIS1	Anytime Concrete	West Bromwich	Concrete batching plant
MIS2	Bescot LDC Depot	Wednesbury	Rail-related aggregates depot
MIS2	Bescot LDC Depot and Rail Ballast Facility	Bescot, Wednesbury	Aggregates recycling
MIS3	Breedon Oldbury Concrete Plant	Oldbury	Concrete batching plant
MIS4	CEMEX Concrete Batching Plant	Oldbury	Concrete batching plant
MIS5	Former Hanson Site (West Bromwich)	West Bromwich	Aggregates recycling
MIS6	Hanson Ready Mixed Concrete Plant	Oldbury	Concrete batching plant
MIS7	Wednesbury Asphalt Plant	Wednesbury	Coating plant
MIS8	Cradley Special Brick	Cradley Heath	Brickworks
MIS9	Oldfields	Cradley Heath	Aggregates recycling
MIS10	Metamix	Tipton	Concrete batching plant

Managing the Effects of Mineral Development

13.98 This policy sets out the requirements that planning applications for potential mineral working and minerals infrastructure will be expected to address. The policy identifies some general requirements that any potential 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 SMI2 - Managing the Effects of Mineral Development

General Requirements for Minerals Developments

- 1. When working ceases, all plant and equipment should be removed, and sites should be restored as soon as possible.**
- 2. 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 adopted development plan – or otherwise demonstrate that other material considerations outweigh any policy conflict.**
- 3. Subject to other policies within the Plan, planning permission will be granted for built development within the Consideration Zones around Coneygre Mine and Blackham Mine, where the applicant is able to demonstrate that a collapse in the mine would not prejudice public safety or compromise the structural integrity of the proposed structures.**
- 4. 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

- 5. 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;**

Policy SMI2 - Managing the Effects of Mineral Development

- 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;**
- i) **where necessary, mitigation measures should be identified to reduce any adverse effects to an acceptable level.**

Justification

General Requirements for Mineral Developments

- 13.99 This policy sets out the general requirements that will apply to all proposals involving the development of mineral infrastructure and mineral working.
- 13.100 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 (of which there are currently none in Sandwell) include 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.
- 13.101 Mineral developments differ and early discussion with the Council 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.

Environment and Amenity

- 13.102 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

13.103 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

13.104 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 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.

14. Development Constraints and Industrial Legacy

- 14.1 Within Sandwell there are a range of areas that contain constraints that could affect development.

Hazardous Installations and Substances

- 14.2 Major accidents at sites storing hazardous substances are rare, but when they do occur the effects on people living nearby can be devastating. The planning system seeks to manage the prevention and limitation of major accidents from hazardous installations and substances through three processes.

Hazardous substances consent

- 14.3 The storage or use of hazardous substances at or above defined limits requires hazardous substances consent. Applications for hazardous substances consent should be made to the relevant hazardous substances authority. This is Sandwell Council as the local planning authority.

The plan-making process

- 14.4 Sandwell Council as local planning authority is required to have regard to the prevention of major accidents and limiting their consequences when preparing Local Plans. The Council must also consider the long-term need for appropriate distances between hazardous establishments and population or environmentally sensitive areas. The Council must also consider whether additional measures for existing establishments are required so that risks to people in the area are not increased.

The determination of planning applications

- 14.5 Sandwell Council as local planning authority is expected to seek technical advice from the Health and Safety Executive and Environment Agency on the risks presented by major accident hazards affecting people in the surrounding area and the environment when considering development proposals around hazardous installations. Those risks will be given appropriate weight and will be balanced against other relevant planning considerations when determining applications for planning permission.

Policy SCO1 - Hazardous Installations and Substances

- 1. The Council will seek the reduction or removal of the hazardous component of notified installations. Where any existing or proposed industrial development presents a significant potential hazard to the health and safety of employees, or to**

Policy SCO1 - Hazardous Installations and Substances

people living and working in the surrounding area, the Council will seek either a reduction in the risk or its elimination.

2. The Council will use its powers under the Planning (Hazardous Substances) Act 1990 (or any subsequent legislative powers that supersede this Act) to revoke or modify a hazardous substances consent where either the consent has not been relied upon for five years or where all potential claimants for compensation indicate that they will not seek compensation.
3. The Council will oppose the expansion of existing hazardous installations unless it can be demonstrated that consent will not:
 - a. increase the population at risk or the level of risk itself; or
 - b. adversely impact on the potential for development and / or redevelopment of adjoining land.
4. The Council will consult the Health and Safety Executive, the Environment Agency and other relevant bodies on all applications for hazardous substances consent and planning permission in the consultation zones around hazardous premises as may be notified from time to time to the Council by the Health and Safety Executive.
5. The Council will not grant either planning permission or hazardous substances consent for new development that when operational will:
 - a. result in a significant increase to the risk or consequences of a major incident; and / or
 - b. adversely impact on the potential for development / redevelopment of adjoining land.

Justification

- 14.6 The Planning (Hazardous Substances) Act 1990 requires consent to be granted for the storage and use of certain toxic, explosive, inflammable, highly reactive and hazardous substances. The Planning (Hazardous Substances) Regulations 2015 sets out the hazardous substances and their controlled quantities that require consent. Nevertheless, the application of these regulations cannot guarantee that there will be no residual risk to people in the vicinity, meaning that the risk remains unavoidable despite all legally required measures being taken to prevent and mitigate the impacts of a major accident.

- 14.7 To address this, the Council will exercise a degree of control over the presence of hazardous substances through the development control system, where these products are directly associated with a proposed development. However, there are situations where hazardous substances may be introduced onto a site, or used in a different way within it, without there being any associated development requiring planning permission. The provisions fill the gap in planning control by enabling specific control to be exercised over the presence of hazardous substances whether associated development is involved or not. The Council must decide if, in the light of the residual risk and having regard to the existing and prospective uses of a site and its surroundings, the proposed presence of a hazardous substance is an appropriate land use for that site.
- 14.8 Where planning permission is required in addition, because the proposed storage or use of a hazardous substance is associated with a development proposal, two separate applications and approvals will be necessary. The Council will wish to ensure that related applications for hazardous substances consent and for planning permission are dealt with together.
- 14.9 The Health and Safety Executive (HSE) must be consulted on every application for hazardous substances consent and will assess the risks arising to persons in the vicinity from the presence of a hazardous substance. But the decision on whether those risks are tolerable in the context of existing and potential uses of neighbouring land is one to be made by the local planning authority. Hence, the Act confers responsibility for determining applications for hazardous substances consent, for vetting claims for deemed consent and for enforcing the controls on the local planning authority. The HSE is responsible for notifying local planning authorities of the relevant consultation zones around sites where certain hazardous substances are present. Applicants can use the Health and Safety Executive Planning Advice web app to determine whether a proposal is within a consultation zone.
- 14.10 The types of development within the consultation zone on which HSE should be consulted include all residential development; retail, office and industrial development above a specified floor area; and any development likely to result in a material increase in the number of persons working within or visiting the notified area.
- 14.11 Sandwell Council is concerned with stabilising and reducing the population at risk from hazardous substances. Consequently, it will oppose applications which will increase the population at risk, or put at risk vulnerable groups, and will seek the reduction or removal of the hazardous component of notified installations.
- 14.12 As with planning permission, hazardous substance consent provides an entitlement that runs with the land; as a general principle, it is considered that compensation should normally be

payable when loss or damage results from a revocation or modification. However, it may be undesirable for a hazardous substances consent to continue to have effect when it has fallen into disuse, as it could restrict unnecessarily the uses to which neighbouring land can be put or continue to impose onerous requirements on those who benefit from the consent. Consequently, the Council will use its powers under Section 14 to revoke consent, when appropriate, and when compensation is not payable.

Pollution Control

14.13 Sandwell Council aims to protect existing and future residents of the borough and the environment from the effects of pollution, both existing and that originating from new development. Controlling pollution appropriately can contribute to the achievement of sustainable development by fulfilling environmental objectives to minimise pollution and social objectives to support healthy communities.

Policy SCO2 - Pollution Control

1. **Development proposals that are likely to cause or increase pollution or expose their occupants, users or adjacent residents to new or increased pollution will only be permitted where it can be demonstrated that sufficient mitigation measures are available and will be used to minimise harmful impacts to a level that protects the health and amenity of people and the environment. Measures that seek to eliminate existing pollution sources or reduce existing levels of pollution will be supported.**
2. **Development proposals must not, either individually or cumulatively, contribute to or produce poor air quality, odour nuisance and / or unacceptable levels of emissions from commercial and industrial premises that could cause detriment to local amenity. Proposals should be designed to reduce the exposure of occupants and users of the development to poor air quality and mitigate the effects of all relevant pollution sources¹⁸⁷. The Council will seek to improve air quality across the borough (Policy SHW3). Proposals that include measures to improve air quality will be supported.**
3. **Development proposals that incorporate artificial lighting must have regard to the siting, design and luminance of external lighting sources, and the relationship**

¹⁸⁷ Further guidance in relation to air quality is provided by policy SHW

Policy SCO2 - Pollution Control

between light spill and the design of the scheme, to avoid adversely affecting local amenity and nature conservation¹⁸⁸. Measures should be employed to ensure external lighting is only used when required.

4. Development proposals must not give rise to noise and vibration at such levels that they are likely to adversely impact health and quality of life, both during the construction of development and following its completion.
5. Development proposals that are sensitive to noise should not be located within an area of existing high levels of noise unless it has been demonstrated that noise impacts can be satisfactorily mitigated by the design and layout of the scheme, and / or the incorporation of insulation, including acoustic glazing.
6. The 'agent of change' principle set out in the National Planning Policy Framework will be applied when determining applications for planning permission.

Justification

14.14 The NPPF requires planning policies to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of air, water or noise pollution¹⁸⁹.

14.15 The whole of Sandwell Borough was declared an Air Quality Management Area (AQMA) in July 2005 due to likely exceedances of the Air Quality Objective for Nitrogen Dioxide of 40 micrograms per cubic metre (ug/m³)¹⁹⁰. The Borough has historically had poor air quality due to industrial emissions; however, air quality has improved due to cleaner technology and the closure of many traditional heavy industrial premises. The main concern now is traffic-related pollution, due to high traffic volume and the presence of the busy M5 and M6 motorway networks¹⁹¹.

¹⁸⁸ See also Policy SNE* - habitats

¹⁸⁹ NPPF (2021) paragraph 174, section (e)

¹⁹⁰ https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=222

¹⁹¹ https://www.sandwell.gov.uk/info/200274/pollution/485/air_quality

- 14.16 National planning guidance states that odour can be a planning concern because of its effect on local amenity¹⁹². The Institute of Air Quality Management's guidance on the assessment of odour for planning (revised in 2018) explains that there must be odour exposure before an adverse effect can occur¹⁹³. Odour exposure requires the presence of all three links in the source-pathway-receptor chain¹⁹⁴. Removing a link within the chain can prevent odour exposure.
- 14.17 National planning guidance also explains that light pollution can be a source of annoyance to people, can be harmful to wildlife and can undermine enjoyment of the countryside or the night sky¹⁹⁵. It states that the planning system can ensure that external lighting arrangements are deemed appropriately from the outset. Applications for planning permission that introduce new external lighting sources may require sufficient information for the local planning authority to assess the impact of the lighting proposals. The Council may require the incorporation of lighting shields and baffles into the design of new external lighting proposals to mitigate against any negative impacts of the lighting.
- 14.18 Sandwell Council will seek to safeguard the health and quality of life of its residents by refusing applications for planning permission that would give rise to unacceptable levels of noise and vibration, both during construction and following the completion of development. The Council's validation checklist for planning applications sets out the situations in which an application for planning permission should be accompanied by a noise impact assessment. Such assessments should be carried out and reported in accordance with current authoritative guidance, British Standard and best practice by a competent person. Appropriate mitigation and / or remedial measures should be identified and secured through planning conditions and / or obligations.
- 14.19 The local planning authority will apply the 'agent of change' principle set out in the National Planning Policy Framework to ensure that new development does not place unreasonable restrictions on the functioning of existing businesses and community facilities

¹⁹² <https://www.gov.uk/guidance/air-quality--3>

¹⁹³ <http://www.iaqm.co.uk/text/guidance/odour-guidance-2014.pdf>

¹⁹⁴ The source of pollution is the activity that leads to the pollutants being released. The pathway is the part of the environment that a pollutant travels along on its journey towards the receptor. The receptor is the thing that is being harmed by the source, e.g., humans, trees, wildlife and non-living items such as a monument or building.

¹⁹⁵ <https://www.gov.uk/guidance/light-pollution>

Land contamination and instability

- 14.20 Much of the land within Sandwell has been impacted by historic heavy industry, contaminating uses and the extensive mining of mineral resources using small open pits and underground pits. This has left a legacy of poor quality and unstable land, with ground conditions varying greatly over relatively small distances within the borough.
- 14.21 The presence of contamination or ground instability can affect the use of land; however, development can help address these issues and bring the land back into beneficial use.

Policy SCO3 - Land contamination and instability

1. **Planning permission will be granted for development on:**
 - a. **land that is unstable;**
 - b. **land that is contaminated or suspected of being contaminated due to its historic use or geology; or**
 - c. **land that will potentially become contaminated as a result of the development;**

subject to the submission of satisfactory information relating to ground conditions and the presence of ground gas, and full details of the assessment and remedial measures that will be used to deal with instability and contaminants.
2. **The assessment must demonstrate that:**
 - a. **there will be no significant harm, or any risk of significant harm, to the health and wellbeing of people and the environment;**
 - b. **there will be no current likelihood, or future risk, that watercourses and groundwater will become contaminated; and**
 - c. **any necessary remedial action is undertaken to safeguard users of the land or neighbouring land both during the construction of development and following occupation.**
3. **The Council will support the reclamation and remediation of derelict, despoiled, degraded and contaminated land as part of the ongoing regeneration of the borough.**

Justification

- 14.22 The NPPF requires planning policies to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, land instability¹⁹⁶. Planning policies should also enhance the environment by supporting the remediation and mitigation of despoiled, degraded, derelict, contaminated and unstable land, where appropriate¹⁹⁷.
- 14.23 Most applications for planning permission will be expected to provide a desk-based study of ground conditions as a minimum requirement. Applicants should refer to the Council's validation checklist and seek advice from officers to determine the need for and scope of a desk-based study and / or intrusive site investigation. Regard should be had to the potential for migrating contaminants, and the possible presence of ground gas from historic landfill and mining sites. A land stability or slope stability risk assessment may be required where unstable ground is known or suspected¹⁹⁸.
- 14.24 Sandwell Council will consult the Coal Authority on applications for planning permission within a Development High Risk Area¹⁹⁹ unless the application is an exempt one. Applications for planning permission within a Development High Risk Area will need to be accompanied by a Coal Mining Risk Assessment, again unless the proposed development is exempted.
- 14.25 The Council will impose conditions and / or obligations on the grant of planning consent to ensure satisfactory information is provided in relation to ground conditions, and that agreed remedial action is completed prior to the occupation of development.

¹⁹⁶ NPPF (2021) paragraph 174, section (e)

¹⁹⁷ NPPF (2021) paragraph 174, section (f)

¹⁹⁸ <https://www.gov.uk/guidance/land-stability>

¹⁹⁹ <https://mapapps2.bgs.ac.uk/coalauthority/home.html>

15. Development Management

- 15.1 The following section contains policies designed to provide guidance for householders, business owners and others wanting to undertake development in Sandwell.

Design Quality

- 15.2 High quality design is an essential element both in placemaking and in reflecting the distinctive character of the area and will help deliver the Strategic Objectives by setting challenging but appropriate standards. Achieving sustainable development is fundamental to the Vision for transforming Sandwell environmentally, socially and economically. Each part of the borough 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 will be expected to deliver successful urban regeneration and expansion through high quality design that provides economic, social and environmental benefits.
- 15.3 Innovative 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 local traditional design qualities and features, 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.

Policy SDM1 – Design Quality

- 1) Developments must be designed to high standards and should create a strong sense of place and reflect Sandwell’s unique character. They must address as appropriate:**
- a) the topography, townscapes and landscapes of Sandwell;**
 - b) the need to maintain strategic gaps and views, including to and from the Rowley Hills;**
 - c) the built and natural settings of development;**
 - d) the need to ensure that domestic extensions should generally be subservient and proportionate to the existing dwelling and should be in keeping with their surroundings by virtue of their scale, architecture and materials.**
 - e) the treatment of ‘gateway’ opportunities where they occur in key locations;**

Policy SDM1 – Design Quality

- f) **Sandwell’s industrial and domestic architecture;**
 - g) **the need to ensure development has no harmful impacts on key environmental and historic assets, townscapes and locations and that wherever possible it contributes to the conservation and enhancement of environmental and historic assets and their settings;**
 - h) **the presence of canals in Sandwell’s urban environments and the opportunities they offer for design, accessibility, the environment and technology;**
 - i) **the matter of land instability where this is an issue in relation to specific development proposals.**
- 2) Development proposals must demonstrate that the following have been addressed in design and access statements that reflect their Sandwell-specific context:**
- a) **the ten characteristics of the National Design Guide²⁰⁰, to provide a high-quality network of streets, buildings and spaces;**
 - b) **the principles of Manual for Streets²⁰¹, to ensure urban streets and spaces provide a high-quality public realm and an attractive, safe and permeable movement network;**
 - c) **use of the Building for a Healthy Life²⁰² criteria (or subsequent iterations) and Sandwell’s local housing design codes, masterplans and guidance for new housing developments, to achieve high design standards, good place-making and sustainable development;**
 - d) **crime prevention measures, Secured by Design and Park Mark principles and the requirements of Part Q of the Building Regulations 2010 or any successor legislation;**

²⁰⁰ <https://www.gov.uk/government/publications/national-design-guide>

²⁰¹ Current and future iterations - <https://www.ciht.org.uk/knowledge-resource-centre/resources/revising-manual-for-streets/>

²⁰² <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

Policy SDM1 – Design Quality

- e) **the agent of change²⁰³ principle, in relation to existing uses adjacent to proposed development sites.**
- 3) Major development proposals should contribute to the greening of Sandwell by:**
- a) **including urban greening²⁰⁴ as a fundamental element of site and building design;**
 - b) **incorporating measures such as high-quality landscaping and tree planting²⁰⁵, other soft landscaping, green roofs, green walls and sustainable drainage and conserving existing green spaces and natural resources;**
 - 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.**
- 4) Development must not cause an adverse 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; and / or**
 - i) **wind, where the proposals involve the development of tall buildings.**

²⁰³ Paragraph 187 of the NPPF (2021) 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.

²⁰⁴ e.g., landscaping, provision of formal / informal open space, habitat creation and improvement, tree planting, certain forms of infrastructure such as types of SuDS etc. in urban locations

²⁰⁵ Including street trees where appropriate and in accordance with other policies of the SLP

Policy SDM1 – Design Quality

- 5) To improve the quality and perception of the public realm in Sandwell, the Council will encourage the promotion of public art, subject to appropriate public consultation and in accordance with other relevant policies. Where new development changes or creates public spaces, the Council will welcome the provision of public art as part of the proposal.

Justification

- 15.4 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 and supporting the delivery of high-quality design proposals that are complementary to local character and vernacular.
- 15.5 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 Sandwell 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.
- 15.6 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 characteristics²⁰⁶ 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.'*
- 15.7 The National Planning Policy Framework (2021) addresses the issue of good design throughout, including in paragraph 130, which states that permission should be refused for

²⁰⁶ Context; Identity; Built form; Movement; Nature; Public spaces; Uses; Homes and buildings; Resources; Lifespan.

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.

- 15.8 Locally, the West Midlands Combined Authority (WMCA) have published a West Midlands Design Charter²⁰⁷. 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.
- 15.9 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 placemaking²⁰⁸.

- 15.10 Sandwell Council will support urban regeneration by ensuring all new developments exhibit high-quality design. A high-quality environment is also an essential prerequisite for economic competitiveness and housing choice.
- 15.11 Great opportunities exist 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 Sandwell and a commitment to high-quality design if it is to maximise the benefits from the opportunities offered by transformation on this scale.
- 15.12 At the same time, Sandwell has a strong tradition of housing existing immediately alongside industrial and employment uses; this aspect of its character and economy should be protected by the application of the agent of change principle, in relation to existing uses

²⁰⁷ <https://www.wmca.org.uk/media/3647/wmdesigncharter.pdf>

²⁰⁸ 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.

adjacent to proposed development sites, which can be found in Paragraph 182 of the NPPF (2019).

- 15.13 This policy seeks to integrate key design principles with an approach that interprets and reflects both local distinctiveness and the overall character of Sandwell. 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.
- 15.14 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.
- 15.15 The protection and enhancement of Sandwell's canal network and natural waterways will be sought to the extent possible through the design and layout of appropriately located housing and employment development and by the integration of waterways into those proposals to create attractive waterside development. This will act as a unifying characteristic with the wider Black Country's urban structure and landscape.
- 15.16 Sandwell recognises the potential of public art to enhance the design of development and the quality and amenity of local areas. Public art can be free-standing or incorporated within the overall quality and design of buildings and landscaping and can involve the engagement of local artists. The Council will welcome the inclusion of public art in schemes across Sandwell.
- 15.17 A key objective for new developments should be that they create safe and accessible environments where crime, 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 Sandwell Council to work with the police towards the reduction of crime and the fear of crime, and anti-social behaviour across Sandwell. This will be a material consideration in all planning proposals.
- 15.18 Sport England's Active Design guidance promotes public health and community activity through building an infrastructure that creates opportunities for all types of physical activity, and the Council welcomes its use in designing schemes and housing layouts.
- 15.19 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.

15.20 Climate change mitigation and adaptation measures will be addressed through the specific climate change policies in the SLP and the renewable energy and BREEAM requirement for new development, which are set out in Policies SCC1 - SCC6.

Development and Design Standards

15.21 There are three optional national technical standards for housing, which can be adopted through planning policy. Policy SDM2 adopts two of these standards for new housing in Sandwell, covering internal space standards and water efficiency.

Policy SDM2 – Development and Design Standards

Nationally Described Space Standards

1. **New residential development (including the conversion of buildings) will be required to meet the Nationally Described Space Standards (NDSS)²⁰⁹, except where it can be clearly evidenced that the implementation of the NDSS would cause harm to the significance of a heritage asset²¹⁰.**
2. **Where NDSS are not used, development²¹¹ should reflect National Design Guide principle H1²¹² in delivering functional, healthy and sustainable homes and buildings, particularly in relation to creating healthy, comfortable and safe internal and external environments.**

Water efficiency in new dwellings

3. **New residential development (including conversions from non-residential properties) and houses in multiple occupation will be required to meet the lower water efficiency**

²⁰⁹ <https://www.gov.uk/guidance/housing-optional-technical-standards#internal-space-standards>

²¹⁰ More specialised types of housing provision will be required to meet the relevant space standards for their typology

²¹¹ Excluding prior notification / permitted development where new dwellings are being created – NDSS will apply in all such cases

²¹² Or any succeeding guidance or legislation on design standards.

Policy SDM2 – Development and Design Standards

standard of 110 litres per person per day, as set out in Part G2 of current Building Regulations or as identified in any successor legislation.

Justification

- 15.22 The Council believes that everyone has the right to a high standard of residential accommodation, with sufficient space to meet their needs. To address this, Policy SDM2 adopts the optional national space standards covering internal floor area and dimensions for key parts of the home.
- 15.23 The standard is modest and is generally met in most new build housing across the borough; 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.
- 15.24 The standard will apply to all tenures except where national planning guidance suggests otherwise.
- 15.25 Evidence provided by the Sandwell 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.
- 15.26 Introduction of the higher water efficiency standard for all new homes is justified by evidence provided in the Water Cycle Study (2020) and more recently (July 2021) by the Secretary of State's determination that Severn Trent Water's catchment (except in their Chester zone) is now considered to be an area of serious water stress for the purposes of water resources planning. This change in water stress classification adds further weight to the tighter water efficiency limit and will be enforced through the building regulations system.

Tall Buildings and Gateway Sites

- 15.27 Tall buildings can help to accommodate new development as well as communicating ambition, energy and innovation. They make efficient use of land to deliver jobs, homes and mixed communities. Tall buildings in the right locations and of the right design have the potential to enhance the appearance and character of areas and to deliver regeneration. In all cases the design of a tall building should create a high-quality environment both for its users and for surrounding development and the public realm.

15.28 Tall buildings can also give rise to issues related to their height, massing and prominence. Design principles for high density development also apply to tall buildings, including liveability considerations for residential development.

15.29 Gateway sites in Sandwell may be marked by tall buildings but do not have to be: the important feature of gateway sites will be their overall design quality and distinctiveness, as they will act as signals of Sandwell's ambitions for growth.

Policy SDM3 – Tall Buildings and Gateway Sites

Tall buildings

- 1. The proposed heights for buildings should reflect other design and policy requirements, including the need to have regard to the existing or emerging character and context of the area.**
- 2. The height and location of tall buildings in relation to other existing and proposed buildings / structures should be clearly identified in masterplans and / or design and access statements, which should also set out a clear rationale for the development of tall buildings.**
- 3. Landscape and Visual Impact Assessments will be necessary to enable the visual impact of tall buildings to be assessed from near and distant viewpoints. Accurate visual representations of the submitted scheme should be provided from key viewpoints agreed with Sandwell Council. Information on local microclimate impacts should also be submitted, as a separate assessment or as part of the Design and Access Statement.**
- 4. For development proposals that include taller buildings, applicants must submit design appraisals with alternative options to demonstrate whether similar densities can be achieved using more traditional and human- scaled typologies including terraced housing, maisonettes, and courtyard apartments.**
- 5. The planning application and its supporting information must demonstrate that:**
 - a) there is sufficient access to public transport for occupants / users of the building;**
 - b) there is access to local services and facilities, depending on the number and type of residents expected;**

Policy SDM3 – Tall Buildings and Gateway Sites

- c) the proposal will not have an unacceptable adverse impact on local character, including heritage assets;
- d) the design considers topography;
- e) the proposal will not create unacceptable adverse environmental impacts, including flood risk, creation of a wind tunnel, loss or lack of daylight / sunlight;
- f) the design is of high architectural quality; and
- g) the proposal will integrate into its surroundings at all levels, particularly at street level and skyline.

Gateway Sites

6. When assessing proposals and applications for planning permission on gateway sites²¹³ the Council will apply the following principles:
- a) Key landmark buildings, structures and features will be preserved and improved;
 - b) The topography of the area will be emphasised in the design and location of new buildings or features;
 - c) New development should be of architectural merit and use high-grade materials.
 - d) Proposals should include hard and soft landscaping, including trees, water and public art;
 - e) Where possible and appropriate, redundant street furniture, associated clutter and advertisements should be removed.

Justification

15.30 This policy does not aim to hide tall buildings but to ensure that they are located and designed to create a positive feature in the urban environment from all viewpoints.

²¹³ Sites and other development opportunities that stand at major road- or rail-linked points of access into Sandwell, or on the outskirts of West Bromwich and other main town centres.

- 15.31 In designing tall buildings, emphasis should be given to the appearance of its roof form, recognising the building's impact on the skyline, and to the relationship of the base section of the building with the surrounding environment. This last consideration is intended to ensure there is enough activity and interest at ground level to counter the potentially dominating impact of the building's greater height. It may also be appropriate to set taller elements of the building back from the street frontage.
- 15.32 Proposals for tall buildings should be accompanied by sufficient information on which to assess their impact. Tall buildings will not be permitted where the required information has not been provided.
- 15.33 Gateway sites are prominent development opportunities around the existing strategic town centre of West Bromwich and the other main town centres in Sandwell, as well as similar opportunities that occur along major transportation networks including railways and public transport interchanges. These development sites will, if managed and designed appropriately, assist in welcoming visitors to a centre and signifying its functional importance, as well as acting as signifiers of Sandwell's growth ambitions.
- 15.34 Gateways may be marked by appropriately designed tall buildings but not always; the expectation of this policy is that gateway sites would be marked by development of exceptionally high quality, which relies for its distinctiveness on design aspects other than just size and height.

Advertisements

- 15.35 As set out in The Town and Country Planning (Control of Advertisements) (England) Regulations 2007, the Council may exercise its powers in the control of advertisements in the interest of amenity and public safety. This policy sets out criteria against which an advertisement's relationship to amenity and public safety will be assessed.

Policy SDM4 - Advertisements

1. **Proposals for advertisements will not be given consent where they would have an unacceptable impact on amenity or public safety.**
2. **An advertisement will be considered to have an unacceptable impact on amenity where it would:**
 - a. **create or reinforce a negative visual impact in its immediate neighbourhood;**

Policy SDM4 - Advertisements

- b. detract from the character or setting of any feature of historic, architectural or cultural interest;
 - c. generate a negative impact on the living conditions of nearby residents by reason of its siting or illumination.
- 3. Advertisement proposals of all types will be considered harmful to public and road safety where they would:
 - a. obscure views into an area, reducing natural surveillance;
 - b. create an unwelcoming sense of enclosure;
 - c. obscure safety cameras;
 - d. unsafely reduce natural or street lighting;
 - e. create visual distraction that would be harmful to the attention of drivers or the ready interpretation of road signs, traffic signals and / or visibility at junctions (see sections 6 – 8 below for details).

Poster Panels and Hoardings

- 4. Applications for poster panels will be considered in light of local amenity and public safety. Regard should be given to the scale of buildings and the character of the location in which they are to be sited, together with any potential impact on highway safety.
- 5. In general, advertisement hoardings will not be appropriate in wholly residential areas. Poster advertising may be appropriate in predominantly shopping and business parts of Conservation Areas and Areas of Townscape Value, though care will be needed in how they are accommodated.

Illuminated and Moving Advertisements

- 6. The intensity of the illumination of an advertising unit and display should be set at a suitable level of luminance at night for its size and location and the panel must be fitted with a light sensor designed to adjust the brightness when changes in ambient light levels occur.
- 7. For moving / electronic advertising, the minimum display time for each advertisement shall be 10 seconds. There must be no moving images, animation,

Policy SDM4 - Advertisements

video or full motion images or any images that resemble road signs, traffic lights or traffic signs of any kind before, during or after the display of any advertisement

- 8. The interval between the display of each moving advertisement shall be 0.1 seconds or less and the complete display screen shall change without visual effects (including fading, swiping or other animated transition methods) between each advertisement.**

Justification

15.36 The policy aims to prevent proposals that would be harmful to local character and amenity in any part of the borough. Perception of lower levels of visual amenity in any area will not serve as a benchmark for harmful proposals including increased clutter of advertisements.

15.37 The use of digital advertisements has increased in recent years. The illumination and movement associated with such advertisements can increase their capacity to adversely impact the amenities of an area or to affect public safety. Digital and illuminated advertisements should have regard to the Institute of Lighting Professionals' guidance note PLG05 *The Brightness of Illuminated Advertisements*²¹⁴. Such advertisements should be able to ensure they will not have harmful impacts associated with their luminance through:

- a) restricted operation hours;
- b) maximum luminance levels;
- c) the provision of ambient lighting sensors;
- d) the provision of a default black screen.

15.38 In conservation areas, proposals will also be expected to demonstrate how they would conserve or enhance the character and appearance of the area, as required under Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990.

Design and Installation of Shop Fronts and Roller Shutters

15.39 It is considered that the quality and appearance of the Borough's Town Centres is vital to their sustainability. The quality of shop fronts plays a significant role in this and a policy is

²¹⁴ 2023 or subsequent iterations

required that ensures they are designed and delivered to a standard that makes a positive contribution to the character and appearance of their location.

Policy SDM5 - Shop Fronts and Roller Shutters

Roller Shutters

- 1. Planning permission is required for the installation of all permanent roller shutters. All applications for the installation of roller shutters will be assessed using the following criteria:**
 - a) Encouragement will be given to the integration of roller shutters as part of development proposals for new shop fronts, through the planning application process and pre-application discussion.**
 - b) The applicant must satisfy the local planning authority that the type of security shutter they are proposing is the most appropriate.**
 - c) Roller shutters should, wherever possible, not project across the pilasters of the shop front, or obscure any architectural detail. The submitted plans should indicate this.**
 - d) Roller shutter boxes should, wherever possible, be hidden within the structure of the building or behind shop fascias, so as not to affect the character and architecture of the building.**
 - e) Metal roller shutters should be perforated and be colour powder coated or painted**
 - f) Details of materials should be submitted with the planning application.**
 - g) No more than 50% of the shutters should be solid.**
 - h) Roller shutters that are totally solid will not be acceptable.**

Shop Front Design

- 2. All planning applications for the installation of shop fronts will be assessed against the following criteria:**
 - a) All shop fronts should be designed to fit in with the scale and architectural character of the building in which they are to be contained.**

Policy SDM5 - Shop Fronts and Roller Shutters

- b) All shop fronts should remain within their existing structural openings and be fully framed with fascia signs. Shop fronts and fascias must also be recessed behind pilasters.**
- c) Adjacent shop fronts should be separated by a pilaster, matching the building. However, original pilasters should be retained where they exist.**
- d) Original features, such as iron columns, ornamental brackets or carved stonework, should be preserved or restored.**
- e) Canopies should be retractable and sited below the fascia.**
- f) To ensure a high standard of shop front design, all applications for planning permission will require the submission of a detailed elevation of the proposed shop front in relation to the building within which it is to be contained, as well as adjacent shop fronts.**
- g) Retention of facades above shop fronts that are of good quality, or which have special, architectural or historic interest, should be encouraged.**
- h) Whilst the appearance of a building should not be compromised, consideration should be given to natural surveillance, safety and security when designing new shop fronts.**

Justification

- 15.40 The design of shop fronts should be of good quality and use high grade materials. In addition to this, they should be designed to reflect the character and context of an area. Care should be taken to ensure the sympathetic design of shop fronts and security measures where buildings are in sensitive areas such as conservation areas, or on listed buildings.
- 15.41 The design of new shop fronts should incorporate security measures at an early stage of the design process, to prevent the need for shutter boxes to be added on later. Their design should also pay due regard to excluding features that may hinder community safety or contribute to criminal activity. The location of window openings and the types of materials used should be to an approved design standard that will help to prevent unauthorised intrusion. Display windows should incorporate stall risers and avoid floor to ceiling designs.
- 15.42 Additional security, such as grilles and lights, should be provided to safeguard shop premises and their customers. Consideration needs to be given to the design of roller shutters.

15.43 The introduction of perforated shutters, which are illuminated from the interior, provide additional lighting of the street scene, prevent dead frontages in addition to allowing natural surveillance into the shop as well as the goods on display to be viewed. Well-designed roller shutters will prevent a solid, unwelcoming appearance especially at night when most businesses are closed. Galvanised shutters will be unacceptable as they have a detrimental effect upon the street scene, creating dead frontages and intimidating environments.

Hot Food Takeaways

15.44 Hot food takeaways are common within retail centres. They complement the retail function of a centre, contributing to its vitality and viability and ensuring a mix of day and evening uses. However, an over-concentration of hot food takeaway uses can also undermine the role and function of retail centres. It is also recognised that hot food takeaways have a greater potential than other retail uses to have a detrimental impact on residential amenity, environmental quality, and the health of the local population.

15.45 The government have set out a plan to halve childhood obesity by 2030²¹⁵ and have noted that planning authorities can restrict numbers of hot food takeaways around schools and areas where there is already an over-concentration²¹⁶.

Policy SDM6 - Hot Food Takeaways

Vitality and Viability

1. **A percentage limit for the appropriate number of hot food takeaways in centres, including hot food takeaway permissions, and vacant units with a hot food takeaway as their lawful use (strategic, town, district and local) is as follows:**
 - a. **In centres with 40 units or more – no more than 7% of frontages should be occupied by hot food takeaways.**
 - b. **In centres with less than 40 units – no more than 12% of the frontages should be occupied by hot food takeaways.**

Clustering of hot food takeaways in centres.

²¹⁵ <https://www.gov.uk/government/news/new-measures-announced-to-halve-childhood-obesity-by-2030>

²¹⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/296248/Obesity_and_environment_March2014.pdf

Policy SDM6 - Hot Food Takeaways

2. **No more than two hot food takeaway outlets should be located next to each other. Any application for a further hot food takeaway use that would exceed this limit will not be permitted.**
3. **Where two hot food takeaways are located next to each other, they should be separated by at least two non- hot food takeaway units from any similar uses.**

Exclusion zones

4. **An exclusion zone will be implemented near to secondary schools and higher education establishments; no new hot food takeaway developments will be permitted where they are within 400 metres of a secondary school or college site (as measured in a direct line from the school entrance(s) used by pupils / students).**

Justification

15.46 The Council has pledged to improve its population's health and wellbeing and to reduce health inequalities. One of the challenges the Council faces in promoting healthy eating is the unrestricted availability of foods high in fat, salt and sugar in local neighbourhoods, often associated with hot food takeaways. Controls over the prevalence of hot food takeaways are set out in this and the following policy, which will be used within retail centres and beyond to limit the availability of such foods in specific circumstances, whilst still permitting personal choice.

15.47 The council strongly encourages hot food takeaway operators to adopt healthy eating measures. Such measures may include:

- demonstrating a commitment to reducing the levels of saturated fat, salt and sugar in the food sold in their premises, and to make smaller portions available on request;
- offering healthy alternatives on the menu;
- making small changes to the way they cook and serve food.

Obesity

- 15.48 The Joint Strategic Needs Assessment (JSNA) for Sandwell identifies that the general health of people in Sandwell is improving, but not as fast as the England average²¹⁷. However, the Office for Health Improvement and Disparities has identified that the prevalence of Year 6 children being overweight is worsening, with Sandwell having the highest number within the West Midlands region, according to 2021-22 data²¹⁸.
- 15.49 Sandwell has higher levels of obesity than the national average, both amongst children and adults²¹⁹. Reducing the levels of obesity in Sandwell will be a big step towards achieving the Council's 2030 ambition of Sandwell being a *'place where we live healthy lives and live them for longer'*.
- 15.50 In 2021 - 22, 14.9% of Reception-aged children in Sandwell were obese, compared to an average of 10.1% for England. This rose to 34% of Year 6 children in Sandwell, compared to 23.4% nationally. Over-18s also fared badly, with 34.3% of all adults in Sandwell being overweight or obese, compared to 25.9% in England²²⁰.
- 15.51 Obesity contributes to the onset of many diseases and premature mortality and is the sixth most important risk factor contributing to the overall burden of disease worldwide. Moderate obesity (BMI 30-35 kg/m²) can reduce life expectancy by an average of three years, while morbid obesity (BMI 40-50 kg/m²) reduces life expectancy by eight to ten years. This eight to ten-year loss of life is equivalent to the effects of lifelong smoking²²¹.
- 15.52 Significant health problems related to obesity start to develop at primary school age and behaviours established in early life have been shown to track into adulthood²²². This hot food takeaway policy relates to schools covering the age range for secondary schools and

²¹⁷ https://www.sandwelltrends.info/wp-content/uploads/sites/5/2018/06/JSNA_Obesity-May-2011.pdf ; <https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/articles/subnationalindicatorsexplorer/2022-01-06#E08000028>

²¹⁸ <https://www.sandwelltrends.info/healthy-weight>

²¹⁹ <https://www.ons.gov.uk/peoplepopulationandcommunity/wellbeing/articles/subnationalindicatorsexplorer/2022-01-06#E08000028>

²²⁰ Information in paragraph taken from Office of Health Improvement & Disparities: https://fingertips.phe.org.uk/search/obes#page/4/gid/1/pat/6/par/E12000005/ati/402/are/E08000028/iid/90323/age/201/sex/4/cat/-1/ctp/-1/yrr/1/cid/4/tbm/1/page-options/tre-do-1_tre-ao-0

²²¹ <https://www.ox.ac.uk/news/2009-03-18-moderate-obesity-takes-years-life-expectancy>

²²² Craigie, A. M., A. A. Lake, et al. (2011) *Tracking of obesity-related behaviours from childhood to adulthood: A systematic review*. *Maturitas* 70(3): 266-284

academies but not to primary schools, where children cannot leave the premises without adult supervision.

Relationship to sensitive uses

- 15.53 Research has indicated that children attending schools near fast food outlets are more likely to be obese than those whose schools are more inaccessible to such outlets; therefore, new hot food takeaway units should not be located where they would increase the exposure of school children / young adults to these opportunities²²³.
- 15.54 This approach will not be applied in local, district or strategic centres where they overlap the 400m buffer zone. In these areas percentage policies will take precedence.
- 15.55 On average, there are more fast food outlets in deprived areas than in more affluent areas, and research shows a strong correlation between hot food takeaways per 100,000 population and levels of deprivation.

Town and local centres

- 15.56 Hot food takeaways are classed as additional retail uses, as they are compatible with town centre locations. Hot food takeaways will be discouraged outside defined centres, as they often attract considerable customer numbers and are associated with issues such as litter, waste disposal, noise, odour and additional traffic movements. For these reasons, they will normally only be supported in areas where residential amenity is less likely to be an issue.
- 15.57 Limitations on hot food takeaway units exists to ensure the vitality and viability of Sandwell's centres and parades are maintained. This policy is designed to manage the over-concentrations of these types of outlets to a point where they will not affect the viability of centres to deliver services to members of the public. In doing so, this will also help to address some of the related health and social impacts associated with over-consumption of fast food.
- 15.58 It is recognised that hot food takeaway establishments provide convenience as part of a wider food offer, particularly in town centres. However, compared to other retail uses, they are more likely to have a detrimental impact on amenity and on the retail character and function of shopping centres. Such harmful impacts tend to reduce town centre viability and increase the incidence of litter, smells, anti-social behaviour, noise and general disturbance, parking and traffic problems.

²²³ Engler-Stringer, R., Ha, L., Gerrard, A. and Muhajarine, N. (2014) *The community and consumer food environment and children's diet: a systematic review*. BMC Public Health. 14 (522)

15.59 In recent years several retail units in the borough have been converted into hot food takeaway establishments. Even with the introduction of planning guidance on hot food takeaways, implemented in 2012 and amended in 2016 that imposed a limit on the number of hot food takeaway units permitted within a retail centre, there has still been a net increase of 29 hot food takeaway units within the borough between 2015 and 2022. In seven out of 38 centres in Sandwell, there has been a reduction in the number of hot food takeaway units, but only of one unit in each. Of these seven centres, all but one are already in breach of the threshold or will be in breach should another hot food takeaway receive consent²²⁴.

Vacant Hot Food Takeaway Units

15.60 Vacant lawful hot food takeaway uses will be included as part of the relevant hot food takeaway threshold calculation. The policy will reduce the possibility of an excessive number of hot food takeaways being operational in a centre and thereby exceeding the identified thresholds. It will also encourage the re-use of vacant hot food takeaway premises in the immediate area, which may in turn help prevent long-term vacancies and offer a degree of viability and vitality to the immediate area.

Clustering of Uses

15.61 The clustering of hot food takeaway outlets can create areas in centres that are effectively dominated by one use. These types of outlets are only open and active in the evening and often shuttered during the day, leading to dead frontages. By reducing the clustering of these types of outlets, the variety of different types of shop fronts in an area will increase. This in turn will therefore improve the appearance and vitality of the centre.

Management of Hot Food Takeaways

15.62 In addition to Policy SDM6, Policy SDM7 offers guidance on the requirements for the provision of hot food takeaways. Applicants wishing to provide or alter a hot food takeaway outlet should ensure they address the issues raised in the policy, which is designed to manage adverse impacts on adjacent residents and properties.

Policy SDM7 - Management of Hot Food Takeaways

Measures to protect the amenity of surrounding residential occupiers

²²⁴ Primary data collected by Sandwell MBC – annual survey

Policy SDM7 - Management of Hot Food Takeaways

- 1. No new hot food takeaways will be permitted where they are directly adjacent to residential property at ground floor level. This does not apply to first / second floor flats above or diagonally above a proposed hot food takeaway.**
- 2. Where there is an existing residential unit above a hot food takeaway, which is not connected with its operation, private residential amenity should not be prejudiced. Specific care will need to be given to odour extraction, noise insulation, private accessibility and public convenience. Appropriate mitigation measures will include control over hours of opening hours. Where appropriate provisions cannot be included then such uses will not be supported, even within designated centres.**

Local environmental issues

- 3. All hot food takeaways will require appropriate fume extraction equipment to be installed, retained and maintained to reduce / remove potential nuisance from odours. Extraction systems should be effective in dispersing odours from hot food takeaways, whilst satisfying the council's design policies, especially in areas of historic character.**

Disposal of waste products and litter

- 4. Appropriate fat traps / interceptors must be installed on sinks and drains to prevent fats from reaching the wastewater system, to avoid blockages and the subsequent flooding of property.**
- 5. Appropriate storage areas must be specified for food waste bins and packaging waste and be included in any new proposal.**
- 6. The bins to be provided must be a suitable size and should be stored in a location that will not cause a nuisance to neighbouring residential or commercial properties, including regarding odours and accessibility.**
- 7. Commercial bin stores must be contained within the site. Where this is not possible, secure storage structures should be provided, designed to prevent vermin infestation and reduce odours.**

Management of Associated Impacts

- 8. Proposals for new hot food takeaways will only be granted permission subject to stringent planning conditions, to address matters such as (but not limited to):**

Policy SDM7 - Management of Hot Food Takeaways

- a. opening hours;
- b. parking restrictions;
- c. highway safety;
- d. where it is considered necessary, the installation of or contributions towards monitoring technology such as CCTV.

In some cases, they may be limited to a personal permission and / or a temporary consent.

Justification

Environmental and residential amenity issues

15.63 Many hot food takeaways produce odours during opening times. The potential impact of odours will be taken into account by the Council when a hot food takeaway planning application is being determined. Some types of food preparation and cooking practices will produce more odours than others and therefore may require a higher specification and control to remove odour, grease and smoke particles.

Disposal of waste and litter

15.64 Where possible, bins and bin stores must be located where they will be

- shaded from hot summer sunshine;
- screened;
- emptied and cleaned regularly.

This will contribute toward preventing odours and flies. The bin stores should also be appropriately located to maintain clear and convenient access for refuse collection services and be accessible at all times to those working at the premises.

Additional local impacts

15.65 It should be noted that the fear of crime can be a material consideration in determining all planning applications.

15.66 Whilst most hot food takeaways will operate without problems, in some cases they can attract gatherings of people and can become a focus for anti-social behaviour, especially at

night, including excessive noise, vehicle movements and litter. This will be considered when a decision is being made on such planning applications.

- 15.67 Where there are concerns over nuisance and anti-social behaviour in the area in which the proposal is to be located, the applicant may be asked to contribute towards or install safety and security measures, such as CCTV systems.
- 15.68 The provision of new hot food takeaways should not create or exacerbate road safety problems such as dangerous on-street parking or vehicle movements, or increase risks associated with pedestrians crossing busy roads to reach the business.

Gambling Activities and Alternative Financial Services

- 15.69 Sandwell Council wishes to minimise any negative impacts related to licensed gambling. Operators are expected to take account of Sandwell's Gambling Objectives as set out in its Gambling Statement of Principles²²⁵ to safeguard those who participate in gambling activities.
- 15.70 A proliferation of gambling uses, payday loan shops and pawnbrokers are not considered compatible with the positive outcomes sought through town centre regeneration.

Policy SDM8 - Gambling Activities and Alternative Financial Services

- 1. Planning permission for a payday loan shop, pawnbrokers', amusement arcade or betting shop within a retail centre will not be granted if to do so would cause an unacceptable grouping of uses that would have a negative impact on the character and vitality of the centre.**
- 2. A negative impact on the character of the centre is likely to occur when the following thresholds²²⁶ are exceeded:**
 - a. Within a town centre: more than 5% of the number of ground floor units being in a gambling or arcade use.**
 - b. Within a district or local centre, or local shopping centre / parade: more than 10% of the number of ground floor units being a gambling or arcade use.**
 - c. In all locations: two or more uses immediately adjacent to each other.**

²²⁵ https://www.sandwell.gov.uk/info/200367/licensing/4923/gambling_and_lottery_policy

²²⁶ Taken from the Knowsley Town Centre Uses SPD 2022

Policy SDM8 - Gambling Activities and Alternative Financial Services

- d. **In all locations: less than two units in other uses between gambling or arcade uses.**
- 3. **In calculating the existing or proposed percentage of units, payday loan shops, pawnbrokers, betting shops and arcade uses will be counted together.**
- 4. **When applying the thresholds set out above:**
 - a. **only ground floor units will be counted; and**
 - b. **when rounding percentages, they will be rounded down.**
- 5. **Proposals will be considered against the potential detrimental impact on the amenity of neighbouring uses, through increased noise and disturbance. They will also be required to provide an active frontage, through a permanent shop front and window display.**
- 6. **In determining any planning application for all pay day loan shops, pawnbrokers, and gambling uses the Council will consider any issues concerning community safety, crime, and disorder and will, where necessary, seek advice from the police and other safety organisations.**

Justification

- 15.71 This policy should be read in conjunction with the SLP's town centre policies.
- 15.72 To ensure that designated retail centres are diverse and balanced, applications for pay day loan shops, pawnbrokers and gambling uses will be assessed for their cumulative impact using the thresholds in section 2 of the policy. Planning permission will normally be refused where these thresholds are exceeded.
- 15.73 An oversupply of gambling uses displaces other potential high street activities and has the potential to impact on the vitality of retail centres within the borough. The proliferation and grouping of these uses within centres may also have social, economic and health implications for centres and surrounding communities.
- 15.74 Inactive frontages are detrimental to the character and vitality of the Borough's centres as they lack visual interest when compared to typical retail displays. It is important that the Borough's retail centres provide a vibrant and attractive proposition to customers and inactive frontages create a negative perception of these retail centres.

Community Facilities

- 15.75 The employment land policies contained in the SLP set out the types of employment uses that would be permitted in the areas / sites allocated as strategic or local employment land. These sites are safeguarded for
- a) light industrial employment uses (the research and development of products or processes or any industrial process that could be carried out in a residential area without causing detriment to the amenity of the area);
 - b) general industry; and
 - c) storage and warehousing.
- 15.76 Local employment sites are those areas where development is supported primarily for new or smaller-scale employment activity. In the past, local employment land in Sandwell has come under pressure from non-employment proposals, such as churches / mosques, banqueting suites and other community uses. This has caused problems in some cases as the new uses have been proposed on sites adjacent to uses occupied by general employment uses.
- 15.77 In addition, given the demand for employment land that exists in Sandwell, the Council would seek to retain as much existing employment land as possible to help meet the needs of existing and incoming employers. As a result, it will be necessary for any applicants who wish to reuse employment land and premises for alternative or non-employment uses to be able to demonstrate very clearly why the site or buildings are no longer needed for employment and what steps will be taken to minimise adverse impacts on adjacent uses.
- 15.78 Given the number of vacant units in town centres and the likelihood of vacancies in such areas increasing over time, the Council considers that most community facilities would be best located in town centres, where they will be accessible by different means of transport and where other facilities and services will be more readily available to support them.

Policy SDM9 - Community Facilities

1. **In considering proposals for new community facilities, examples of which include but are not limited to:**
 - **banqueting suites and entertainment venues;**
 - **places of worship and / or religious instruction;**

Policy SDM9 - Community Facilities

- **leisure and recreational activities;**
- **larger-scale non-employment uses e.g., nurseries, wholesale catering, animal day care;**
- **community centres;**

or the conversion or extension of existing community facilities, the following criteria will be considered:

- a. **Any proposal for a community facility or use that involves the loss of premises and sites identified as falling within either strategic or local employment areas²²⁷ will be refused.**
- b. **Proposals for new community facilities on land or premises identified under Policy SEC4, which are either currently or formerly in employment use, will be resisted; applicants wishing to reuse such buildings or sites will need to meet the criteria set out in that policy and be able to demonstrate why the site is no longer suitable for employment use now or in the future.**
- c. **Encouragement will be given to locating community facilities and uses on sites with main road frontages at the fringes of commercial areas, and particularly in town, district or local centres.**
- d. **If the building(s) to be used shares a party wall with any sensitive use (particularly residential) it is unlikely that planning permission will be granted. Exceptions to this are likely to occur only when there is clear evidence submitted to the Council that the use will not adversely affect the occupiers of adjoining properties.**

2. **Where noise from the proposed new activities is likely to affect neighbouring properties, consideration will be given to attaching conditions to any planning permission granted, which would reduce or eliminate such problems. These may include:**

- a. **installation and retention of suitable sound insulation;**
- b. **restricting the use of parts of the building, or the type of uses proposed;**

²²⁷ Policies SEC2 and SEC3

Policy SDM9 - Community Facilities

- c. **restricting the hours of use of all or parts of the building.**
- 3. **Consideration will be given to the need for the provision of car parking in association with the development. This will include an assessment of:**
 - a. **the proximity and availability of public transport facilities;**
 - b. **whether most people walk to a place of worship or religious instruction;**
 - c. **the use of the centre for wider community purposes and for special events drawing large numbers of participants;**
 - d. **the availability of other car parking in the vicinity;**
 - e. **the adverse effects of on-street parking on adjacent occupiers, the environment of the neighbourhood, and whether it would create potential hazards to pedestrians and other road users.**
- 4. **Consideration may also be given to the granting of planning permission for a limited period where concerns relating to an application are insufficient to warrant refusal.**
- 5. **The provision of additional community facilities will be encouraged, including those serving cultural and other social needs.**

Justification

- 15.79 Having non-employment uses near heavy industry can cause problems for both sets of occupiers; the “agents of change” principle in the NPPF now requires the incoming user to ensure that their activities do not adversely impact on adjacent established uses. As an example, incoming industrial users on appropriate and allocated industrial sites adjacent to community or leisure activities would have to use additional resources to ensure their activities did not impact on places used for social events. This in turn could mean potential industrial and employment-generating uses avoiding such sites on viability grounds.
- 15.80 In some locations large-scale commercial entertainment and community activities may be appropriate, assuming the likelihood of sufficient parking being available, and events being held during evenings and weekends when areas of employment uses are likely to be less busy. However, these types of activities will generally be more properly located in town and local centres, with good accessibility by public transport; they should be subject to a robust sequential test if they are being proposed outside centres.

15.81 In addition, there are other larger-scale activities that are not classed as employment uses (although in some cases they may employ significant numbers of people), but which require large premises away from housing areas or other more sensitive uses. These might include wholesale catering, larger indoor recreational and leisure uses and dog day-care for example.

Telecommunications

15.82 The ongoing growth of digital communications means that there will remain a need for guidance on the provision of associated infrastructure.

Policy SDM10 - Telecommunications

1. **In considering proposals for telecommunication development for which planning permission is required, or to which the prior approval procedure is applicable, the following criteria will apply:**
 - a) **The siting and external appearance of apparatus including any location or landscaping requirements have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency.**
 - b) **Antennae have, so far as is practicable, been sited either to minimise the effect on, or to complement or beneficially add to the external appearance of the building on which they are installed.**
 - c) **Applicants must demonstrate that they have explored all possibilities for sharing masts, or for siting masts on existing buildings or structures.**
 - d) **The development would not impact on scheduled highway improvement works.**
2. **Microcell installations will be expected where agreements exist with the relevant highway authority to utilise existing street furniture, not add to the clutter of the street scene, impede pedestrian flows or contribute to highway safety issues.**
3. **The use of Article 4 directions removing permitted development rights for telecommunication development will be considered where there is a serious risk to amenity.**

Justification

- 15.83 Since April 2022, new ground-based mobile masts up to 30 metres in height in unprotected areas, and up to 25 metres in protected areas, are considered permitted development in England.
- 15.84 A full application for planning permission is required for any telecoms infrastructure that is not covered by permitted development rights. Prior to deciding a planning application, Sandwell Council will seek views from the local community on the proposed project.
- 15.85 Some telecoms infrastructure, such as new ground-based mobile masts, is considered permitted development but requires “prior approval” from the local planning authority regarding its siting and appearance. The Council will also inform residents of this type of application.
- 15.86 All telecommunications proposals should be designed to minimise visual impact and intrusion. The decision to propose ground based or building based masts, antennae and cabins will depend on the respective impact that the proposal will have on visual amenity, local character, skyline and neighbouring uses.

Delivery, Monitoring, and Implementation

Monitoring and Review

1. Sandwell Council is committed to ensuring that robust monitoring of the implementation of the Sandwell Local Plan is carried out. The aim is to ensure that the Strategic Objectives of the SLP are delivered successfully so that the Vision of the borough for 2041 is realised.
2. Monitoring indicators for each chapter of the Plan are set out below. Performance against the indicators will show whether the policies are performing effectively and if the Council should commence an early review of the Plan.
3. Performance against the indicators will also provide the Council and interested stakeholders with important data about development and land-use change within the borough.

Development Strategy

Policies	Target	Timescale
Policy SDS1 – Development Strategy Policy SDS2 – Regeneration in Sandwell Policy SDS3 – Towns and Local Areas Policy SDS4 - Achieving well-designed places Policy SDS5 - Cultural Facilities and the Visitor Economy Policy SDS6 – Sandwell’s Green Belt Policy SDS7 - Green and Blue Infrastructure in Sandwell		
Monitoring Indicator	Target	Timescale
Delivery of housing and employment floorspace	Minimum of 11,167 houses Minimum of 1,206ha employment land	Plan period
Deliver housing and employment land within Regeneration Areas	Minimum of 3,414 houses Minimum 606ha employment land	Plan period
Deliver housing and employment land within town and local communities outside West Bromwich and the Regeneration Areas	Minimum 503 new homes Minimum 600ha of employment land	Plan period
Delivery of Sandwell Design Code	Adopt and implement a Design Code	by 2027
Retention and enhancement of cultural, tourist and leisure facilities within Sandwell	No loss of cultural, tourist or leisure facilities within the borough	Plan period
Area of green belt lost to inappropriate development	0%	Plan period
Prepare, adopt and implement a Green Infrastructure Strategy	Adopt and implement a Green Infrastructure Strategy	By 2027

Sandwell's Natural and Historic Environment

Policies	Target	Timescale
Policy SNE1 – Nature Conservation Policy SNE2 – Protection and Enhancement of Wildlife Habitats Policy SNE3 – Provision, retention and protection of trees, woodlands and hedgerows Policy SNE4 - Geodiversity and the Black Country UNESCO Global Geopark Policy SNE5 - The Rowley Hills Policy SNE6 – Canals Policy SHE1 – Listed Buildings and Conservation Areas Policy SHE2 – Development in the Historic Environment Policy SHE3 – Locally Listed Buildings Policy SHE4 - Archaeology		
Monitoring Indicator	Target	Timescale
Changes in areas of biodiversity importance	No reduction in designated nature conservation sites through development (SINCs, LNRs)	Plan period
	No net reduction in designated nature conservation sites through development (SLINCs)	
The number of development sites achieving at least 10% Biodiversity Net Gain	All qualifying developments with planning permission delivering 10%+ BNG on / near their sites	Plan period
Number of Biodiversity Net Gain units delivered through the development management process	No target	Plan period
Increase in tree canopy cover across Sandwell	6% increase	by 2030
Number of development sites achieving a ratio of 3:1 replacement trees on sites where felling has taken place	85% of permissioned development involving the felling of trees on site	Plan period
Area of ancient woodland / number of veteran trees lost	No areas of ancient woodland / no veteran trees lost in Sandwell	Plan period

Policies	Target	Timescale
Net loss of sites with recognised geological value to development without appropriate mitigation / recording having taken place	0%	Plan period
Number of planning applications / appeals granted permission for development within the Rowley Hills SOS that are in contravention of the policy	0	Plan period
Proportion of planning permissions granted in accordance with Historic Environment Adviser recommendations	100%	Plan period
Demolition of statutorily listed buildings	0	Plan period
Proportion of planning permissions granted in accordance with Historic Environment Advisor recommendations	100%	Plan period
Number of locally listed buildings lost without an historical record being made	0	Plan period
All requests to developers to commission further archaeological information are complied with	100%	Plan period

Climate Change

Policies	Target	Timescale
Policy SCC1 – Increasing efficiency and resilience Policy SCC2 – Energy Infrastructure Policy SCC3 – Managing Heat Risk Policy SCC4 – Flood Risk Policy SCC5 - Sustainable drainage and surface water management Policy SCC6 – Renewable and Low Carbon Energy and BREEAM Standards		
Monitoring Indicator	Target	Timescale
Proportion of qualifying development proposals that incorporate decentralised energy provision.	100%	Plan period
Progress towards net zero carbon dioxide emissions borough wide	Net zero	Plan period
Proportion of new housing and other development built within areas identified as being at risk of flooding	0%	Plan period
Proportion of new housing and other development built including sustainable drainage provision	100%	Plan period
Proportion of qualifying developments meeting the renewable and low carbon energy and BREEAM New Construction standards (policy SCC6)	100%	Plan period

Health and Wellbeing in Sandwell

Policies	Target	Timescale
Policy SHW1– Health Impact Assessments Policy SHW2 – Healthcare Infrastructure Policy SHW3 – Air Quality Policy SHW4– Open Space and Recreation Policy SHW5 – Playing Fields and Sports Facilities Policy SHW6 - Allotments		
Monitoring Indicator	Target	Timescale
Proportion of qualifying development proposals that provide health impact assessments.	100%	Plan period
Number of major planning applications granted permission against the advice of the Environmental Health Section's recommendations	0	Plan period
Net change in designated open space measured as hectares of accessible open space per 1,000 population	At least 3.63 ha per 1,000 population	Plan period
Net loss of playing fields / sports facilities across Sandwell	0%	Plan period
Net increase in pitch provision for football / cricket / rugby to meet shortfalls set out in policy SHW5 and related appendix	No appropriate development refused	Plan period
Net loss of allotments in Sandwell	0%	Plan period

Sandwell's Housing

Policies	Target	Timescale
Policy SHO1 - Delivering Sustainable Housing Growth Policy SHO2 – Windfall developments Policy SHO3 - Housing Density, Type and Accessibility Policy SHO4 - Affordable Housing Policy SHO5 - Delivering Wheelchair Accessible and Self / Custom Build Housing Policy SHO6 - Financial Viability Assessments for Housing Policy SHO7 - Protecting Family Housing (Use Class C3) Policy SHO8 - Houses in Multiple Occupation Policy SHO9 – Education Facilities Policy SHO10 – Accommodation for Gypsies, Travellers and Travelling Showpeople Policy SHO11 - Housing for people with specific needs		
Monitoring Indicator	Target	Timescale
Net additional dwellings completed (including conversions)	Delivery against total supply at policy SHO1 – 588	Plan period

Policies	Target	Timescale
	dwellings per annum	
Net affordable units completed	25% on eligible sites	Plan period
Proportion of new homes permitted on brownfield land	95% of new homes permitted on brownfield land	Plan period
Net additional pitches & plots for gypsies and travellers	10 new gypsy and traveller pitches	Plan period
Developments of ten homes or more providing at least 15% homes as Building Regulations Requirement M4(3): Wheelchair User Dwellings	100%	Plan period
Number of applications for Houses in Multiple Occupation permitted that conflict with requirements of SHO8	0	Plan period
Number of school places	Increase	Plan period

Sandwell's Economy

Policies	Target	Timescale
Policy SEC1 – Providing for Economic Growth and Jobs Policy SEC2 – Strategic Employment Areas Policy SEC3 – Local Employment Areas Policy SEC4 – Other Employment Sites Policy SEC5 – Improving Access to the Labour Market Policy SEC6 – Relationship between Industry and Sensitive Uses		
Monitoring Indicator	Target	Timescale
Employment land completions on sites allocated through Policy SEC1	29ha	Plan period
Redevelopment of employment land and premises (ha) in Strategic Employment Areas to non-employment uses.	0ha	Plan period
Employment development on land outside of Strategic and Local Employment Areas (ha)	No target	Plan period
Net change in employment floorspace (sqm)	No target	Plan period
Proportion of major planning permissions making provision for targeted recruitment or training secured through s106 Agreements, planning conditions or other mechanisms.	50% (Based on SLP target)	Plan period

Sandwell's Centres

Policies	Target	Timescale
Policy SCE1 - Sandwell's Centres Policy SCE2 - Non-Retail Uses in Town Centres Policy SCE3 - Town Centres (tier-two centres) Policy SCE4 - District and Local Centres (tier-three centres) Policy SCE5 - Provision of Small-Scale Local Facilities not in centres Policy SCE6 - Edge of Centre and Out of Centre Development		
Monitoring Indicator	Target	Timescale
Number / amount of floorspace of applications for main town centres that are consented and completed	All planning permissions to meet policy requirements	Plan period
Number of retail / leisure applications for edge-of-centre and out-of-centre locations submitting sequential tests	100%	Plan period
Number of retail / leisure applications for edge-of-centre and out-of-centre locations over 280m ² submitting impact test	100%	Plan period
Amount of floorspace permitted in out-of-centre locations and in conflict with SCE5 (small-scale local facilities)	0	Plan period

West Bromwich

Policies	Target	Timescale
Policy SWB1 - West Bromwich Town Centre Policy SWB2 – Development in West Bromwich		
Monitoring Indicator	Target	Timescale
All planning permissions for development falling within Class D2 of 1000m ² and over to be located in West Bromwich	100%	Plan period
Delivery of new homes within West Bromwich	1,162 new homes (policy SWB2)	Plan period

Transport

Policies	Target	Timescale
Policy STR1 – Priorities for the Development of the Transport Network Policy STR2 – Safeguarding the Development of the Key Route Network (KRN) Policy STR3 – Managing Transport Impacts of New Development Policy STR4 – The Efficient Movement of Freight & Logistics Policy STR5 – Creating Coherent Networks for Cycling and Walking Policy STR6 – Influencing the Demand for Travel and Travel Choices Policy STR7 – Network Management Policy STR8– Parking Management Policy STR9 – Planning for Low Emission Vehicles Policy STR10 – Transport Innovation & Digital Connectivity		
Monitoring Indicator	Target	Timescale
Delivery of key transport priority projects set out at STR1	Delivery	Plan period
Average number of cyclists recorded by cycle counters within the borough	Annual increase	Plan period
Number of electric vehicle charging points	No target	Plan period

Infrastructure and Delivery

Policies	Target	Timescale
Policy SID1 - Promotion of Fibre to the Premises and 5G Networks Policy SID2- Mobile Network Infrastructure Policy SID3 - Digital Infrastructure / Equipment		
Monitoring Indicator	Target	Timescale
Full fibre broadband coverage across the borough	The same or better than national coverage	Plan period
5G coverage across the borough	The same or better than national coverage	Plan period

Waste and Minerals

Policies	Target	Timescale
Policy SWA1 – Waste Infrastructure Future Requirements Policy SWA2 – Waste Sites Policy SWA3 – Preferred Areas for New Waste Facilities Policy SWA4 – Locational Considerations for New Waste Facilities Policy SWA5 – Resource Management and New Development Policy SMI1 - Minerals Safeguarding Policy SMI2 - Managing the Effects of Mineral Development		
Monitoring Indicator	Target	Timescale
Waste generation from different sources	Annual decrease	Plan period
Waste management measured as % of LACW recycled / recovered per annum (DeFRA LACW Statistics)	60% of municipal waste to be recycled 65% of municipal waste to be recycled	by 2030 by 2035
Number of planning applications for housing development near to a Strategic Waste Site / % of proposals compliant with policy	100% of housing developments near to a strategic Waste Site to include effective measures to manage land use conflicts	Plan period
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	Plan period
Net change in waste capacity (split by management method) – significant losses in capacity / significant gains from development of new infrastructure	100% of indicative waste capacity requirements in Policy SWA3 delivered	Plan period

Development Constraints and Industrial Legacy

Policies	Target	Timescale
Policy SCO1 - Hazardous Installations and Substances		

Policies	Target	Timescale
Policy SCO2 - Pollution Control		
Policy SCO3 - Land contamination and instability		
Monitoring Indicator	Target	Timescale
Number of applications granted despite HSE objection relating to hazardous installations.	0	Plan period

Development Management

Policies	Target	Timescale
Policy SDM1 – Design Quality Policy SDM2 – Development and Design Standards Policy SDM3 – Tall Buildings and Gateway Sites Policy SDM4 - Advertisements Policy SDM5 - Shop Fronts and Roller Shutters Policy SDM6 - Hot Food Takeaways Policy SDM7 - Management of Hot Food Takeaways Policy SDM8 - Gambling activities and alternative financial services Policy SDM9 - Community Facilities Policy SDM10 - Telecommunications		
Monitoring Indicator	Target	Timescale
Number of external roller grilles or shutters permitted within conservation areas, on listed or locally listed buildings or affecting the appearance or setting of a Heritage Asset	0	Plan period
Centres with planning permission for Hot Food Takeaways that exceed the required threshold for their location	0	Plan period
Centres with planning permission for gambling and related activities that exceed the required threshold for their location	0	Plan period
Loss of land or premises identified as falling under Policies SEC2 and SEC3 to community or other alternative uses	0	Plan period

APPENDICES





Contents

APPENDIX A – Nature Recovery Network and Biodiversity Net Gain.....	2
APPENDIX B - Sandwell Site Allocations.....	11
Housing Allocations.....	12
APPENDIX C - Employment.....	30
Employment Allocations – vacant land.....	31
APPENDIX D – West Bromwich Masterplan and Carter’s Green Framework Plan.....	32
APPENDIX E - Strategic Waste Sites.....	34
APPENDIX F - Minerals	37
APPENDIX G – Site allocations - changes	38
APPENDIX H – Rowley Hills.....	47
APPENDIX I – Sandwell Local Plan Housing Trajectory	49
APPENDIX J - Sandwell Playing Pitch and Outdoor Sports Strategy (extract)	51
APPENDIX K – Open space and play provision standards for development	58
Open Space Hierarchy	60
APPENDIX L - Transportation Policy	65
APPENDIX M – Glossary	91

APPENDIX A – Nature Recovery Network and Biodiversity Net Gain

Black Country Local Nature Recovery Opportunity Map

1. The development of a Nature Recovery Network (NRN) covering the whole of England is a major commitment in the Government's 25 Year Environment Plan (2018). The plan states that the development of the NRN will provide 500,000 hectares of additional wildlife habitat, more effectively linking existing protected sites and landscapes, as well as urban green and blue infrastructure; and that as well as helping wildlife thrive, the NRN could be designed to bring a wide range of additional benefits: greater public enjoyment; pollination; carbon capture; water quality improvements and flood management.
2. The Environment Act 2021 made Local Nature Recovery Strategies mandatory in England. Together the strategies are to cover the whole of the country, and the Secretary of State is to determine the areas within England to which individual Local Nature Recovery Strategies are to relate.

Black Country Local Nature Recovery Opportunity Map (draft April 2021)

3. A requirement of the Environment Act 2021 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.
4. The emerging Sandwell Local Nature Recovery Opportunity Map forms part of a Birmingham and Black Country-wide map and strategy approach which has been produced by the Wildlife Trust for Birmingham and the Black Country and the Local Environmental Records Centre (EcoRecord). This has been undertaken 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.

Core Landscapes

- a. 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. They are frequently those areas less impacted upon by urban development and often support features more typically associated with rural landscapes. Core Landscapes typically support the highest abundance and diversity of semi-natural and Priority Habitats, and the species assemblages associated with these. They provide significant opportunity and are a priority for investment in ecological recovery (e.g. habitat restoration and creation).

Priority Network Restoration Zone

- b. Priority Network Restoration Zones are areas where investment in ecological recovery outside of Core Landscapes has been prioritised. These zones 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 (or their component parts), and their purpose is to support the creation of a coherent ecological network across the Black Country landscape. Priority Network Restoration Zones comprise the full range of landscape components (natural and built environment) and, where these exist, follow linear blue and green corridors (e.g. canals, rivers and dismantled railway lines).

Core Habitat Zone

- c. The Core Habitat Zone is comprised of the land use parcels that contain the most ecologically valuable habitats. The zone includes all parcels with an ecological value score of 4 or above (see ecological evaluation methodology); all sites with a nature conservation designation not included in the above (e.g. some Sites of Local Importance for Nature Conservation); and any additional areas identified in Natural England's Combined Habitat Network data set. The Core Habitat Zone is a priority for protection and restoration.

Core Expansion Zone 1

- d. Core Expansion Zone 1 comprises those 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 frequently within Core Landscapes and Priority Network Restoration Zones and are a priority for investment in the restoration and creation of new habitats. Included in this zone are all areas of green space scoring 3 in the ecological evaluation; all green space scoring 1 or 2 lying within 150 metres of a Core Habitat Zone; those areas identified as habitat bottlenecks; and vegetated railway cuttings and embankments.

Core Expansion Zone 2

- e. Core Expansion Zone 2 comprises all areas of greenspace that do not meet the criteria for inclusion in Zone 1. These 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.

Urban Matrix Recovery Zone 1

- f. Urban Matrix Recovery Zone 1 comprises all features of the built environment within 150 metres of the Core Habitat Zone, and may include residential and commercial properties, gardens, road verges, street trees and minor watercourses. Due to their proximity to sites of ecological value these features have the most potential of their type to contribute to a coherent ecologic network. The protection, enhancement and creation of green infrastructure within these areas is a priority.

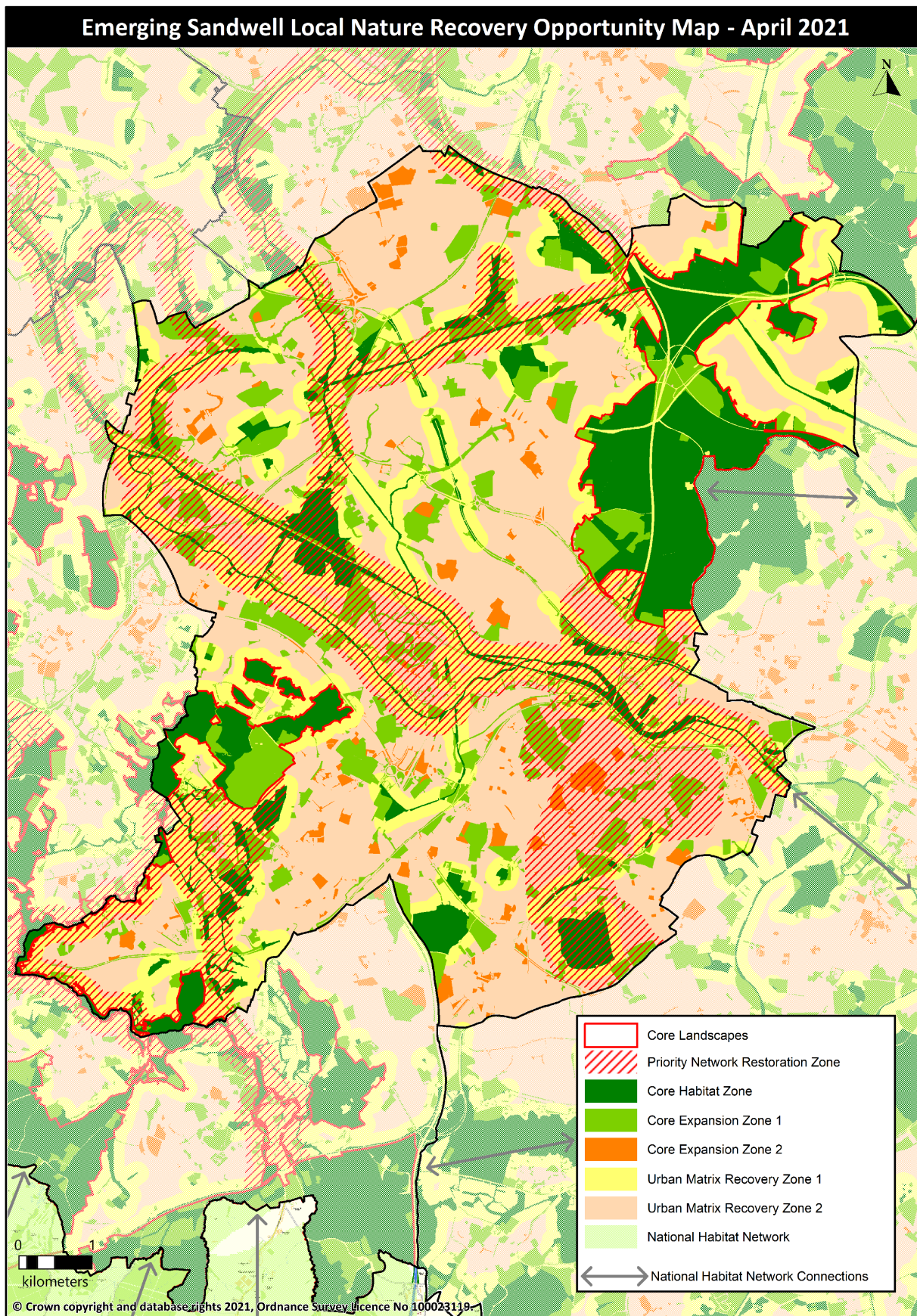
Urban Matrix Recovery Zone 2

- g. 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 of a lower priority than in Zone 1.

National Habitat Network

- h. Natural England's Combined Habitat Networks data set.

Figure 1 - Sandwell Nature Recovery Network map

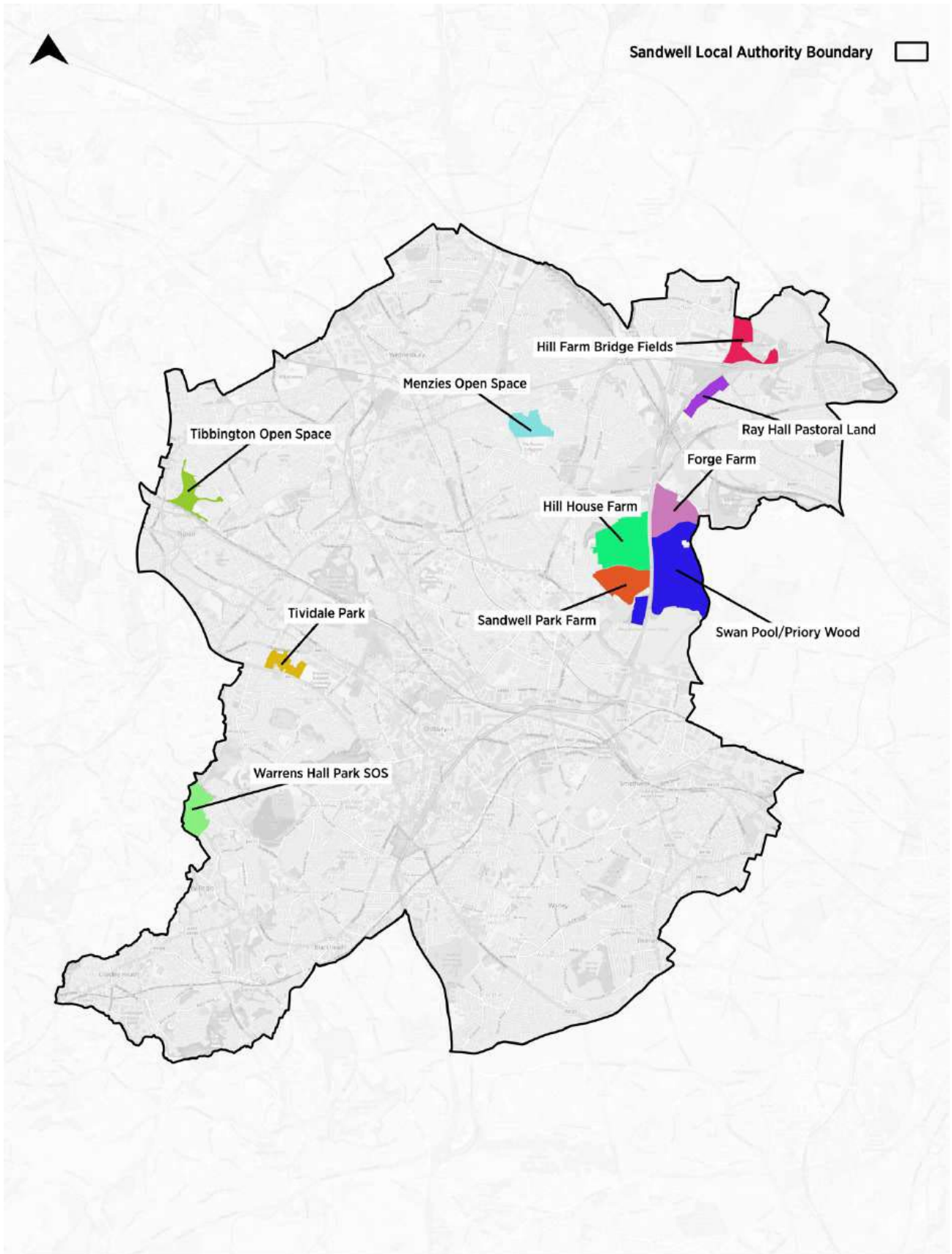


Biodiversity Net Gain (BNG) – Habitat Bank sites (Policy SNE2)

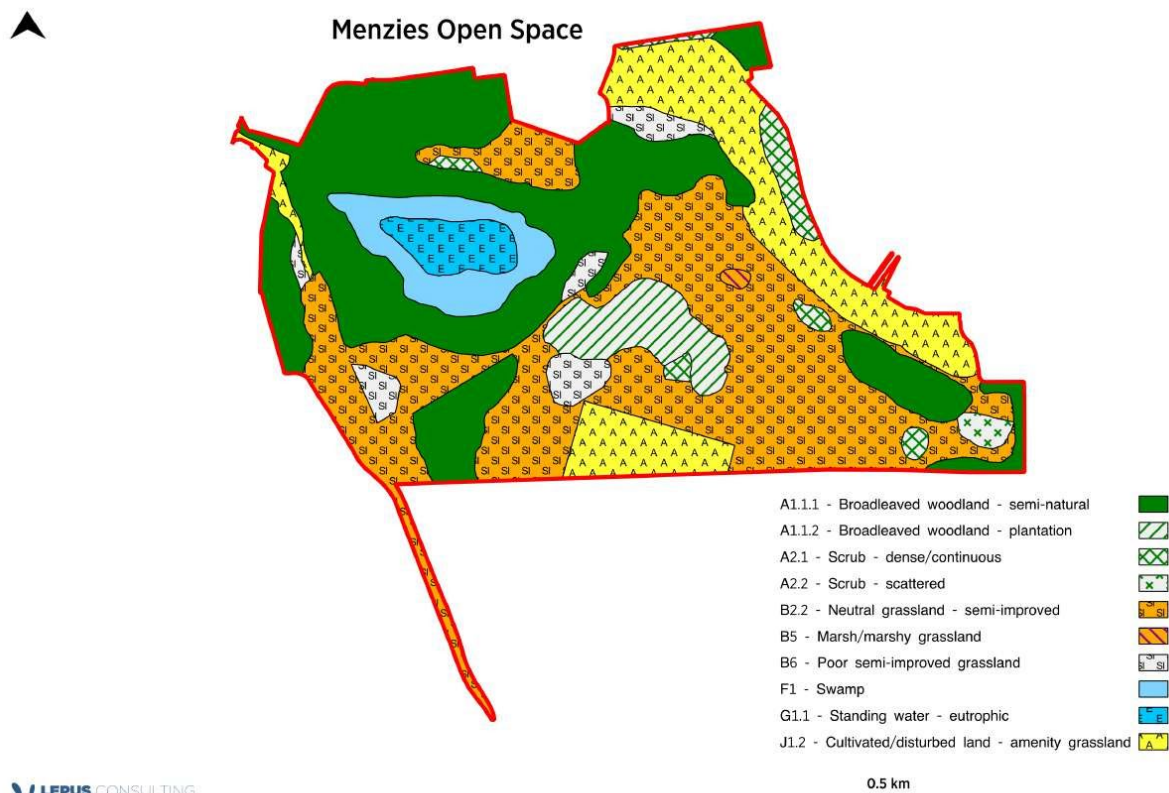
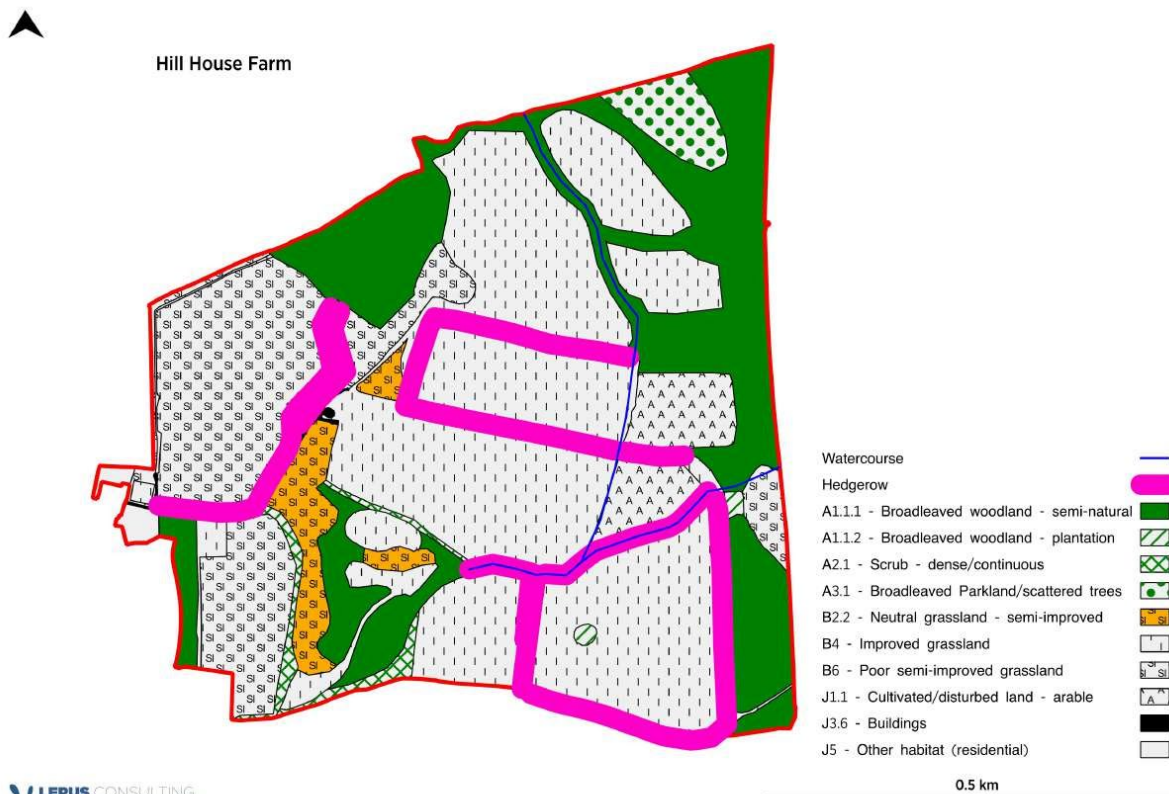
See SLP Evidence base - Sandwell Biodiversity Net Gain Study (September 2023) - for more details

5. The following are extracts from the report undertaken for Sandwell Council by Lepus Consulting on potential BNG habitat bank sites within the ownership of the Council. Six sites have been identified in the SLP, to help ensure that biodiversity net gain is retained within the borough as far as possible. Many of Sandwell's new housing and employment allocations lie within heavily urbanised locations where the opportunities for on-site BNG provision are limited.
6. The following criteria were used to establish suitable sites for consideration:
 - Sites / land wholly-owned by Sandwell Council.
 - Exclusion of certain open space typologies from consideration – allotments, cemeteries and churchyards, institutional land (schools, hospitals, sports grounds and reservoirs), outdoor sports facilities and provision for children and young people.
 - Exclusion of sites smaller than 10ha.
 - Use of the national Biodiversity Net Gain Calculator.
7. Where sites under consideration contain public amenity open space, these specific areas were also excluded from consideration for improvement, as their role as accessible open space needs to be retained.
8. The following map identifies the list of sites that were ranked by the consultants as being of high and medium value for BNG improvements and identified as potential habitat banks.

Figure 2 - Extract from report - location of high and medium value sites for BNG

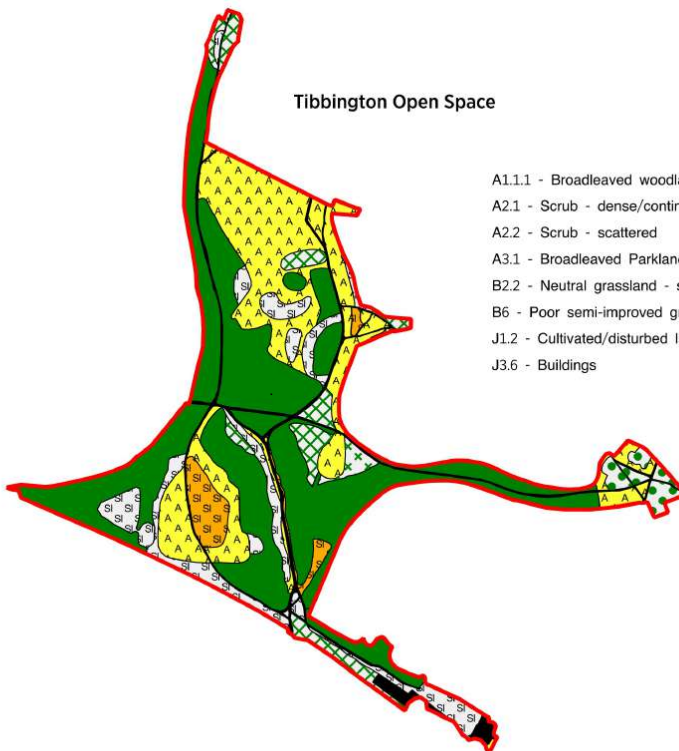


9. The six sites included in the SLP (Policy SNE2) are detailed below:





Tibbington Open Space



- A1.1.1 - Broadleaved woodland - semi-natural
- A2.1 - Scrub - dense/continuous
- A2.2 - Scrub - scattered
- A3.1 - Broadleaved Parkland/scattered trees
- B2.2 - Neutral grassland - semi-improved
- B6 - Poor semi-improved grassland
- J1.2 - Cultivated/disturbed land - amenity grassland
- J3.6 - Buildings

0.5 km



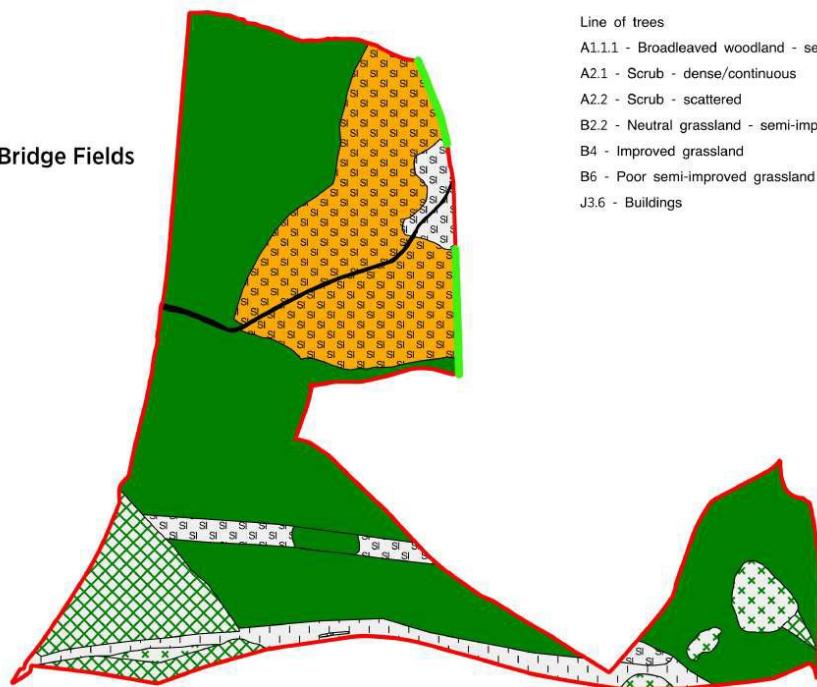
Tividale Park



- A1.1.1 - Broadleaved woodland - semi-natural
- A2.1 - Scrub - dense/continuous
- A3.1 - Broadleaved Parkland/scattered trees
- B2.2 - Neutral grassland - semi-improved
- B6 - Poor semi-improved grassland
- J1.2 - Cultivated/disturbed land - amenity grassland
- J3.6 - Buildings

0.5 km

Hill Farm Bridge Fields



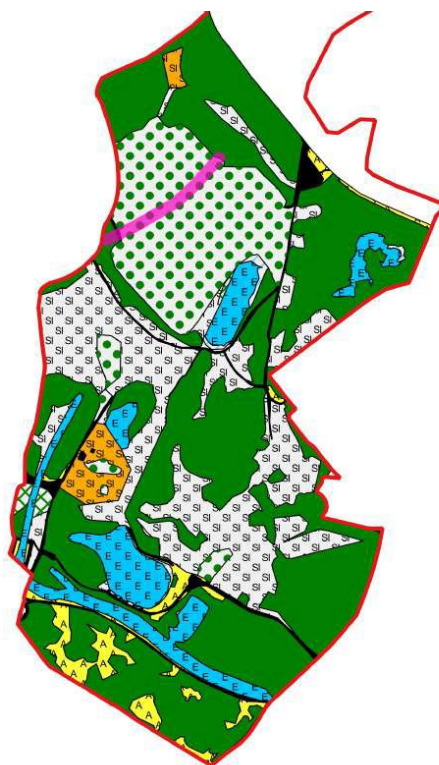
- Line of trees █
- A1.1.1 - Broadleaved woodland - semi-natural █
- A2.1 - Scrub - dense/continuous X
- A2.2 - Scrub - scattered x
- B2.2 - Neutral grassland - semi-improved S
- B4 - Improved grassland S
- B6 - Poor semi-improved grassland S
- J3.6 - Buildings █



0.5 km



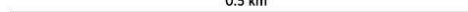
Warrens Hall Park



- Site Boundary
- Hedgerow
- A1.1.1 - Broadleaved woodland - semi-natural █
- A2.1 - Scrub - dense/continuous X
- A3.1 - Broadleaved Parkland/scattered trees x
- B2.2 - Neutral grassland - semi-improved S
- B6 - Poor semi-improved grassland S
- F2.1 - Marginal and inundation - marginal vegetation
- G1.1 - Standing water - eutrophic █
- J1.2 - Cultivated/disturbed land - amenity grassland █
- J3.6 - Buildings █



0.5 km



APPENDIX B - Sandwell Site Allocations

Introduction

1. 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.
2. 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
3. Although Sandwell has many challenges, it also has a significant number of opportunities. Sandwell's Inclusive Economy Deal will be focusing on the challenges for people, place and business and the opportunities that are available to make a difference.
4. The aim is to deliver a healthier, more successful future for the people of Sandwell – working closely together with residents, businesses and other stakeholders.
5. This Plan supports the delivery of 11,167 new homes and around 20,000 new jobs to 2041, supporting the growth of the borough's population and workforce. 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 SDS1.
6. In addition, there are seven mixed use allocations providing both housing and employment / commercial uses.

Housing Allocations

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH1 (SA 5)	Brown Lion Street	Tipton Green	Tipton	27	0.46 B	0.46	59	2027	Granted consent for 27 dwellings DC/23/67972
SH2 (SA 12)	Land adjacent to Asda, Wolverhampton Road, Oldbury	Langley	Oldbury	62	1.5 G	1.5	41	2031	Access issue will need to be overcome. Siting of houses should safeguard existing residential amenity and the asset of the watercourse.
SH3 (SA 21)	88-90 Dudley Rd West	Oldbury	Oldbury	12	0.36 B	0.36	33	2032	Site assessment found the site offers an opportunity for c12 dwellings based on a moderate density, given its location close to existing facilities. Density is lower than 40 due to shape of site.
SH4 (SA 23)	Lower High Street (Station Hotel and Dunns Site).	Cradley Heath and Old Hill	Rowley Regis	20	0.28 B	0.28	71	2033	Residential allocation would be consistent with this land use and take advantage of the sites' location close to public transport and connectivity to local services
SH5 (SA 24)	Mill Street, Great Bridge	Great Bridge	Tipton	40	0.88 B	0.88	45	2028	Applications on part of site - DC/22/67019 Land at Mill

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									Street Tipton. Proposed 20 no. dwellings with associated parking. DC/22/67018 - 8 homes pending consent Within Wednesbury Regeneration Area
SH6 (SA 25)	Swan Lane, north of A41 West Bromwich	Greets Green and Lyng	West Bromwich	147	2.42 B	2.42	61	2027	Application - DC/22/66532: Proposed 147 dwelling houses (65 houses and 82 apartments)
SH7 (SA 26)	The Boat Gauging House and adjoining land, Factory Road, Tipton	Tipton Green	Tipton	50	0.57 B	0.57	88	2026	Application - DC/21/65872 - Proposed residential development comprising of 46 no. 1 and 2 bed apartments, and conversion of boat house to 4 no. 2 bed residential units. Within Tipton and Dudley Port Regeneration Area
SH8 SA 27)	Alma Street, Wednesbury	Friar Park	Wednesbury	23	0.52 B	0.52	44	2028	Landowner interested in bringing site forward for development for residential use.
SH9 (SA 28)	The Phoenix Collegiate, Friar Park	West Bromwich Central	West Bromwich	84	4.8 B	2.84	30	2029	Application - DC/20/63911: Proposed residential development of up to 84 No. dwellings, associated public

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
	Road, Wednesbury								open space and infrastructure. (outline application for access).
SH10 (SA 31)	Tipton Conservative and Unionist Club, 64 Union Street, Tipton	Tipton Green	Tipton	18	0.19 B	0.19	95	2026	Application - DC/19/62733: Proposed change of use to residential, to include 7 No. 1 bed properties and 7 No. 2 bed properties. Within Tipton and Dudley Port Regeneration Area
SH11 (SA 32)	Sandwell District and General Hospital, West Bromwich	West Bromwich Central	West Bromwich	121	0.82 B	0.82	148	2027	Application - DC/20/64894: Demolition of existing building and proposed mixed-use development comprising of 12 No. houses and 109 No. apartments for key workers.
SH12 (SA 33)	former Springfield and Brickhouse Neighbourhood Office and adjacent land, Dudley Road, Rowley Regis	Rowley	Rowley Regis	26	0.65 B	0.65	40	2029	Application - DC/18/61922: Proposed erection of 22 No. new dwellings and 4 No. 2-bed apartments with new access road into site.

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH13 (SA 47)	Silverthorne Lane/ Forge Lane Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	81	2.41 B	1.81	45	2035	Site assessment found - <i>The location of the site presents good opportunities for new housing of mixed density</i>
SH14 (SA 48)	Langley Maltings, Western Road, Langley	Oldbury	Oldbury	71	2.72 B	2.04	35	2040	Site assessment found - <i>Residential redevelopment would be the appropriate use to continue the land use transformation in this area. Density reflects that this the site contains a Grade II listed building.</i>
SH15 (SA 49)	Macarthur Road Industrial Estate, Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	13	0.3 B	0.3	43	2034	Site assessment found - <i>Residential development would be the appropriate use to continue the residential redevelopment of the former Woods Lane industrial estate.</i>
SH16 (SA 53)	Cradley Heath Factory Centre, Woods Lane, Cradley	Cradley Heath and Old Hill	Rowley Regis	196	5.57 B	4.36	45	2032	Part of site has application - DC/21/66444: Proposed demolition of existing industrial buildings and development of 34 No. dwellings.
SH17 (SA 54)	Land adj Droicon Estate,	Rowley	Rowley Regis	28	0.7 B	0.7	40	2030	Site assessment found - <i>There is an opportunity to redevelop this and the adjoining site –</i>

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
	Portway Road, Rowley Regis								<i>ideally in combination but possibly on an individual basis.</i>
SH18 (SA 55)	Friar Park (STW/SMBC Land), Wednesbury	Friar Park	Wednesbury	630	26.3 G and B	15.75	40	2032	<p>Joint Venture between Sandwell Council and WMCA. A Masterplan and remediation strategy for the land has been produced.</p> <p>Community Open Space on part of site and will need mitigating.</p> <p>Mitigation needed for SLINC (SA004).</p>
									Playing pitches on site - subject to demonstration of viability, reinstatement should be made in accordance with the PPOSS/Action Plan 2023.
SH19 (SA 57)	Land at Horseley Heath, Alexandra Road, and Lower Church Lane, Tipton	Great Bridge	Tipton	76	2.26 B	1.9	40	2039	SLINC SA028 – Alexandra Road to the north of the site. SLINC SA103:1 Dixons Branch Canal to the south of the site

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH20 (SA 58)	Elbow Street, Old Hill	Cradley Heath and Old Hill	Rowley Regis	33	0.77 B	0.77	43	2031	Land owner advised interested in developing site
SH21 (SA 59)	Dudley Road East	Oldbury	Oldbury	90	2.65 B	1.99	45	2034	Employment review and site assessment found site suitable for housing Adjacent to a SINC SA038 – Gower Branch Canal Within Tipton and Dudley Port Regeneration Area
SH22 (SA 60)	Tatbank Road, Oldbury	St Pauls	Smethwick	52	1.15 B	1.15	45	2.41	Land owner advised will continue to operate but will look at opportunities to move and redevelop
SH23 (SA 62)	28-64 High Street, West Bromwich	West Bromwich Central	West Bromwich	53	0.6 B	0.6	88	2032	Site assessment found - <i>Residential development would be the appropriate use in this sustainable location on the edge of West Bromwich Town Centre with excellent public transport links.</i>
SH24 (SA 64)	Cokeland Place / Graingers Lane, Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	16	0.36 B	0.36	44	2033	Land owner interested in bringing site forward for development for residential use

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH25 (SA 65)	Bradleys Lane / High Street, Tipton	Prince's End	Tipton	189	5.6 B	4.2	45	2039	<p>Redevelopment with the cooperation of owners looking to relocate.</p> <p>Site assessment found - <i>Residential development would be suitable should the constraints of site assembly and land contamination be overcome</i></p> <p>Adjacent to Brierley Lane Open Space, which is also a SLINC SA011- Dudley to Priestfield Disused Railway</p>
SH26 (66)	Lower City Road, Oldbury	Oldbury	Oldbury	73	1.83 B	1.83	40	2036	<p>Site assessment found - <i>Subject to overcoming the constraints of land remediation and site assembly there is the opportunity to exploit the canal side location. Housing would be an appropriate use for the site and would continue the residential transformation of the area</i></p> <p>Response from some land owners looking to bring site forward.</p>

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									Within Tipton and Dudley Port Regeneration Area
SH27 (SA 68)	Site surrounding former Post office and Telephone Exchange, Horseley Heath	Great Bridge	Tipton	52	1.16 B	1.16	45	2035	Site assessment found - There is the opportunity to provide new comprehensive redevelopment in a highly sustainable location.
SH28 (SA 69)	Friar Street, Wednesbury	Friar Park	Wednesbury	45	1.01 B	1.01	45	2039	Land owner interested in bringing site forward for residential use Adjacent to SLINC SA002 Woden Road South.
SH29 (SA 70)	Used car sales site, corner of Lower Church Lane and Horseley Heath, Tipton	Tipton Green	Tipton	23	0.56 B	0.56	41	2038	Site assessment found - <i>Housing development would be the appropriate use in the surrounding area.</i>
SH30 (SA 75)	Land to east of Black Lake, West Bromwich	Hateley Heath	West Bromwich	83	2.45 B	1.83	45	2039	Land owners want to develop for housing Site adjacent to SINC SA034 Ridgeacre Branch Canal

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH31 (SA 76)	Summerton Road, Oldbury	Oldbury	Oldbury	36	0.89 B	0.89	40	2034	Site assessment found - <i>Residential redevelopment is ongoing to the south of the canal and would be appropriate in this location.</i>
SH32 (SA 77)	Bank Street (West), Hateley Heath	Hateley Heath	West Bromwich	43	0.85 B	0.85	51	2030	Site assessment found - <i>The use of the site for residential purposes is considered suitable</i>
SH33 (SA 78)	Wellington Road, Tipton	Tipton Green	Tipton	40	0.91 B	0.91	44	2038	The redevelopment of the site for residential purposes is considered suitable within this area. The landowner is willing to relocate his business. Within Tipton and Dudley Port Regeneration Area
SH34 (SA 79)	Brandhall Golf Course	Old Warley	Oldbury	190	5.18 G	3.88	48	2032	Application - DC/23/68540: Proposed demolition of existing buildings and erection of 1 No. primary school, 190 No. dwellings, public open space, landscaping and associated works (outline application with all matters reserved) – pending decision

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH35 (SA 85)	Rattlechain site - land to north of Temple Way, Tividale	Oldbury	Oldbury	518	14.8 G and B	14.8	35	2040	Land owner in discussions to include neighbouring land. Developable area to be determined. Within Tipton and Dudley Port Regeneration Area
SH36 (SA 86)	Land between Addington Way and River Tame, Temple Way (Rattlechain)	Oldbury	Oldbury	36	0.9 G	0.9	40	2039	Awaiting discussions with neighbouring land owners. Adjacent to Community Open Space and SLINC SA041:2 Brades Hall. Within Tipton and Dudley Port Regeneration Area
SH37 (SA 87)	Edwin Richards Quarry, Portway Road, Rowley Regis	Rowley	Rowley Regis	526 in plan period; 100 in post-plan period (total site capacity 626)	52 B	15	45	2041	Application - DC/23/67924 (Reserved Matters) pending decision: Proposed residential development comprising of 276 No. dwellings, pursuant to outline planning application DC/14/57745. 0.86ha to north and 0.32ha to west of site is allocated as Strategic Open Space and cannot be built on.

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									SLINC SA070 Hailstone Quarry lies within the site and will need to be mitigated.
SH38 (SA 90)	Brades Road, Oldbury	Oldbury	Oldbury	51	1.14 B	1.14	45	2033	Site assessment found the site suitable for residential use. Gas pipeline possibly running along line of canal could constrain the site and reduce development capacity.
SH40 (SA 94)	Langley Swimming Centre, Vicarage Road, Oldbury	Langley	Oldbury	20	0.49 B	0.49	41	2028	Site assessment found that residential is considered to be an appropriate site allocation
SH41 (SA95)	North Smethwick Canalside	Soho and Victoria	Smethwick	500	8.7 B	6.5	77	2034	Corridor Framework approved by Cabinet February 2022 and a wider Masterplan for the Rolfe Street area completed March 2023. Within Smethwick Regeneration Area
SH42 (SA 97)	Forge Tavern, Franchise Street, Wednesbury	Wednesbury North	Wednesbury	10	0.14 B	0.14	71	2031	Site assessment found that residential use would be the appropriate redevelopment on this site.

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH43 (SA 166)	Land off Tanhouse Avenue, Great Barr	Newton	West Bromwich	46	1.66 G	1.15	40	2037	Site assessment found the site suitable for residential development. SLINC SA045:20 Tanhouse Avenue will need to be mitigated. Adjacent to SINC SA045 Forge Mill
SH44 (SA 167)	Wyndmill Crescent, West Bromwich	Charlemont	West Bromwich	11	0.19 B	0.19	58	2032	Site assessment found the site suitable for residential development.
SH45 (SA 165)	Site of 30-144 Mounts Road, Wednesbury	Wednesbury South	Wednesbury	45	1.07 B	1.07	42	2028	Site assessment found suitable for housing. DC/22/67797 - Proposed residential development comprising of 45 dwellings, landscaping and car parking. Pending decision.
SH46	Site of 118-152 Whitehall Road	Great Bridge	Tipton	20	0.41 B	0.41	49	2024	Application DC/18/61925 – site under construction
SH47	Site of former Stone Cross Neighbourhood Office	Charlemont with Grove Vale	West Bromwich	14	0.32 B	0.32	47	2024	Application DC/18/61923 - Proposed erection of dwellings.

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH49	St Johns Street, Carters Green	West Bromwich Central	West Bromwich	33	0.82 B	0.82	40	2031	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration
SH50	Tentec, Guns Lane	West Bromwich Central	West Bromwich	126	0.6 B	0.6	210	2030	Application DC/22/67454 - Proposed new build development of 129 apartments with amenities, 69 onsite parking spaces and associated landscaping – pending decision Within Carters Green Regeneration Area
SH51	Providence Place / Bratt Street, West Bromwich	West Bromwich Central	West Bromwich	40	0.74 B	0.40	100	2037	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SH52	Overend Street, West Bromwich	West Bromwich Central	West Bromwich	70	0.71 B	0.71	99	2041	Remaining element of Eastern Gateway Within West Bromwich Regeneration Area
SH53	Grove Lane/ Cranford Street/ London Street, Smethwick	Soho and Victoria	Smethwick	500	1.23 B	1.23	406	2036	Part of Grove Lane Masterplan; Application on part of site - DC/22/67165: Proposed erection of a residential led, mixed use building of between 7 and 14 storeys to include 392 dwellings (Use Class C3) and

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									555sqm (GIA) commercial floorspace (flexible within Use Class E, drinking establishments (sui generis) and hot food takeaway (sui generis) Within Smethwick Regeneration Area
SH54	Cranford Street / Heath Street / Canal, Smethwick	Soho and Victoria	Smethwick	115	5.0 B	2.88	40	2030	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH55	Cape Arm, Cranford Street	Soho and Victoria	Smethwick	170	2.13 B	2.13	80	2030	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH56	Moilliett Street Park - Grove Lane masterplan	Soho and Victoria	Smethwick	35	0.77 B	0.77	45	2028	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH57	Grove Street / MMUH / School - Grove Lane MP	Soho and Victoria	Smethwick	85	2.18 B	0.59	144	2029	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH58	Abberley Street Grove Lane Master Plan	Soho and Victoria	Smethwick	140	2.48 B	2.48	56	2032	Part of Grove Lane Masterplan Within Smethwick Regeneration Area

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH59	Beever Road	Great Bridge	Tipton	18	1.01 B	1.01	18	2025	Application - DC/21/65582: Proposed 10 No. bungalows and 8 No. flats
SH60	Former Simpson Street Day Centre, 6 Simpson Street, Oldbury	Oldbury	Oldbury	10	0.05 B	0.05	200	2024	Application - DC/18/61924: Demolition of former day centre and proposed construction of 10 No. 2 bed apartments.
SH61	Thandi Coach Station, Alma Street, West Bromwich	Soho and Victoria	Smethwick	58	0.71 B	0.71	82	2027	Application - DC/17/60747: Proposed residential development of 54 No apartments and 4 No. houses – made a start on site. Within Smethwick Regeneration Area
SH62	Star and Garter, 252 Duchess Parade, West Bromwich	West Bromwich Central	West Bromwich	60	0.05 B	0.05	200	2027	Application - DC/21/65798: Proposed nine storey mixed use development comprising of 1 No. retail unit at ground floor and 60 No. apartments above Within West Bromwich Regeneration Area

Mixed Use Site Allocations

Site Ref (Site Assess't Ref)	Site Name and Address	Appropriate Uses and capacities	Gross Site Area (ha) brownfield (B) or greenfield (G)	Anticipated Delivery Timescale (completion year)	Further Information
SM1 (SA 91)	Chances Glass Works, Land west of Spon Lane, north of Palace Drive	Housing – 276 homes 7208 sqm workspace 779 sqm heritage centre 1 ha open space New highways access on to Spon Lane	0.64 B	118 homes – 2030 158 homes - 2040	Site assessment found employment and residential uses are appropriate and support the plans for a heritage-led regeneration programme. Grade II Listed Building Scheduled Ancient Monument Galton Valley Conservation Area
SM2 (SA 199)	Lion Farm, Oldbury	Residential – 200 units Retention of 6 sports pitches with changing facilities and car parking – 5ha Employment – 2.3ha Remainder of site would be retained as green space	2.0 G	2035	Site assessment found <i>It is considered that a mix of residential and employment uses could be accommodated on this site. Net loss of the existing sports pitches could be avoided (nb this option is strongly caveated by the ability to relocate 6 pitches to the southern part of the borough) Sufficient community open space can be provided.</i> A Masterplan will be prepared for the site.
SM3	Evans Halshaw car showroom, Carters Green	Residential – 140 units Ancillary commercial – 7 units (approx. 2,000m ² total)	0.89 B	2032	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration Within Carters Green Regeneration Area
SM4	Army Reserve, Carters Green	Residential – 63 units Ancillary commercial – 4 units (approx. 1,000 m ² total)	1.17 B	2034	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration Within Carters Green Regeneration Area
SM5	Cultural Quarter, West Bromwich	Residential – 52 units	1.09 B	2029	Part of West Bromwich Masterplan

Site Ref (Site Assess't Ref)	Site Name and Address	Appropriate Uses and capacities	Gross Site Area (ha) brownfield (B) or greenfield (G)	Anticipated Delivery Timescale (completion year)	Further Information
		Food and Beverage – 1,054 m ² Community / Leisure – 2,000 m ² Parking – 10 spaces			Within West Bromwich Regeneration Area
SM6	Queens Square Living, West Bromwich	Residential – 396 units Retail – 7,447 m ² Offices – 855 m ² Community / Leisure – 1,395 m ² Parking – 206 spaces	3.06 B	2041	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SM7	West Bromwich Central	Residential – 343 units Retail – 2,302 m ² Offices – 5,032 m ² Educational – 5,060 m ² Food and Beverage – 11,840 m ² Community / Leisure – 9,862 m ² Health – 5,205 m ² Parking – 625 spaces	4.53 B	2029	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SM8	George Street Living, West Bromwich	Residential - 327 units Community / Leisure – 1,150 m ² Parking – 79 spaces	2.36 B	2037	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area

Sandwell Gypsy and Traveller Site Allocations

Site Ref	Address	Gross Site Area	Net Site Area	Indicative Development Capacity	Anticipated Delivery Timescale	Further Information
SG1	Brierley Lane	0.73	0.73	10 Plots	2030-2031	Extension to caravan site - funding required

APPENDIX C - Employment

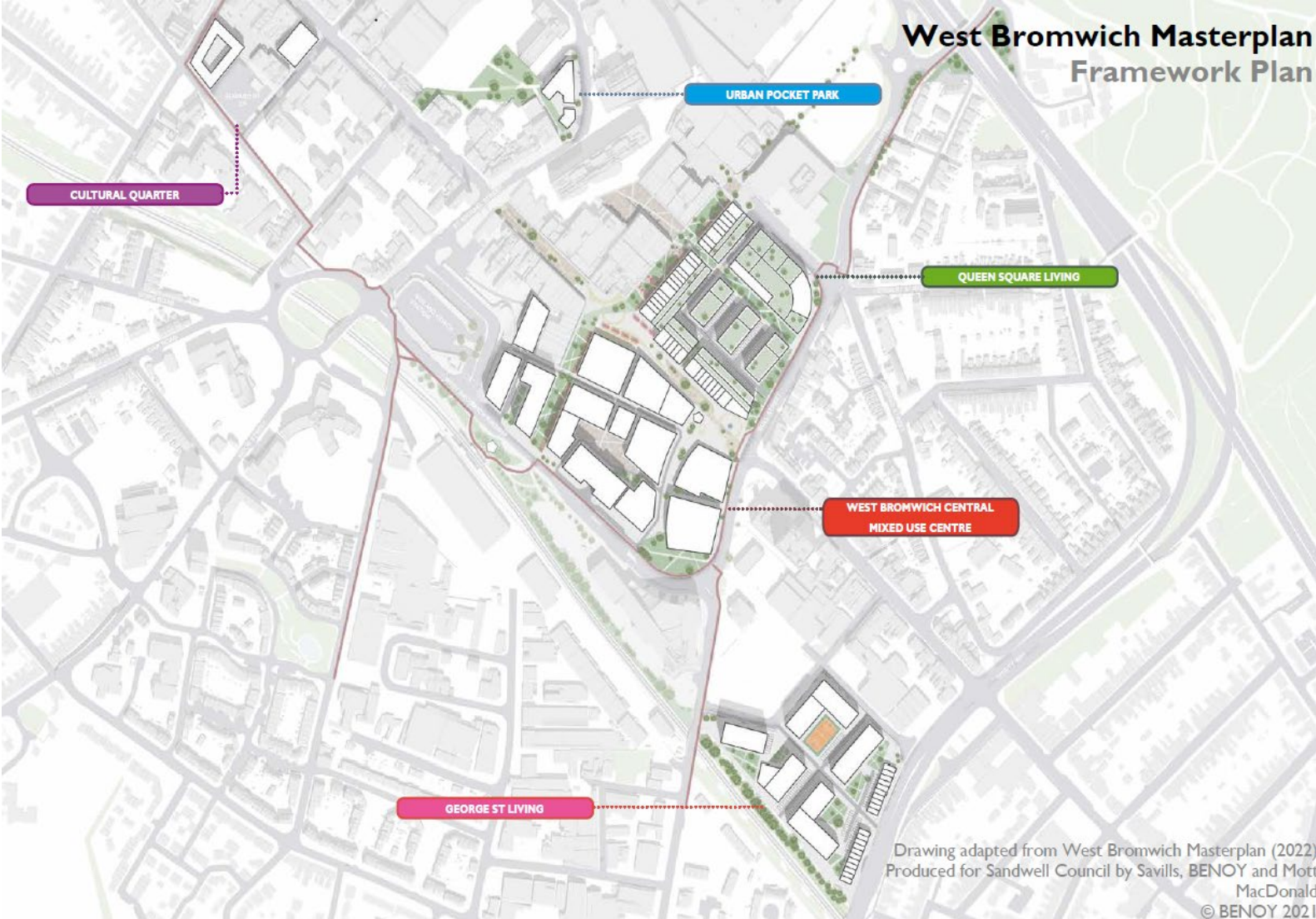
1. Under Policy SEC2, 221 hectares of employment land will be allocated as strategic employment land and will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8.
2. Within Sandwell, high-quality employment land is concentrated in three main areas. Two of these are around the M5 - adjacent to Junction 1 in West Bromwich and adjacent to Junction 2 in Oldbury. The third area where there is a concentration of high quality employment land is along the Black Country New Road, from Tipton to Wednesbury.
3. Under Policy SEC3, a further 944 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 Oldbury, Tipton, West Bromwich and Smethwick.
4. In addition, there are a further 12 hectares of employment land that are not being allocated; Policy SEC4 will apply to these sites.
5. In addition to the existing occupied employment it is proposed to allocate c29 hectares of vacant land for employment purposes. These proposed sites are set out below.

Employment Allocations – vacant land

Sandwell Ref	Site Assessment Ref	Site Name, Address	Site Area (Ha)
SEC1-1	SA-0030-SAN	Whitehall Road, Tipton	5.3
SEC1-2		British Gas, Land off Dudley Road, Oldbury	1.05
SEC1-3		Junction Two, Oldbury	1.12
SEC1-4		Land adj. to Asda Wolverhampton Road Oldbury	1.6
SEC1-5	SA-0026-SAN	Coneygre Business Park	7.22
SEC1-7		Site off Bilport Lane, Wednesbury	5.29
SEC1-8		Legacy 43, Ryder Street, West Bromwich	0.88
SEC1-9		Roway Lane, Oldbury	3.65
SEC1-10		Brandon Way/ Albion Road	3.07

29.18

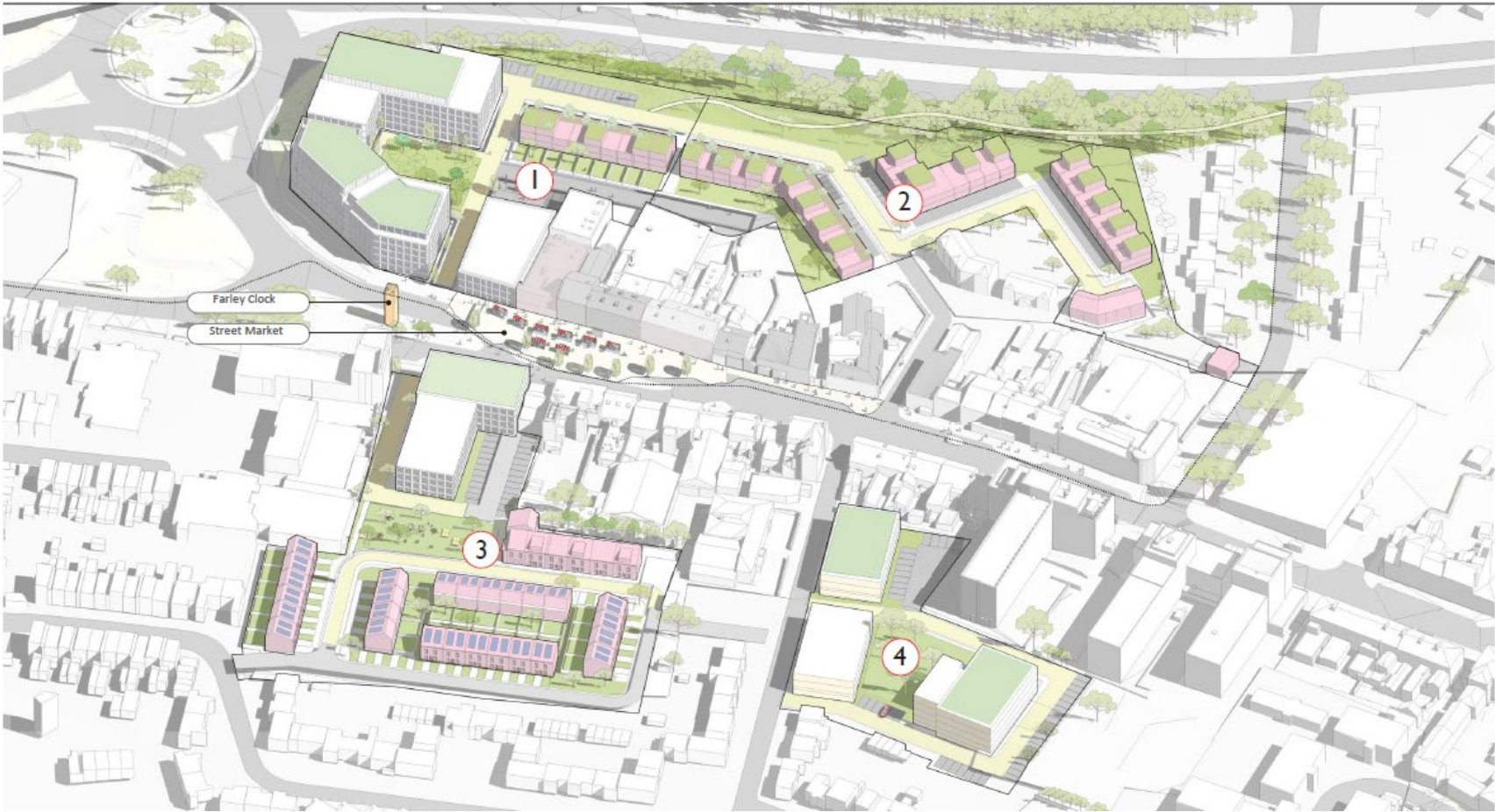
APPENDIX D – West Bromwich Masterplan and Carter’s Green Framework Plan



Carter's Green Development Framework Framework Plan

Drawing adapted from Carter's Green Development Framework (2023)
Produced for Sandwell Council by Savills, BENOY and Mott MacDonald
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- 1 Site 1 - Ex Car Showroom Site
- 2 Site 2 - John Street CP & Former Jenson Factory
- 3 Site 3 - Army Reserve Centre & Adjoining Warehouses
- 4 Site 4 - Former Tentec Site



APPENDIX E - Strategic Waste Sites

The existing strategic sites, identified on the Waste Diagram and listed in the table below, 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.

Sandwell Council will safeguard all existing strategic and other waste management facilities from inappropriate development, to maintain existing levels of waste management capacity and meet Strategic Objective 13.

Strategic Waste Sites

Site Ref	Site	Operational Capacity (tpa)
Municipal Waste Recovery – Supporting Infrastructure		
WS07	Eagle Recovery and Transfer Hub	140,000
WS08	Sandwell HWRC (Shidas Lane)	20,000
Waste Disposal Installations (1)		
WS17	Edwin Richards Landfill	250,000
		9,171,000 ¹
Significant Hazardous Waste Treatment Infrastructure		
WS19	Wednesbury Treatment Centre	40,000
Significant Metal Recycling Sites (MRSs)		
WS23	Alutrade	24,000
WS24	Cradley Metal Recycling Centre	165,000
WS25	ELG CSR Depot (Rowley Regis) ^[1]	20,000
WS26	EMR Smethwick	60,000
WS27	Sims MRS Smethwick (Rabone Lane)	200,000
WS28	Sims MRS Smethwick (Unit 60 Anne Road)	20,000
Other Significant Waste Management Infrastructure		
WS36	Arrow Recycling	22,000
WS37	Bescot LDC, Bescot Sidings	150,000

¹ 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	Operational Capacity (tpa)
WS38	Biffa Tipton WTS	65,000
WS39	Bull Lane Works WTS	200,000
WS40	Edwin Richards Inert Recycling and Soil Treatment Facility	75,000
WS41	Envira Recycling	50,000
WS42	Giffords Recycling	20,000
WS43	Jayplas	70,000
WS44	Metal & Waste Recycling (Cox's Lane)	25,000
WS45	ELG CSR Depot	75,000
WS46	Trinity Street MRF	60,000
WS47	Union Road Inert Waste Recycling Facility	40,000
WS48	Wednesbury Aggregates Recycling Facility	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.

Preferred Areas for New Waste Facilities

6. Several 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.

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

Site Ref	Address	Potentially Suitable Waste Use ^[1]	Area
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

APPENDIX F - Minerals

1. 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.
2. 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.
3. The Council will safeguard all existing mineral infrastructure sites from inappropriate development – this being necessary to retain existing capacity, and thereby helping to make best use of and conserve its resources.
4. The locations of these mineral infrastructure sites are identified on the Policies Plan, and are listed in the following tables:

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
MIS7	Wednesbury Asphalt Plant	Smith Road, Wednesbury	Coating plant
MIS8	Cradley Special Brick	Corngreaves Trading Estate, Overend Road, Cradley Heath	Brickworks
MIS9	Oldfields Inert Recycling Facility	Oldfields, Off Corngreaves Road, Cradley Heath	Aggregates recycling

APPENDIX G – Site allocations - changes

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

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 and 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, Oak Road, West Bromwich	1.1	68	white land
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
H9.5	2463	150, 856	Coneygre Business Park	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

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
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
H8.4	2927	795	Site on corner of Woden Rd South and Bridge Street, 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

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
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
(145)	2955		Unit 1, Groveland Road	0.36	13	employment
(147)	2956		Upper Chapel Street / Britannia 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
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

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
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
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

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
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
	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	employment

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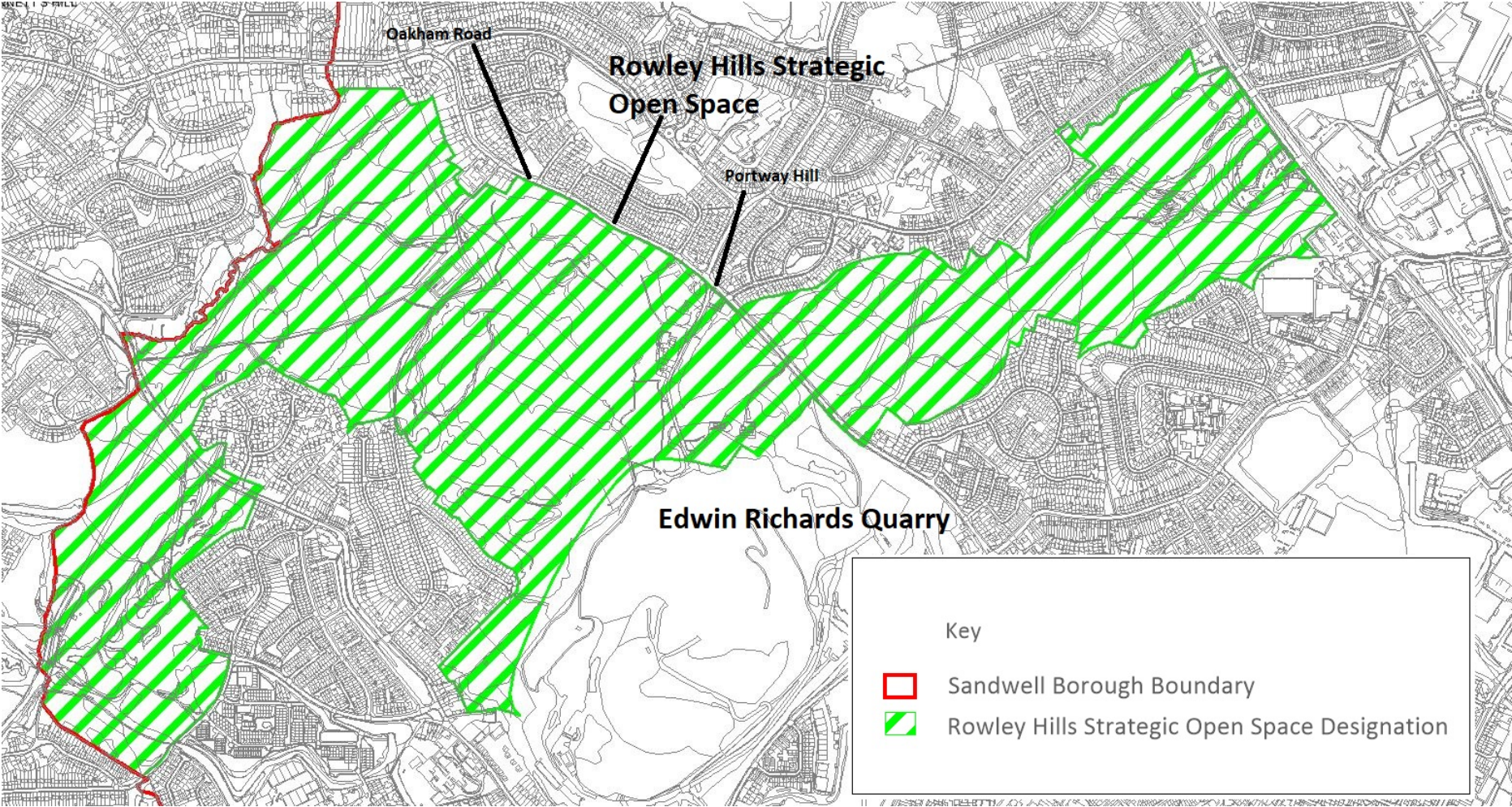
Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H9.5	354	91	Park Lane West (South Staffs Depot), Tipton	2.95	77	employment SEC4
H9.5	6109	80	Groveland Road, Dudley Port, Tipton	0.11	7	employment
H9.7	265	93	Old Cross Street, Tipton	0.48	14	white land
H9.5	440	89	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
H13.9	2259	1071	Sentinel Plastics Ltd, Wrights Lane	0.17	13	white land
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	employment SEC4
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
H8.2	2913	439	Sheepwash Lane / Whitehall Road, Great Bridge	0.08	3	white land

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.2	2915	550	Land between Tinsley Street and Whitehall Road, Tipton	0.28	10	employment
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	employment SEC4
H9.9	2947	1117	Railway Street, Horseley Heath, Tipton	0.35	12	employment SEC4
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
H12.4	2980	109	Clay Lane, Oldbury	0.28	12	employment SEC4
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
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

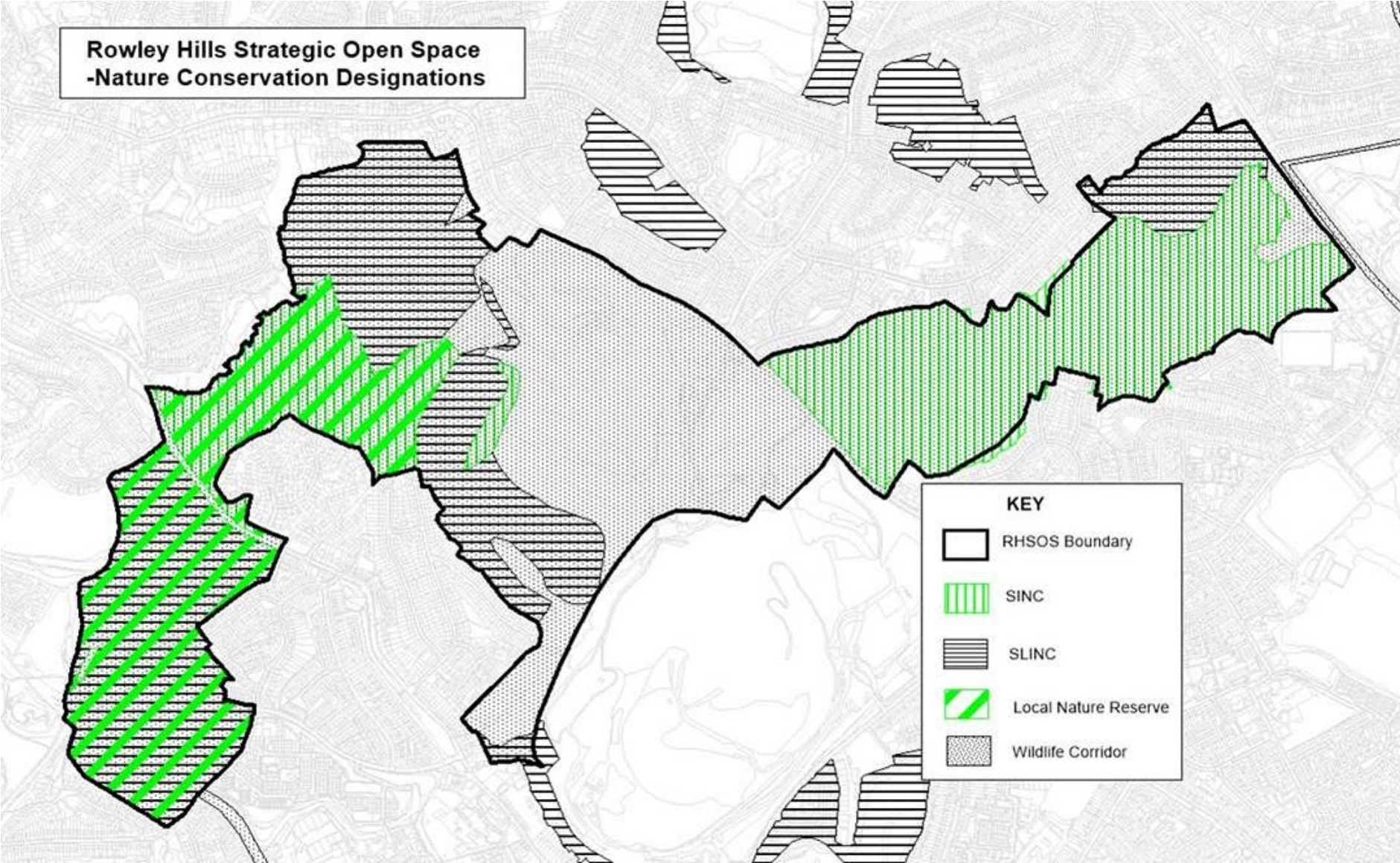
Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H13.4	3031	1124	Cradley Road (East)	0.41	12	white land
H13.11	3044	613	High Street, Blackheath	0.35	12	white land
HOC3	3048	1014	Land at Newton Road, Great Barr	0.2	16	white land
H16.5	3141	863	Batmanshill Road / Hobart Road	0.25	8	white land
	3223		Summerton Road	0.52	18	employment SEC4
H9.2	3224	310	10 - 60 Dudley Road East, Oldbury	2.00	70	employment SEC4
H13.6	3225	217	Foxoak Street / St Annes Road (Kawasaki Garage)	0.4	14	employment
H12.10	3462	122	Unett Street / Raglan Road	4.6	81	white land
	5301		Potters Lane / Great Western Street, Wednesbury	0.19	6	white land
	5381		Victoria Street / Albert Street, Wednesbury	0.19	7	white land
	5643		Site between Dudley Street and Victoria Street, Wednesbury	1.18	41	white land
	6206		West Cross Centre. Oldbury Road / Mallin Street, Smethwick	1.06	37	white land
			Zion Street, Tipton	2.43		employment SEC4
			70-74 Crankhall Lane	1.78		employment SEC4

APPENDIX H – Rowley Hills

Rowley Hills – Extent of Strategic Open Space Designation



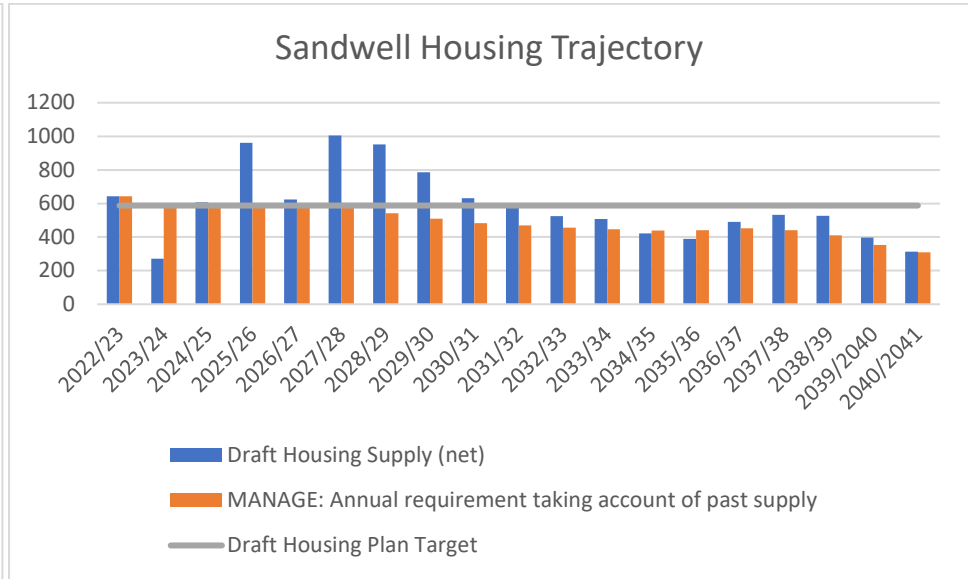
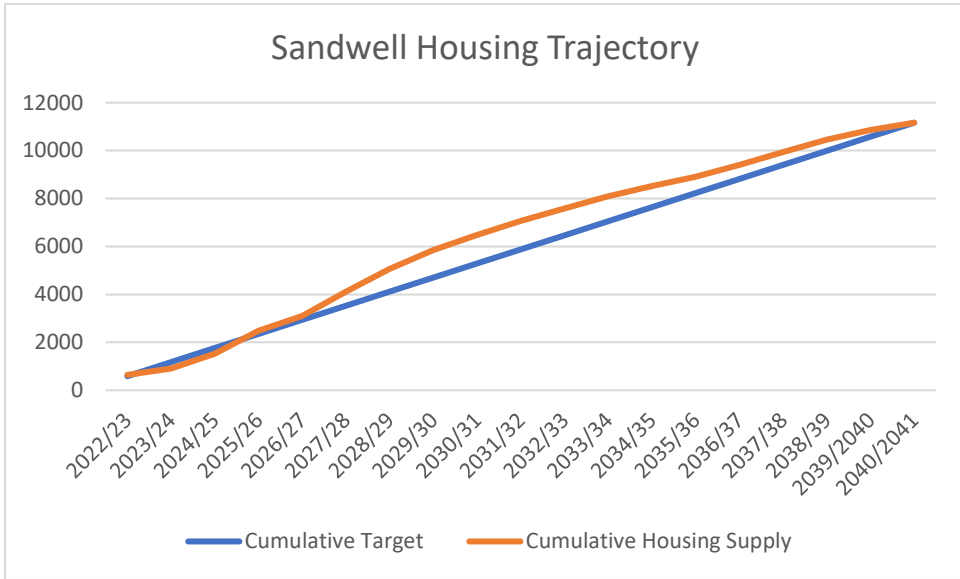
Rowley Hills – Ecological and Nature Conservation Designations



APPENDIX I – Sandwell Local Plan Housing Trajectory

Sandwell Housing Trajectory

Year	Draft Housing Supply (net)	Draft Housing Plan Target	MANAGE: Annual requirement taking account of past supply	Cumulative Target	Cumulative Housing Supply	MONITOR: Variation from Cumulative Target	Number of years left in Plan(s)
							20
2022/23	642	587.7	642	587.7	642	-54.3	19
2023/24	272	587.7	585	1175.4	914	261.4	18
2024/25	607	587.7	603	1763.1	1521	242.1	17
2025/26	962	587.7	603	2350.8	2483	-132.2	16
2026/27	623	587.7	579	2938.5	3106	-167.5	15
2027/28	1005	587.7	576	3526.2	4111	-584.8	14
2028/29	952	587.7	543	4113.9	5063	-949.1	13
2029/30	785	587.7	509	4701.6	5848	-1146.4	12
2030/31	631	587.7	483	5289.3	6479	-1189.7	11
2031/32	587	587.7	469	5877	7066	-1189	10
2032/33	525	587.7	456	6464.7	7591	-1126.3	9
2033/34	507	587.7	447	7052.4	8098	-1045.6	8
2034/35	421	587.7	438	7640.1	8519	-878.9	7
2035/36	390	587.7	441	8227.8	8909	-681.2	6
2036/37	491	587.7	451	8815.5	9400	-584.5	5
2037/38	533	587.7	442	9403.2	9933	-529.8	4
2038/39	527	587.7	411	9990.9	10460	-469.1	3
2039/2040	397	587.7	353	10578.6	10857	-278.4	2
2040/2041	313	587.7	309	11166.3	11167	-0.7	1



APPENDIX J - Sandwell Playing Pitch and Outdoor Sports Strategy (extract)

The tables below are taken from the **Sandwell Playing Pitch and Outdoor Sports Strategy's Assessment Report** (October 2022). They highlight the quantitative headline findings identified for pitch and non-pitch sports included in it. For qualitative and site-specific findings, please see Part 4: Sport Specific Recommendations and Scenarios, and Part 6: Action Plan.

Pitch Sports - Quantitative headline findings

The table sets out the current and likely future capacity and demand for sports pitches:

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Football (grass pitches)	Oldbury	Adult	Shortfall of 5.5	Shortfall of 6
		Youth 11v11	Spare capacity of 2	Spare capacity of 1.5
		Youth 9v9	Shortfall of 5.5	Shortfall of 5.5
		Mini 7v7	Shortfall of 1	Shortfall of 1
		Mini 5v5	Spare capacity of 1.5	Spare capacity of 1.5
Football (grass pitches)	Rowley Regis	Adult	Shortfall of 6	Shortfall of 6.5
		Youth 11v11	Shortfall of 5	Shortfall of 5.5
		Youth 9v9	Shortfall of 2.5	Shortfall of 2.5
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	Smethwick	Adult	Shortfall of 6.5	Shortfall of 7
		Youth 11v11	At capacity	Shortfall of 0.5
		Youth 9v9	At capacity	At capacity
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Football (grass pitches)	Tipton	Adult	Shortfall of 1.5	Shortfall of 1.5
		Youth 11v11	Spare capacity of 0.5	Spare capacity of 0.5
		Youth 9v9	Spare capacity of 1	Spare capacity of 1
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	Wednesbury	Adult	Spare capacity of 1	Spare capacity of 1
		Youth 11v11	Shortfall of 3	Shortfall of 3
		Youth 9v9	Shortfall of 0.5	Shortfall of 0.5
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	West Bromwich	Adult	Spare capacity of 1.5	Spare capacity of 1
		Youth 11v11	Shortfall of 4.5	Shortfall of 5
		Youth 9v9	Shortfall of 1.5	Shortfall of 1.5
		Mini 7v7	Spare capacity of 0.5	Spare capacity of 0.5
		Mini 5v5	At capacity	At capacity
3G pitches ^[2]	Oldbury	Full size	Shortfall of 2.5	Shortfall of 2.5
3G pitches	Rowley Regis	Full size	Shortfall of 0.75	Shortfall of 0.75
3G pitches	Smethwick	Full size	Shortfall of 0.75	Shortfall of 0.75
3G pitches	Tipton	Full size	At capacity	At capacity
3G pitches	Wednesbury	Full size	At capacity	At capacity
3G pitches	West Bromwich	Full size	Shortfall of 0.75	Shortfall of 0.75
Cricket	Oldbury	Saturday	At capacity	At capacity

^[2] Based on accommodating 38 teams on one full size pitch

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
		Sunday	Spare capacity of 16	Spare capacity of 16
		Midweek	Spare capacity of 16	Spare capacity of 16
Cricket	Rowley Regis	Saturday	At capacity	At capacity
		Sunday	Spare capacity of 12	Spare capacity of 12
		Midweek	At capacity	At capacity
Cricket	Smethwick	Saturday	Shortfall of 5	Shortfall of 5
		Sunday	Shortfall of 5	Shortfall of 5
		Midweek	Shortfall of 5	Shortfall of 5
Cricket	Tipton	Saturday	At capacity	At capacity
		Sunday	At capacity	At capacity
		Midweek	At capacity	At capacity
Cricket	Wednesbury	Saturday	Shortfall of 6	Shortfall of 6
		Sunday	Shortfall of 6	Shortfall of 6
		Midweek	Shortfall of 6	Shortfall of 6
Cricket	West Bromwich	Saturday	Shortfall of 12	Shortfall of 12
		Sunday	Shortfall of 12	Shortfall of 12
		Midweek	Shortfall of 12	Shortfall of 12
Rugby union	Oldbury	Senior	Spare capacity of 0.5	Spare capacity of 0.5
Rugby union	Rowley Regis	Senior	At capacity	At capacity
Rugby union	Smethwick	Senior	Spare capacity of 1	Spare capacity of 1
Rugby union	Tipton	Senior	At capacity	At capacity
Rugby union	Wednesbury	Senior	Shortfall of 0.5	Shortfall of 0.5
Rugby union	West Bromwich	Senior	At capacity	At capacity

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Rugby league	Sandwell	Senior	No demand so no provision required	No demand so no provision required
Hockey (sand AGPs)	Sandwell	Full size, floodlit	At capacity although improvements are required at Ormiston Sandwell Community Academy.	At capacity although improvements are required at Ormiston Sandwell Community Academy.

Quantitative headline findings (non-pitch sports)

For non-pitch sports, quantitative shortfalls can be more difficult to determine, with capacity guidance differing and with less focus on formal club activity. The current picture for each sport is summarised below:

Sport	Current picture
Tennis	Current supply is sufficient for demand although quality and operational improvements are required at Old Hill Cricket & Tennis Club. In addition, there is a requirement to focus on informal activity at non-club courts and improving the recreational tennis offer (e.g., at local authority sites).
Netball	Demand is being met at George Salter Academy and Phoenix Collegiate. Focus should be placed on protecting these facilities as well as on supporting the various initiatives that are championed by England Netball. However, with the Dudley Netball League wishing to relocate back to Dudley and this been recommended in the Dudley PPOSS, a collective approach between the authorities should be sought, with this to be guided and informed by England Netball.
Bowls	Only one bowls club has a shortfall of capacity (Langley BC), whilst The George BC and Hamstead Social BC operate on the limit of the capacity threshold. Dartmouth Central BC is operating below the recommended capacity.

Sport	Current picture
Athletics	With four 400-metre athletics tracks provided, supply is considered sufficient to meet demand. Options can be explored to re-purpose the track at Hadley Stadium as it is surplus to requirements in its current form. This could include an informal athletics facility, for which discussions regarding the provision of a trail running track on site have taken place.
Cycling	High demand for cycling is identified within Sandwell so protecting and sustaining what is provided at Sandwell Valley Country Park should be seen as key given the off-road facilities offered. Implementation of initiatives promoted by British Cycling should also be explored in order to encourage more people to get into cycling.
Golf	With five golf facilities in Sandwell and a mix of 18-hole and 9-hole courses, as well as a well-equipped driving range, supply is well placed to meet demand from all types of golfers.
Water sports	Sandwell is relatively well provided for in terms of outdoor water sports.
Other sports	For American football, no dedicated pitches are provided; there is a need for one facility to provide for Sandwell Steelers. No baseball / softball or Gaelic football demand is identified, although some isolated demand may be travelling to clubs in nearby authorities.

Recommendations for future provision

The following table outlines future considerations for both pitch and non-pitch sports across Sandwell (as identified in October 2022):

Sport	Priority recommendations
Football	<ul style="list-style-type: none"> • Protect provision. • Improve pitch quality at key sites to alleviate overplay, especially at key, poor quality and/or overplayed sites such as Britannia Park and St Michael's CE High School.

Sport	Priority recommendations
	<ul style="list-style-type: none"> • Look to reinstate pitches at sites such as Brickhouse Farm. • Formalise community use agreements for clubs utilising unsecure sites. • Consider asset transfer of sites to clubs. • Enable use of currently unavailable sites. • Improve changing facilities where required.
3G pitches	<ul style="list-style-type: none"> • Protect provision. • Ensure all existing pitches have a sinking fund in place. • Look to provide an additional full-size pitch within the Analysis Area to alleviate current and future overplay e.g., at Britannia Park.
Cricket	<ul style="list-style-type: none"> • Protect provision. • Improve changing facilities where required.
Rugby union	<ul style="list-style-type: none"> • No action required.
Hockey	<ul style="list-style-type: none"> • Protect provision. • Ensure all existing pitches have a sinking fund in place. • Explore the feasibility of providing floodlights at Ormiston Forge Academy Main Site.
Golf	<ul style="list-style-type: none"> • Protect provision. • Support Dudley Golf Club to increase membership.
Bowls	<ul style="list-style-type: none"> • Protect provision. • Preserve the green at Cradley Heath Sports and Social Club or ensure it is appropriately mitigated. • If the green is lost, ensure the club is adequately relocated.

Sport	Priority recommendations
Tennis	<ul style="list-style-type: none">• Protect provision.• Support Old Hill TC to increase membership and improve courts at Old Hill Cricket Club.• Support the Council to improve court and ancillary facility quality at Britannia Park.
Netball	<ul style="list-style-type: none">• Protect provision.
Cycling	<ul style="list-style-type: none">• No action required.
Athletics	<ul style="list-style-type: none">• No action required.
Water sports	<ul style="list-style-type: none">• No action required.
Other sports	<ul style="list-style-type: none">• No action required.

APPENDIX K – Open space and play provision standards for development

Note: the availability, accessibility and quality of sports facilities / playing pitches will be assessed using data from the Playing Pitch and Outdoor Sports Strategy (2022); please refer to Policy SHW5 and Appendix J, which contains an extract from the document's strategy and action plan setting out detail of current levels of pitch and field supply and demand.

1. This appendix provides guidelines on the quantity of green space required per 1,000 residents (minimum levels), the accessibility of green space (walking distance) and the broad quality requirements of all types of recreational open space. It also includes recommended dimensions for a range of formal spaces.
2. The Council will seek the provision of new unrestricted open space at a minimum ratio of **3.63 hectares per 1,000 population**. The Council will also seek to ensure that at least one hectare of Community Open Space is provided within walking distance (0.4 km) of all the Borough's residents.
3. Sandwell's minimum ratio for open space is derived in part from the Fields in Trust guidance² on open space and outdoor playing space provision, although the scope of their standard is not directly equivalent to Sandwell's definition of Community Open Space. It should be emphasised that this will be a minimum requirement.
4. Open Space is defined in the NPPF (July 2021) as:

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
5. Green space is effectively a subset of open space that includes vegetated land or water within an urban area such as parks, public gardens, playing fields, children's play areas, nature reserves, woods and other natural areas, grassed areas, cemeteries and allotments along with green corridors like paths, disused railway lines, rivers and canals.
6. As set out in more detail in Policy SHW4, for the purposes of the Sandwell Local Plan, open and green spaces are those areas used for leisure and recreation by local communities and include: -
 - parks and gardens
 - natural and semi natural green places
 - green corridors
 - amenity green space

² Fields in Trust's Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard (2015) - <https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

- play provision for children and young people
 - allotments³
 - cemeteries
 - institutional land
 - playing fields and sports pitches (see note above)
7. The boundaries of existing open space are set out on the Policies Map and include existing open spaces that have been identified through the **Sandwell Green Space Strategy 2020 - 2030**. Any subsequent update of this document may result in the identification of other existing open spaces over the plan period. Where practicable, the Council will identify land as open space, to address current shortfalls and provide much-needed community facilities.
8. The standards shown below relate to the quantity, quality and accessibility of each type of open space. More specifically:
- Quantity standards refer to the area of open space in hectares required for every 1,000 residents, or per child for children and young people's provision, within a set area.
 - Quality standards refer to a subjective rating of the quality of existing open space expressed as a percentage based on physical characteristics, value of the space, and benefits to the wider environment. The Council's aim is to achieve quality scores within the 'Upper Quartile' range. All open space quality assessments will use data from the Green Spaces Strategy.
 - Accessibility standards refer to open spaces within a set distance away from people's homes / communities. All open space in a given category within the set distance are determined as serving those homes / communities.
9. In terms of its accessibility, open space can be unrestricted, limited or inaccessible. This is defined in the Green Spaces Strategy as follows: -
- **unrestricted** - sites have unrestricted public access although some sites may have limitations to access between dusk and dawn;
 - **limited** - sites may be publicly or privately owned but access is limited either by a physical barrier such as membership, or a psychological barrier such as the sense that a green space is private;
 - **not accessible** - sites are out of bounds to the public.

³ Allotments are covered in more detail in Policy SHW6.

10. Land could have limited or no public access but will still deliver many of the benefits of open space e.g. land for ecological habitats, green and blue infrastructure, climate change mitigation and improvements to air quality.

Open Space Hierarchy

11. The Sandwell Green Space Strategy Implementation and Business Plan⁴ also identifies a hierarchy that classifies types of green space according to its significance and thus the importance it will have when considering planning proposals that may impact on it:

Hierarchy Level	Description
Borough	Those sites whose significance should attract people from across the entire borough. Usually large sites with a range of facilities or designated importance for history or nature conservation.
Neighbourhood	Those sites which perform a function that serves a more immediate community. Unlikely to attract people from across the borough
Local	Those sites which perform a function to a small area – typically areas of amenity green space.

Development and open space provision

12. The quantum and typology of open space that may be applicable to a housing site will depend upon its intended occupants; for example, specialist housing for older people will not create demand for the typical amount and type of open space required for children and young people.
13. New open space should be designed and located so that it performs multiple functions. It should be considered as part of the wider approach to green infrastructure planning, as set out in Policy SDS7.
14. Where open space is to be provided on the same site as a development, this should be identified as part of the development's green infrastructure within the design and access statement that accompanies the planning application. Reference should be made to those green space assets and / or corridors that apply to / exist near a site, and to what measures will be taken to enhance, extend and /or link to them.

4

https://www.sandwell.gov.uk/downloads/file/33192/green_spaces_strategy_implementation_and_business_plan_2223_%E2%80%93_2526

15. The incorporation of open space into new developments should also consider Policy SDS4, the principles set out in Secured by Design and Sport England and the Government's *Active Design* initiative (May 2023). This document contains ten main principles, one of which relates to open space:

Principle 5 — Network of multi-functional open spaces

Accessible and high quality open space should be promoted across cities, towns and villages to provide opportunities for sport and physical activity, as well as active travel connections and natural or civic space for people to congregate in and enjoy.

16. The inclusion of open space in new development is also an opportunity to have regard to features that minimise crime and perception of crime such as natural surveillance overlooking public spaces.
17. Where redevelopment of an open space is being considered, regard will be had to whether its loss would have a detrimental impact on the character and appearance of the area. Adverse impacts on habitats and ecological value are also important factors and will be taken into consideration when decisions are made. If, exceptionally, an existing open space is to be redeveloped, it must be replaced nearby to an equivalent standard or better.
18. Proposals will be assessed in accordance with the standards set out below.

Open space standards in Sandwell

19. In terms of unrestricted green space, there are 323 green spaces covering just under 1200 hectares. Overall, 13.9% of the total land area of the Borough is accessible green space. This is characterised by large expanses of semi-natural green space covering 458 hectares, with parks and gardens covering 264 hectares (as at 2020⁵). This quantum of land with unrestricted access equates to 3.63 hectares of space per 1,000 population and provides more unrestricted green space access than some other local authorities. Natural and semi-natural green space makes up nearly 40% of the supply (by area) of unrestricted green space and is important in terms of contributing to landscape character and biodiversity.
20. Sandwell's amenity green spaces cover a total area of 214 hectares, although individually these typically tend to be smaller areas than semi-natural green space or parks and gardens.
21. The distribution of open space across the borough is not even, with some areas and wards containing much larger areas of open land than others, such as Sandwell Valley and certain of the larger parks. This pattern masks a dearth of suitable and accessible space in other areas; for example, residents of West Bromwich Central Ward enjoy nearly fifteen times more green space than those in Old Warley Ward.

⁵ Sandwell Green Space Strategy 2020 - 2030

22. Given Sandwell's urban nature and the viability issues associated with providing additional facilities on sites, accessibility to high quality open space is therefore a significant consideration when proposals for new housing development are being considered. A site's proximity to existing open spaces, play areas and active and passive leisure and recreational opportunities will help to determine how much open space is required on it.
23. Where possible, new open space provision (which may also provide a basis for biodiversity net gain and sustainable drainage requirements on site as well, as part of a multi-functional green and blue infrastructure approach) will be required on development sites, especially where this will help meet local shortfalls by ward. Where this is not possible, the delivery / improvement of land adjacent to or within a suitable walking distance from new residential areas will be considered.
24. Accessibility thresholds should be measured as a distance walked rather than as a simple straight-line measurement / radius. Significant obstacles or impediments to local access, such as main roads, should be considered when assessing the accessibility of open spaces. Open spaces and play facilities should be located close to and be accessible from bus stops, pedestrian and cycle routes, to help promote sustainable travel.
25. Indicative walking distances can be determined from the broad data set out below: -
 - 250m - 2-3 minutes' walk
 - 400m - 5 minutes' walk
 - 800m - 10 minutes' walk
 - 1,200m - 15 minutes' walk
 - 1,600m - 20 minutes' walk

Quantity and Accessibility Standards Defined for Open Space Assessment⁶

Open Space Type	Quantity guideline (hectares per 1,000 residents)	Walking guideline (walking distance: metres from houses)	Quality guideline
Amenity Green Space	0.6	480m	Parks to be of Green Flag status.
Parks and Gardens	0.8	710m	Appropriately landscaped.
Natural / Semi-Natural Greenspaces	1.8	720m	Positive management. Provision of footpaths. Designed to be free of the fear of harm or crime.
Provision for Children and Young People Local Areas for Play (LAP) - aimed at very young children Locally Equipped Areas for Play (LEAP) - aimed at children who can go out to play independently Neighbourhood Equipped Areas for Play (NEAP) - aimed at older children	0.25	LAP – 100m (suggested minimum size 0.01ha) LEAP – 400m (suggested minimum size 0.04ha) NEAP - 1,000m (suggested minimum size 0.1ha)	Quality appropriate to the intended level of performance, designed to appropriate technical standards. Located where they are of most value to the community to be served. Sufficiently diverse recreational use for the whole community. Appropriately landscaped. Maintained safely and to the highest possible condition with available finance. Positively managed taking account of the need for repair and replacement over time as necessary.
Other outdoor provision (Multi Use Games Areas and skateboard parks)	0.3	700m	Provision of appropriate ancillary facilities and equipment.

⁶ Taken from Fields in Trust's *Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard* (2015) - <https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

Open Space Type	Quantity guideline (hectares per 1,000 residents)	Walking guideline (walking distance: metres from houses)	Quality guideline
		(suggested minimum size 0.1ha)	Provision of footpaths. Designed to be free of the fear of harm or crime.
Allotments and Community Gardens	0.2	400m	See Policy SHW6

26. Table 2 sets out recommended benchmark guidelines for the provision of equipped / designated play space. A financial contribution (i.e. through S106 or CIL) towards improvement of an existing equipped / designated play space may be sought in lieu of on-site provision for larger scale play spaces, or where existing play space lies within the walking distance guidelines of a proposed development

Table 1 - Recommended Application of Quantity Benchmark Guidelines – Equipped / Designated Play Space⁷

Scale of Development	LAP	LEAP	NEAP	MUGA
5 - 10 dwellings	✓			
11 - 200 dwellings	✓	✓		Contribution
201 - 500 dwellings	✓	✓	Contribution	✓
501+ dwellings	✓	✓	✓	✓

⁷ Taken from Fields in Trust's *Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard* (2015) - <https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

APPENDIX L - Transportation Policy

Sandwell Parking Standards

Purpose of this Statement

1. The purpose of this work is to ensure future developments provide sufficient parking that will not result in on-street parking congestion to the detriment of the safe and efficient operation of the public highway and the amenity of the surrounding residential community. In implementing this approach, there must be a balance so that there is not an over provision of parking that would result in the inefficient use of land or discourage sustainable travel choices. Public safety will also be at the centre of the parking consideration.
2. Tables 1 and 2 of this document set out the appropriate levels for parking for residential and non-residential developments to inform discussions between Highway Engineers and Planning Officers. However, local sustainability factors may allow for a reduction in off-street parking requirements, but this will require Transport, Accessibility and Parking assessments to be undertaken and for robust evidence to be provided that any proposed reductions would not unduly affect, or be to the detriment of, the safe and efficient operation of the surrounding highway network.
3. Regardless of whether developments achieve the required parking standards or not, the Council will not be able to support developments that may give rise to road safety issues or which may have a detrimental impact on the free flow of the highway network or be considered to potentially cause severe residential amenity issues.
4. A balance has to be struck between encouraging new development and investment, against providing adequate parking levels, potential increased traffic congestion and community amenity issues.

Transport, Accessibility & Parking Assessments (TAPA's)

5. The information provided in transport related assessments helps to clarify the impact of any development on the Highway Network. The site's impact, sustainability, accessibility and safety will be assessed using the TAPA's (see Appendix 4). Sites that benefit from closely located public transport facilities, cycle routes and other useful facilities that encourage linked trips will be assessed to have a higher degree of accessibility and sustainability.
6. This assessment may be used to help justify a reduction in the parking requirements through discussion with the Local Authority, coupled with robust evidence that any reductions in required parking standards would not have a detrimental effect on the operation and safety of the surrounding network.
7. It is noted that the extent of detail required by the TAPA's may not be known in the case of outline planning applications. As such, it is accepted that consideration will be given to the information which is available at outline application stage and **be conditioned** to ensure all the information is provided at full application stage.

Residential Parking Standards for Housing

8. The council recognises that ensuring the right amount of parking provision in the right location and off the right size is essential in the creation of new residential developments both in terms of layout and design highway safety and future amenity and access. The following standards have been derived from extensive practice, evidence gathering, benchmarking and feedback from previous schemes.
9. Developments that are considered to result in on-street parking which would create or exacerbate issues of highway safety will not be supported.

10. The council may consider reduced off street parking provision in highly sustainable locations based on local sustainability and access assessments, evidence from local surveys and census data published by the Office of National Statistics.

Visitor Parking for Residential Properties

11. On all housing schemes developers will be expected to provide additional space for visitor parking at a ratio of 1 space per 3 dwellings for developments less than 10 properties and 1 space per 4 dwellings for developments of 10 or more properties. On street visitor parking provision may be considered appropriate if the local road network design allows for on-street parking without causing any detriment to capacity or safety.

Houses of Multiple Occupation (HMO)

12. For houses of multiple occupancy, (HMO), 1 off street space per 2 beds will be required within the curtilage of the site. However, reductions in parking provision in agreed highly sustainable locations may be considered.

Garages

13. For garages to be considered as practical parking spaces they should have minimum internal dimensions of 2.8m x 6m. Garages used to satisfy off street parking requirements will be conditioned to be retained as such to remove development rights to convert into a habitable room.

Innovative use of design solutions

14. Car parking provision can be provided in a variety of ways. Positive consideration will be given to innovative design solutions which deliver parking requirements safely and in the context of well-designed layouts.

Table 1: Minimum Parking Standards for Residential Uses

Residential Dwellings	
1 to 2 bedrooms	1 dedicated space
3 to 4 bedrooms	2 dedicated spaces
5 to 6 bedrooms	3 dedicated spaces
7 to 8 bedrooms	4 dedicated spaces
Visitor Spaces – Development less than 10 dwellings	1 space per 3 dwellings
Visitor Spaces – Development of 10 or more dwellings	1 space per 4 dwellings

Non-Residential Parking Standards

Baseline Parking Standards

15. Baseline parking standards are set out in Table 2 below. These maximum standards can be applied to smaller developments or used as a basis to calculate a reduced maximum standard for larger developments located in accessible areas.

Table 2: Maximum Parking Standards for Non-Residential Uses

(Table 2 will be applied to the total floor area on all applications including change of use applications)

Use Class	Description	Baseline Parking Level Parking Standard per m²
Class B – Businesses that primarily serve people		
B2	General Industry (office components to be assessed as Class E use	1:50
B8	Distribution and Warehouse (office components to be assessed as Class E use	Up to 250m ² - 1:50 251m ² -1250m ² - 1:100 Over 1250m ² - 1:200
Class C – Locations where people sleep		
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses	1 space per bedroom 1 space per member of staff
C2	Residential Institutions	Residents 1 space per 4 bedrooms.
C2a	Secure Residential Institutions	Staff 1 managers space and 1 space per 3 FTE other staff
C4	Houses in multiple occupation incl. Large HMO	1 per 2 beds
Class E - Commercial, Business and Service Users		
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	1 space per member of staff 2 spaces per treatment room
E	Hospitals	1 space per member of staff 1 space per 3 visitors
E	Food Retail (other than those shops that fall under Class F2)	1:14
E	Non-Food Retail (other than those shops that fall under Class F2)	1:20
E	Offices	1:30
E	Restaurants and Cafes	1:10

Use Class	Description	Baseline Parking Level Parking Standard per m ²
E	Research and Development	1:30
E	Industrial processes that can be carried out in a residential area	1:30
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	1:22
Class F1 - Learning and Non-Residential Institutions		
F1	Further Education Establishments and training centres	1 space per member of staff 1 space per 15 students
F1	Primary, Secondary and Special Schools	1 space per member of staff (FTE)
F1	Museums, public libraries, public halls, exhibition halls, law courts	1:30
F1	Places of Worship	1:5
Class F2 - Local Community Uses		
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	1:14
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	1:22
F2	Stadia	1 space per 15 seats (Note: coach parking should be agreed with SMBC and treated separately to car parking)
F2	Hall or meeting place for the principal use of the local community	1:30
Class Sui Generis – Locations that are unique in themselves		
Sui Generis	Drinking Establishments	1:8

Use Class	Description	Baseline Parking Level Parking Standard per m ²
Sui Generis	Hot Food Takeaway	1:20
Sui Generis	Cinemas, Concert Halls and Conference Facilities	1 space per 5 seats
Sui Generis	Public Transport Interchanges, Metro Stops, Railway Stations	Discuss with SMBC
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC

Developments in Town Centres

16. Parking requirements for developments in town centres should be assessed by baseline standards, through TAPA's to give guidance as to the potential reduction in maximum standards and impact on the Highway Network. Appropriate development in town centres coupled with sustainable travel choices creates the opportunity for linked trips and more efficient land use. Existing and proposed transport infrastructure and proposed developments within the plan period for each centre will guide the decision-making process to determine the allowable minimum parking requirements for each successive development in a town centre.
17. Parking standards will be determined on local need and circumstances. The flexibility of any potential acceptable parking reduction will depend on the distance of the development from the core of the town centre. For instance, a proposed development on the town centre boundary may be considered differently to the same development proposed in the core of the centre, taking into consideration other factors such as how much parking is currently available in the surrounding area.
18. The quantum of parking available in each town centre will be monitored and the required parking standard may vary over time for similar developments in similar locations dependent on improvements to sustainable infrastructure and modal shift evidence or saturation of existing parking infrastructure in the centres.

Minimum Parking Standards for People with Disabilities

19. Parking for people with disabilities is an important consideration. Guidance on the design and location of parking for people with disabilities can be found in the *Department of Transport (DfT) leaflet 5/95 (April 1995)*, *DfT report 'Inclusive Mobility'* and *BS8300:2009*.

Residential Developments

20. Disabled parking bays are required as a percentage of the total off-plot communal parking provision in new residential developments. For smaller developments with up to 10 off-plot communal spaces at least 1 space

should be provided as a widened bay and all other developments 5% of the parking allocation should be designed as disabled parking bays.

Non-Residential Developments

21. The minimum parking standard for non-residential developments is a percentage of the baseline maximum standard as shown in Table 3 below. Parking for disabled people should be additional to the maximum vehicle parking standards for non-residential development.
22. For smaller non-residential developments with parking up to 10 spaces, at least 1 parking bay should be designated to accommodate disabled people. For developments up to 20 spaces 1 wider space and 1 marked disabled bay should be provided.
23. Generally, for shopping, recreation and leisure facilities 6% of the total parking provision should be in the form of marked bays with 4% as widened bays. All other uses will be 5% marked and 5% widened bays.
24. Parking spaces for people with disabilities should be created within 50m of the main entrance of the destination so that a round trip of no more than 100m has to be made. Provision for pick up and set down with level access to the pavement should also be made close to the main entrance.

Table 3: Disabled Parking Space Provision

(To be applied to all applications including change of use applications for total floor area)

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
Class B – Businesses that primarily serve people			
B2	General Industry (office components to be assessed as Class E use)	5% plus 1 space for each disabled employee	5%
B8	Distribution and Warehouse (office components to be assessed as Class E use)	5% plus 1 space for each disabled employee	5%
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses)	6% plus 1 space for each disabled employee	4%
C2	Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
C2a	Secure Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%
C3	Dwellings	5% of unallocated parking provision	5% of unallocated parking provision
C4	Houses in multiple occupation incl. Large HMO	5%	5%
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	6% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	4%
E	Hospitals	6% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	4%
E	Food Retail (other than those shops that fall under Class F2)	6% plus 1 space for each disabled employee	4%
E	Non-Food Retail (other than those shops that fall under Class F2)	6% plus 1 space for each disabled employee	4%
E	Offices	5% plus 1 space for each disabled employee	5%
E	Restaurants and Cafes	5% plus 1 space for each disabled employee	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
E	Research and Development	5% plus 1 space for each disabled employee	5%
E	Industrial processes that can be carried out in a residential area	5% plus 1 space for each disabled employee	5%
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	6% plus 1 space for each disabled employee	4%
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	6% plus 1 space for each disabled employee	4%
F1	Primary, Secondary and Special Schools	6% plus 1 space for each disabled employee	4%
F1	Museums, public libraries, public halls, exhibition halls, law courts	6% plus 1 space for each disabled employee	4%
F1	Places of Worship	6% plus 1 space for each disabled employee	4%
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	5% plus 1 space for each disabled employee	5%
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	6% plus 1 space for each disabled employee	5-10%
F2	Stadia	6% plus 1 space for each disabled employee	5-10%
F2	Hall or meeting place for the principal use of the local community	5% plus 1 space for each disabled employee	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	6% plus 1 space for each disabled employee	4%
Sui Generis	Hot Food Takeaway	Discuss with SMBC	Discuss with SMBC
Sui Generis	Cinemas, Concert Halls and Conference Facilities	6% plus 1 space for each disabled employee	4%
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	Discuss with SMBC	Discuss with SMBC
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC	Discuss with SMBC

Parking for Cyclists

25. Overlooked, well lit, secure and undercover cycle parking facilities should be incorporated into any development that has the potential to attract cyclists. Cycle parking should be in positions that are convenient to encourage their use and where possible within the building.
26. The minimum standards set out in Table 4 below, will be required for development proposals in addition to the vehicle parking standards. In cases where reduced numbers off street parking can be justified as part of a development, the Council may require a significant increase in the number of cycle parking spaces to be provided above the minimum standards specified in Table 9.

Table 4: Minimum Cycle Parking Standards

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
Class B – Businesses that primarily serve people			

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
B2	General Industry (office components to be assessed as Class E use)	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
B8	Distribution and Warehouse (office components to be assessed as Class E use)	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses)	1 space per 10 bedrooms	Long Stay
C2	Residential Institutions	1 space per 10 members of staff	Long Stay
C2a	Secure Residential Institutions	1 space per 10 members of staff	Long Stay
C3	Dwelling Houses	1 bed - 1 space 2 bed - 2 spaces 3 bed - 2 spaces 4 bed - 3 spaces 5 bed - 3 spaces 6 bed - 4 spaces 7 bed - 4 spaces 8 bed - 5 spaces Visitor spaces – discuss with SMBC	Long stay for residents Short stay for visitors
C3	Dwellings (Apartments only)	1 space per 1 and 2 bed dwelling	Long stay for staff / residents Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
		2 spaces per 3+ bed dwelling 1 space per 5 apartments for visitors	
C4	Houses in multiple occupation incl. Large HMO	1 space per 5 bedrooms 1 space per 5 bedrooms for visitors	Long stay for residents Short stay for visitors
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long stay for staff Short stay for visitors
E	Hospitals	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long stay for staff Short stay for visitors
E	Food Retail (other than those shops that fall under Class F2)	1 space per 200m ²	Long stay for staff Short stay for visitors
E	Non-Food Retail (other than those shops that fall under Class F2)	1 space per 200m ²	Long stay for staff Short stay for visitors
E	Offices	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
E	Restaurants and Cafes	1 space per 100m ²	Long stay for staff Short stay for visitors
E	Research and Development	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
E	Industrial processes that can be carried out in a residential area	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	1 space per 5 students 1 space per 5 members of staff 1 space per 150 students for visitors	Long stay for staff/students Short stay for visitors
F1	Primary, Secondary and Special Schools	1 space per 5 students 1 space per 5 members of staff 1 space per 150 students for visitors	Long stay for staff/students Short stay for visitors
F1	Museums, public libraries, public halls, exhibition halls, law courts	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
F1	Places of Worship	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	1 space per 100m ²	Long stay for staff Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
F2	Stadia	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
F2	Hall or meeting place for the principal use of the local community	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	1 space per 100m ²	Long stay for staff Short stay for visitors
Sui Generis	Hot Food Takeaway	1 space per 100m ²	Long stay for staff Short stay for visitors
Sui Generis	Cinemas, Concert Halls and Conference Facilities	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC	Long stay for staff Short stay for visitors

Powered Two Wheeled Vehicles

27. Powered two wheeled vehicles can play an important part in delivering integrated and sustainable transport. They offer reduced journey times, are easier to park in areas of limited on street parking, offer cheaper travel choices relative to a car and can potentially benefit climate change by generally producing lower emissions than cars.

28. As a minimum it is proposed that developers should provide for safe, overlooked, well-lit and secure parking for powered two wheeled vehicles equal to 2% of the car parking spaces provided at retail developments and 4% of the car parking spaces at all other developments except residential.

29. For housing developments space shall be made available within the dwelling curtilage or in allocated or bays.

Table 5: Minimum Parking Standards for Powered Two Wheelers

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
Class B – Businesses that primarily serve people			
B2	General Industry (office components to be assessed as Class E use	4%	100m ² or greater
B8	Distribution and Warehouse (office components to be assessed as Class E use	4%	100m ² or greater
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses	4%	When total vehicle parking provision is 20 or greater
C2	Residential Institutions	4%	When total vehicle parking provision is 20 or greater
C2a	Secure Residential Institutions	4%	When total vehicle parking provision is 20 or greater
C3	Residential Dwellings	Not required	Not required
C4	Houses in multiple occupation incl. Large HMO	Not required	Not required
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	4%	When total vehicle parking provision is 20 or greater
E	Hospitals	4%	When total vehicle parking provision is 20 or greater

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
E	Food Retail (other than those shops that fall under Class F2)	2%	200m ² or greater
E	Non-Food Retail (other than those shops that fall under Class F2)	2%	200m ² or greater
E	Offices	4%	50m ² or greater
E	Restaurants and Cafes	2%	200m ² or greater
E	Research and Development	4%	100m ² or greater
E	Industrial processes that can be carried out in a residential area	4%	100m ² or greater
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	4%	200m ² or greater
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	4%	200m ² or greater
F1	Primary, Secondary and Special Schools	4%	200m ² or greater
F1	Museums, public libraries, public halls, exhibition halls, law courts	4%	200m ² or greater
F1	Places of Worship	4%	200m ² or greater
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	Not required	Not required

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	4%	200m ² or greater
F2	Stadia	4%	200m ² or greater
F2	Hall or meeting place for the principal use of the local community	4%	When total vehicle parking provision is 20 or greater
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	2%	200m ² or greater
Sui Generis	Hot Food Takeaway	2%	200m ² or greater
Sui Generis	Cinemas, Concert Halls and Conference Facilities	4%	200m ² or greater
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	4%	When total vehicle parking provision is 20 or greater
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	4%	When total vehicle parking provision is 20 or greater

Provision of Infrastructure to Support Electric Vehicle Technology

30. Applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

Electric Vehicle Charging Point Specification

Residential Development

31. Infrastructure to allow an external charging point shall be provided adjacent to at least 1 parking space for each private dwelling. For flatted developments and apartments where the parking may be some distance from the dwellings, 1 charging point for every 10 unallocated spaces is required, although some

Non-Residential Development

32. It will be the responsibility of the developer to provide 5% of all parking spaces in these developments to be covered with an electric charging point. Appropriate cable provision shall be in place for a further 5% to meet any future increase in demand.

Operational Parking Requirements

33. The parking requirements in Table 6 below will be applied to the total additional floor area on all applications including change of use applications.

Table 6: Operational Parking Requirements

Use Class	Description	Operational Parking Requirement	
Class C – Locations where people sleep			
C2	Residential Institutions	Space for ambulance, minibus or van. Space for one pick-up and drop off point	
C2a	Secure Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%
C3	Dwellings	Adequate provision for refuse collecting vehicles and emergency vehicle access which should normally be separate from car parking spaces will need to be demonstrated	
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, day centre	Space for one pick-up and drop off point	
E	Hospitals	Space shall be reserved for ambulances adjacent to the main entrance	

Use Class	Description	Operational Parking Requirement	
		Space shall be allocated for large delivery or refuse vehicles which shall be accessed in a manner which avoids conflict with access ways required by ambulances	
E	Retail	Gross floor space	Minimum load and unload
		500m ²	50m ²
		1000m ²	100m ²
		2000m ²	150m ²
		Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in forward gear	
E	Financial and Professional Services	Banks, Building Societies and other financial services used by the public – No operational parking required 50m ² for loading and unloading	
E	Restaurants and Cafes	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion	
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	50m ² loading and unloading area	
Class F1 - Learning and Non-Residential Institutions			
F1	All Schools	Adequate space should be allocated for coaches which may be used either to bring students to school or for school trips. For large schools, an on-site traffic flow system should be provided to accommodate a larger number of vehicles	
F1	Special Schools	Space shall be allocated for mini-buses/ambulances adjacent to the main entrance of the building	

Use Class	Description	Operational Parking Requirement
F1	Secondary Schools	Where on site provision cannot be made, it must be clearly shown that on-street parking of coaches will not detrimentally affect the free flow of traffic on the highway
F1	Primary Schools and Nurseries	Pick up and drop off areas for parents' vehicles should be provided in a safe place that will not have a detrimental impact on the highway or highway safety
F1	Museums, galleries and libraries	Minimum loading and unloading 50m ²
F1	Places of Worship	Adequate spaces for wedding and funeral vehicles either within the site or on-street
Class F2 - Local Community Uses		
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	Discuss with SMBC
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	50m ² loading and unloading area
F2	Stadia	To be determined on a case by case basis having regards to the type of activity proposed
Class Sui Generis – Locations that are unique in themselves		
Sui Generis	Drinking Establishments	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion
Sui Generis	Hot Food Takeaway	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion
Sui Generis	Cinemas, Concert Halls and Conference Facilities	50m ² for loading and unloading area Space for 1 pick-up and drop off point
All Other Uses		Discuss with SMBC

Transport, Accessibility and Parking Assessment Form

34. National Planning Policy recommends a broad approach to assessing the transport implications of development proposals. This Transport, Accessibility and Parking Assessment (TAPA) Form should be completed in conjunction with a planning application form.

Reference 1. Transport, Accessibility and Parking Assessment Form

1. Application Details
<p>Ref Number</p> <p>Description of proposed development land use/sq. metres/number of units/proposed car parking spaces (public/private)</p> <p>Address/Location</p>
2. Transport Characteristics of Scheme
<p>Non-residential:</p>
<p>Expected number of employees visiting the site per day (if relevant)</p>
<p>Of which approximately how many are expected to arrive by:</p> <p>Car</p> <p>Car Sharing</p> <p>Bus</p> <p>Train</p> <p>Bicycle</p> <p>Walking</p> <p>Other (please specify)</p>
<p>Expected number of visitors per day visiting the development (if relevant)</p>
<p>Of which approximately how many are expected to arrive by:</p> <p>Car</p> <p>Car Sharing</p>

Bus Train Bicycle Walking Other (please specify)
Of which approximately how many are expected to be: Light good vehicles Other good vehicles
Residential:
Expected number of residential movements per day including likely destinations (if relevant)
Of which approximately how many are expected to come and go by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)
All Uses:
Identify any expected times of day and week for peak departures and arrivals
Identify any special transport characteristics of the development

State the relationship (if any) of the development to the Local Transport Plan proposals affecting the site

Provide details of the number of parking spaces to be provided

Cars

Disabled Bays

Cycles (state if covered)

Motorbikes (state if covered)

3. Outline of any planned measures to limit transport impacts (please read attached note 1)

Describe any measures planned to influence the way employees and visitors access the site (such as encouraging walking, cycling and public transport)

Describe any measures you propose to ensure freight and delivery traffic is efficient and causes as little disruption as possible

Describe any proposed measures to alter or improve the surrounding road network

Identify any improvements proposed to enhance walking, cycling and public transport within or outside the development site.

Provide an explanation of any parking controls and parking management

Note 1. As part of the planning application the Local Planning Authority may require additional information on proposed measures to reduce the impact of traffic generated activities at the site. This may take the form of a Travel Plan or changes to the layout and design of the buildings. It may also cover proposed changes to the surrounding road network. Emphasis will be placed upon addressing the likely impact of freight movements and deliveries.

Reference 2. Accessibility

Accessibility Assessment		Accessibility Level		
		High: 30-21 Medium: 20-11 Low: 10 or less		
Access Type	Criteria	Criteria Scores	Score	Sub Score
Walking	Distance to nearest bus stop from main entrance of building (via direct, safe route)	<200m	5	
		<300m	3	
		<500m	1	
		>500m	0	
	Distance to nearest railway station from main entrance of building (via direct, safe route)	<400m	3	
		<1km	2	
>1km		0		
Cycling	Proximity to defined cycle routes	<100m	3	
		<500m	2	
		<1km	1	
		>1km	0	
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	15 mins or less	5	
		30 mins or less	3	
		>30 minutes	1	
	Number of bus services serving different localities stopping within 200m of the main entrance	Localities served	5	
		4 or more	3	
		3	2	

Accessibility Assessment		Accessibility Level		
		High: 30-21 Medium: 20-11 Low: 10 or less		
Access Type	Criteria	Criteria Scores	Score	Sub Score
		2 1	1	
	Train frequency from nearest station (Mon-Sat daytime)	30 mins or less 30-59 mins Hourly or less	3 2 1	
	Drive to nearest station	Facilities on site or within 100m that reduce the need to travel: Food shop/café Newsagent Creche Other	1 1 1 1	

National Planning Policy Framework

35. National Planning Policy Framework (NPPF) promotes that Local Planning Authorities when setting local parking standards for residential and non-residential development should take into account:
- *The accessibility of the development;*
 - *The type, mix and use of development;*
 - *The availability of and opportunities for public transport;*
 - *Local car ownership levels; and*
 - *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*
36. However, there is no mention of minimum or maximum parking standards and the onus is firmly upon the Local Planning Authority to determine what is appropriate for their area by using local knowledge, benchmarking and best practice, taking into consideration the above criteria based on locally derived evidence.
37. NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals and significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
38. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
39. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport
40. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure alongside measures to promote accessibility for pedestrians and cyclists.
41. In assessing development sites, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
42. NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be **severe**. However, there is no definition or value given to what should be considered severe and relies on analysis, best practice, previous inspector rulings and local evidence to be used to instigate discussions between developers and the local authority.

43. In addition, all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

APPENDIX M – Glossary

Word / Phrase	Acronym	Meaning
Active Design	-	Active Design is an approach to development that encourages and promotes sport and physical activity through the design and layout of the built environment, to support a step change towards healthier and more active lifestyles. All environments should support physical activity equitably across all ages, ethnicities, genders, and abilities, enabling everyone to be active and build long-term active habits and behaviours. This is essential for the delivery of all the principles of Active Design and is its foundational principle. It is promoted by Sport England and Public Health England.
Affordable housing	-	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers).
Area Action Plan	AAP	A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
Biodiversity net gain	BNG	An approach to development and land management that aims to leave the natural environment in a measurably better state than it was beforehand. The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%. Post-development biodiversity value may comprise onsite habitat, offsite biodiversity gain and biodiversity credits.
Black Country Authorities	BCA	The four local authorities of Dudley Council, Sandwell Council, Walsall Council and City of Wolverhampton Council
Black Country Core Strategy	BCCS	Shared strategic plan covering the four Black Country districts. The four Black Country authorities worked together to produce the Black Country Core Strategy, covering the period 2006 to 2026. The Core Strategy was adopted in 2011 and provides the framework for various Site Allocation Documents and Area Action Plans, which set out local policies and site allocations for individual authority areas

Word / Phrase	Acronym	Meaning
Black Country Employment Area Review	BEAR	<p>Study produced by the Black Country authorities to assess the suitability of existing employment land across the Black Country for continued business and industrial use. The study:</p> <ul style="list-style-type: none"> • reviews the stock of existing operational employment land that is already in use; • identifies the best quality Strategic Employment Areas that should be safeguarded primarily for manufacturing and logistics activity; • identifies those employment areas that have a key role in meeting more local needs, where a wider range of uses can be supported; • identifies those employment areas that have a more limited economic role and could be suitable for release for alternative uses such as housing.
Sandwell Local Plan	SLP	<p>This is the proposed new local plan for the borough of Sandwell, which sets out a series of strategic and non-strategic local policies designed to support the delivery of housing, employment and infrastructure development, mitigate the impacts of climate change and protect the natural environment and areas of historic character.</p>
Brownfield land or site (see also “previously developed land”)	-	<p>Land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.</p>
Climate change	-	<p>Climate change refers to long-term shifts in temperatures and weather patterns⁸. Human activities have been the main driver of climate change since the 1800s, primarily due to the burning of fossil fuels like coal, oil and gas.</p> <p>Burning fossil fuels generates greenhouse gas emissions that act like a blanket wrapped around the Earth, trapping the sun’s heat and raising temperatures.</p> <p>Examples of greenhouse gas emissions that are causing climate change include carbon dioxide and methane. These come from using petrol or diesel for driving a car or gas for heating a building, for example. Clearing land and forests can also release carbon dioxide. Landfills for waste are a major</p>

⁸ <https://www.metoffice.gov.uk/weather/climate-change/what-is-climate-change#:~:text=Climate%20change%20refers%20to%20a,greenhouse%20gases%20into%20the%20air.>

Word / Phrase	Acronym	Meaning
		source of methane emissions. Energy, industry, transport, buildings, agriculture and land use are among the main emitters ⁹ .
Climate change adaptation	-	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation	-	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Conservation covenant		A conservation covenant agreement is a private, voluntary agreement to conserve the natural or heritage features of the land. This can include any buildings on it too. The parts of a conservation covenant agreement that set out what a landowner and responsible body must or must not do to help conserve the land become legally binding as part of it.
Development Plan Document	DPD	<p>Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. They include the core strategy and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.</p> <p>These are intended to be replaced by supplementary plans, as part of the Government's proposed changes to planning guidance and legislation, in 2023.</p>
Duty to co-operate	DtC	<p>The duty to co-operate was created by the Localism Act 2011. It places a legal duty on local planning authorities, county councils and public bodies in England to engage constructively, actively and on an ongoing basis with each other to maximise the effectiveness of local plan preparation relating to strategic cross-boundary matters.</p> <p>This duty is intended to be replaced as part of the Government's proposed changes to planning guidance and legislation, in 2023.</p>
Economic Development Needs Assessment	EDNA	The EDNA is a study that advises on the overall demand for employment land to 2039, with specific regard to the impact of the COVID-19 pandemic on overall demand and specific sectors including logistics and offices.

⁹ <https://www.un.org/en/climatechange/what-is-climate-change>

Word / Phrase	Acronym	Meaning
		The study confirms the land requirement and level of land supply over the Sandwell Local Plan period. It provides a basis for ongoing Duty to Cooperate engagement with neighbouring local authorities by confirming the gap between demand and supply.
Flood risk assessment	FRA	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Functional Economic Market Area	FEMA	The spatial level at which local economies and markets operate. In most cases, these will extend beyond existing administrative boundaries.
Green / blue infrastructure	-	<p>A network of multi-functional green and blue spaces and other natural features, located in both urban and rural areas, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.</p> <p>Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, etc.</p>
Green belt (not to be confused with the term 'greenfield')	GB	<p>A statutory planning designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:</p> <ul style="list-style-type: none"> • check the unrestricted sprawl of large built up areas • prevent neighbouring towns from merging • safeguard the countryside from encroachment • preserve the setting and special character of historic towns • assist urban regeneration by encouraging the recycling of derelict and other urban land <p>Green Belts are defined in a local planning authority's development plan.</p>
Greenfield land or site (not to be confused with the term 'green belt')	-	Land (or a defined site) that has not previously been developed.
Heritage asset	-	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because

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		of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
High Speed 2	HS2	A planned high-speed rail network initially set to link London and the West Midlands with a further phase extending to cities in the North.
Historic environment	-	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Housing Market Area	HMA	A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. HMAs do not necessarily coincide with local authority administrative boundaries.
infrastructure	-	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Irreplaceable habitat	-	Habitats that would be impossible or technically very difficult (or would take a very significant amount of time) to restore, recreate or replace once destroyed, considering their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.
Issues and Options document / consultation	-	
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Department for Levelling Up, Housing and Communities, established to create or improve the conditions for economic growth in an area. The Black Country Local Enterprise Partnership has now officially closed (2023), with its operations moving to the West Midlands Combined Authority (WMCA).
Local nature reserve	LNR	Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Word / Phrase	Acronym	Meaning
Master plan / masterplan	-	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications
Memorandum of understanding	MoU	A memorandum of understanding outlines the main points of agreement that the parties involved in a negotiation have reached. The MOU is a mutually agreed summary of the areas of agreement and expectations of all signatories (those involved in the negotiations). It is not legally binding.
Midland Metro / West Midlands Metro		West Midlands Metro (originally named Midland Metro) is a light-rail/tram system. Opened on 30 May 1999, it currently consists of a single route operating between Birmingham and Wolverhampton via Bilston, West Bromwich and Wednesbury, running on a mixture of reopened disused railway line and on-street running in urban areas. The line originally terminated at Birmingham Snow Hill station, but with extensions opened in 2015 and 2019, it now runs into Birmingham City Centre to terminate in Centenary Square. Further extensions to Edgbaston and Wolverhampton are scheduled to open during 2022.
Mineral Safeguarding Area	MSA	An area designated by minerals planning authorities, which covers known deposits of minerals that are intended to be kept safeguarded from unnecessary sterilisation by non-mineral development.
National Design Guide	-	Guidance on how to recognise and deliver well-designed places, outlining and illustrating the government's priorities for them in the form of ten characteristics. These relate to: context, identity, built form, movement, nature, public spaces, uses, homes & buildings, resources and lifespan. The guide also illustrates how well-designed places can be achieved in practice using a range of good practice examples.
National Model Design Code	-	The National Model Design Code sets out design considerations that local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the UK Government's policies for planning, along with information on how said policies are expected to be applied. The NPPF is not a statutory document but local authorities are expected to take account of its contents when making decisions on planning applications or drafting new local plans.

Word / Phrase	Acronym	Meaning
National Planning Practice Guidance	NPPG	The PPG provides more in-depth advice and guidance on planning topics outlined in the NPPF.
National vocational qualification	NVQ	Work-based awards that are achieved through assessment and training. To achieve an NVQ, candidates must prove that they have the ability to carry out their job to the required standard. NVQs are based on National Occupational Standards that describe the 'competencies' expected in any given job role.
Nature recovery network	NRN	An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is co-ordinated action for species and habitats.
Playing field	-	The whole of a site that encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Previously Developed Land (see also "brownfield land")	PDL	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage could be developed) and any associated fixed surface infrastructure.</p> <p>This excludes:</p> <ul style="list-style-type: none"> • land that is or has been occupied by agricultural or forestry buildings; • land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; • land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; • and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time

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Regeneration Areas		Regeneration is the long-term upgrading of existing urban, industrial and commercial areas to bring about social and economic change. Regeneration can involve the investment of public money to encourage and direct private finance into an area. Governments often define regeneration as being a supportive measure in areas of economic and social decline where market forces have failed.
<ul style="list-style-type: none"> • Regulation 18 • Regulation 19 • Regulation 20 of the Town and Country Planning (Local Planning) Regulations 2012	-	<p>Regulation 18 requires that various bodies and stakeholders, including the public, be notified that the council is preparing a plan. It invites them to comment about what that plan ought to contain and about the policies and allocations it proposes. Comments made at this stage will be considered by the Council and used to help amend the draft plan as necessary.</p> <p>The publication of the Regulation 19 Submission Local Plan policies update is not a consultation stage. Rather it is the point at which the council publishes the updated local plan policies that it intends to adopt, having been informed by earlier consultation and engagement, and that it is seeking representations under Regulation 20 on its soundness and legal compliance. These representations will be dealt with by the Inspector directly, rather than by the council.</p>
Renewable and Low Carbon Energy	-	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Sequential approach / sequential test	-	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.
Site of Special Scientific Interest	SSSI	A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).
Sites of importance for nature conservation	SINC	

Word / Phrase	Acronym	Meaning
Sites of local importance for nature conservation	SLINC	
Special Area of Conservation	SAC	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Statement of common ground	SCG	<p>A written statement containing factual information about a proposal that is the subject of discussion between the developer / landowner and the council that the promoter reasonably considers will not be disputed by the local planning authority.</p> <p>An agreed statement of common ground is essential to ensure that the evidence considered at a hearing or an inquiry focuses on the material differences between the appellant and the local planning authority. It will provide a commonly understood basis for the developer and the local planning authority and provide context to inform the statements of case and, for an inquiry, the subsequent production of proofs of evidence.</p>
Strategic centre	-	West Bromwich
Strategic Economic Plan	SEP	A plan created by the LEP for its area setting out economic development and growth priorities as the basis for negotiation with government.
Strategic Housing Land Availability Assessment	SHLAA	<p>A SHLAA is a study of sites that have the potential of accommodating residential development. It identifies the site, the constraints, the likely number of dwellings and determines when the land might be developed for housing. It is a technical exercise to determine the quantity and suitability of potentially available sites. A SHLAA is not a site allocations exercise and does not mean that a site will be developed for housing.</p> <p>It includes sites that may already be under construction but have further dwellings to be delivered and those that have planning permission or a resolution to grant planning permission. Also included are housing allocations in the Local Plan which do not yet have planning permission and other sites without permission that have been identified by the authority or promoted by landowners, agents or developers, and are considered suitable for development.</p>

Word / Phrase	Acronym	Meaning
sui generis	-	A term given to the uses of land or buildings not falling into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.
Supplementary Planning Document / Supplementary Plan	SPD	<p>Supplementary Planning Documents are used to add further detail to the policies in the Local Plan. They provide further guidance for development on specific sites, or on issues such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.</p> <p>These documents are to be replaced by Supplementary Plans. The Levelling Up and Regeneration Bill provides for the creation of new supplementary plans. These plans are intended to be produced quickly to enable planning authorities to react and respond positively to unanticipated changes in their area separate from the local plan preparation process. This could include allocating and shaping an unexpected regeneration opportunity or introducing new site-specific policies including in relation to design, infrastructure or affordable housing. Supplementary Plans are not intended to be used routinely; planning authorities should prioritise including all policies in their local plan or minerals and waste plan, leaving supplementary plans only for exceptional or unforeseen circumstances that need resolving between plans</p>
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process, to allow decisions to be made that accord with sustainable development.
Unitary Development Plan	UDP	An old-style development plan prepared by a metropolitan district authority and some unitary local authorities. A unitary development plan contained policy like those found in both a structure plan and a local plan. These plans existed for a while after the introduction of the new development system under the Planning and Compulsory Purchase Act 2004 due to the transitional provisions provided for in that Act.
Use Classes Order	-	The Town and Country Planning (Use Classes) Order 1987 (and subsequent amendments) essentially categorises different types of property and land into classes. Change between uses within the same class does not constitute development and therefore does not require planning permission. Further related legislation identifies some permitted development rights that

Word / Phrase	Acronym	Meaning
		allow the change of use from one class to another, subject to conditions, limitations and / or a prior approval process.
viability	-	An individual development can be said to be viable if, after taking account of all costs, including central and local government policy and regulatory costs and the costs and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade a landowner to sell the land for the development proposed. If these conditions are not met, a scheme will not be delivered.
West Midlands Combined Authority	WMCA	The West Midlands Combined Authority was established by statutory instrument under the Local Democracy, Economic Development and Construction Act 2009. It is a strategic authority with powers over transport, economic development and regeneration. The authority formally came into being on 17 June 2016.
Windfall sites	-	Sites for housing or other forms of development not specifically identified in the development plan when it was adopted.



