



TIPTON AREA ACTION PLAN

**A DEVELOPMENT
PLAN DOCUMENT**

SANDWELL M.B.C

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1. INTRODUCTION

The Local Development Framework

1.1 Sandwell Council is preparing its Local Development Framework (LDF), in accordance with Government advice set out in Planning Policy Statement 12: Local Development Frameworks (PPS12) . The Local Development Framework is a set of local development documents which provide the spatial strategy for Sandwell, and details are set out in the approved Local Development Scheme (LDS). The Tipton Area Action Plan (AAP) appears in the LDS approved by the Council in 2005.

Role of the Area Action Plan

1.2 The Tipton AAP has been produced in advance of the Black Country Core Strategy in order to plan for the future growth of housing in Tipton, and to set that growth within the context of infrastructure, health, education and community provision. There are regeneration opportunities arising locally as a result of the proposal for the Owen Street Relief Road, there is some significant new housing development around the District Centre, and there are pressures on community infrastructure, including schools, health facilities and open space.

1.3 The Council considers that this part of Tipton requires immediate attention because of public expectations arising from the anticipated Owen Street Relief Road, proposed investment in educational facilities, and preliminary works to The Cracker Open Space, and because of the need to resolve the longstanding issue of land effectively blighted by the presence of polluting industry. There is also substantial developer interest in the area, which, if directed appropriately, will enable several of the local infrastructure issues to be addressed in a coherent manner. Without an AAP at this stage, these opportunities are likely to be lost.

1.4 The purpose of the Tipton AAP is to provide a land use framework to guide development, and seeks to balance the needs of the existing residential and business communities with the need for regeneration. The AAP plans positively for land use change, rather than depending on “windfall” development. It seeks to promote delivery of identified sites and introduce more certainty for the area. The AAP covers the period from 2009 to 2021.

1.5 The geographical area of the Tipton AAP is relatively small and tightly-focussed, and as such, is not considered to prejudice the development of options and policies for the Black Country Core Strategy, particularly as policies in the AAP are in conformity with the Regional Spatial Strategy.

Development of the Area Action Plan

1.6 Following the adoption of the Sandwell Unitary Development Plan in 2004, the Tipton Town Planning Statement was prepared in 2005. This collected local evidence together, including community concerns, set out local issues and identified areas of development pressure. Three of those areas were then identified as requiring this Area Action Plan.

1.7 An Issues and Options Paper was produced in 2006 to identify the range of local issues and what options could be considered, with a four month period of community involvement. Following assessment of responses and an option appraisal, a Preferred Options Document (and Sustainability Appraisal Report) was issued in 2006, with a six week consultation period. As a result of a particular representation, a further Preferred Options Document for the Locarno Road area was issued in early 2007, again with a six week consultation period.

- 1.8 An integral part of the Area Action Plan is the preparation of a Sustainability Appraisal, to assess the potential social, environmental and economic effects of the proposals. The Sustainability Appraisal Report provides information on this, and is part of the consultation process.
- 1.9 Details of the consultation process are set out in full in the Consultation Statement, a separate document submitted with this AAP. A high level of involvement with the local community and interested stakeholders and organisations has been sought in accordance with the Sandwell Statement of Community Involvement, adopted in 2007.

2. DESCRIPTION OF AREA

- 2.1 Tipton is one of the Six Towns of Sandwell, which is one of the Black Country Authorities. The emerging Black Country Core Strategy notes that it is an area with many social and economic strengths, but it also lacks the economic performance of other areas, has a legacy of environmental difficulties including congestion and a degraded environment, and suffers from population decline as those more able to choose are leaving the area. As a result, the Black Country has fewer highly skilled, high earning people living and working in the area and some of the most severe concentrations of deprivation.
- 2.2 The boundary of the Tipton Area Action Plan is shown on Plan 1. Key local social, economic, and environmental features of the area are identified.
- 2.3 The area contained within the Tipton Area Action Plan boundary can be broadly characterised as a mixture of industrial sites to the west (Bloomfield Road/Sedgley Road West), and residential areas to the east (such as Tibbington and Locarno Road); the central part contains the largest green space in the area (The Cracker) and, to the south of it, the District Centre (Owen Street). The area is crossed by the West Coast Main Line Railway, and two canals, and includes a Conservation Area at Factory Locks.
- 2.4 The District Centre (Owen Street, Stockdale Parade/Unity Walk, Union Street) comprises approximately 50 businesses offering a variety of retail and other services, with the Co-op as the main store. The Neptune Health Centre is close by, containing doctors surgeries, chemist, health advice point, and community rooms.
- 2.5 Tipton Railway Station and Level Crossing are very close to the District Centre. Although Tipton benefits from the presence of a railway station with local connections, there is considerable local congestion in the Owen Street area because of the frequency with which traffic is interrupted by the level crossing barriers. The District Centre also suffers by being severed from the residential neighbourhoods the other side of the railway line.
- 2.6 Alexandra High is one of two secondary schools in Tipton, and is Sandwell's first "Extended School" providing activities and services beyond the school day. Primary schools are St. Paul's C. of E. and Summerhill. Tipton Library is in the District Centre, as is St. Paul's Community Centre. The AAP area is also relatively well-served by virtue of having both the Tipton Sports Academy and Tipton Swimming Centre within a kilometre of the centre of the area.
- 2.7 Tibbington Open Space, a large area located between Bloomfield Road and the Tibbington Estate is better known as "The Cracker", (after a former furnace used for slag blasting). The site provides a variety of different recreation and amenity uses. These include woodland, nature conservation areas, cycle paths, football pitches and a multi use games area. There is also unofficial horse grazing on parts of the site.
- 2.8 The canal system (the Old and New Birmingham Main Lines) is a key feature of the area, including the Factory Locks Conservation Area, with its listed buildings, the Boat Gauging House and the locks. Apart from being a heritage asset in its own right, the canal is also an environmental asset, and is a designated cycle-route and wildlife corridor. There is also considerable nature conservation value in the canal network and associated green spaces, which provide valuable habitats for flora and fauna, including a number of priority species.

3. POLICY FRAMEWORK

National Context

3.1 National planning policy is set out in a series of Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). The central objective of Government policy is to deliver sustainable development.

3.2 This is clearly set out in Planning Policy Statement 1 - Delivering Sustainable Development (PPS1, 2005), which identifies that the planning system should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;

contributing to sustainable economic development;

protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;

ensuring high quality development through good and inclusive design, and the efficient use of resources; and,

ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

3.3 There is now also a Draft PPS: Planning and Climate Change (an intended supplement to PPS1) which, when finalised, will become a material consideration in determining proposed developments.

The Draft Supplement concentrates on how spatial planning can help to deliver sustainable development, reduce emissions and stabilise climate change, and assist adaptation for the element of climate change that is unavoidable.

3.4 Further guidance is provided in Planning Policy Statement 3 - Housing, which sets out the Government's objectives, which are to ensure that a wide choice of housing types are available to meet the needs of the whole community, to deliver a better balance between housing demand and supply in every housing market and to improve affordability where necessary, and to create sustainable, inclusive, mixed communities in all areas. Developments should be attractive, safe and designed and built to a high quality. In particular, it should be noted that local authorities will be required to identify a rolling supply of at least five years' worth of developable land for housing, with a further 10 years supply identified for future development.

3.5 There are a number of other Planning Policy Statements/Planning Policy Guidance Notes which have been taken into account in the preparation of the Adopted Sandwell UDP 2004 and the Tipton Area Action Plan. These include PPS9: Biodiversity and Geological Conservation, PPS23: Planning and Pollution Control, PPS25: Development and Flood Risk, and PPG17: Planning for Open Space, Sport & Recreation, but this list is not exclusive. The issues arising are dealt with in appropriate parts of this document.

Regional Context

3.6 The Tipton AAP is being prepared as part of Sandwell's new Local Development Framework. Amongst other things, this must be in conformity with the West Midlands Regional Spatial Strategy (WMRSS), which is currently undergoing revision. The WMRSS is part of the statutory development plan and incorporates the Regional Transport Strategy. It provides the framework for all Local Development Frameworks and Local Transport Plans and aims to influence wider strategies, plans and programmes. The WMRSS aligns with other Regional Strategies including the West Midlands Economic Strategy (WMES), which is led by Advantage West Midlands.

- 3.7 As part of the review of the WMRSS, the four Black Country Boroughs have undertaken an assessment of the Black Country's housing and employment land, to inform the emerging Local Development Frameworks. Initial indications show that there are underlying trends of concern unless action is taken to counter them - including continuing out-migration, loss of manufacturing jobs, too many low value jobs, poor education and skills levels, decline of centres, poor housing quality and choice, decline and loss of the historic environment, increased pollution, and a poor physical image with development opportunities limited by lack of quality land. The Black Country Boroughs are therefore challenging these trends through the objectives of reversing out-migration, raising income levels, changing the socio-economic mix, and transforming the environment.
- 3.8 Phase One Revision of the WMRSS concentrated on the Black Country Study, where the aim was to identify and 'fast-track' urban renaissance: policy changes were proposed in respect of Urban Renaissance, strategic centres, the presentation of housing requirements and transport. Proposed Changes as a result of Phase One were published in September 2007 . Phase Two Revision considers housing, employment, transport, waste and climate change in terms of broad spatial options.
- 3.9 The central tenet of the WMRSS is Urban and Rural Renaissance. The challenge is to balance housing growth with employment growth in order to regenerate the "Major Urban Areas". The impact of growth on the environment and communities in the Region has also to be considered, in addition to the contribution that development will make to climate change.
- 3.10 Current Regional Spatial Strategy sets out policy in relation to urban renaissance, which is reflected in the Sandwell UDP Policy and the Tipton Area Action Plan. Policy UR1 is included at Appendix 1.
- The Tipton AAP is in conformity with RSS because it puts forward policies and proposals which restructure land use and transport networks to create new residential environments with improved environmental quality, and raises the quality of urban design. The new residential population and improvements to the highway network will assist the consolidation of the declining District Centre and enable its regeneration.
- 3.11 The WMRSS Phase One Revision identifies the regional policy context for the environment and climate change. The emphasis is on reducing carbon dioxide emissions, developing and using renewable energy, reducing the need to travel, reducing the amount of biodegradable waste going to landfill, enhancing and extending natural habitats, minimising resource demand, encouraging 'climate-proofed' developments and sustainable buildings, avoiding development in flood zones and promoting the use of sustainable drainage techniques, facilitating walking cycling and public transport and effective waste management, and protecting and enhancing environmental, natural and built heritage assets (see appendix 2).
- 3.12 Overall, it is considered that the thrust of the AAP proposals is supportive of the WMRSS agenda in that they seek to regenerate a relatively poor quality environment through making better use of underutilised land and drawing in developer contributions to finance further enhancements. As part of this wider renaissance agenda, Sandwell MBC is required to accommodate a higher level of new housing development than has been the case in the recent past and to meet 100% of this on previously developed land. The Area Action Plan therefore contributes towards the urban renaissance in terms of providing more dwellings on brownfield sites in an urban area and improving the overall environment by means of reducing conflict between incompatible land uses. In addition, individual sites must comply with design requirements which address the identified climate change issues.

3.13 The emerging Black Country Core Strategy identifies a series of Employment Land Investment Corridors and Housing Corridors as a main focus for redevelopment and environmental change in the Black Country. Fourteen Regeneration Corridors have been defined for the purposes of the Core Strategy (see Appendix 3). The majority of Regeneration Corridors broadly follow public transport routes and many include stretches of the canal network. All four strategic centres and thirteen of the smaller town centres fall within or adjoin the Regeneration Corridors.

3.14 In addition, within the Black Country there are a number of 'free-standing employment estates', covering 500ha, which fall outside the Regeneration Corridors, and are too small or isolated to be considered individually at Core Strategy level - these estates are seen as a significant source of regeneration opportunities.

3.15 The Regeneration Corridors, together with the free-standing employment estates, are of sufficient size to drive significant change and offer the opportunity to provide a sustainable mix of new residential neighbourhoods, locations for high quality employment land investment and an appropriate amount of retained local employment land. The Regeneration Corridors and the free-standing employment sites will therefore be the focus of major land use change in the Black Country over the next twenty years.

3.16 The Core Strategy will need to balance the delivery of a smaller portfolio of land for locally significant employment uses with up to 35,000 new dwellings on surplus local employment land in Sandwell by 2026, in sustainable new communities, which are well served by green and social infrastructure and co-exist comfortably with adjoining employment uses and existing residential areas.

3.17 Overall, it is considered that the AAP proposals contribute positively to redevelopment and environmental change envisaged in the Black Country Core Strategy. That part of the AAP area west of the railway line falls within one of the Regeneration Corridors, whilst that part to the east of the railway line falls within one of the free-standing employment estates. The District Centre at Owen Street, within a Regeneration Corridor, will benefit from improved access to an increased catchment area, thereby assisting its regeneration. The significant housing opportunities in the AAP are within the free-standing employment estates, which are seen by the Core Strategy as a significant source of regeneration opportunities, resulting in sustainable new residential communities well-served by green and social infrastructure.

Local Context

3.18 The Sandwell Plan 2006 is the Community Plan prepared by the Sandwell Partnership. Its Vision is:

"- The Sandwell of 2020 will be a thriving, sustainable, optimistic and forward-looking community

- Sandwell residents will live in a transformed Borough

- They will enjoy excellent health, a safe environment, have access to rewarding employment, leisure and cultural opportunities, and have a positive view of life in Sandwell, in a revitalised West Midlands

- It will continue to be a diverse, but harmonious, mix of industrial/commercial activity and attractive neighbourhoods".

- 3.19 The Plan goes on to state that achieving this vision will have a real impact on people's lives. "It will mean:
- Sandwell people will be healthier, better educated, more skilled and happier
 - Sandwell people will enjoy a quality living environment with a variety and choice of homes, work, shopping, leisure and transport
 - Sandwell will have a more competitive but cleaner economy, generating wealth and creating jobs for local people
 - Sandwell communities will regard the Borough as a place of opportunity, variety, quality and racial harmony
 - Sandwell will have a strong reputation as a thriving and successful part of the West Midlands through its excellent living and working conditions and investment opportunities."
- 3.20 The Tipton AAP is an important contribution to meeting the objective of the Sandwell Plan to deliver transformation. Within the Tipton AAP area, there will be two new schools, with new secondary places supported by contributions from large residential development; there will be new residential developments providing in the region of 827 new dwellings in high quality neighbourhoods; and redevelopment and new investment will remove a number of environmental problem sites, significantly enhance the major open space, and provide new community open space. Some of the conflicts between housing and industry will be resolved by relocation or redevelopment, whilst viable local employment areas will be protected from unsuitable development.
- 3.21 The Sandwell Unitary Development Plan provides, in conjunction with WMRSS, the current statutory planning framework for the Tipton AAP. Both the West Midlands
- Regional Spatial Strategy and the Sandwell Unitary Development Plan were adopted in 2004. Further details of UDP policies are contained in Appendix 4.
- 3.22 The agreed Sandwell Local Development Scheme (which includes this Tipton Area Action Plan) states that the Council has 'saved' most of the policies of the UDP 2004 until February 2010, whilst the Core Strategy and a number of Development Plan Documents are prepared. The Local Development Scheme has been agreed with the Secretary of State.
- 3.23 The Tipton AAP area borders Dudley MBC. The nature of the Black Country is such that the housing markets and the local economies are inter-related, and it is therefore necessary to take account of relevant policies and proposals in the Dudley UDP, which was adopted in 2005. The Dudley UDP contains policies on Urban Regeneration, Employment and Economy, and Housing which are of some relevance to matters in the Tipton AAP.
- 3.24 In particular, Dudley UDP Policy EE1 designates a number of Key Industrial Areas in the Borough, one of which is Sedgley Road West, comprising 1.1 hectares, on the border with Sandwell MBC and the Tipton AAP. In physical terms, the Key Industrial Area is separated from uses in Sandwell by a buffer strip - the former railway line, now in places a green corridor. In addition, Dudley MBC and Sandwell MBC are reviewing employment sites and policies as part of the Black Country Joint Core Strategy to ensure a consistent cross-boundary approach. Overall, the policies contained in the AAP are not affected by, and do not adversely affect, industrial activities within Dudley.

4. DEVELOPMENT FRAMEWORK

Vision

4.1 Tipton will be enhanced between 2009-2021 by new high quality residential neighbourhoods, with over 800 new homes, including over 200 affordable homes.

New homes will be supported by an improved environment and community facilities.

Outdated and obsolete industrial sites will be replaced, whilst more modern sustainable employment will be safeguarded.

The green infrastructure network will be improved, particularly The Cracker, and new community open space will be provided.

Owen Street District Centre will be supported by improving access to it and increasing the local population using it.

Schools in the area will be rebuilt and provide additional community facilities.

The natural and historic environment including the canal system will be protected and enhanced.

Sustainable transport including buses walking and cycling will be promoted.

Strategic Objectives

4.2 The Tipton Area Action Plan Strategic Objectives are to:

1. Promote sustainable high quality residential neighbourhoods:

- provide new high quality residential neighbourhoods close to local services and public transport, principally through redevelopment of older poor quality industrial sites at Upper Church Lane/ Locarno Road and Bradleys Lane.

- ensure all new residential developments incorporate new or improved community open space on-site or provide contributions to enhance The Cracker

- ensure all new residential developments are close to local bus routes and provide pedestrian and cycle access to local facilities, particularly Owen street District Centre and community open space

- ensure new residential developments incorporate sustainable development principles and provide a mix of over 800 new homes to meet local needs, including over 200 affordable homes.

2. Safeguard quality employment areas:

- support sustainable local employment sites and areas, concentrating on the more modern employment provision based around Bloomfield Road and Sedgley Road West, with the outdated or obsolete industrial sites being redeveloped for other uses.

3. Safeguard and enhance the natural environment:

- protect and improve the green infrastructure and local biodiversity for all users, particularly The Cracker and its local nature conservation areas, and the linear open space network based on former railways and existing and former canals, particularly through developer contributions.

- promote new community open space as an integral part of new residential neighbourhood at Alexandra Road/Locarno Road, incorporating the Tipton Brook and the line of the former canal arm.

4. Reinforce the role of Owen Street District Centre:

- aid the regeneration of the Owen Street District Centre, by protecting its boundary and status as a District Centre, supporting further retail and/or appropriate mixed use proposals within it, and improving accessibility to its catchment, which will increase in size as a result of substantial new residential development within a kilometre.

5. Enhance local education provision:

- facilitate improvements to local education provision at Summerfield Primary School, Alexandra High School and Willingsworth Academy, particularly where required as a result of new residential development.

6. Safeguard and enhance local heritage assets:

- protect and enhance the local heritage in the form of the canal network as a whole, especially that part within the designated Factory Locks Conservation Area.

- support the protection and enhancement of existing heritage assets during the development process, and protect further assets which may be discovered during redevelopment.

- enhance the lines of former canals and railways, primarily as part of open space network.

7. Improve transport accessibility:

- improve walking and cycling provision to the District Centre and local open space as a result of new residential development.

- maintain and enhance links with public transport routes, particularly the 311 Bus Showcase Route (to be re-routed through Owen Street following completion of the Relief Road), and Tipton Rail Station.

- promote sustainable transport options in the area, including through developer contributions where appropriate.

Overview of the Tipton Area Action Plan

- 4.3 Tipton is a part of Sandwell, which, although improving, has high levels of social and economic deprivation within a generally poor physical environment and infrastructure. There has been some significant public and private investment in recent years, and further such investment is needed and anticipated.
- 4.4 There are committed schemes which will build on recent investment from Sandwell MBC, City Challenge and the private sector, by supporting and improving the physical and social infrastructure:
- Owen Street Relief Road (now fully approved and scheduled for completion 2010) and the A4123/A461 Junction Improvement, Burnt Tree (scheduled for completion 2010, subject to statutory procedures and final financial approval)
 - new school buildings at Alexandra High (rebuild scheduled for 2010) and Summerhill Primary (new school scheduled to open 2008)
 - new health and community facilities (Neptune Health Centre to be expanded on-site by 2010, a new Health Centre at Glebefields anticipated for 2008, and a new Health Centre at Dudley Port is scheduled for 2010)
 - new retail investment in Owen Street District Centre (two new retail units granted planning permission 2006);
 - new residential development (including 226 apartments and houses recently constructed at Hurst Lane, 150 dwellings on-site (apartment, houses, bungalows) on four different sites to the west of the District Centre, and 251 dwellings on-site at Bloomfield Road;
 - clearance of obsolete housing within the Tibbington Estate, and the introduction of new housing to create mixed tenure, in conjunction with action to tackle multiple deprivation and low educational attainment.
- 4.5 The Area Action Plan seeks to balance the needs of residential and business communities with the need for regeneration. It is recognised that Tipton has seen significant housing growth in recent years and that progress has and is being made in terms of health, education, community and open space provision. The commitments that will come forward over the next 5 to 10 years will bring significant benefits to Tipton, including new educational facilities, and improvements to accessibility.
- It is important that the next phase of housing growth is addressed at an early stage in order that there is an appropriate fit between development and infrastructure and services.
- 4.6 The AAP, whilst focusing on a number of sites, sets out to demonstrate how, through a plan led approach, housing can help to bring wider benefits to the Tipton area in general, and to the Owen Street District Centre in particular. The AAP shows how new housing development will relate to health, education, community and open space provision. The AAP in tandem with identifying particular sites to be brought forward for housing also emphasises the importance of retaining employment within the local area. It is important that a balanced approach to land use change is adopted that recognises the importance of both building new homes and retaining a local employment role.
- 4.7 It is important that the provision of housing is managed through the planning system. This will ensure that those locations best suited for land use change from employment to housing are progressed as a priority, and will enable those sites to deliver quality housing that will add to choice in the Tipton area. The AAP sets out the key design principles and contributions that must be addressed when sites are being developed. The Council is keen to ensure that high standards of design are achieved across the Tipton area and sees this as a key driver of achieving better housing choice and achieving wider regeneration benefits for Tipton.

Employment

- 4.8 There are inevitably tensions between, on the one hand, the need to provide more good quality housing and an improved environment, and on the other, the need to improve poor quality industrial land and retain employment in the Borough. Both the West Midlands Regional Spatial Strategy and the Sandwell Plan put great emphasis on urban renaissance and transformation, especially in terms of housing and environment, because it is acknowledged that the poor environment is a significant factor in trying to retain and attract a high skilled population. However, significant progress on this agenda almost inevitably puts further pressure on an employment sector already subject to a decline in manufacturing, and, in Tipton, not best located to take advantage of new investment in employment.
- 4.9 One of the roles of the AAP is therefore to strike a balance between identifying opportunities for transformation of the housing market and the environment, and enabling the maintenance or improvement of employment opportunities. As there is no significant funding identified in the short term to intervene in the regeneration of employment sites or employment areas, the AAP seeks to strike a balance by identifying key opportunities for housing and environmental change, principally on marginal employment land, which will enable significant change to meet the transformational agendas. In providing sufficient land locally to cater for housing demand, there is greater protection afforded to the remaining employment land, which is principally that which has been more recently developed, or more accessible to the strategic highway network, or less likely to contribute to poor environmental conditions. The remaining land is suitable for employment uses which contribute to diversification and modernisation of the local economy.
- 4.10 WMRSS acknowledges that in the future there are likely to be some industrial sites and areas which no longer meet modern industrial requirements where there may be potential for conversion to other uses such as housing.
- The sites identified here for change from employment to residential are those which are least suitable for continued employment use because of their location within a residential area and/or because the condition of the site and buildings make the site uneconomic for alternative employment use. Evidence has been provided to show that there is little demand for such sites, as at the former Corus site on Bloomfield Road (planning permission granted for housing 2006) and at the Firth Cleveland site on Locarno Road.
- 4.11 The West Midlands Economic Strategy (WMES) is currently being reviewed by Advantage West Midlands. The pressure on employment land is likely to increase in the future particularly in the light of the challenging housing targets being identified. It is acknowledged that there is a need to ensure that employment sites which can contribute to the portfolio of employment land are protected from alternative uses. Failure to protect employment land could have a negative effect on the Region's economy. Equally, there is a need to ensure that redundant or under-used employment land is released for alternative uses where there is no potential for re-use or redevelopment for employment uses.
- 4.12 It should be noted that employment issues in Tipton are interrelated with employment issues in Sandwell. Loss of employment land in Tipton does not necessarily mean loss of employment in Sandwell as a whole, because the overall strategy is to promote employment growth in certain areas. There is major employment growth intended for West Bromwich and Hill Top, and there are large designated Business Zones within 2-3 kilometres of Tipton, which are more accessible and supported by strategic regeneration initiatives. Two of the major employers within the area wish to relocate, and have provided evidence that their requirement is a better site elsewhere rather than continuing on a site which is unsuitable for their needs and not capable of further improvement or redevelopment.

- 4.13 The bulk of employment land in the AAP area will remain as such, as the majority is clearly suitable for such uses and there is a need to maintain an appropriate portfolio of local employment land. These areas were not included in designated Business Zones when the UDP was adopted, but are given appropriate protection by Policy E3.
- 4.14 There is currently one Key Employment Site within the Tipton AAP area. This is at Alexandra Road/Watery Lane (EE17), and is affected by the approved Owen Street Relief Road. The site of 1.3 hectares currently consists of land used for plant and materials storage and offices, and railway land. The completion of the relief road will result in the site being split in two and reduced in size below the one hectare threshold identified for Key Employment Sites. It is therefore proposed as part of this AAP that the allocation is deleted. Notwithstanding this, the site(s) will revert to employment use following the completion of the relief road.

Residential

- 4.15 The sites put forward for residential development provide approximately 827 dwellings in the period up to 2021, with some sites available early in the period, and others likely to become available towards the end of the period. Within the boundary of the AAP, this is considered sufficient to meet local housing land requirements. The former UDP requirement, based on Regional Planning Guidance (RPG) 1998, was 17,435 additional dwellings between 1998 and 2011. The UDP proposed that this demand be met by a combination of proposal sites and windfalls (i.e. unallocated sites coming forward). The sites identified in the AAP will contribute to the Borough demand identified in the UDP up to 2011, by reducing reliance on windfalls and creating more certainty in levels of housing development.
- 4.16 However, the RPG 1998 has been superseded by West Midlands Regional Spatial Strategy 2004, which includes an amended housing requirement for Sandwell. In the period up to 2011, Sandwell's requirement is an average rate of 900 dwellings per year. In the period 2011-2021, the annual requirement rises to 975 dwellings. These rates are to be applied as minima for the Major Urban Areas, subject to environmental safeguards applied in order to ensure that the aim of making them attractive places to live in is not undermined.
- 4.17 WMRSS states that the requirement does not rise until that point because of the need for significant work in some parts of the urban area to develop the transport capacity, social infrastructure and quality environments to ensure they are attractive to a range of potential residents. This timing is also consistent with the Sustainable Communities Plan which anticipates healthy housing markets in the pathfinder areas nationally between 2010-2015, reflecting the time necessary to bring forward capacity and create confidence in the housing markets. Both of these provisos are relevant to the Tipton AAP.
- 4.18 Following the Barker Review, the publication of Planning Policy Statement 3:Housing (PPS3), and the Government household projections (2006), it is clear that the Government will expect the Region to build more houses than set out in the current WMRSS. The Revised WMRSS will set out the scale of new dwellings required in the Black Country area; the Sandwell figure and the actual sites will be put forward through Local Development Frameworks.
- 4.19 The overall scale of housing provision for the Black Country in the WMRSS Phase 2 Revision Draft Policy Document has been agreed at 61,200 (net) for the period 2006-2026. In addition, the four Black Country boroughs are currently preparing figures for their five-year supply of housing. For Sandwell, this figure is likely to be 19,000 (net) in the period 2006-2026, an annual requirement of 950 dwellings (net). The AAP contribution during this period is 827.

- 4.20 Successful regeneration based on these figures will require the extensive restructuring of land uses, including the use of employment land for housing. New development is also likely to be at higher densities. It is not yet possible to state the actual new requirement as the Preferred Options for WMRSS will not be published until late 2007.
- 4.21 A major part of the transformation agenda is to address the poor quality of the environment, particularly the quality of new housing and their neighbourhoods. It is vital that new residential development is of a high design quality, not only in terms of the individual dwellings, but also in terms of layout and the spaces around them.
- 4.22 There is now a strong set of policies in place at national, regional and local level to support this agenda. Nationally, PPS 1 states that the planning system should facilitate and promote a high quality of development through good design, the Supplement to PPS1 emphasises the need for design and layout to take account of the implications of climate change, and PPS 3 re-emphasises that developments should be attractive, safe, and designed and built to a high quality. This national policy is re-iterated in WMRSS, whilst the Black Country Study identifies that the poor quality of the natural and built environment is a major factor in many people leaving the area.
- 4.23 Urban design is a key policy in the Sandwell UDP, with key design principles set out in Supplementary Planning Guidance: Residential Design.

1. Understanding Places (developments should enhance understanding and perception of places in terms of their appearance and safety by, for example, adding interest and variety to the street scene, and providing active frontages, particularly on corners and at ground floor level).

2. Access to Facilities and Amenities (good pedestrian access and links to local facilities and public transport routes are essential, especially where higher densities are envisaged. Pedestrian needs are primary within new residential developments; layouts are not just for vehicular access or car parking).

3. Vitality and Interest (the presence of other people and chances for social interaction can enhance the sense of well being. This can be achieved through mixed house types, integrated pedestrian links, a high quality public realm including open space and play space, and usable defined and secure private space).

4. Design for Change and Adaptability (grid layouts offer flexibility in terms of connecting places and spaces and allowing for change over time. Flexible buildings are encouraged, including those built to the Lifetime Homes standard; personalisation within the private realm should be made possible. Flexibility on standards for new housing development will be considered where innovative designs are submitted and explained).

5. Distinctiveness and Character (opportunities exist to forge new identities and places, or to respond to particular existing qualities in a locality, such as building materials or the canal network).

6. Climatic, Ecological and Social Sustainability (well-designed built form and layout will increase the life span of the development and can reduce resource and energy consumption. Designs should maximise natural light and incorporate construction techniques that minimise waste and incorporate features that use energy and water resources efficiently).

7. Safety and Security. (Places should be comfortable and convenient, designed to be well used and easily overlooked, and to reduce opportunities for crime).

- 4.24 High standards of design are seen as a key driver in achieving better housing choice and achieving wider regeneration benefits for Tipton. The AAP therefore sets out further advice on how the key design principles must be addressed when sites are being developed.
- 4.25 The local policy for each residential site identifies the anticipated capacity. This has been calculated with reference to the sustainability, accessibility and context of each site, and an analysis of the type of housing which could be accommodated. Some sites are considered suitable for traditional family housing layouts while other larger more accessible sites offer the opportunity for a range of accommodation to be developed, including pockets of higher density apartments and lower density housing. In addition parts of some of the sites are also considered suitable for open space, public realm improvements, or employment uses.
- 4.26 The local policy for each residential site also identifies the affordable housing requirement, taking into account the estimated site capacity and the current housing needs assessment. The affordable housing requirement is calculated with reference to PPS3, UDP Policy H9 and the adopted Supplementary Planning Document: Affordable Housing. In practice, the actual requirement will depend on the actual density of the scheme, and the affordable housing policy in force at the time of development.
- 4.27 A series of design principles have been established for each residential site. It is intended that the principles will encourage well-designed layouts that respond to the local context and promote a practical solution for both small and large site development. Alternative approaches will be considered and judged on their individual merits.

Physical, Social and Community Infrastructure

- 4.28 Existing UDP Policy H7 enables the Council to consider demand for supporting facilities where appropriate to residential development proposals. There will be impacts upon the local environment and infrastructure arising from increased residential development, and it will be necessary for the developer to address these, either through direct provision or via commuted sums. The local social and community infrastructure in terms of affordable housing, open space and play provision, education and community facilities, and sports provision will need to be improved both in terms of quantity and quality.
- 4.29 Affordable housing requirements have been detailed in the local policies; open space and play space requirements have also been identified in terms of the mixture of direct provision and commuted sums. Open space and play provision may be required partly on site in order to provide some local facilities, and to enhance the local resource. The balance of provision may be in the form of a commuted sum for improvement and maintenance of other local facilities. Commuted sums for open space and play space are based on a formula related to the number of bedspaces agreed in a particular layout at planning application stage.
- 4.30 There will be an impact upon both primary and secondary education places; primary provision, as currently planned, will initially be sufficient to cater for increases in the child population, but secondary provision is already at capacity. Commuted sums for the provision or improvement of schools within Tipton will be based on a formula relating to the number of pupil places generated by a particular development at planning application stage (compared against available places at the time).

- 4.31 Sandwell Primary Care Trust state that existing and planned local health facilities are sufficient to provide for the anticipated increase in population arising from new residential development. The Trust has proposals in hand to expand local health centres at Neptune and Glebefields and to provide a new facility at Dudley Port within the early part of the plan period. Similarly, it is considered that existing and proposed community facilities are sufficient for the anticipated increase in population. In addition to existing community facilities at Brook Street and High Street, the building of Summerhill Primary School and rebuilding of Alexandra High School will result in further community facilities. These will be delivered in practice through the Extended Schools initiative, which will provide facilities before and after school and at weekends.
- 4.32 Existing open space, sports and recreation facilities are protected within the UDP and this AAP. In the Tipton AAP area, there are already enhancements to local provision, including new playing fields proposed for the new Summerhill Primary School, and new sports pitches and other provision to be developed at The Cracker (Tibbington Open Space). The AAP area is also relatively well-served by virtue of having both the Tipton Sports Academy and Tipton Swimming Centre within a kilometre of the centre of the area. Primary and secondary schools are clearly a major resource in terms of sports provision, and community use of their facilities will continue to be available.
- 4.33 The Council appreciates the need for sports provision and the need to upgrade existing facilities. In this respect, the Sports Facility Calculator provided by Sport England is a useful tool, and it is right that it should be used as part of a strategic approach to sports provision. This can only be achieved once the various strategies have been completed, and a borough-wide assessment made.
- The Council will be making a commitment to increasing the levels of sports provision across the Borough to meet the needs of all its residents through the preparation of the Core Strategy, the Housing Employment & Centres Development Plan Document (both underway) and a Planning Obligations Development Plan Document (due to commence in 2007).
- 4.34 Physical infrastructure in terms of electricity, gas and water supply, sewerage and telecommunications has been the subject of consultation with utility companies and other agencies at all stages. All parties have been made aware that the proposals contained in the AAP would result in the replacement of older industrial premises with over 800 dwellings.
- 4.35 During extensive consultations, the key utility providers have indicated that there are no constraints on capacity with regard to the proposals contained in the AAP. In broad terms, on the identified sites, infrastructure provision is largely the responsibility of the developer in liaison with the provider. The necessary infrastructure to support the proposals is therefore able to be provided, subject to the requirements detailed in the local policies.
- Transportation**
- 4.36 No major transport infrastructure improvements are required as a result of the major residential schemes, but these schemes will be expected to contribute towards improvements to the existing walking, cycling and public transport provision within the AAP area. The Council requires a transport assessment to be submitted for each major residential scheme so that it can properly assess the level of walking/cycling/public transport infrastructure improvements needed.

- 4.37 In addition, the Council will continue to promote its sustainable transport strategy, including 'Smarter Travel Choices', particularly for non-car modes, and initiatives such as membership of Sandwell Company TravelWise, School Travel Plans, promotion of carsharing, information on Smarter Choices at destinations (as part of Travel Plans), and distribution of residential information packs identifying location of services, transport opportunities. Several of these have funding implications and where required, contributions towards sustainable transport infrastructure and services will be secured through S106 agreements and implemented through Travel Plans.
- Green Infrastructure**
- 4.38 The term "green infrastructure" is used to mean a planned network of multifunctional greenspaces and interconnecting links contributing to a high quality natural and built environment. It is vital to both protect and improve the environment by protecting open space, biodiversity, geodiversity and people's use of and access to it. All developments will be required to contribute to delivering this integrated network. Action to protect and improve The Cracker and other green spaces will contribute to giving physical expression to the Black Country as Urban Park concept defined in WMRSS Phase One Revision.
- 4.39 The Sandwell Green Space Audit completed in 2006 assessed the quantity, quality, accessibility and community perception of green spaces throughout the Borough. Overall, within Tipton Town, it was found that the quality of green space was significantly below the Borough average, with the value score also below the Borough average. The household survey found that respondents from the area considered there was sufficient quantity of parks, woodlands and green spaces, but there was too little provision for children's play. The most significant formal green spaces in Tipton are Victoria Park and Sheepwash Urban Park, which are not within the AAP area.
- 4.40 Within the AAP area, the higher quality green spaces are the allotments at Stella Road, and Coronation Gardens. Significantly, the poorest green space in terms of maintenance and facilities is The Cracker (also known as Tibbington Open Space). This is also the space which is highly accessible to a large number of existing and potential residents, and because of this, it is a prime focus for investment within the AAP.
- 4.41 Green space in Tipton comprises some larger formal and informal spaces connected by linear open space based on former railway lines and canal cuttings. This network not only provides visual attraction but also opportunities for walking and cycling. It is a valuable part of the urban area which will be enhanced where possible by improvements to the existing spaces and links or additions to the network. Where appropriate, new developments will be required to provide either new space on-site or a financial contribution. Where on-site provision is required, this must be designed as integral open space to new development. Planning gain contributions within the AAP area will be used to enhance and maintain existing spaces. With regard to the Cracker, there is work ongoing to prepare a more detailed "master plan" in conjunction with local residents and interested parties.
- 4.42 Developers will be required to assess the various impacts on the environment and habitat, ranging from biodiversity assessments and archaeological investigations to flood risk assessments (where sites are affected by flood zones), and to take any necessary remedial measures, or measures to avoid certain parts of a site.
- 4.43 A Strategic Flood Risk Assessment (SFRA) is a requirement under PPS25 'Development and Flood Risk'. This will enable plans, programmes, and policies to be sustainable in terms of flood risk. Sandwell has completed the process of preparing the Strategic Flood Risk Assessment for the Borough as part of the Joint Black Country Core Strategy. Its findings have been agreed with the Environment Agency and included here and within Local Policy Tip1.

4.44 The SFRA is a planning tool to inform planning decisions, and inappropriate development will not be allowed within areas of known flood risk in which future sustainability cannot be assured. Developers will still be required to carry out a detailed site-based Flood Risk Assessment where necessary. No development will be allowed within Flood Risk Zones 2 (Medium Probability) and 3a (High Probability), unless there is a SFRA and a site-specific FRA in place which demonstrate that it is an exception site or that satisfactory remedial measures can be taken. Flood Risk Zone 3b (Functional Floodplain) will be protected for flood conveyance and/or flood storage, with only water-compatible uses or essential infrastructure permitted.

4.45 The SFRA will reinforce best practice such as the use of Sustainable Urban Drainage Systems (SUDS). Developments should make use of sustainable drainage to reduce surface water run off, improve water quality, and where appropriate to recharge the underlying aquifer. In addition, the use of rainwater harnessing where possible is encouraged in all new development, as well as the use of systems which minimise water use.

Heritage

4.46 A major feature of the AAP area is the canal network and the linear open space network based largely on former canal arms and railway lines, and is regarded locally to be of great importance. It is acknowledged that this network of canals and green spaces should be maintained and enhanced.

4.47 Given the value of this local resource it is important that opportunities for enhancement are taken in the event of redevelopment of sites, particularly where integral community open space can be provided which respects and enhances former canal features.

4.48 The only designated Conservation Area in Tipton falls within the AAP area. Tipton Factory Locks Conservation Area is included in a programme of conservation area reviews scheduled for completion by 2010.

The character appraisal and boundary review study is scheduled for 2007, with a programme of work to be completed by 2009, subject to detailed consultation. The review will undertake a character assessment of a wider area to consider whether a revised boundary is required, and what enhancement measures might be necessary. This will enable some specific issues identified by local interest groups such as Tipton Civic Society to be dealt with. A similar programme is in place to draw up Local Lists of buildings within the Six Towns of Sandwell. The Tipton Local List is scheduled to be completed in the same period.

4.49 There are likely to be development sites with industrial archaeological interest (as has already been identified in the Bloomfield Road area). All developments will need to take account of this possibility. Archaeological sites of special regional or local importance are likely to be worthy of preservation in situ. On other sites, provision will be made through agreements and conditions of planning permissions for an appropriate level of archaeological investigation in accordance with UDP policy.

Owen Street District Centre

4.50 Owen Street District Centre has experienced a declining trading performance over some years, and there are a number of issues of concern, particularly the negative effects of the level crossing and the lack of attractors in the centre. The Owen Street Relief Road is now fully approved and is scheduled for completion in 2010. It is anticipated that there will be a beneficial effect on the Centre by virtue of its greater accessibility to an increased local residential population. Confirmation has already been received that Bus Showcase Route 311 will be re-routed along Alexandra Road and Owen Street following completion of the Relief Road, which will provide a major boost to local traders.

- 4.51 The Council carried out a "Health Check" of the Borough's shopping centres in 2007. The Health Check for Owen Street District Centre confirms the view that the Centre is primarily convenience retail orientated, with a limited selection of comparison retail units and service providers present. The comparison offer that is present is discount orientated. Overall the impression is that Owen Street is under-performing as a District Centre and business confidence appears to be below average. There are a significant number of public bodies present in the Centre occupying prominent retail frontage but generating low footfall. These include the Job Centre Plus located on Owen Street and the Tipton Public Library, the Professional Learning Centre, a Council Neighbourhood Office and an Advice Centre on Unity Walk at the heart of the Centre.
- 4.52 The Health Check goes on to note that opportunities for the expansion of the Centre appear to be limited by the built-up nature of the surrounding urban area and there are very few opportunities for expansion. Expansion of the Centre eastwards is prevented by the presence of the canal and railway line whilst the residential areas present to the north, west and south of the Centre restrict opportunities to expand in these directions. Within the District Centre boundary a number of vacancies were noted which could potentially accept any new development coming forward, and it is the Council's view that the emphasis should be on consolidation of the District Centre rather than expansion.
- 4.53 Surveys of businesses and customers were also carried out. The conclusion is that, overall, Owen Street District Centre displays poor indicators of vitality and viability. The centre has very low business confidence which will not have been helped by the recent departure of the only High Street bank in the centre. Until the current access problems associated with the level crossing are resolved the Centre will continue to decline and this must be a priority for investment in Tipton.
- 4.54 The evidence therefore confirms the strategy of the Tipton AAP, supported by local traders, in making no major changes to the District Centre in anticipation of the effects of the Relief Road and the new residential development adjacent to the Centre, which, it is anticipated, will enhance its viability.

5. LOCAL POLICIES

- 5.1 The following local policies relate to individual development sites identified on the Proposals Map. The individual site plans are for additional identification purposes. The identified sites are:
- Tip1: Alexandra Road/Upper Church Lane/Locarno Road - Residential, incorporating new community open space.
- Tip2: Central Avenue - Residential.
- Tip3: Upper Church Lane - Education
- Tip4: Upper Church Lane/Moat Road - Residential.
- Tip5: Tibbington Open Space -Community Open Space (extension).
- Tip6: Tibbington Terrace - Residential.
- Tip7: Bradleys Lane/High Street - Mixed Use: Residential and Employment (B1(b) & (c), B2).
- UDP site EE17 (Key Employment Site) is deleted. See Paragraph 4.14 for detailed explanation.
- 5.2 The capacity of each residential site has been calculated with reference to its sustainability, accessibility and context, and an analysis of the type of housing which is required and which could be accommodated. Some sites are considered suitable for traditional family housing layouts while other larger more accessible sites offer the opportunity for a range of accommodation to be developed, including pockets of higher density apartments and lower density housing. In addition parts of some of the sites are also considered suitable for open space or employment.
- 5.3 The affordable housing requirement has been calculated taking into account the estimated site capacity, and the current housing needs assessment, and may change if site capacity differs. The affordable housing requirement is calculated with reference to PPS3, UDP Policy H9 and the adopted Supplementary Planning Document: Affordable Housing.

In practice, the actual requirement will depend on the actual density of the scheme which is developed, and must be in accordance with the affordable housing policy as it stands at that time.

- 5.4 The key urban design principles to be addressed when sites are being developed (outlined in Paragraph 4.23) are detailed in relation to each site. In addition, schemes need to be designed in accordance with standards which contribute to the national, regional and local agendas of addressing the environment and climate change (detailed in Section 3), such as enhancing and extending natural habitats, minimising resource demand, encouraging 'climate-proofed' developments and sustainable buildings, enhancing environmental, natural and built heritage assets, including biodiversity and geodiversity.
- 5.5 Each development site which increases the residential population is required to contribute to public open space and play space, affordable housing, education, and other infrastructure needs as, and if, appropriate. In some instances, this contribution will be fully or partly on site; in other instances, a commuted sum based on a formula is required.

LOCAL POLICY TIP 1

ALEXANDRA ROAD/ UPPER CHURCH LANE/ LOCARNO ROAD

POLICY

Primary allocation: Residential, incorporating new Community Open Space.

The development should be a phased comprehensive scheme in accordance with the Council's key design principles.

Estimated capacity: approximately 440 dwellings (net) allowing for approximately 1.5 hectares of open space on-site.

Proposals should include the provision of affordable housing on-site in accordance with the Council's needs assessment; based on the estimated capacity and current housing needs assessment this is estimated at 110 dwellings.

Contributions may be required for the balance of open space and play provision, the balance of affordable housing, and local education provision. Consideration will be given to whether a contribution is necessary for sports or community provision.

The need for transportation improvements will be determined following a Transportation Assessment submitted at planning application stage.

Opportunities to remove Tipton Brook from culvert should be explored within the new Community Open Space to create a more naturalised channel, which would also become the functional floodplain. No residential development will be allowed within the functional floodplain. Development within Flood Zones 2 (Medium Probability) or 3a (High Probability) will only be allowed where a site-specific Flood Risk Assessment demonstrates that satisfactory remedial measures, including Sustainable Urban Drainage Systems, can be taken.

Supporting Text

This site of approximately 10.35 hectares comprises a number of different land uses in different ownerships:

1. The former Little Burton Estate on Alexandra Road, Thursfield Road, and Rosemary Road; demolished in 2000 because of poor housing and environmental conditions (in Council ownership).
2. Sigmacast Iron Foundry, producing castings for the automotive industry (in private ownership, on short lease to Sigmacast).
3. Vacant land on Upper Church Lane, formerly used as a 'pocket park' (in private ownership).
4. Vacant and derelict office building, Upper Church Lane (in private ownership).
5. Firth Cleveland (specialised steel strip manufacture), part of Caparo Industries plc.
6. Multi-Stroke Ltd, metal fabrication and machining (in private ownership).

The strategy for the AAP seeks new high quality housing to attract and retain families. The Little Burton/Sigmacast/Firth Cleveland site is a large site in a prominent position, and capable of creating its own environment. The redevelopment of this area represents an opportunity to deliver a high quality new residential neighbourhood incorporating quality open space of approximately 1.5 hectares based around Tipton Brook and the line of the former canal through the site.

The site should be redeveloped comprehensively in order to create a coherent neighbourhood and to provide the necessary infrastructure. It will be necessary to phase the development due to the nature of existing land uses. The first phase will need to be the redevelopment of the Sigmacast site, as its continued operation will prevent residential development of the adjacent land. The second phase will follow the relocation of activities on the Firth Cleveland and Multi-Stroke sites. The exact timing of this phase will be subject to agreement of all parties. The Council will seek a masterplan from developers which meets the strategic and detailed requirements.

The development should accord with Sandwell's key design principles (detailed in SPG on Residential Design), to create a high quality cohesive neighbourhood. In recognition of planning for climate change, all proposed development should minimise resource demand and encourage the efficient use of resources, especially water, energy and materials, and designs should maximise natural light and incorporate features that use energy and water resources efficiently.

The overall net density should be approximately 50 dwellings per hectare because of the site's proximity to the District Centre and public transport. The majority of the site should provide a range of family homes at 2 storey building height. However, increased story heights may be appropriate where supported by design analysis or in prominent locations, such as the Alexandra Road/Upper Church Lane corner. Proposals should explore opportunities for entrance focal points, and a local landmark announcing the junction of Upper Church Lane and Alexandra Road is appropriate. Final details of density, massing and layout will be influenced by detailed design.

Open space should provide the central focus for the development, and preferably a "green corridor" around Tipton Brook and the line of the former canal should be incorporated in proposals, with direct access to Upper Church Lane. Opportunities to remove Tipton Brook from culvert should be explored, subject to viability and flood risk assessment. The viability of reinstating the former canal arm or providing a water feature should be explored.

The majority of the site is within Flood Risk Zone 1 (Low Probability), with part of the site within Zones 2 (Medium Probability) and 3 (High Probability and Functional Floodplain). No residential development will be allowed within Flood Risk Zones 2 and 3, unless there is a Strategic Flood Risk Assessment and a site-specific Flood Risk Assessment in place which demonstrate that satisfactory remedial measures can be taken.

The Council is satisfied that the site is capable of meeting the requirements of the Exception Test (PPS25: D10) as it makes a positive contribution to sustainable communities and is on developable brownfield land. This is subject to the site-specific flood risk assessment demonstrating that the residual risks of flooding can be satisfactorily managed and that the development makes a positive contribution to reducing or managing flood risk.

The preliminary site-specific flood risk assessment indicates that Tipton Brook runs through the site in culvert, that the current Environment Agency flood zone outlines are inaccurate, and that the Birmingham Canal to the west acts as a flood defence. A further site-specific flood risk assessment is therefore required to identify an accurate flood zone, taking into account de-culverting within new community open space, and the required measures which would enable suitable development in Zones 2 and 3a.

Vehicle access to the site is envisaged from existing points in Alexandra Road (Thursfield Road), Upper Church Lane (foundry entrance), and Locarno Road (steel site entrance) subject to detailed design; connecting vehicle routes between these points should be designed to reduce speeds and give priority to pedestrian and cycle movement.

Proposals should consider improved Secure by Design, and in particular proposals should demonstrate that secure boundaries can be achieved for properties in Locarno Road.

The first phase redevelopment of Sigmacast will need to consider an appropriate boundary treatment to Firth Cleveland prior to this unit ceasing operation, but include opportunities for connection in the future.

Infrastructure improvements:

New community open space is required, of at least 1.5 hectares, integral to the layout and designed on ecological principles. This could include new landscape/heritage feature(s). Where there is a shortfall of provision of general open space on-site, this will be supplemented by a commuted sum. Formal play provision is not required on-site - a commuted sum is required for provision nearby at The Cracker (Tibbington Open Space and Playing Fields).

Currently, affordable housing provision suitable for local needs of up to 25% of the units is required in accordance with UDP Policy H9 and the adopted SPD on Affordable Housing. Dwelling types required on-site are a mix of 2, 3, and 4+ bed houses, with a commuted sum for bungalow provision elsewhere. Tenures required are rented, shared ownership and discounted market housing. These detailed requirements may change following completion of the Core Strategy and a new Housing Needs Study in 2007.

A contribution to local education provision will be required where a shortfall is identified, for the provision or improvement of schools in the Tipton Town area. The precise amount will be determined in consultation with Education.

UDP Policy H7 requires consideration of supporting facilities, including sport and community provision. The calculation of any provision will be with reference to the Core Strategy, and the forthcoming Planning Obligations DPD, which will provide the necessary framework by which to consider local needs.

Remediation of any contaminated land and other ground conditions will be required, as, over the whole site, there are likely to be significant ground conditions which need to be addressed, including a former canal arm and basin, former foundry structures and contaminated land. There is adopted Council policy on what are considered to be normal and abnormal development costs.

The transport assessment for the site will need to identify the impact on the Strategic Road Network and to identify the scale and nature of improvements. As a minimum, it will be necessary to provide vehicle, pedestrian and cycle accesses to and through the site.

It will be necessary to establish whether biodiversity, geodiversity, and historic environment assessments are required.

LOCAL POLICY TIP2 CENTRAL AVENUE (THE EXISTING SUMMERHILL PRIMARY SCHOOL)

POLICY

Primary allocation: Residential.

The development should be predominantly two storey family housing in keeping with adjacent dwellings.

Estimated capacity: approximately 40 dwellings (net).

Affordable housing requirement on-site based on the estimated capacity and current housing needs assessment: 10.

Contributions are required for open space and play provision and local education provision. Consideration will be given to whether a contribution is necessary for sports or community provision.

Transportation improvements will be determined following any Transportation Assessment which may have to be submitted at planning application stage.

Supporting Text

Summerhill Primary School (formerly Locarno Primary School) is situated on Central Avenue, and comprises, nursery, infant, and junior provision together with a Multi Agency Centre.

The school has recently been federated with the former Princes End Primary School to become Summerhill Primary School. It is scheduled to move to a new site in 2008, on adjacent land - the site of the former Tipton Westminster School on Upper Church Lane. From that date, the school will be surplus to requirements, and Sandwell MBC will be seeking disposal.

There is an existing playing field for this school. It was previously shared with the former Tipton Westminster Special School adjacent, in whose grounds it is located. The new Summerfield School (Local Policy Tip3) therefore already has its playing field in place. Planning permission has been granted for the new school on this basis (Ref: DC/06/47215), as agreed with Sport England, and there is no overall loss of playing field.

The site of 1.08 hectares is enclosed on three sides by well-established low-rise housing. The fourth side will be occupied by the replacement Summerhill School and its playing fields. This site is considered suitable for new residential development which is appropriate to the surrounding residential area.

Adjacent development is two-storey houses with front and rear gardens; it is characteristically suburban in style. The north-east boundary will be adjacent to playing fields for the new school.

New residential development on this site must avoid overlooking surrounding houses and gardens, and should therefore be predominantly two-storey, although there is potential for 2.5 storeys on the playing field boundary, so that natural surveillance of the space is secured.

A range of family homes is sought at a density of 40 dwellings per hectare, given the existing context, and consequently apartment development is discouraged on this site.

Vehicle access to frontage development on Central Avenue may be restricted, and may necessitate a single access point from Central Avenue.

Frontage development should face the street, established tree planting should be retained where at all possible, and further planting within the site is encouraged.

Secure boundaries are required for properties in Locarno Road and Belmont Close, preferably by means of rear gardens of new development.

The internal layout should aim to create visual links with Central Avenue.

The design and layout needs to allow for a pedestrian route through the site between the new Summerhill School site and Central Avenue. This route will may be via the footpaths of the access road, or may be a designated walkway, but must not be a narrow enclosed alleyway to the rear of gardens.

Infrastructure improvements must include:

A contribution to open space and play space provision in the locality, as it is inappropriate to have on-site provision. This will be allocated to The Cracker.

An affordable housing provision suitable for local needs.

A contribution to local education provision where a shortfall has been identified, for the provision or improvement of schools in the Tipton Town area. The precise amount will be determined in consultation with Education.

UDP Policy H7 requires consideration of supporting facilities, including sport and community provision. The calculation of any provision will be with reference to the Core Strategy, and the forthcoming Planning Obligations DPD, which will provide the necessary framework by which to consider local needs.

Remediation of any contaminated land and other ground conditions will be required, as there may be ground conditions which need to be addressed.

Any transport assessment for the site will need to identify the impact on the Strategic Road Network and to identify the scale and nature of improvements.

It will be necessary to establish whether biodiversity, geodiversity, and historic environment assessments are required.

**LOCAL POLICY TIP3
UPPER CHURCH
LANE (FORMERLY
TIPTON WESTMINSTER
SCHOOL).**

POLICY

Primary Allocation: Education.

The main school hall, studio, and playing fields, will be made available for community use outside school hours. The new playing field is to be constructed to Sport England requirements, and the level of community use is to be limited to what is practical and manageable given the available facilities, as agreed with Sport England.

Supporting Text

The former Tipton Westminster Special School occupied the whole of the site of approximately 2.57 hectares, although the buildings have been demolished. The major part of the site is amenity grassland and playing fields.

The site is the location for the new Summerhill School which currently occupies older buildings on an adjacent site. The new school will provide modern accommodation for pupils of two federated primary schools, together with new community facilities.

The site is surrounded for the most part by well-established low-rise housing, together with a small parade of shops, a public house, and to the south an industrial site (cranes and transport).

The proposal, which received planning permission in 2007 (Ref: DC/06/47215), is for a two form entry primary school accommodating up to 420 pupils, with facilities for children from 0-5 years including a 30 place nursery and a Sure Start Early Years Centre for 40 children.

The site will operate as a fully integrated Children's Centre providing care for age 0-11 years from 8.00 a.m. to 6.00 p.m. A separate community and training room will be provided, together with a consulting room for health services.

LOCAL POLICY TIP4 UPPER CHURCH LANE/ MOAT ROAD (PREMIER STEEL)

POLICY

Primary allocation: Residential

The development should be predominantly two storey family housing in keeping with adjacent dwellings.

Estimated capacity: approximately 80 dwellings (net).

Affordable housing requirement on-site based on the estimated capacity and current housing needs assessment: 20.

Contributions are required for open space and play provision and local education provision. Consideration will be given to whether a contribution is necessary for sports or community provision.

Transportation improvements will be determined following any Transportation Assessment which may have to be submitted at planning application stage.

Supporting Text

This site of approximately 1.6 hectares is a steel stockholders - Premier Steel Processing (United Steels). The premises are essentially a large warehouse of approximately 8,000 sq m, which occupies most of the site. It is surrounded on all sides by housing. The steel stockholders has been in use for a number of years, but proposes to relocate to a more suitable site in the company's ownership.

Lorries use a main entrance on Upper Church Lane, and there are secondary accesses on Upper Church Lane and Moat Road. There are now traffic calming safety cameras in place on Upper Church Lane.

The existing housing in Upper Church Lane, Moat Road and Alma Avenue is two-storey, mainly semi-detached houses, and like much of the area, it is characteristically suburban in style. New residential development on this site must avoid overlooking surrounding houses and gardens, and should therefore be primarily two-storey and reflect local densities.

The corner of Upper Church Lane and Moat Road needs to be properly designed to avoid blank gable ends, and properties should front on to Upper Church Lane. Built form on this corner must provide a focal point to assist legibility, and corner design must respond to both street frontages.

A range of housing is sought with two storey building height, at a net density of 50 dwellings per hectare.

The general layout should be configured around a short cul-de-sac design. However, pedestrian routes should be reinforced so that convenient linkages connect with Upper Church Lane.

There must be a single point of access to the site from Upper Church Lane. Dwellings on Upper Church Lane could be accessed by a private driveway to limit individual access points.

Infrastructure improvements must include:

A contribution to open space and play space provision in the locality, as it is inappropriate to have on-site provision. This will be allocated to The Cracker.

An affordable housing provision suitable for local needs.

A contribution to local education provision where a shortfall has been identified, for the provision or improvement of schools in the Tipton Town area. The precise amount will be determined in consultation with Education.

UDP Policy H7 requires consideration of supporting facilities, including sport and community provision. The calculation of any provision will be with reference to the Core Strategy, and the forthcoming Planning Obligations DPD, which will provide the necessary framework by which to consider local needs.

Remediation of any contaminated land and other ground conditions will be required, as there may be ground conditions which need to be addressed.

Any transport assessment for the site will need to identify the impact on the Strategic Road Network and to identify the scale and nature of improvements.

It will be necessary to establish whether biodiversity, geodiversity, and historic environment assessments are required.

LOCAL POLICY TIP5

TIBBINGTON OPEN SPACE AND PLAYING FIELDS

POLICY

Primary allocation: Community Open Space, including a Site of Interest for Nature Conservation (SINC) and a Site of Local Interest for Nature Conservation (SLINC).

Supporting Text

Tibbington Open Space is known locally as "The Cracker". Most of the site, approximately 16.87 hectares, is already designated Community Open Space, and therefore protected from inappropriate development. Within the Open Space, there are two UDP nature conservation designations, Site Nat 19 (SLINC- Princes End Triangle) and Site Nat 21 (SINC - Princes End Triangle).

There are limited facilities within The Cracker, although the site provides a variety of different recreation and amenity uses. These include woodland, open grassland, cycle paths, football pitches and a multi use games area. There is also unofficial horse grazing on parts of the site.

The Sandwell Green Space Audit was completed in 2006. This showed that, significantly, the poorest green space in terms of maintenance and facilities is The Cracker. This is also a green space which is highly accessible to a large number of existing and potential residents, and because of this, it is a prime focus for investment within the Tipton area.

The site has suffered from nuisance and abuse over recent years and has fallen into a poor condition. The current use of the sports pitches and multi use games area is limited because of the perception that it is unsafe for younger children, particularly as there is no lighting or supervision. There is no formal adult use of the pitches and there are no changing facilities on-site.

The SINC, which includes a significant slope and is out of sight of surrounding uses, is a major location for unauthorised motorcycle activity, which has damaged the nature conservation value.

The population within 500m of The Cracker is approximately 8,000 people, virtually the whole of the AAP area. This is not only the largest site in the area, but the most accessible, particularly to one of the most deprived neighbourhoods in the Borough. In addition, there is likely to be a further increase in the population surrounding The Cracker from a number of residential developments in the area.

It is therefore proposed the Community Open Space designation is extended to include the playing fields area and the accesses to Regent Street, Tibbington Road and Tibbington Terrace. Numbers 14 and 16 Tibbington Terrace, both vacant and derelict, have been demolished, and the site provides the opportunity to create a more attractive entrance to The Cracker.

In terms of increased investment, it is anticipated that new residential development on adjacent sites, such as Bloomfield Road, would contribute significantly to the finance required to substantially improve and maintain The Cracker, via planning gain contributions. There is also further investment arising from development works associated with the approved Owen Street Relief Road. It will be necessary to remove significant amounts of soil during the construction of the tunnel; this is to be deposited within the boundary of The Cracker to create new landforms, and ultimately, new facilities, particularly sports pitches. Planning permission for this element was granted in 2007, and deposition is anticipated to take place in 2008/2009.

Other short, medium, and long term proposals are be drafted for local consultation. These proposals will cover relocation of the multi use games area, any new facilities, access, boundaries, supervision & management, nature conservation, horse tethering, and ongoing maintenance. A master plan is being prepared in conjunction with local interests and consulted upon with stakeholders and the local communities.

Residential developments on adjacent sites must be designed to overlook the open space and provide pedestrian linkages. All qualifying residential developments within the vicinity of The Cracker will be required to provide a commuted sum for the improvement and maintenance of this site in lieu of direct provision within the residential site, in accordance with the rates in force at the time of a full planning application.

Surveys of the nature conservation areas are required to understand their current condition, and to assist in making recommendations for future management and maintenance as part of the master plan.

LOCAL POLICY TIP6 LAND AT TIBBINGTON TERRACE (FORMER PRINCES END PRIMARY SCHOOL)

POLICY

Primary allocation: Residential.

The development should be two storey with active frontages to Tibbington Terrace, and overlooking The Cracker.

Estimated capacity: approximately 37 dwellings (net).

Affordable housing requirement on-site based on the estimated capacity and current housing needs assessment: 9

Contributions are required for open space and play provision and local education provision. Consideration will be given to whether a contribution is necessary for sports or community provision.

Transportation improvements will be determined following any Transportation Assessment which may have to be submitted at planning application stage.

Supporting Text

The site of approximately 0.75 hectares comprises the former Princes End Primary School, together with the site manager's house, 10 Tibbington Terrace, which will remain occupied. There is residential development to the north. To the south is The Cracker, with sports pitches and a multi use games area. The east side abuts three houses and an entrance to The Cracker. On the west side is the site of the former Unicorn Public House, (which has a residential care home under construction) and another entrance to The Cracker.

The former Princes End Primary School has been amalgamated with Locarno Primary School, as Summerhill Primary School. Its former pupils attend the amalgamated school whilst proposals for the new Summerhill Primary School building are developed. The former Princes End School premises have been in temporary educational use.

The school premises are likely to be declared surplus to requirements from 2008, when the new Summerhill School is scheduled to begin operation.

The site is currently higher than the rest of The Cracker, but the soil deposition operations will reduce the level difference. A residential development in this location will overlook the playing fields and multi use games area. This, in conjunction with residential development at Bloomfield Road, will have the positive effect of improving surveillance and usage of the facilities in this location. A range of housing is sought with two storey building height, at a net density of 40 dwellings per hectare.

Properties overlooking Tibbington Open Space must promote views and natural surveillance.

The scheme needs to be properly designed to present active frontages to Tibbington Terrace.

Built form must provide a focal point to assist legibility at the entrance point.

The general layout should be configured around a short cul-de-sac design.

Corner design must respond to street frontages.

Account must be taken of existing housing to the east, and housing development to the west.

Infrastructure improvements must include:

A contribution to open space and play space provision in the locality, as it is inappropriate to have on-site provision. This will be allocated to The Cracker;

An affordable housing provision suitable for local needs.

A contribution to local education provision where a shortfall has been identified, for the provision or improvement of schools in the Tipton Town area. The precise amount will be determined in consultation with Education.

UDP Policy H7 requires consideration of supporting facilities, including sport and community provision. The calculation of any provision will be with reference to the Core Strategy, and the forthcoming Planning Obligations DPD, which will provide the necessary framework by which to consider local needs.

Remediation of any contaminated land and other ground conditions will be required, as there may be ground conditions which need to be addressed.

Any transport assessment for the site will need to identify the impact on the Strategic Road Network and to identify the scale and nature of improvements.

It will be necessary to establish whether biodiversity, geodiversity, and historic environment assessments are required.

LOCAL POLICY TIP7 BRADLEYS LANE/HIGH STREET.

POLICY

**Primary allocation: Mixed Use;
Residential and Employment (B1(b) &
(c), B2).**

Site size: approximately 5.60 hectares.

**Estimated capacity: approximately
230 dwellings (net), allowing for
approximately 1 hectare of employment
uses.**

**Affordable housing requirement on-site
based on the estimated capacity and
current housing needs assessment: 58.**

**Contributions may be required for
the balance of open space and play
provision, the balance of affordable
housing, and local education provision.
Consideration will be given to whether
a contribution is necessary for sports or
community provision.**

**The need for transportation
improvements will be determined
following a Transportation Assessment
submitted at planning application stage.**

Supporting Text

This site comprises two industrial premises.

The larger industrial premises is owned by Qualtronic, and occupied principally by Advanced Electronics and Logistics (AEL) and Lynwood Engineering (LE), both supplying products in the automotive industry. AEL is one of the largest firms in its field in Europe, employing 162 people. LE remanufactures engine products, with a current workforce of 60. These premises occupy total area of 4.1 hectares with 15,700 sq. m. (169,000 sq. ft.) of buildings; a small proportion of the site is let on short term leases.

The other industrial premises, approximately 1.5 hectares, is occupied by Richards and Jerrom, employing about 40 people in smelting and car recycling processes. They operate 24 hours/6 days on the Bradleys Lane site, which has an environmental licence. Enforcement action has been taken on this site by Sandwell MBC. The main part of the site is north of Bradleys Lane, with a smaller part on the south side used for offices and parking. There is also have a site at Bloomfield Terrace (in Dudley, but accessed from Sandwell), currently used for sorting car parts for recycling. To the north of the site is established housing and Kerr Drive Open Space, comprising open grassland with perimeter shrubs and trees. It has a goal end and a youth shelter, and provides a pedestrian route to Wallbrook Primary School in Dudley. It links with the linear green space of the former railway line.

AEL and Lynwood are seeking to relocate in the medium term, as the site does not have the quality of buildings, the prominent frontage and road access to promote their product portfolio. The adjacent scrap yard causes the companies to have concerns about airborne pollution on buildings and cars, in addition to its poor appearance. AEL and Lynwood operate a closed-door policy to stop the pollution getting into the clean manufacturing environment.

They are actively seeking to relocate to a better site locally in order to retain the labour force, preferably within 5 kilometres. The companies could be relocated on two separate sites. AEL requires approximately 2,800 sq. m (30,000 sq ft) comprising 20,000 sq. ft. of two-storey electronics workshop/ administration and 10,000 sq. ft. for warehousing and distribution, together with good access for large commercial vehicles along with parking for 200 cars. Lynwood requires a 6,975 sq. m (75,000 sq. ft.) well insulated, modern factory building with an external storage area of 0.2 - 0.4 hectares (0.5 - 1.0 Acres), together with good access for large commercial vehicles and parking for 150 cars.

Qualtronic are seeking relocation to a more suitable site, partly because of local environmental problems, but mainly in order to achieve a more suitable operating environment for their operations. If the adjacent smelting/scrapyard is achieving satisfactory pollution control, the early redevelopment of the site is possible. Should the relocation of the smelter/scrapyard be achieved, then a larger, and more attractive, redevelopment site is possible.

Richards and Jerrom have been considering relocation if there is a suitable site of 1.6 hectares (4 acres) including storage. In the meantime, their current intention is to invest in a new furnace to meet new environmental requirements over the next 5 years, with a view to relocation after that. The new investment is to improve the smelting process to reach a higher standard of pollution control. Should this investment be achieved, this would reduce pollution levels to a level which is acceptable to enable adjacent sites to be redeveloped for other purposes. If this level of control is not achieved, the Council will have no option but to proceed with enforcement action.

The strategy for the AAP seeks new high quality housing to attract and retain families. Redevelopment of the majority of the site for residential purposes would enable a new neighbourhood in a prominent location at the entrance to Princes End, linking with community open space and the green corridor of the former railway line. The redevelopment of the site for residential use would assist in meeting the continuing and predicted demand for new housing.

It is possible to redevelop the part of the site accessed from High Street for employment uses compatible with residential (B1(b) & (c), B2). This would retain employment uses in a suitable location, and would also offer a form of buffer to the main road.

Infrastructure improvements must include:

A contribution to open space and play space provision in the locality, as it is inappropriate to have on-site provision. This will be allocated partly to Kerr Drive and partly to The Cracker.

An affordable housing provision suitable for local needs.

A contribution to local education provision where a shortfall has been identified, for the provision or improvement of schools in the Tipton Town area.

The precise amount will be determined in consultation with Education.

UDP Policy H7 requires consideration of supporting facilities, including sport and community provision. The calculation of any provision will be with reference to the Core Strategy, and the forthcoming Planning Obligations DPD, which will provide the necessary framework by which to consider local needs.

Remediation of any contaminated land and other ground conditions will be required, as there will be ground conditions which need to be addressed.

A transport assessment for the site will need to identify the impact on the Strategic Road Network and to identify the scale and nature of improvements. It is likely that road and junction improvements at Bradleys Lane will be necessary in order to produce safe access to the site.

It will be necessary to establish whether biodiversity, geodiversity, and historic environment assessments are required.

6. IMPLEMENTATION AND MONITORING

Implementation

6.1 The Tipton Area Action Plan sets a framework for at least a 10 year period from adoption, and it is envisaged that this will therefore cover the period up to 2021.

6.2 Responsibility for implementation of the AAP will rest with a number of partners, including various parts of Sandwell Council, local stakeholders, the development industry, and a limited number of funding and development partners such as Housing Associations.

6.3 The committed schemes identified earlier already have in place a range of partners with established timetables:

- Owen Street Relief Road is scheduled to commence in 2007 to be completed in 2010, and the A4123/A461 Junction Improvement, Burnt Tree is scheduled for completion by 2010;

- new school buildings at Alexandra High are scheduled for completion by 2010, and Summerhill Primary (the new school) is scheduled to open in 2008;

- a new Health Centre at Glebefields is anticipated for 2008, Neptune Health Centre is scheduled to be expanded on-site by 2010, and a new Health Centre at Dudley Port is scheduled for 2010.

- two new retail units have planning permission in Owen Street District Centre, and

- new residential development is progressing (including 226 apartments and houses recently constructed at Hurst Lane, 150 dwellings on-site (apartment, houses, bungalows) on four different sites to the west of the District Centre, and 251 dwellings on-site at Bloomfield Road, with completion anticipated for 2009.

- clearance of obsolete housing within the Tibbington Estate commenced in 2007, and is anticipated to be followed up by further demolition and the introduction of new housing to create mixed tenure in succeeding years.

6.4 The sites identified in the Area Action Plan require commitment from a number of different parties over a number of different timescales. An indicative timeframe for implementation has been prepared based on information available from development partners. This is indicative only and will inevitably be subject to change as it is dependent on the actions of more than the local planning authority. There are a number of factors which are uncertain, particularly the precise date when an employment site may become available. In accordance with guidance, assumptions have been made in broad and realistic terms. The key information is summarised in Table 1 and Table 2.

6.5 *Alexandra Road/Upper Church Lane/Locarno Road:*

There are several landowners. Sandwell Council own the former Little Burton Estate; the steel site, the foundry and the two small vacant and derelict sites in Upper Church Lane are in private ownership. The freeholder of the Sigmacast site indicates that redevelopment is preferred following the end of the industrial activity. They have provided written evidence of their support for this course of action, and as a result Sandwell Council has approached the land owner of the vacant sites with a view to bringing about a comprehensive redevelopment. In terms of timescale, it is not the intention of Sandwell Council or the current landowner of the Sigmacast site to cause industrial activity to stop on planning grounds as it is understood that the site currently provides employment for a number of people including some local residents. The Council is continuing to pursue its environmental protection responsibilities in terms of pollution control. The timescale for redevelopment of this site is therefore dependent upon the industrial process ceasing or relocating.

The nature of the particular industrial process concerned (aluminium castings for the automotive industry) is such that use of this site is likely to decline in the short to medium term, and therefore its redevelopment is likely to come forward in the medium term of this Plan. This is consistent with retaining some flexibility in the plan for land to come forward for development when it is ready. It is also consistent with the proposal in the forthcoming PPS3 which require local authorities to identify a rolling supply of at least five years' worth of developable land for housing, with a further ten years supply identified for future development.

The owners of the Firth Cleveland steel site have themselves proposed the redevelopment of the site for residential purposes, subject to their relocation of operations to another site in Sandwell. A further owner within this site, Multi-Stroke Ltd, has also indicated their willingness to relocate in due course, although this would not be in the immediate future. This is consistent with the need to begin redevelopment of the adjacent Sigmacast site as the first phase of this large site.

6.6 *Central Avenue and Upper Church Lane:*

The development of these two sites is interlinked. Both sites are in the ownership of Sandwell Council. The vacant site on Upper Church Lane is a former school, and the Central Avenue site is an existing school. Sandwell Council is in the process of developing a new Summerhill Primary School on Upper Church Lane to replace the older buildings of the existing school. This development is scheduled for completion in 2008. At that point, the site in Central Avenue will become available for development as it will be surplus to requirements. By that stage, a planning and design brief will be in place for the sale of the site, and it is anticipated that development could therefore be on-site in 2010, with completion in 2011.

6.7 *Upper Church Lane/Moat Road:*

This site is in private ownership, and comprises a steel stockholders operation within a predominantly residential area. The industrial use of the site is likely to continue for a period, with the site coming forward for development when the occupier relocates to more suitable premises. There is currently no formal agreement with the landowner, but preliminary discussions have taken place.

6.8 *Tibbington Open Space (The Cracker):*

The open space is entirely within the ownership of Sandwell Council, including the derelict properties in Tibbington Terrace, which occupy part of the land identified for extending the boundary of the Community Open Space. Sandwell Council have recently demolished these properties. This will enable the extension to the Community Open Space to be implemented. In addition, a master plan is being prepared for the improvement and maintenance of The Cracker; this will be subject to further consultation locally on the details, but will include measures to improve the playing fields through soil deposition from the site of the Owen Street Relief Road, and measures to enhance play provision, boundaries, and nature conservation. Significant funding is anticipated via developer contributions from adjacent residential schemes. In the region of £125,000 has already been received, £500,000 is scheduled for 2007/2008, and a further £400,000 is anticipated over the plan period.

6.9 *Tibbington Terrace:*

This former school site is in the ownership of Sandwell Council, and is surplus to requirements. It has recently been occupied by a Pupil Referral Unit, pending the completion of the new Summerhill Primary School in Upper Church Lane in 2008. At that point, the site will become available for development, and by that stage, a planning and design brief will be in place for the sale of the site. It is anticipated that development could therefore be on-site in 2010, with completion in 2011.

6.10 *Bradleys Lane/High Street:*

There are two private landowners for this site, and both are in discussion with the Council and Black Country Investment (BCI) with a view to relocation. The owners of the larger site, Qualtronic, are actively seeking relocation, and have provided details of their requirements. The Council and BCI are assisting their search for a new site or sites. The other owner, Richards and Jerrom, are willing to consider relocation to a suitable site, and preliminary work has begun on this. It would be preferable to achieve a comprehensive redevelopment of the whole site, and this will be achievable subject to successful relocations. Physical relocation may take a number of years to achieve, and it is anticipated that the site will come forward for comprehensive redevelopment beyond five years.

TABLE 1: IMPLEMENTATION SUMMARY TABLE

AAP Local Policy	Body responsible for implementation	Implementation mechanisms	Implementation funding	Land issues	Phasing issues	Target phasing timescales
Tip1: Alexandra Road, Upper Church Lane, Locarno Road.	The Council (as landowner), private land owners, and developer.	Development agreement between the land owners, with a masterplan. Planning application.	Private development.	Land in three ownerships. Subject to relocation of two operational industrial sites.	Initial phase (2010): timing depends on availability of Sigmacast.	2010-2016
Tip2: Central Avenue.	The Council (as landowner), and a developer.	Planning brief and planning application.	Private development.	Site available 2009. Subject to relocation of Summerhill School.	Relocation scheduled for September 2008.	2008-2011
Tip3: Upper Church Lane.	The Council (as both land owner and developer).	Planning brief and planning application.	Council Main Programme and targeted capital fund.	None.	None.	2008.
Tip4: Upper Church Lane, Moat Road.	Private land owner and developer.	Planning application.	Private development.	Subject to relocation of operational industrial site.	Initial timing depends on relocation.	2009-2011.
Tip5: The Cracker.	The Council (as landowner).	Master plan developed in conjunction with local interests. Planning application.	Planning gain contributions from local developments. Council Main Programme.	None.	Initial phase to 2010 linked to progress on Owen Street Relief Road.	2007- 2013.
Tip6: Tibbington Terrace.	The Council (as landowner), and a developer.	Planning brief and planning application.	Private development.	None	Site due to be available 2009.	2009-2011
Tip7: Bradleys Lane, High Street.	Private land owners and developer.	Planning application.	Private development. Black Country Investment.	Subject to relocation of two operational industrial sites.	Relocation of smelting operational required to release whole site.	2012-2016

TABLE 2: INDICATIVE IMPLEMENTATION TIMEFRAME

Tip1 (Alexandra Road/Upper Church Lane/Locarno Road)

(Timeframe subject to the exact timing of the first step)

Sigmacast site available after ceasing operation	2010
Clearance and S.I. (joint with SMBC)	2011
“Phase 1” (Sigmacast/Little Burton) development starts	2012
-joint venture arrangement	
Completed	2013
Firth Cleveland/Multistroke site available after relocations	2013
Clearance and S.I.	2014
“Phase 2” development starts	2015
Completed	2016

Tip2 (Central Avenue)

New Summerfield Primary operational	Sept	2008
Former school site available/sale completed		2009
Development on site		2010
Development completed		2011

Tip3 (Upper Church Lane)

New Summerfield Primary School operational	Sept	2008
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Tip4 (Upper Church Lane/Moat Road)

United Steels relocation completed	2008
Planning application/site sold	2009
Development starts	2010
Development completed	2011

Tip5 (The Cracker)

Acquisition and clearance of 14/16 Tibbington Terrace	2007
Construction of haul road	2007
Multi Use Games Area relocated	2008
Incorporation of 14/16 Tibbington Terrace into Open Space	2008
“Masterplan” commissioned and received	2008
Soil deposition starts	2008
Soil deposition completed	2009
New sports pitches laid	2009/10
New sports pitches available	2012
Masterplan proposals implemented	2013

Tip6 (Tibbington Terrace)

Site available after relocation of education activity	2009
Planning application/sale of site	2010
Start and completion of development	2011

Tip7 (Bradleys Lane/High Street)

Relocation of Qualtronycs	2012
Relocation of Richards & Jerrom	2013
Clearance and S.I.	2014
Development started	2015
Development completed	2016

Risk Factors

- 6.11 Clearly there are a number of risk factors attached to development programmes. A number of the allocations in the AAP are entirely within the remit of Sandwell Council to achieve, and in others, the Council is a partner. In three instances, the risk factor was primarily the availability of funding to implement the new Summerhill Primary School, as this achieves one of the allocations, and releases two others dependent on it. This was always considered to be low risk, and the scheme is now well-advanced, with planning permission granted.
- 6.12 The risk factor in extending and developing the Community Open Space at The Cracker relates mainly to the certainty or otherwise of developer contributions. Funding relating to the purchase and demolition of the derelict property has already been obtained. Developer contributions for improvement of The Cracker already total £125,000; a further amount of £500,000 is scheduled from a development which already has planning permission. This is likely to be received in 2007/2008, and further amounts in the region of £400,000 are anticipated over the plan period. Clearly the risk factor is that these sums are dependent upon residential development coming forward. The initial funding for The Cracker is already secure, and further investment via the Council and as a result of the Relief Road works is considered low risk. The master plan being prepared for The Cracker will take into account the likely phasing of developer contributions and will be made flexible enough to cope with fluctuating payments or non-receipt.
- 6.13 The remaining primary risk factor is that redevelopment of existing industrial sites is dependent upon the input of the private sector development industry. In recent years, there has been a strong market demand for new residential development of industrial sites; indeed, the AAP is intended in part to structure this demand to target marginal sites and protect remaining employment land. However, should the private sector not participate in the redevelopment opportunities, this would be a major issue.

This is considered to be a low risk factor, as demand shows no signs of abating in the near future, and interest in the allocated sites has already been expressed by the development industry or landowners. If there are difficulties arising in the assembly of the required sites, the Council will consider using compulsory purchase powers.

Monitoring

- 6.14 Sandwell Local Planning Authority produces an Annual Monitoring Report (AMR). The AMR is the main mechanism for reviewing the effectiveness of current policies in the UDP and for policies emerging in the LDF. In order to monitor planning policies, 27 'core output indicators' are used; these are set at national level and apply to all Planning Authorities. They measure the direct effects of a policy and are used to assess whether policy targets are being achieved.
- 6.15 The core output indicators are grouped into Housing (8), Economy & Employment (6), Transport (2), Shopping (2), Open Space (1), Nature Conservation (1), Physical Constraints on Development (1), Waste Management (3), Minerals (2).
- Sandwell has also developed its own local indicators, relating to Housing (8), Economy & Employment (10), Transport (15), Shopping (4), Open Space (9), Nature Conservation (1), Urban Design (2), Physical Constraints on Development (3), Waste Management (4), Conservation & Heritage (3), Minerals (1). These may be revised over time.
- 6.16 The AMR process will monitor many of the key outputs appropriate to the Tipton AAP, including dwelling completions, affordable housing completions, development and loss of employment land, provision of open space, the amount of completed retail development, and the amount of residential development close to certain services.

- 6.17 Some other outputs will continue to be monitored by appropriate agencies, such as air and water quality, and crime statistics; relevant information will be obtained from these agencies. In addition, some of the more local qualitative information can be monitored at Tipton Town level, through the Tipton Town Team (i.e. Sandwell Council and partner organisations). Progress on the individual allocations within the Tipton AAP can also be monitored by the Planning Authority.
- 6.18 To monitor the implementation of the AAP, a series of indicators have been derived in relation to the plan objectives. These are either Core Output Indicators, or Local Output Indicators, all of which are included in the Annual Monitoring Report. (See following tables).

Area Action Plan Strategic Objectives

1. Promote sustainable high quality residential neighbourhoods:

- provide new high quality residential neighbourhoods close to local services and public transport, principally through redevelopment of older poor quality industrial sites at Upper Church Lane/ Locarno Road and Bradleys Lane.
- ensure all new residential developments incorporate new or improved community open space on-site or provide contributions to enhance The Cracker
- ensure all new residential developments are close to local bus routes and provide pedestrian and cycle access to local facilities, particularly Owen Street District Centre and community open space
- ensure new residential developments incorporate sustainable development principles and provide a mix of over 800 new homes to meet local needs, including over 200 affordable homes.

Indicator (Core/Local Reference)	AAP Target
Projected net additional dwellings up to 2020 (C2a(iii))	2006-2010 = 0; 2011-2015 = 707 within sites Tip 1, Tip 2, Tip 4, Tip 6 and Tip 7; 2016-2020 = 120 within sites Tip 1 and Tip 7.
Percentage of new dwellings completed at: (i) less than 30 dwellings per hectare (ii) between 30 and 50 dwellings per hectare (iii) above 50 dwellings per hectare (C2c)	77 units at 40 dwellings per hectare within sites Tip 2 and Tip 6 in 2011-2015. 750 units at 50 dph within sites Tip 1, Tip 4 and Tip 7, in 2016-2020.
Affordable housing completions (C2d)	207 units by 2020. (2006-2010 = 0; 2011-2015 = 177 within sites Tip 1, Tip 2, Tip 4, Tip 6 and Tip 7; 2016-2020 = 30 within sites Tip 1 and Tip 7.
Amount of new residential development within 30 minute public transport time of a GP; a hospital; a primary school; a secondary school; areas of employment; and a major retail centre (C3b)	100%. All AAP sites (827 units) are within the relevant public transport times, and will be developed by 2020.

2. Safeguard quality employment areas:

- support sustainable local employment sites and areas, concentrating on the more modern employment provision based around Bloomfield Road and Sedgley Road West, with the outdated or obsolete industrial sites being redeveloped for other uses.

Indicator (Core/Local Reference)	AAP Target
Losses of employment (ha) (C1e).	Existing employment land converted to other uses = 12 hectares. 7.3 ha. Tip1 & Tip4 in 2011-2015; 4.7 ha. Tip7 in 2016-2020.
Amount of employment land lost to residential development (C1f).	Existing employment land converted to residential = 12 hectares. 7.3 ha. Tip1 & Tip 4 in 2011-2015; 4.7 ha. Tip7 in 2016-2020.
Loss of employment land in AAP area other than allocated sites (L)	0 hectares. No other employment land to be lost in the AAP area up to 2020.

3. Safeguard and enhance the natural environment:

- protect and improve the green infrastructure and local biodiversity for all users, particularly The Cracker and its local nature conservation areas, and the linear open space network based on former railways and existing and former canals, particularly through developer contributions.

- promote new community open space as an integral part of new residential neighbourhood at Alexandra Road/Locarno Road, incorporating the Tipton Brook and the line of the former canal arm.

Indicator (Core/Local Reference)	AAP Target
Amount of land (ha) granted planning permission away from open space use (L32).	0 hectares. No open space land to be lost in the AAP area up to 2020.
Proportion of eligible housing sites providing community open space (L3).	100%. The eligible sites will contribute open space as follows. Tip1: 1.5 hectares direct provision by 2016. Tip1, Tip2, Tip4, Tip6 and Tip7: £1.58M (at 2008/2009 rates) - £1.34M in 2010-2015, £0.24M in 2016-2020.

4. Reinforce the role of Owen Street District Centre:

- aid the regeneration of the Owen Street District Centre, by protecting its boundary and status as a District Centre, supporting further retail and/or appropriate mixed use proposals within it, and improving accessibility to its catchment, which will increase in size as a result of substantial new residential development within a kilometre.

Indicator (Core/Local Reference)	AAP Target
Maintain Owen Street as District Centre (L).	Maintain District Level status throughout plan period to 2020.

5. Enhance local education provision:

- facilitate improvements to local education provision at Summerfield Primary School, Alexandra High School and Willingsworth Academy, particularly where required as a result of new residential development.

Indicator (Core/Local Reference)	AAP Target
Number of developments where S106 education contribution achieved (L).	5. The eligible sites will contribute education contributions as follows. Tip1, Tip2, Tip4, Tip6 and Tip7: £0.90M (at 2008/2009 rates) - £0.77M in 2010-2015, £0.13M in 2016-2020.

6. Safeguard and enhance local heritage assets:

- protect and enhance the local heritage in the form of the canal network as a whole, especially that part within the designated Factory Locks Conservation Area.
- support the protection and enhancement of existing heritage assets during the development process, and protect further assets which may be discovered during redevelopment.
- enhance the lines of former canals and railways, primarily as part of open space network.

Indicator (Core/Local Reference)	AAP Target
Number of listed buildings demolished (L50).	0. No listed building are anticipated to be lost in the AAP area up to 2020.

7. Improve transport accessibility:

- improve walking and cycling provision to the District Centre and local open space as a result of new residential development.

- maintain and enhance links with public transport routes, particularly the 311 Bus Showcase Route (to be re-routed through Owen Street following completion of the Relief Road), and Tipton Rail Station.

- promote sustainable transport options in the area, including through developer contributions where appropriate.

Indicator (Core/Local Reference)	AAP Target
Proportion of new development providing cycle parking (L23).	100%. All new residential development to provide minimum standard of cycle parking (i.e. one per unit, plus one per two bedrooms), as follows. 2006-2010 = 0; 2011-2015 = 1580 within sites Tip 1, Tip2, Tip 4 Tip 6 and Tip 7; 2016-2020 = 279 within sites Tip1 and Tip7.
Sites allocated for residential development providing Transport Assessments (L).	100%. Sites Tip1, Tip2, Tip4, Tip6 and Tip7 all require TAs prior to their development start dates indicated in 6.21.
Loss of public transport routes (L).	0. No loss of routes serving Tipton AAP area (311, 402, 644) in plan period to 2020.

Secondly, the milestones for start and completion of the individual development sites, which will enable the authority to identify whether there is any cause for concern with regard to implementation, and whether any remedial action is necessary. These milestones are identified in paragraph 6.21.

However, a caveat must be made on the achievement of these targets, which are largely dependent on sites coming forward for residential development via the private sector and providing planning gain. It must also be noted that the current Borough-wide targets for these matters will be further developed through the Black Country Core Strategy and subsequent DPDs.

6.19 Annual monitoring will also assist in reviewing the risk factors associated with achieving the milestones. The availability of sites and development finance cannot always be precisely predicted. It is likely that some sites may come forward sooner than anticipated, and that others may slip in the process, often through matters not in the control of the Council or the development industry. It is anticipated that all the proposals will be achieved within the plan period even if there are variations in the actual timing.

6.20 The committed schemes identified in 6.3 (which are not part of the AAP proposals in themselves) are summarised below.

	2007	2008	2009	2010
Owen Street Relief Road	Start			Complete
Alexandra High School Rebuild				Complete
Neptune Health Centre Extension				Complete
New Glebefields Health Centre		Complete		
Residential at Corus site (251 dwellings)	Start		Complete	
Tibbington demolitions	Start			

6.21 Milestones for the sites identified in 6.5
- 6.10 are summarised below.

AAP MILESTONES

Site, with dwellings where appropriate	2008	2009	2010	2011	2012	2012+
Tip1 (440)						Start
Tip2 (40)			Start	Complete		
Tip3 (n/a)	Complete					
Tip4 (80)			Start	Complete		
Tip5 (n/a)	Start				Complete First Phase	Start Second Phase
Tip6 (37)		Start		Complete		
Tip7 (230)						Start

APPENDIX 1

Extract from West Midlands Regional Spatial Strategy 2004.

Policy UR1: Implementing Urban Renaissance - the MUAs

- A.** Throughout the Major Urban Areas, local authorities, Regional agencies and partnerships should work together to:
- i) restructure land use and transport networks to create employment growth, new residential environments, improved environmental quality, integrate transport and join up centres;
 - ii) undertake environmental improvements (QE Areas of Enhancement diagram) including greening programmes (QE4) and conservation of the historic environment (QE5);
 - iii) maximise the use of the existing housing and business stock where economically and socially viable;
 - iv) raise the quality of urban design, architecture and public art and spaces (QE3,4);
 - v) rejuvenate urban centres to act as a focus for regeneration; and
 - vi) increase accessibility particularly for those currently disadvantaged in accessing jobs (T1).
- B.** These objectives should be achieved using techniques such as:
- i) establishing local urban renaissance visions through effective participation of residents, businesses and other stakeholders;
 - ii) introducing neighbourhood management techniques;
 - iii) establishing innovative forms of delivery partnerships and mechanisms; and
 - iv) sharing best practice through demonstration projects.
- C.** Targeted action should be taken in areas of greatest need and areas of opportunity to create growth and new choices. Partnership working should be prioritised towards:
- i) developing integrated renewal strategies for the most deprived communities;
 - ii) housing market improvements combined with improved services, such as health and education in the market renewal areas and housing renewal areas (CF 1);
 - iii) concentrated action within the urban regeneration zones, including business support, skills training, access improvements, land assembly and environmental improvement (PA2, QE3,4);
 - iv) developing strategies to provide for employment growth and creation of new residential environments in areas of opportunity; and
 - v) identification of the complementary roles and identities of centres within the MUAs as catalysts for urban renaissance (UR3).

APPENDIX 2

Extract from West Midlands Regional Spatial Strategy, Draft Phase One Revision, The Black Country: Examination-in-Public, Report of The Panel 2007.

R5.1 The following should be added after paragraph 2.16 of RPG 11:

Climate Change and the Black Country

2.16A Planning policies have a major role to play in tackling climate change. Whilst such policies apply across the Region as a whole, the scale of change and development in the Black Country which is necessary to meet the objectives of both economic and environmental transformation, and the area's unique environmental character, justify a policy for the Black Country alone to direct the more detailed plans and policies which are to guide that change. CC1 sub-paragraph A is based on Government targets.

Policy CC1: Climate Change

The Black Country Joint Core Strategy, the Area Action Plan for Brierley Hill and other LDDs should:

- A.** Include policies and proposals to help reduce the Black Country's carbon dioxide emissions by 20% below 1990 levels by 2010, and by 60% from 1990 levels by 2050.
- B.** Exploit opportunities to both mitigate and adapt to the worst impacts of climate change by:
 - (i) developing and using renewable energy;
 - (ii) reducing the need to travel; and
 - (iii) reducing the amount of biodegradable waste going to landfill;
- C.** Enhance and extend natural habitats so that the opportunities for species migration are not precluded and biodiversity can adapt to climate change and hence help to mitigate its affects by reducing 'heat islands', acting as carbon 'sinks', absorbing flood water and providing renewable energy; and

- D.** Require all new development to:
 - (i) minimise resource demand and encourage the efficient use of resources, especially water, energy and materials;
 - (ii) encourage the construction of climate-proofed developments and sustainable buildings to help ensure their long-term viability in adapting to climate change;
 - (iii) avoid development in flood zones and promote the use of sustainable drainage techniques;
 - (iv) facilitate walking, cycling and public transport;
 - (v) facilitate effective waste management; and
 - (vi) protect, conserve, manage and enhance environmental and natural and built heritage assets;
- E.** Regularly monitor progress and review policies accordingly.

R5.2 Policy UR1A(vi) should be deleted and replaced as follows:

Policy QE10: Transforming the Environment of the Black Country

Local Authorities and others will plan for the transformation of the environment by:

- (i) giving physical expression to the concept of the 'Black Country as Urban Park' through identification of Beacons, Corridors and Communities;
- (ii) preparing and implementing a joint Black Country Landscape Action Plan based on a Green Infrastructure approach to define and deliver an integrated network of open spaces, waterways and canals; to protect and enhance topographical, biodiversity and heritage features; and to promote walking and cycling;
- (iii) preparing a Canal Management Plan to support the promotion of World Heritage Status for the Black Country Canal Network and its environs.

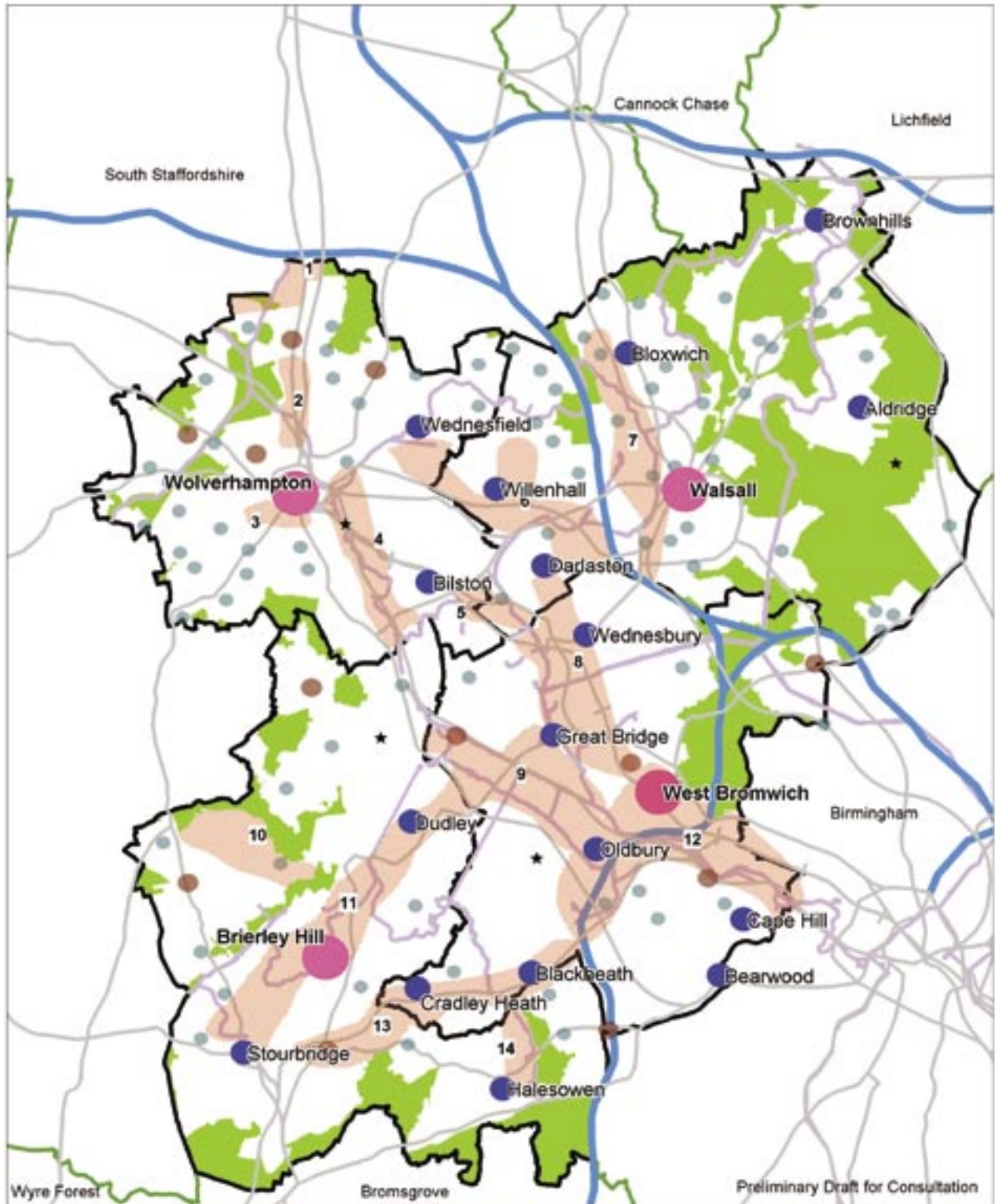
This policy and paragraphs 4.6H - 4.6J (re-numbered 8.46A - 8.46C) should be added to Chapter 8 Quality of the Environment of RPG 11 as a new section headed "Transforming the Environment of the Black Country".

R5.3 In paragraph 4.6H line 4 "improving the quality of" should be replaced by "transforming" to reflect precisely the wording of the objective and the importance of the task.

R5.4 To provide full reasoned justification for the policy further text should be added to explain the Green Infrastructure approach and the principles of the Canal Management Plan.

APPENDIX 3

Black Country Core Strategy Regeneration Corridors



Key	
	Black Country Borough Boundaries
	Strategic Centres
	Town/Large District Centres
	District Centres
	Local Centres
	Major Transport Routes
	Motorways
	Canals
	Green Belt
	Beacons Signalling Black Country Identity
	Regeneration Corridors (Please see Appendix for information on corridors)

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APPENDIX 4

The UDP promotes sustainable development; it seeks to ensure that there are jobs, homes, parks and other essential services available to everyone, while at the same time protecting the environment. It contains policies to provide land for new homes of the right type and quality, to provide suitable industrial land, to support an effective transport network, strengthen the Borough's centres, to enhance and protect the natural environment and heritage, and to improve the quality of buildings and spaces.

Within the Adopted UDP 2004, there are a number of policies which are particularly relevant to the planning framework for the Area Action Plan.

Housing

Policy H3 Windfalls: outlines criteria for considering the development of unallocated land for residential use.

Policy H6 Design of Housing Development: seeks a high standard of design for new housing development.

Policy H7 Amenity of New Housing: requires the provision of Community Open Space and other supporting facilities in connection with new residential development.

Policy H8 The Relationship Between Residential and Industrial Uses: limits new housing near to uses which have adverse impacts such as noise or pollution.

Policy H9 Affordable Housing: requires an element of affordable housing on appropriate sites.

Economy and Employment

Policy E1 Key Industrial Allocations: safeguards the higher quality industrial sites.

Policy E2 Business Zones identifies industrial areas safeguarded for that use.

Policy E3 Redevelopment of Existing Non-allocated Industrial Sites: outlines criteria for considering the redevelopment of industrial sites outside of Business Zones.

Policy E5 Relationship Between Industry and Other Uses: considers the adverse effects upon industry and by industry, and considers when relocation will be considered.

Policy E6 Locational Factors: outlines criteria for the location of employment generating uses.

Transport

Policy T1 General Policy: establishes a hierarchy of measures to be undertaken to improve transport choice (walking, public transport and cycling, private motor vehicles).

Policy T10 Roads: outlines the criteria for road improvements or new roads.

Shopping and the Role Centres

Policy SRC1 Hierarchy of Centres: establishes defined shopping centres within Sandwell, and their level in the hierarchy.

Policy SRC6 District Centres: considers the appropriate level of investment in these centres.

Open Space

Policy OS1 Open Space Hierarchy: outlines the hierarchy of open space used to guide decisions about improvements to, and new provision of, open space.

Nature Conservation

Policy NC2 The Nature Conservation Network: identifies the range of Nature Conservation areas which the Council seeks to maintain and enhance.

Urban Design

Policy UD1 General Urban Design Principles: emphasises the requirement for good quality design of developments and the public realm.

Physical Constraints on Development of Land

Policy PC4 Pollution Control: restricts pollution-sensitive development close to potentially polluting uses.

Policy PC6 Land Affected By Contaminants, Mineshafts Of Unsatisfactory Load Bearing Capacity or Other Constraints: requires that new development includes satisfactory remedial measures.

Conservation and Heritage

Policy C3 Conservation Areas: outlines criteria for new development in defined Conservation Areas.

Policy C7 Canals: protects the canal heritage of the Borough.

There is also Adopted Supplementary Planning Guidance (SPG) on Residential Design which seeks to ensure that residential areas are attractive, integrated, accessible, flexible, comfortable, and identifiable. The SPG addresses general design issues as well as density and local character, and reflects the approach taken by Planning Policy Guidance Note 1 (now Planning Policy Statement 1) in making good design a priority.

In addition to the SPG, Sandwell has prepared further guidance in the form of a Supplementary Planning Document on Intensification, which addresses the pressures arising from an increase in housing densities in what the authority considers to be unsustainable locations. Planning Policy Statement 3 promotes a more flexible approach to density that takes better account of local circumstances, and encourages local authorities to set a density range appropriate for particular types of location. This emerging guidance will assist in determining the details of residential development on the development sites.

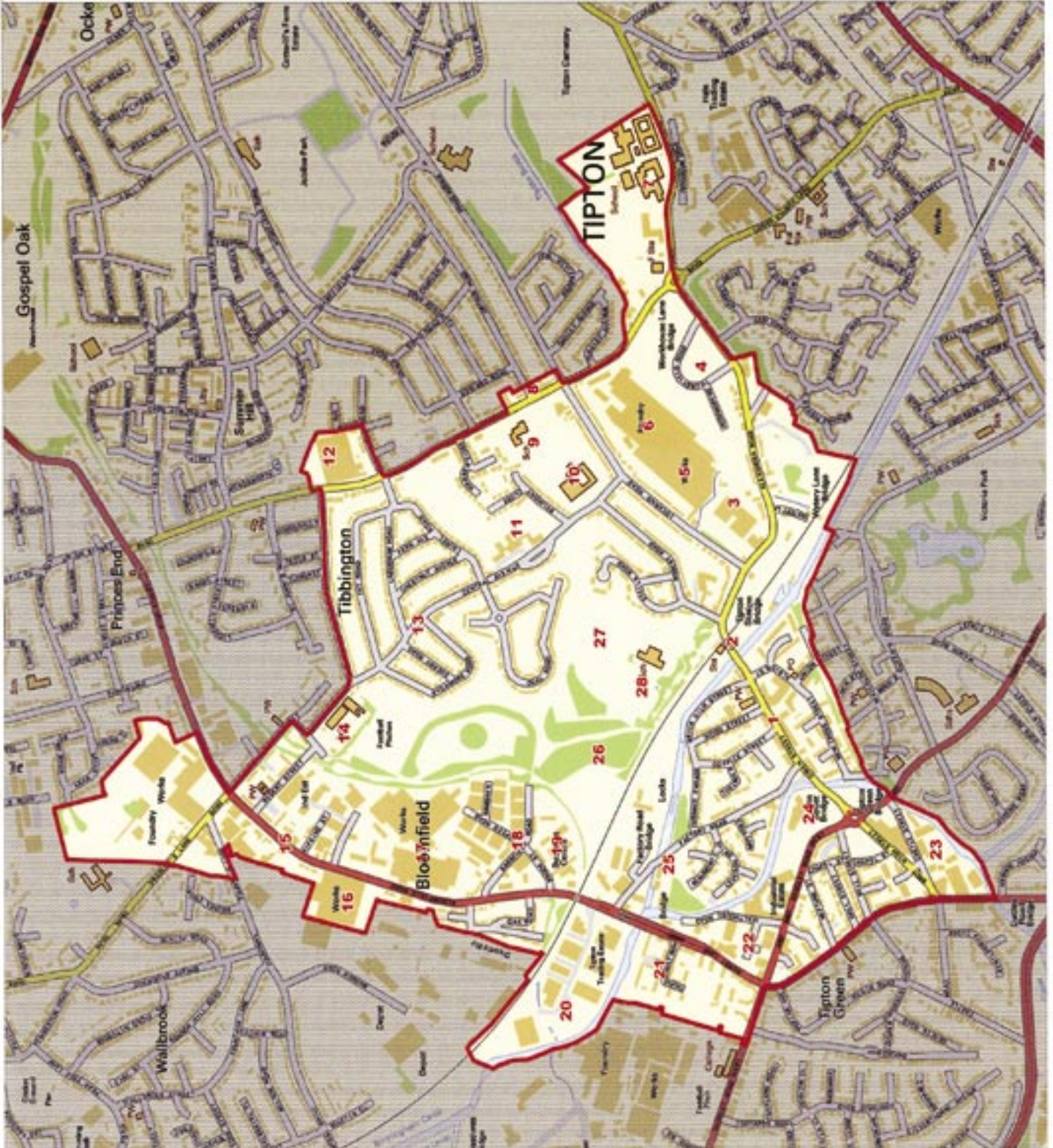
TIPTON AREA ACTION PLAN
Plan 1

 Action Plan Boundary (showing main features)

1. Owen Street District Centre
2. Railway Station & Level Crossing
3. Alexandra Industrial Estate
4. Little Burton
5. Firth Cleveland Ltd
6. Sigmaseast Iron Ltd
7. Alexandra High School
8. Shops, Upper Church Lane
9. Westminster School
10. Locarno School
11. Walker Grange
12. Premier Steel Processing Ltd
13. Tibbington Estate
14. Princes End School
15. Bloomfield Road
16. Angle Ring Co. Ltd
17. Former Corus Site
18. Barnfield Industrial Estate
19. Brook Street Business Centre
20. Bloomfield Park
21. Former Bean Works, now residential
22. Malthouse Road, and Eclipse Ind. Est.
23. Castle Street/High Street
24. Neptune Health Centre
25. Factory Locks and Birmingham Canal
26. The Cracker
27. St. Paul's allotments
28. St. Paul's C of E School




















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TIPTON AREA ACTION PLAN
Plan 2

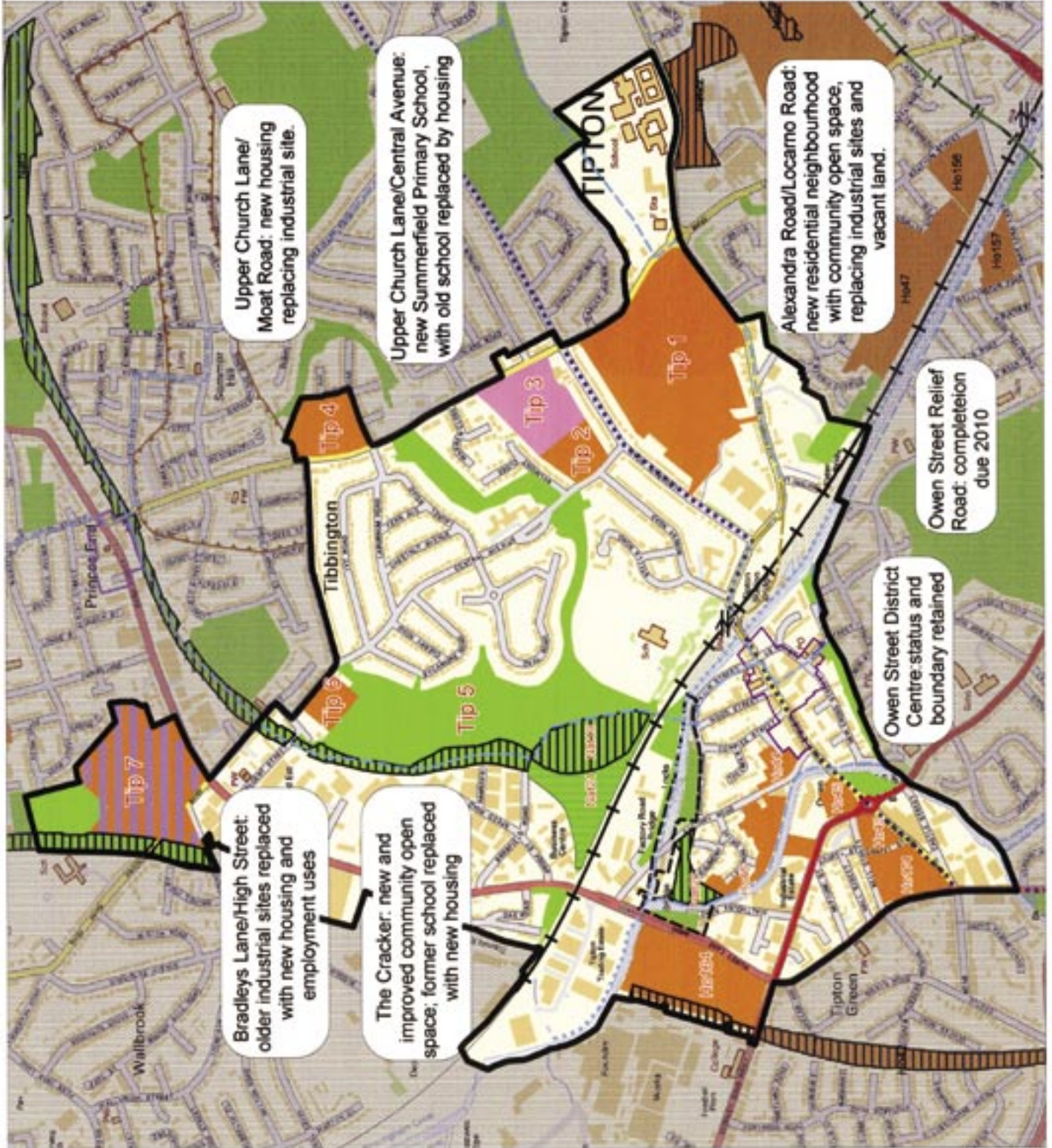
Changes to Proposals Map

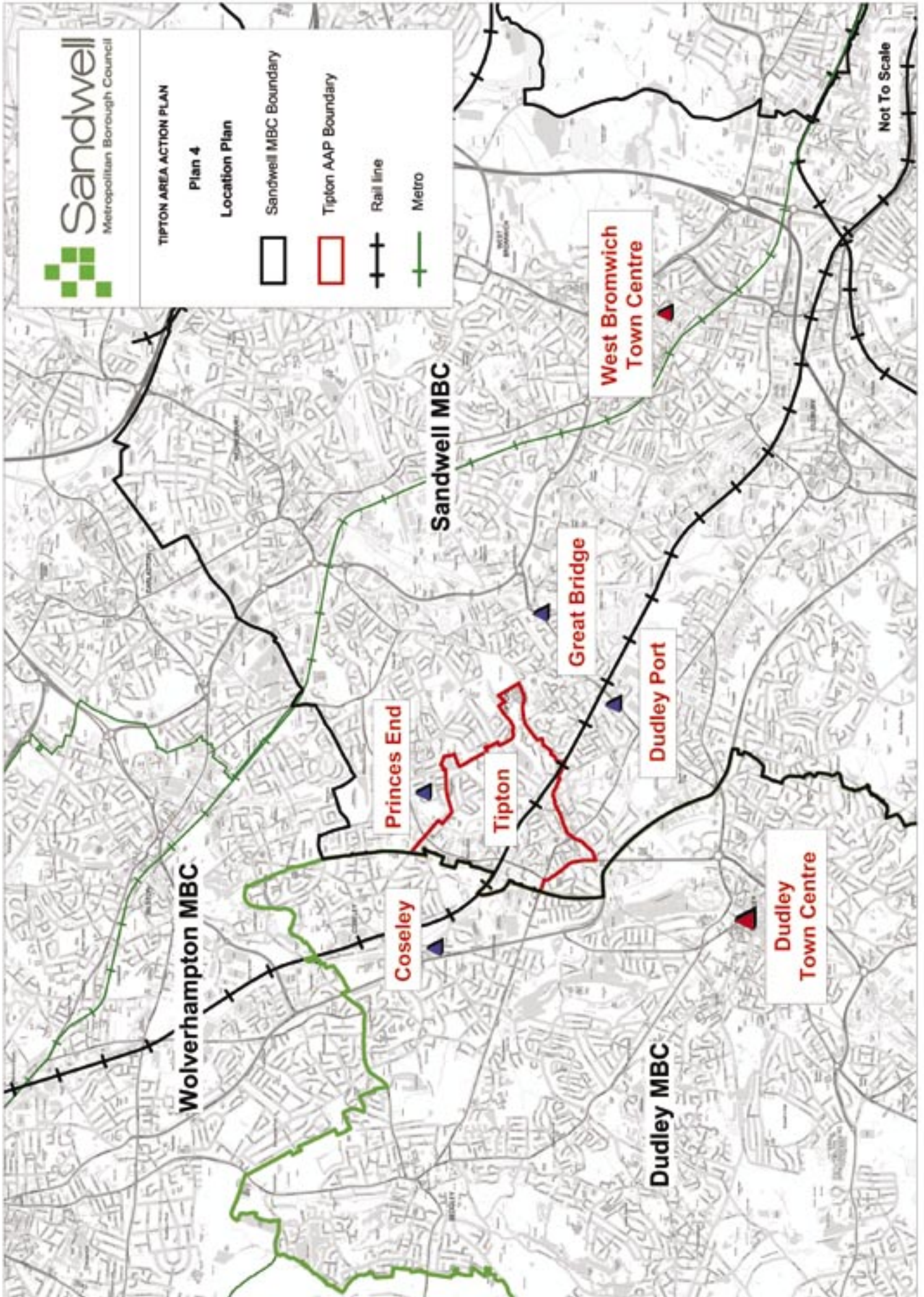
-  Boundary of Area Action Plan
-  Community Open Space
-  Education Proposals
-  Residential including new Community Open Space where appropriate.
-  Mixed Use-Residential and Employment
-  District Centre
-  Local Centre
-  Areas of Potential Archaeological Importance
-  Conservation Areas
-  SINC
-  SLINC
-  Wildlife Corridor
-  Proposed Metro Route
-  Rail
-  Rail Station
-  Local Cycle Network
-  National Cycle Network
-  Strategic Highway Network
-  Proposed Bus Showcase Route
-  Proposed Road Improvements

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TIPTON AREA ACTION PLAN

**Site Plan Tip1 - Alexandra Road/
Upper Church Lane/Locarno Road**

Primary allocation:

Residential incorporating new community open spaces.

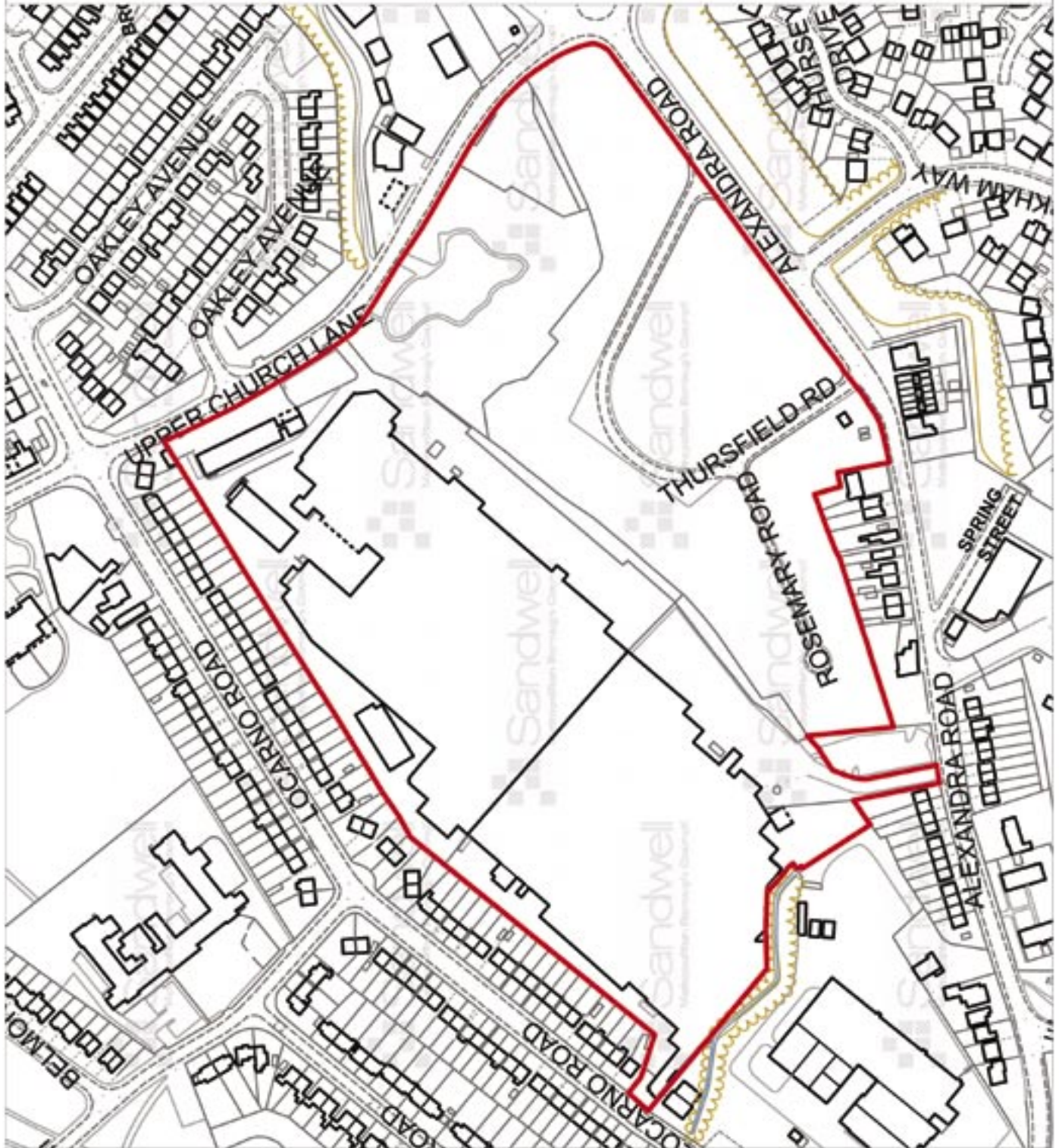
Site size:

Approximately 10.35 hectares

Estimated capacity:

Approximately 440 dwellings (net), allowing for approximately 1.5 hectares of open space on-site.

Affordable housing requirement based on the estimated capacity and current housing needs assessment: 110



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TIPTON AREA ACTION PLAN

Site Plan Tip2 - Central Avenue

Primary allocation:
Residential.

Site size:
Approximately 1.08 hectares

Estimated capacity:
Approximately 40 dwellings, (at an average maximum density of 40 dph).

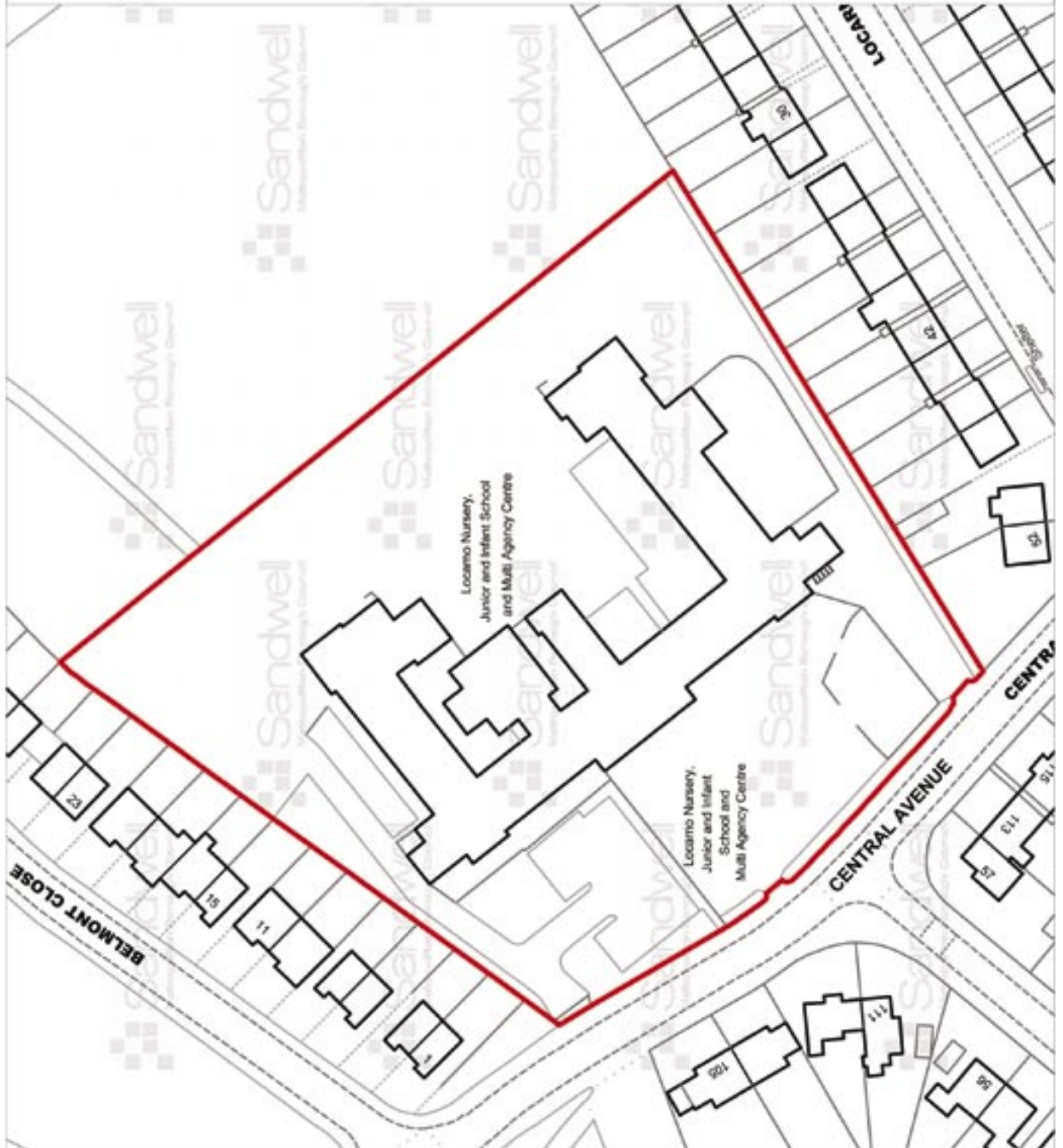
Affordable housing requirement based on the estimated capacity and current housing needs assessment: 10

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TIPTON AREA ACTION PLAN
Site Plan Tip3 - Upper Church Lane

Primary allocation:
Education

Site size:
Approximately 2.57 hectares

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TIPTON AREA ACTION PLAN
Site Plan Tip4 - Upper Church Lane/
Moat Road

Primary allocation:
Residential.

Site size:
Approximately 1.6 hectares

Estimated capacity:
Approximately 80 dwellings, (at an average maximum density of 50 dph).

Affordable housing requirement based on the estimated capacity and current housing needs assessment: 20

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TIPTON AREA ACTION PLAN

Site Plan Tip5 - Tibbington Open Space and Playing Fields (the Cracker)

Primary allocation:

Community Open Space, including a Site of Interest for Nature Conservation (SINC) and a Site of Local Interest for Nature Conservation (SLINC).

Site size:

Approximately 16.87 hectares.



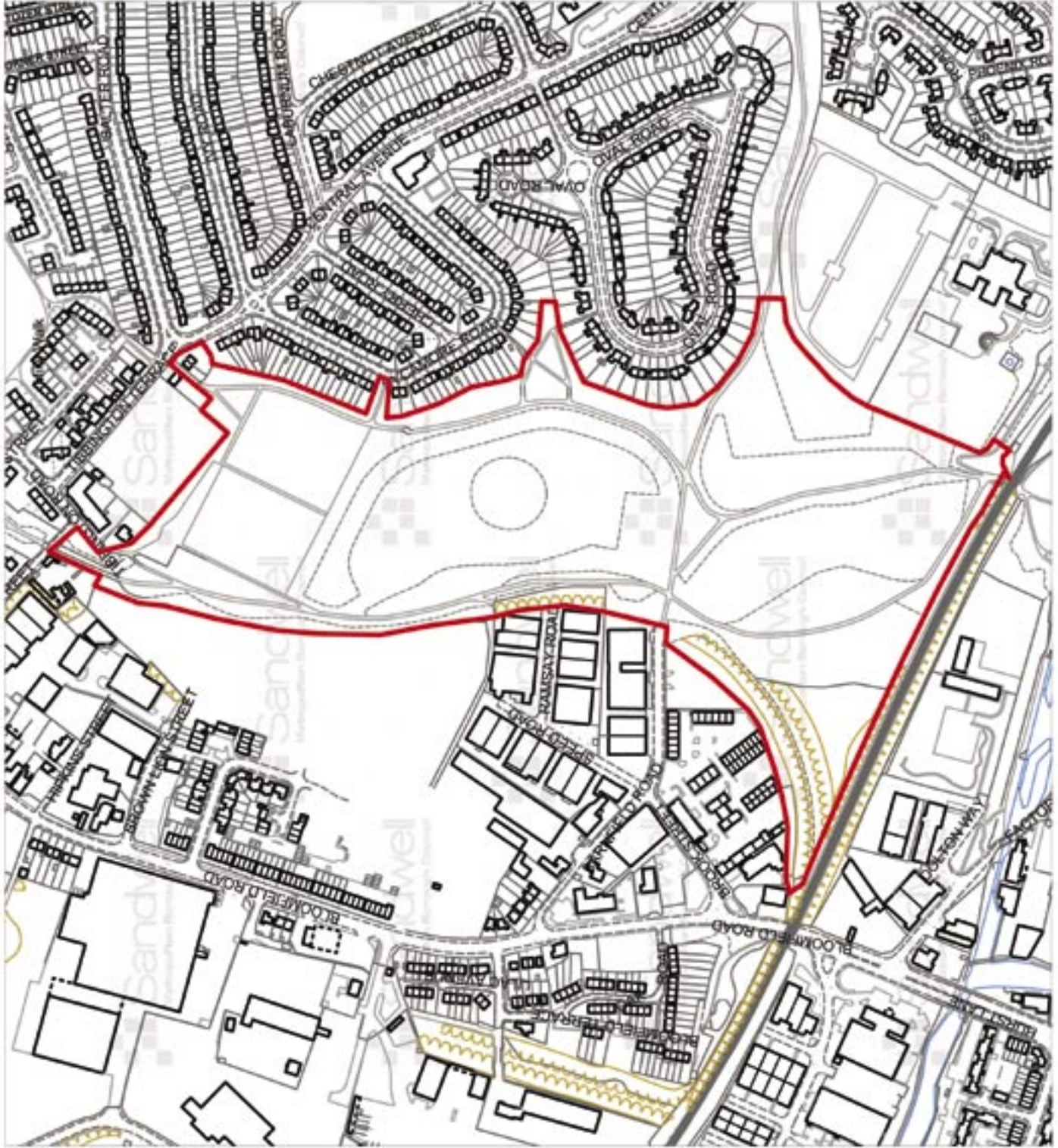
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TIPTON AREA ACTION PLAN

Site Plan Tip6 - Tibbington Terrace

Primary allocation:
Residential.

Site size:
Approximately 0.75 hectares

Estimated capacity:
Approximately 37 dwellings. (at an average maximum density of 37 cph).

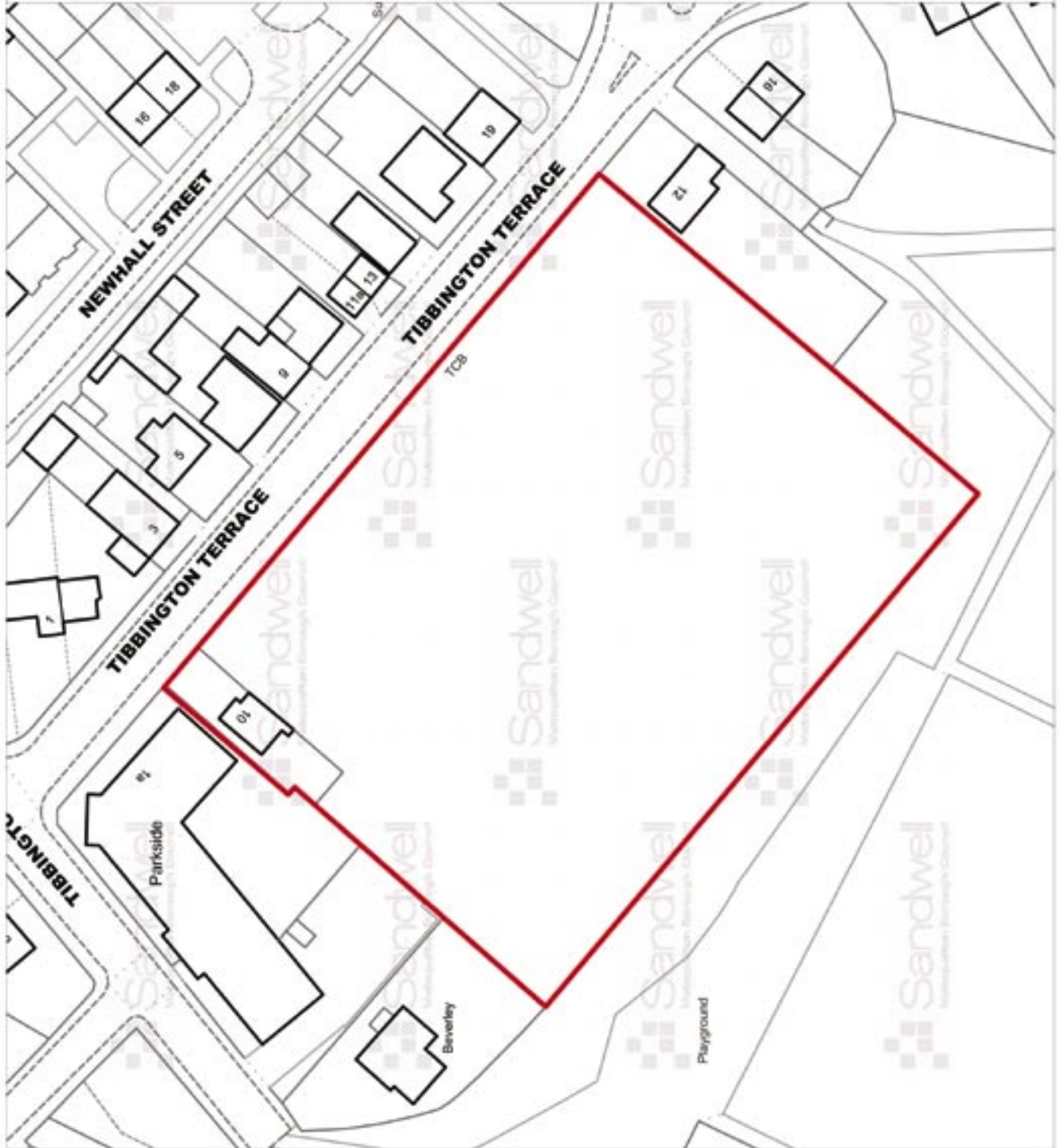
Affordable housing requirement based on the estimated capacity and current housing needs assessment: 9

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TIPTON AREA ACTION PLAN

**Site Plan Tip7 - Bradley's Lane/
High Street**

Primary allocation:

Residential, incorporating community open space and employment land.

Site size:

Approximately 5.7 hectares

Estimated capacity:

Approximately 230 dwellings, allowing for approximately 1 hectare of employment uses.

Affordable housing requirement based on the estimated capacity and current housing needs assessment: 58



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