

The Site Allocations and Delivery Development Plan Document



Adopted December 2012

Sandwell Site Allocations and Delivery Development Plan Document

Contents:

Introduction	3
Delivering the Black Country Core Strategy	5
The Policies:	10
Housing	11
Economy & Employment	16
Retail & Centres	19
Transport	21
Historic Environment	24
Environment & Open Space	32
Development Constraints	40
Telecommunications	45
Development Management	46
The Corridors:	53
Regeneration Corridor 8 Hill Top	53
Regeneration Corridor 9 Dudley Port –Tividale - Brades Village	70
Regeneration Corridor 12 – Oldbury - West Bromwich – Smethwick	87
Regeneration Corridor 13 - Jewellery Line - Rowley Regis to Stourbridge Junction	104
Regeneration Corridor 16 - Coseley, Tipton, Princes End	116
Outside the Growth Network	123
Monitoring and Implementation	131
Appendix 1 - Core Output indicators or Local Output Indicators	132
Appendix 2 – Sandwell Housing Trajectory	137
Appendix 3 – Gateway Map	139

Explanatory Note

In order to assess the housing capacity of sites to be included in the Site Allocations & Delivery DPD, the density of all sites has been calculated at 35 dwellings per hectare (net). An assessment of the housing potential of each site was made by assessing its developable area. This was limited by factors like topography, irregular shaped plots and site specific constraints. Where sites have already been subject to a detailed appraisal e.g. through a planning application or development brief, this capacity figure has been used.

This approach has allowed the Site Allocations & Delivery DPD to consider a broad range of sites across the Borough and ensure that the figures contained within the Core Strategy can comfortably be met. It is important to stress that the housing capacity figures are merely a broad indication of a site's capacity. More detailed work on each site may show that a site has the potential for a higher capacity (depending on site layout, house types and any site constraints that may be present).

The base date of the plan is 2006 and the plans contained within the document show the allocations at April 2011.

NB: The Housing Allocation reference numbers refer to the Sandwell Strategic Housing Land Availability Assessment (SHLAA).



1. INTRODUCTION

1.1 Sandwell MBC is currently preparing a range of planning documents to replace the Sandwell Unitary Development Plan 2004. These documents will form the Borough's Local Development Framework (LDF) and will guide future planning decisions. The Black Country Core Strategy is the strategic planning document for the four Black Country Authorities of Dudley, Sandwell, Walsall and Wolverhampton and it was Adopted on 3rd February 2011. The Black Country Core Strategy identifies an approach founded on Strategic Centres and Corridors.

1.2 This Site Allocations and Delivery Development Plan Document is a key aspect of the Sandwell LDF and builds on the Black Country Core Strategy, providing much greater detail for Sandwell.

The other LDF documents include:

West Bromwich Area Action Plan – to be submitted to the Secretary of State in October 2011. There are also a number of Supplementary Planning Documents. These are based on policy themes or are area specific.

1.3 The determination of planning applications must be in accordance with the Development Plan unless material considerations indicate otherwise. It is important therefore that each document in the LDF is not read in isolation.

Purpose and Role

1.4 The Site Allocations and Delivery Development Plan Document (SADDPD) will guide development within the Borough until 2021. It will do this by providing allocations and local policies.

1.5 The SADDPD is in conformity with the spatial strategy as set out within the adopted Black Country Core Strategy (BCCS).

1.6 The BCCS is a strategy based on the concentration of development within regeneration corridors and centres. In particular the BCCS established the broad areas and quantity of housing growth and of employment land to be protected. These represent the Council's long term 2026 view. Except for the area covered by the West Bromwich Area Action Plan, the SADDPD provides the detailed land use allocations and designations within these broad areas up to 2021 to meet the Boroughs housing and employment land requirements. However as other material considerations can affect the decision making process an allocation does not necessarily represent an unconditional approval for that use.

1.7 The long term residential sites indicated on the policy map accord with the BCCS broad areas and give an indication of where the post 2021 residential housing growth may emerge. The definition in detail of the post 2021 allocations will follow immediately after the review of the BCCS programmed for 2016.

1.8 The SADDPD provides a series of local policies to respond to particular issues in the Borough which are not covered by the BCCS, and these will be used when considering planning applications for the use and development of land.

- 1.9 In addition the SADDPD identifies the infrastructure requirements to achieve sustainable communities. Therefore, particular regard has been given to the requirements for transport, community facilities, education, health, the natural, built and historic environment, the Borough's centres and waste

Site Selection and the Development of Policies

- 1.10 As a first step towards the production of the SADDPD the Council, in September 2008, published and consulted upon the document "Planning for the next 15 years in Sandwell." This indicated the "areas of search" which were the broad options for housing and employment, and raised a number of key questions. These areas of search were based on the emerging broad areas subsequently included in the BCCS and its evidence base. Since then there has been considerable ongoing engagement with landowners, industrialists, developers and Sandwell's communities. This engagement also contributed towards the development of the Borough's Strategic Housing Land Availability Assessment (SHLAA). This consultation and the Sandwell SHLAA refined the options further for the Draft Site Allocations, consultation upon which commenced in November 2011. This Draft Site Allocations document also introduced the consideration of policies to supplement those of the BCCS. Subsequently In March 2011 a number of draft local policies were put forward for consultation.
- 1.11 Continuing engagement and refinement, particularly through the consideration of responses received, has led to the allocations and policies now proposed in this document.

The Structure of the Document

- 1.12 This document provides a summary of the main themes of the BCCS which supplied the context for the preparation of the Site Allocations, particularly the corridors approach. There is also a summary of how the SAD DPD will deliver these key provisions.
- 1.13 Following the publication of the National Planning Policy Framework a policy which describes the presumption in favour of sustainable development is included.
- 1.14 Detailed additional policy themes are identified. Each theme will include a brief description of the scope of the BCCS policies and propose local policies where it is considered that additional local policy guidance is required.
- 1.15 There is a chapter on each of the five Sandwell Regeneration Corridors detailing how the objectives and Vision of the BCCS for each of these will be delivered. These include a proposal map and schedule. There also is a similar section on the contribution of the out of corridors areas.



2. Delivering the Black Country Core Strategy

- 2.1 The LDF provides the primary means of delivering the spatial elements of the Sandwell Scorecard. Appendix 8 of the BCCS demonstrates how it is aligned with the Scorecard. The SAD DPD in delivering the spatial strategy maintains this alignment.

The Corridors Approach

- 2.2 Following on from the Black Country Study, the Black Country Core Strategy established the broad spatial strategy for the sub-region. This is an ambitious urban renaissance strategy based on significant land-use restructuring along a number of regeneration corridors which are the focus for growth along with the four strategic centres. West Bromwich is the strategic centre for Sandwell.
- 2.3 The BCCS has established a Vision and a Spatial Strategy for each Corridor, as well as indicative housing and employment land targets. Unlike the SADDPD the BCCS covers the period up to 2026, therefore the housing allocations in this draft SADDPD do not achieve the full 2026 target. However the Corridor Plans will indicate potential longer term (post 2021) housing locations.

There are 5 regeneration corridors in Sandwell:

- Hill Top (RC8)
- Dudley Port /Brades Village (RC9)
- Oldbury /West Bromwich/Smethwick (RC12)
- Rowley Regis/Jewellery Line (RC13)
- Tipton/Princes End/Coseley (RC16)

- 2.4 The West Bromwich Area Action Plan will deliver the renaissance of the Strategic Centre and its environs.
- 2.5 This document deals only with land within Sandwell and focuses largely on the above five corridors: The employment led corridors RC8 - Hill Top, and RC12 - Oldbury /West Bromwich /Smethwick, will provide much of the employment land, both high quality and local, necessary for the Sandwell economy over the next 20 years, as well as some new residential development.
- 2.6 The housing led corridors RC9 and RC13 have good existing and proposed public transport routes – notably heavy rail, the Metro and the proposed Rapid Transit extensions, and provide the opportunity to deliver residential areas that maximise the opportunity for sustainable travel whilst retaining significant employment.
- 2.7 Within Corridor RC16 it is proposed that both local employment land and housing will be provided.

Housing Growth

- 2.8 The Black Country Core Strategy Policy HOU1, Delivering Sustainable Housing Growth, contains a requirement for Sandwell Council to identify sufficient capacity on which to build (12111) dwellings to 2021.

This capacity has been identified through:

- The Sandwell Strategic Housing Land Availability Assessment;
- Surplus employment land identified through the Black Country Employment Study;
- An estimate of the likely scale of housing renewal during the Plan period.

2.9 Appendix 2 of the BCCS indicates the housing growth areas and the mixed use areas which will provide for an element of housing within each corridor.

2.10 The SAD DPD through the allocations in the Corridors and Out of Corridors achieves this requirement.

Employment

2.11 The BCCS indicates the broad areas for the various types of employment land. It also provides guidance to the quantum of these categories in each of the corridors, again for 2016 and 2026.

2.12 A pro-rata of these BCCS figures for 2021 was taken, which was largely compatible with the release of land for housing. Therefore this was taken as a benchmark towards which the SADDPD should work. The SADDPD and the WBAAP has generally achieved these figures and provides the appropriate amount of employment land.

2.13 Table 1 below illustrates how the Black Country Core Strategy Employment indicative employment land figures for Sandwell are comfortably met by the designations and allocations within the SAD DPD and WBAAP.

2.14 The BCCS also requires a minimum provision of development sites to provide a reservoir of land to enable economic regeneration. Table 1 also indicates how the SADDPD has identified sufficient land against this requirement.

Table 1: Employment Land Supply

Employment Land Type	HQSEL* BCCS	HQSEL SADDPD	LEL** BCCS	LEL SADDPD	Total BCCS	Total SADDPD	BCCS Development Sites	SADDPD Development Sites
Regeneration Corridor								
8	229	223.5	70.5	79	299.5	302.5	16	33.5
9	-	-	158.5	127	158.5	127	9	6.8
12	223	252	197	194	420	446	34	55.7
13	-	-	80.5	88	80.5	88	-	-
16	-	-	17.5	19	17.5	19	-	-
OOC***	-	-	23	13.5	23	13.5	11	11.5
Total	452	475.5	547	520.5	999	996	-	-
WBAAP****	-	-	-	86.5	-	86.5	-	-
Total Sandwell	452	475.5	547	607	1018	1082.5	70	108

* HQSEL - High Quality Strategic Employment Land

** LEL - Local Employment Land

*** OOC - Out of Corridor

**** WBAAP - West Bromwich Area Action Plan

Centres

- 2.15 The BCCS sets out the hierarchy of centres for the Borough and provides a series of policies for the various tiers. Following consideration of the boundaries of these centres and of the retail cores defined within the UDP there are no changes to these proposed except for the Cradley Heath retail core now incorporates the new store. The WBAAP addresses these issues for the Strategic Centre.
- 2.16 The BCCS acknowledges that further local centres may emerge in Sandwell following the bench marking exercise carried out by the supporting technical work. The SADDPD technical work has identified a number of additional Local Centres recognising their role and importance to their surrounding community. It therefore proposes a series of local centres to which the BCCS Policy Cen5 will apply.
- 2.17 The BCCS also indicates how development for town centre uses within the Borough's various centres can provide for local needs in a sustainable manner and help anchor a centre as a whole. A number of such opportunities have been identified and these are indicated within the Corridors and Outside the Growth Network chapters. These sites will be subject to the BCCS Centres' policies and the Centres policies of this document.

Transport

- 2.18 The Black Country Core Strategy Policy CSP5 sets out the Transport Strategy and the policy reflects strategic outcomes that include, amongst others:
- enabling expansion of Strategic Centres,
 - providing communities with improved access to employment, residential services and other facilities and amenities, with travel choices that are attractive viable and sustainable,
 - improving accessibility of employment sites to residential areas and providing reliable access for freight to the national motorway network, and
 - facilitating access to quality employment land.

- 2.19 The Black Country LEP has also identified its four transport priorities:

- access to Birmingham Airport;
- improvements to the motorways;
- reinstatement of Stourbridge to Walsall freight line;
- Black Country Network Improvements.

These are reflected in the proposals within each of the regeneration corridors identified in this DPD.

- 2.20 Junctions 1 and 2 of the M5 are key Black Country priorities acknowledged by all four Local Authorities recognising their importance not only to the sub-region, but to the West Midlands and nationally. As such, they have also been identified as a priority for the LEP, as they are critical to delivering the Black Country Strategy for Growth and Competitiveness.
- 2.20 The successful achievement of these transport priorities will be dependent upon the identification of appropriate funding and delivery mechanisms. It will also be dependent on joint working between all stakeholders, including the Highways Agency, Centro, neighbouring authorities and the Black Country Local Enterprise Partnership in order to ensure the timely and effective delivery of the mitigation identified, linked to appropriate phases of development.

- 2.21 In relation to this, the Highways Agency has highlighted particular concerns in relation to for junctions 1 and 2 of the M5 where detailed modelling work by Mott MacDonald has identified that these junctions are likely to reach operational capacity during the early part of the plan period.
- 2.22 Black Country Core Strategy Policy TRAN2 sets out the requirements for new development to identify and demonstrate their travel and transportation impacts together with proposals for mitigation, with measures to promote and improve sustainable transport facilities being agreed through Travel Plans and similar measures such as individualised travel planning. Within Sandwell the preparation of Transport Assessments (TA) and Travel Plans (TP) should be in accordance with the Council's adopted Supplementary Planning Guidance: *The Preparation of Transport Assessments and Travel Plans, DtT Circular 02/07, DfT 'Guidance on Transport Assessment and DfT Guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009)*.
- 2.23 Policy DEL1 recognises that new development will only be permitted where all necessary provisions for the timely delivery of any necessary on and off site infrastructure is in place. In order to facilitate this, it also recognises that a broad range of funding mechanisms will need to be used including planning obligations, CIL, planning conditions and other available means. Administration of the process to identify schemes and funds will be led by the Council.
- 2.24 The Sandwell Local Development Scheme identifies that a Community Infrastructure Levy will be in place by 2014. It is envisaged that through this mechanism the level of future developer contributions will be arrived at, and the processes identified for how funds will be collated, managed and allocated towards specific infrastructure projects. In the interim, any requirements for necessary mitigation will be identified through individual TAs/TPs and will be the subject of appropriate planning conditions or through legal agreements in accordance with Sandwell's adopted Supplementary Planning Guidance: *Planning Obligations*.

3. The Policies

Presumption in Favour of Sustainable Development

- 3.1 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 3.2 Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.
- 3.3 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.



4. Housing Policies

- 4.1 The 2008-based Office for National Statistics (ONS) population forecasts an increase in the population of Sandwell by 38,600 people (+13.4%) over the forecast period (2008 to 2033).
- 4.2 There will be an increase in all age groups. The increase in the numbers of children aged 0-19 and in the 20-29 age range, gives an indication of the number of new households that will form that will have implications for future housing need both in the short and longer term. The most significant growth is in the over 65 age group with an increase of 15,700 people (+34.1%) over the forecast period. Within the older age group, numbers of people aged 90+ rise by 3,200 (+188.2%). Given the support resource demands and specialist accommodation needs often associated with very elderly people, these are very significant figures*.
- 4.3 Between 2006 – 2010, property prices in Sandwell have decreased by around 1.4% and sales of new homes have varied up and down over the last three years. Most notably 94% of newly formed households do not have enough of a deposit to buy a house and 40% of these cannot afford to rent properties in the private sector. This is having an increased impact on the need for affordable homes in the Borough.*
**Sandwell MBC Housing Needs and Demands Study Refresh, 2010, DCA*
- 4.4 The creation of cohesive, healthy and prosperous communities is vital for the achievement of the Vision for the Black Country, as set out within the Black Country Core Strategy. The Core Strategy contains a policy that aims to provide for 63,000 net new homes within the Black Country up to 2026. The Sandwell Site Allocations and Delivery Document (SAD DPD) sets out the number and location for these dwelling up to 2021 and also provides more guidance as to how the Council will deal with the housing windfall sites that will also contribute to the overall capacity, particularly with regard to their location and accessibility.
- 4.5 The Core Strategy also sees the provision of a range of housing types, tenures and densities as fundamental to providing a choice for new and existing residents. The SAD DPD document aims to take this a step further and provide additional guidance on how we will deal with proposals for new housing for people with specific needs, such as the disabled or the elderly.
- 4.6 It should be noted that there is a level of uncertainty over any likely significant impacts of development proposals within the SAD DPD on European site as outlined in the Conservation Regulations Assessment (CRA) Screening Statement. Sandwell MBC will work to ensure that no development proposals will lead to additional recreational impacts upon any European Protected Site. If future evidence suggests there could be an impact pathway as a result of the SAD DPD, then mitigation measures will be implemented. At the present time there is a level of uncertainty over any potential impact on Cannock Chase SAC and Sandwell MBC in conjunction with other Local Authorities are carrying out work to address any potential impacts.

SAD H1 – Housing Allocations

The Council has identified sites suitable for residential development or redevelopment. These sites can accommodate 10 houses or more and will be shown on the Policy Map.

Other ancillary uses appropriate for residential areas, such as health facilities, community facilities and local shops, may be acceptable where there is a gap in service provision and where they can be integrated successfully into the residential environment.

Other uses will not be acceptable on these sites.

- 4.7 The Black Country Core Strategy Policy HOU1, Delivering Sustainable Housing Growth, contains a requirement for Sandwell Council to identify sufficient capacity on which to build (12111) dwellings to 2021.
This capacity has been identified through:
- The Sandwell Strategic Housing Land Availability Assessment;
 - Surplus employment land identified through the Black Country Employment Study;
 - An estimate of the likely scale of housing renewal during the Plan period.
- 4.8 Table 2, Housing Land Supply Table 2006-2021, sets out Sandwell's housing capacity. A list of the housing allocations can be found in each corridor section of this document
- 4.9 The Council recognises that sustainable living environments require access to a range of services by walking, cycling and public transport. These services include, health, fresh food and education facilities. Therefore proposals for residential development will need to address policy HOU2, Housing Density, Type and Accessibility, of the Black Country Core Strategy.
- 4.10 BCCS Policy DEL2 indicates how existing businesses within Housing Growth areas will be encouraged to relocate provided suitable sites and premises are available.

Table 2: Housing Land Supply, 2006 – 2021

Completions 2006-2021		3645
Committed Capacity - April 2011		6064
Capacity within Regeneration Corridors	RC8	1403
	RC9	1189
	RC12	373
	RC13	1138
	RC16	124
Regeneration Corridor Total		4227
West Bromwich AAP (up to 2021) ¹		2262
Free-Standing Employment Site		633
Demolitions 2006-2011		-1556
Estimated housing Demolitions 2011-2021		-1822
Capacity on Demolition Sites		1275
Other Capacity Outside of the Growth Network		399
Total Net Dwellings		11482
Discounted by 25% ²		8612
Total Capacity Up To 2021		12257

¹ See West Bromwich AAP for detailed information regarding housing sites.

A 25% ² discount has been applied to all capacity to allow for some sites not coming forward during the plan period to reflect the current economic situation.

Monitoring

Indicator	Target
COI HOU1a - Housing Trajectory indicators	In accordance with housing trajectory set out in Appendix 4 of BCCS
LOI H1 - Net housing completions	Targets set out in Sandwell Housing trajectory

SAD H2 – Housing Windfalls

Proposals for residential development on sites not specifically allocated for residential use will only be permitted if they meet all of the following requirements:

- **The site is previously developed land that is suitable for residential development or conversion to residential development;**
- **Development of the site for housing will not lead to an unacceptable reduction in the supply of employment land (in accordance with Core Strategy Policy DEL2, Managing the Balance Between Employment Land and Housing);**
- **The use is compatible with other development plan policies.**

Proposals for residential development on unallocated greenfield land will only be considered where:

- **The site is not protected as community open space and is deemed low quality, low value within the Council’s Green Space Audit; or,**
- **The site is a piece of Council-owned land that is deemed surplus to requirements; or,**
- **The development of the site will bring an under-used piece of land back into beneficial use; or,**
- **The development of the site is infill and will meet the requirements of other policies guidance within the LDF.**

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

Monitoring

Indicator	Target
COI HOU1b – New and converted dwellings on previously developed land	95%

SAD H3 – Affordable Housing

The Council will expect the size, type and tenure of future affordable housing to be in accordance with the information provided by the latest Housing Needs and Demands Study and any other information that the Council may collect with regard to housing need. Smaller sites, which could reasonably be expected to form part of a larger site in future, will also need to take this policy into account.

4.12 The need for affordable housing across the Black Country has been established by the Core Strategy and the Council will expect this need to be delivered in accordance with Policy HOU3, Delivering Affordable Housing.

4.13 However, the size, type and tenure of affordable housing in Sandwell is determined locally both through the Housing Needs and Demands Study and the Council’s own information. Therefore, these documents will need to be taken into account when putting together proposals for new residential development.

Monitoring

Indicator	Target
COI HOU3 – Gross affordable housing completions	25% of all housing completions on eligible sites

SAD H4 – Housing for People with Specific Needs

The Council will encourage and negotiate the provision of housing to cater for the special needs of people, including the elderly, people with mental ill health, and those with physical and learning disabilities particularly where a need has been identified.

Proposals for specific forms of housing, including care homes, nursing homes, extra care facilities, or any other identified need will be considered in relation to the following criteria:

- Compatibility with adjacent uses;
- The suitability of the site and building;
- The character and quality of the resulting environment;
- Accessibility by a choice of means of transport;
- Proximity to facilities.

The Council will identify the most appropriate sites for new developments based on these criteria.

- 4.14 In order to plan effectively for people with specific needs, the Council has developed a series of plans and strategies to meet these needs, which will be implemented over the Plan period. However, it is also considered that accommodation for those people with specific needs is best located in areas which are close to local facilities and amenities and accessible by public transport. Therefore, when identifying sites for these facilities, the Council will use the above criteria as well as the accessibility criteria as set out within the Black Country Core Strategy Policy HOU2, Housing Density, Type and Accessibility.

Monitoring

Indicator	Target
LOI H4 - Housing for People with Specific Needs – Number of applications complying with policy	100%

5. Economy and Employment

- 5.1 The BCCS contains a number of policies which are relevant to the economy and employment land, in particular:
- 5.2 Policy DEL 1 Manages the Balance between Employment Land and Housing, and indicates how surplus employment land will be cautiously released to ensure sufficient stock is retained whilst providing for other land uses needs, particularly housing. This policy has been the basis for identifying land for both housing and employment purposes within the SAD DPD.
- 5.3 Policy EMP1 Providing for Economic Growth and Jobs, indicates the level of employment land that will need to be retained to protect jobs and support the economy. This provides the target figures for 2026 for the total stock of employment land which have been used to guide the SAD DPD allocations up to 2021.
- 5.4 Within this total stock, the BCCS defines four categories of land to be safeguarded for employment purposes and sets indicative targets for each. These land targets and the supply provided by the SAD DPD are indicated on SAD DPD Table 1 - Employment Land Supply. These areas are subject to the BCCS policies listed below:
- 5.5 Policy EMP2 Actual and Potential High Quality Strategic Employment Areas, this is an aspirational policy which seeks to guide and encourage high quality development and redevelopment to those areas of the Borough with the most advantages for employment. The SAD DPD has used this policy's definition to identify and allocate areas in order to achieve these aspirations. The policy encourages the uplift of employment areas, which could be through a range of improvements, including the development and growth of existing businesses. These areas are shown on the Policies Map.
- 5.6 Policy EMP 3 Local Quality Employment Areas, which provides for largely locally based employment. Using the policy's definition, the SAD DPD has identified these areas and these are shown on the Policies Map.
- 5.7 In addition BCCS Policy EMP4 seeks to maintain a supply of readily available land for employment uses which will form part of the total stock by setting targets for 2016 and 2026. As shown in Table 1, the SAD DPD allocates sufficient land for development or redevelopment for employment purposes to achieve the target for 2021. These sites and areas are shown on the Policies Map and subject to Policy SAD EMP1. These are anticipated to come forward during the plan period to provide for new businesses and the growth of existing operations.
- 5.8 These employment land categories are also subject to the Policies SAD EMP 2 to 4 below:

SAD EMP 1 - Employment Land Development Sites

Those areas identified on the Policy Map as Employment Land Development Sites will be safeguarded for use as B1 (b) and (c), B2 and B8.

- 5.9 BCCS Policy EMP 4 seeks to maintain a supply of readily available land for employment uses which will form part of the total stock of land, by setting targets for 2016 and 2026. The SAD DPD identifies and protects sufficient land up to 2021.

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

Monitoring

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

SAD EMP 2 - Training and Recruitment

Where development proposals come forward for employment generating uses obligations for training and recruitment of local people for both the end use and the supply chain will be negotiated which respond to barriers to employment and training particularly those identified in the Neighbourhood Employment and Skills Plans.

- 5.11 BCCS policy EMP5 - Improving Access to the Labour Market - seeks to ensure that contributions and initiatives are secured for the training of local people, particularly disadvantaged groups.
- 5.12 Sandwell has a high level of unemployment amongst its working age population. It is important that training and employment initiatives are put in place where possible, to ensure that Sandwell's residents are best placed to access new employment opportunities within the Borough. Neighbourhood Employment and Skills Plans have been produced for each of Sandwell's wards and they provide an overview of existing employment and training barriers. Any requirements for training and recruitment associated with new development will be proportional to the development proposed.

Monitoring

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

SAD EMP 3 - Design of New Waste Management Facilities

Any new proposals for waste management will be expected to be of a very high quality. They will need to take account of the local landform, layout, building orientation, massing and landscaping. Any proposals for new waste management facilities will be expected to incorporate a degree of innovative environmental features for example by providing a green roof to enhance local biodiversity.

5.13 Waste management facilities and associated infrastructure have a high visual public profile. Such visibility demands a greater degree of attention and should be focused on the design and operational practices of future facilities by developers. High quality design of new and enhanced waste infrastructure will help to change public perceptions of waste management activities as “bad neighbours”, while at the site and building scale, there may be a place for iconic design of large new facilities such as waste to energy plants and recycling facilities.

Monitoring

Indicator	Target
LOI EOS9 – No Applications rejected on poor design grounds	100%

SAD EMP 4 – Relationship between Industry and Sensitive Uses.

Proposals for industrial development that are likely to have an adverse effect on neighbouring uses will not be permitted, unless the adverse effects can be reduced to an acceptable level.

Equally, proposals that may adversely affect, or be adversely affected by existing industry operating in appropriate locations will not be permitted unless the adverse effects can be reduced to an acceptable level. Where this is to be achieved by means of a buffer, the new development will be required to provide and maintain the buffer. An appropriate buffer may take a variety of forms such as open space, a landscaped area, a wall or other physical barrier.

Where existing industry operates within residential areas the Council will seek to ensure that any harmful effects are mitigated. If necessary, the Council will consider the enforcement of appropriate regulations or other means to reduce the problems. Where possible the Council will offer grant assistance and encourage applications for grant assistance from other sources, such as European Union funds. Relocation of industrial uses will be considered in certain circumstances.

Monitoring

Indicator	Target
LOI EMP 4 - Number of applications complying with policy	100%

6. Retail and Centres

6.1 Policies CEN1, 2, 3, 4, 5, 6, and 7 of the BCCS promotes town centres as the location for town centre uses, and provides parameters for growth particularly with regard to retail floorspace. The BCCS has also superseded many of the UDP retail policies.

6.2 However town centres are more than simply retail, they are the focus for leisure uses, for financial and professional services and also provide uses that support the retail function such as cafes. Centres are also the focus for the evening economy providing facilities such as restaurants and bars.

6.3 The West Bromwich AAP will provide the Development Plan for the Strategic Centre and its environs. Elsewhere it is considered that the SAD DPD addresses the balance between the various town centre uses, in particular to maintain the retail element that underpin centres:

SAD CEN 1 - Non Retail uses in Town Centres

Within Centres with a defined retail core proposals for non retail uses at ground floor level will be resisted where they would prejudice the retail function of the core area. Elsewhere in the centre non retail uses will be required to contribute to the vitality and viability of the centre.

Within Centres where no retail core has been defined proposals for non retail uses at ground floor will be resisted where they do not contribute to the vitality and viability of the centre or lead to the undermining of its retail function.

6.4 Government Policy as expressed in PPS 4 - Planning for Sustainable Economic Growth - indicates that the primary shopping area should be predominantly retail, but also provide a range of other facilities. In large town centres there often is a primary area where retail is concentrated and a more secondary area where the range of uses is wider. In smaller town centres the primary shopping area is often in effect the whole town centre.

6.5 There are a range of non retail uses often found in centres, and their contribution to a centre's vitality and viability or their dilution of the retail function varies. For example, cafes and certain food outlets service shoppers and contribute to a centres "offer". These are well placed within a primary area but not to the extent of being so numerous as to undermine the retail function.

6.6 For other uses such as amusement arcades it has been demonstrated that they add to the vitality and viability of centres whilst banks and building societies offer the opportunity for linked trips in accessible locations.

6.7 Similarly restaurants and pubs often offer a service during the day as well as being an important aspect of the evening economy. Whilst these should be accessible to the primary shopping area they do not necessarily need to be located be within it, and may in fact dilute the primary shopping role.

6.8 Offices other than the traditional high street - B1 (a) - generally should go in town centres where accessibility is at its highest. These can support the retail function to an extent; however these similarly should not dilute the retail function of centres.

- 6.9 Hot food takeaways also should be located in the most accessible places, notably town centres, however they generally do not offer a significant benefit within primary shopping areas, especially where there is a large concentration within a retail block or only operate during the evening hours.
- 6.10 The SAD DPD also reflects the changing nature of retailing. This continues to lead to the decline of the traditional high street, and this has been exacerbated more recently by the downturn in the economy. Vacant shops do nothing for a centre's vitality. Centres may need to diversify and adapt for example include new social enterprises and community service provision. Indeed certain centres are developing new roles such as offering an evening economy by building a critical mass of facilities. On the other hand there is evidence through health checks that shoppers/users of centres often do not wish to see more food outlets whilst wanting further shops.
- 6.11 It is considered that within such centres with a defined core, or which may have a core subsequently defined by an AAP or DPD, the retail function should be protected by restricting the number of non retail uses. Outside the retail core a wider range of uses and a higher proportion of these will be encouraged.
- 6.12 In centres where the core is not defined it is still considered that it may be necessary to control non retail uses to protect the retail function and vitality and viability of the centre as a whole.
- 6.13 Proposals for Hot Food Takeaways will be assessed against the provisions of the Supplementary Planning Document – Hot Food Takeaways.

Monitoring

Indicator	Target
LOI CEN4 - Amount of completed floorspace (sqm) for retail (convenience and comparison), B1(a) office, leisure / entertainment / cultural and tourism facilities by location.	All retail/ B1(a) office / leisure / entertainment / cultural and tourism facilities completions to be within an appropriate centre.

7. Transport

SAD TRAN 1 - Hackney Carriages/Private Hire Vehicles

Provision for Hackney Carriages and also for the safe dropping off and picking up by private hire vehicles should be made as part of the development of sites and buildings that are the focus of major flows of movement.

- 7.1 Hackney Carriages and Private Hire Vehicles, often collectively referred to as taxis, are a crucial part of the transport network and provide an important aspect of accessibility, providing door to door transport for all which is available 24/7. In addition they give a means of access to various locations which would otherwise prove difficult especially for people with mobility problems. Taxis can also supplement public transport, cycling and walking, and provide a variety of choice. Provision in the form of ranks on highway for Hackney Carriages and booking offices for Private Hire Vehicles should be located where they would prove most beneficial; adjacent public transport facilities, leisure facilities, retail areas and large areas of employment.
- 7.2 Where significant new development occurs and a Transport Statement or Transport Assessment and Travel Plan are needed the issue of access for and the accommodating of taxis should be explored and implemented where necessary. Transport Statements and Transport Assessments should identify the space allocated for Taxi's and Taxi Ranks and Travel Plans should state how the space is managed and promoted.
- 7.3 As part of a Travel Plan, a Travel Co-ordinator should be identified to the Council; the Travel Co-ordinator should liaise with taxi operators to negotiate discounts and develop ways of incorporating taxis in to the Travel Plan.
- 7.4 Authorities and Developers should work together with Hackney Carriage and Private Hire Vehicle operators to keep the level of need under review.

Monitoring

Indicator	Target
LOI TRAN 1 - Number of applications complying with policy.	100%

SAD TRAN 2 - Road Improvement

The Council have identified sites where development would prejudice a road/junction improvement. These are shown on the Corridor Plans in this SAD Document. New/ additional sites needing such protection will be brought forward in Area Actions Plans and the subject of Council resolution under the appropriate Act.

- 7.5 Road and junction improvements are important for addressing issues with the existing highway network and ensuring its safe and efficient operation. Where the Council considers that the existing highway and or land adjacent to it needs protecting from development which would prejudice the improvements it will make appropriate Orders.

Monitoring

Indicator	Target
LOI TRAN 2 - Number of applications complying with policy.	100%

SAD TRAN 3 - Car Parking

Certain classes of development will be subject to maximum car parking standards, as defined by Planning Policy Guidance Note 13 – Transport). These standards are outlined in the table below:

Maximum Parking Standards

Food Retail - 1 space per 14m² for developments over 1000m² gross floorspace

Non Food Retail – 1 space per 20m² for developments over 1000m² gross floorspace

Cinemas and Conference Facilities - 1 space per 5 seats for developments over 1000m² gross floorspace

D2 (other than cinemas, conference facilities and stadia) - 1 space per 22m² for developments over 1000m² gross floorspace

B1 including offices - 1 space per 30m² for developments over 2500m² gross floorspace

Higher and Further Education - 1 space per 2 staff + 1 space per 15 students (see note 1) for developments over 2500m² gross floorspace

Stadia - 1 space per 15 seats (see note 2) for developments over 1500 seats

Notes

1. The standard for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures.
2. For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
3. Parking for disabled people is dealt with in draft policy Access for Disabled People.
4. For mixed development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure. For land uses not covered in these standards, the most stringent regional or local standards should apply.
5. The standards are based on 1 space per m² of gross floorspace unless otherwise stated.

Proposals should address the road safety and amenity implications of the development

A flexible approach will be taken to car parking provision for new housing. Reduced levels of car parking provision may be accepted, particularly: in association with developments in town centres; close to quality public transport; where targeted at low car ownership groups; and where infill developments reflect local distinctiveness.

Town Centres

A Car Parking Strategy will be developed for West Bromwich Town Centre. Consideration will be given to developing strategies for other town centres. These strategies will determine the appropriate level of car parking for the particular area.

Any car parking provided within the Town Centres of West Bromwich, Bearwood, Blackheath, Cape Hill, Cradley Heath, Great Bridge, Oldbury or Wednesbury shall be considered as part of the overall provision for that Centre;

Developers will be required to assess the impact of their proposals on the level and type of car parking;

Applicants must demonstrate how the proposed car park shall be managed to provide for short stay parking;

All car parks for new development should be accessible to the general public 24 hours a day and be convenient to and integrated within the centre. With regard to safety and security measures, the Council will assess all proposals for car parks against Circular 5/94 and the relevant initiatives and standards relating to Secure Car Parks or similar.

Proposed new car parking, whether publicly owned or as part of new development, should seek to make the most efficient and viable use of land. Where appropriate decked or multi-storey solutions should be considered.

- 7.6 The issue of car parking is complex and the level of provision both on a development site and provided elsewhere affects economic viability and operational efficiency. However car parking provision also has an effect on travel choices, the quantity of road traffic and congestion. Where a Transport Statement, or a Transport Assessment and Travel Plan is required such matters would be considered. (Refer to the SPD on the Preparation of Transport Assessments and Travel Plans.) Standards are therefore considered to be necessary to assist in creating the right amount of provision in developments. In the case of major commercial developments that provision will include allocations for car sharers.
- 7.7 The Council will adhere to the standards set out in PPG13 – Transport (Updated 2011) and the additional standards included in the SPD. In the case of a residential development a flexible approach will be taken to the amount of car parking provision required for different types of development. Reduced levels of car parking will be considered in association with development in town centres, where there is easy access to public transport and where infill developments reflect local distinctiveness.

Monitoring

Indicator	Target
LOI TRAN 3 – Percentage of Non-Residential Development complying with the Council's car parking standards by type.	100%

8. Historic Environment

- 8.1 Planning Policy Statement 5 (PPS5) 'Planning for the Historic Environment' considers that planning has a key role to play in conserving heritage assets and utilising the historic environment to create sustainable places. In particular it sets out that local policies should 'consider the qualities and local distinctiveness of the historic environment' and that 'heritage assets can contribute towards sustainability of an area and promote a sense of place'. Heritage Assets are defined 'as a building, monument, site, place area or landscape positively identified as having a degree of significance meriting consideration in planning decisions'.
- 8.2 The Black Country Core Strategy (BCCS) policy ENV2 emphasises that heritage assets can make an important contribution towards the wider economic, social and environmental regeneration of the Black Country and that they should not be considered in isolation but conserved and enhanced in a wider context. To support this policy a Black Country wide Historic Landscape Characterisation Study (HLC) has been undertaken that identifies a wider range of locally distinctive elements. The policy therefore states that all development should aim to protect and promote the special qualities, historic character and local distinctiveness of the Black Country. In addition the Black Country canal network forms an important part of the historic landscape and Policy ENV4 highlights that development on the canal network should protect and enhance its special historic, architectural, archaeological and cultural interests along with other factors such as visual amenity, nature conservation and the operational use of the canal.
- 8.3 The Borough has also undertaken several studies that underpin the historic environment policies in preserving this heritage in situ or in record. The HMRA Historic Urban Characterisation Study formed a base from which future urban regeneration and renewal can derive, displaying features and buildings that may form an aesthetic and/or historic union with future development, research and regeneration. Local land use planning policies can assist in reinforcing the special characteristics of Sandwell that can contribute to its sense of place.
- 8.4 Sandwell's heritage is rich and varied. Archaeology has revealed a human past in the Borough stretching from the Mesolithic period (middle stone age) through to the present day, revealing almost 8,000 years of human activity in the Borough. In addition, the important contribution made to the industrial revolution here in Sandwell cannot be understated. The recent industrial past of the Borough is now fading leaving a legacy of derelict buildings and brown field sites (cleared sites of former industrial use) all of which have played their part in forming the industrial heritage of Sandwell. This importance is recognised and sites considered worthy of preserving by either preservation in situ (i.e. Boulton and Watts Soho Foundry (the first manufactory of steam engines in the world) and Chances Glass works or by preservation by record (photographic, written and drawn). In many cases it has been discovered that these industrial buildings and indeed industrial waste has actually overlain and preserved earlier archaeological sites. Soho Foundry is not currently on the DCMS's Tentative List of Potential UK World Heritage Sites. However, the Council will make every effort to encourage its inclusion on the list through the production of a programme of enhancement and promotion in conjunction with appropriate partners. No additional statutory controls come from the inclusion of a site on the World Heritage List. However, the designation will highlight the outstanding international importance of the site as a material consideration to be taken into account when determining planning applications and applications for listed building consent.

SAD HE 1 - Listed Buildings

The Council will safeguard and encourage appropriate enhancement of listed buildings and their settings.

Listed Building applications for alterations, extensions or change of use of Listed Buildings should include a Heritage Statement that identifies significant aspects of the building in order to demonstrate that the proposal will either conserve or enhance the special historic and/or architectural significance of the listed building. Pre-application discussions with the Council's Conservation Officer together with information sources such as the Historic Environment Record (HER) should be carried out in order to understand the significance of the asset and assess the potential impact of the proposal on this significance.

Proposals for demolition of a listed building will be resisted unless every option for its restoration, retention and alternative use has been exhausted. Applicants should provide evidence that the total loss of the building is necessary in order to deliver substantial public benefits that outweigh the loss. In addition supporting information should include:

- Marketing of the building has proven that no medium or long term uses can be found for the listed building.**
- Grant funding is not possible.**
- The loss of the building is outweighed by the public benefit of bringing the site back into use.**

The Council will also consider the use of planning conditions to secure the recording of concealed features of archaeological significance following consent for demolition or alteration of a listed building.

The Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by preservation of trees and landscape features.

- 8.5 Sandwell currently contains 186 listed buildings, most of which are Grade II listed, however Grade I listing buildings include West Bromwich Manor House which is a fine example of a timber framed building dating to the 13th century and Telford's Smethwick Galton Bridge constructed of cast iron in 1829. In addition, Grade II* buildings include the Big House in Oldbury which is a symmetrical three storey, five bay house dating to the early 18th century, the Waterloo Hotel in Cape Hill of an Edwardian Baroque style with a superb interior and Corngreaves Hall, a Gothic style of the late 18th century. The range of Grade II listed buildings within the Borough range from canal structures such as the three Factory Locks in Tipton built by Thomas Telford around 1829, Portway Farm dating to around 1600 and Chances Glassworks which is a 19th century range of industrial buildings famously known for its contribution towards the construction of Crystal Palace for the Great Exhibition in 1851. Whilst the number of listed buildings are a relatively small number for a Borough of this size, these buildings and structures contribute towards the historic character of Sandwell and should be conserved in order to ensure that future generations can interpret these buildings and that they can play an important role in place making and regeneration of the Borough.

- 8.6 The Council will give particular attention to their protection by full use of its statutory powers under the Planning (Listed Buildings and Conservation Areas) Act 1990 and in accordance with Planning Policy Statement 5 'Planning for the Historic Environment' and companion Practice Guide.
- 8.7 The Council will provide advice to owners on the management and maintenance of their property in order to maintain the fabric and special features of the building and to restore lost or altered features.

Monitoring

Indicator	Target
LOI HE1 – Number of Listed Buildings Demolished	Zero
LOI HE1a – No. of Grade II Listed Buildings designated as 'At Risk' in accordance with English Heritage's 'Heritage at Risk Register'	Zero

SAD HE 2 - Conservation Areas

Proposals for new build, alteration or extension within Sandwell's conservation areas should respect the historic building's characteristics and architectural styles which include scale, grouping, materials, and fenestration. Design and Access Statements should highlight the significant components of the conservation area in relation to the proposal and clearly demonstrate how these proposals preserve or enhance the character and appearance of the conservation area.

Proposals which will impact on the setting of the conservation area should also demonstrate that they will preserve or better reveal the positive elements of the conservation area.

Demolition proposals should clearly demonstrate that the substantial harm to or loss of the significance of elements of the conservation area will deliver substantial benefits that outweigh that harm or loss. These will include:

- **the building has no future end use which has been market tested**
- **no grant funding is possible**
- **the loss of the building is outweighed by the public benefit of bringing the site back into use.**

When demolition is deemed appropriate, planning conditions may be imposed when the building that is lost within the conservation area is considered worthy of recording prior to its demolition. The approved recording will be incorporated within the Historic Environment Record (HER).

The Article 4 Direction of the Town and Country Planning (General Permitted Development Order) 1995 aims to safeguard original historic features within the residential areas of the West Bromwich Conservation Area through limiting permitted development rights. Proposed extensions and alterations to the roof, windows, boundary walls and fences should therefore preserve or enhance their special character.

8.8 Sandwell MBC has a duty to protect and enhance areas of special architectural character or historic interest under Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990. Six Conservation areas have been designated under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which are as follows:

- High Street, West Bromwich
- Market Place, Wednesbury
- Church Square, Oldbury
- Smethwick Summit, Galton Valley, Smethwick
- Factory Locks, Tipton
- Windmill End

8.9 The Council will continue to review Sandwell’s historic environment through the preparation or revision of conservation area appraisals and management plans in order to review and extend boundaries and designate, when appropriate, future conservation areas to safeguard such areas which are of special architectural character or historic interest. Article 4 directions will also be considered in areas where further protection is deemed appropriate following the review process.

Monitoring

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

SAD HE 3 - Buildings and Structures of Local Historic/Architectural Importance

Proposals for alteration, extension and change of use to locally listed buildings or structures should clearly demonstrate that they will positively contribute towards the architectural or historical significance of the heritage asset.

Demolition of locally listed buildings will be resisted unless it can be demonstrated that no viable use can be found or that the proposal will have a substantial public benefit

When demolition is unavoidable the Council will require an appropriate level of archaeological building recording prior to demolition taking place through the imposition of planning conditions. The approved recording will be incorporated within the Historic Environment Record (HER).

8.10 The Council considers that a number of buildings and structures in the Borough, whilst not meeting the requirement for national listing are of local architectural or historical importance which contributes to the historic characteristics of Sandwell and are therefore worthy of protection and conservation. A Supplementary Planning Document will be produced which sets out the Council’s criteria for listing and on going maintenance and management of these buildings and structures. The use of Article 4 directions will be considered for those structures or buildings which it is considered should be offered further protection from alterations which, would normally be permitted under the Town and Country Planning (General Permitted Development) Order Act 1995 and subsequent amendments and enactments.

Local Lists will then be compiled by each town, commencing with West Bromwich and Smethwick as a result of work that has already been undertaken under the Housing Market Renewal Area Characterisation Study, with further survey work and analysis being undertaken for the towns of Tipton, Wednesbury, Oldbury and Rowley Regis. Consultation with the community and interested parties such as the Victorian Society, Georgian Group and local history and civic groups will be carried out for both the proposed SPD and local lists.

Monitoring

Indicator	Target
LOI HE3a - No. of Locally Listed Buildings demolished following the grant of planning permission for redevelopment.	Zero

SAD HE 4 - Registered Parks and Gardens and other undesignated green spaces

The Council will conserve and enhance Registered Parks and Gardens of Special Historic Interest, together with parks and gardens identified on the Sandwell Historic Environment Record, notified by the Staffordshire parks and Gardens Trust or within Sandwell's List of Buildings and Structures of Local Interest from appropriate built development and insensitive alterations, and treat the effect of development proposals as material considerations when determining planning applications.

Proposals for development within Registered Parks will be considered in the light of its special character, including the development's relationship to the Park's origin, design, history landscape, flora, fauna, management and environmental quality. Design and Access Statements should include an appraisal of the significance of the registered park, garden or undesignated green space and the potential impact upon that significance of the proposal.

The Council will also protect the setting of registered parks and gardens from inappropriate development which will include sites adjoining the park. Applications should clearly demonstrate that such proposals either make a positive contribution to or better reveal the significance of the asset.

8.11 Sandwell has five registered Parks and Gardens of Special Historic Interest which are as follows:

- Brunswick Park, Brunswick Park Road, Wednesbury
- Parts of Great Barr Hall Park, land to the north of Queslett Road, Great Barr
- Warley Woods, Barclay Road, Smethwick
- Victoria Park, Victoria Road, Tipton
- Dartmouth Park, Lloyd Street, West Bromwich

The Council's will also identify other green spaces and parks within the Borough through local listing analysis and open space audits which contributes towards the historic character of the area. This information will be accessible through the Council's web site and other information relating to the historic environment can be obtained from the Historic Environment Record.

Monitoring

Indicator	Target
LOI HE4 – Number of Planning Permissions for inappropriate Development in Registered Parks & Gardens.	Zero

SAD HE 5 - Archaeology & Development Proposals

In Areas of Potential Archaeological Importance (APAI) and any other areas where the Council considers there to be archaeological potential, the local planning authority will require archaeological information (derived, if necessary, from an archaeological evaluation), prior to the determination of planning applications. This information will be needed to assess the archaeological implications of the development proposals and to identify requirements for archaeological preservation or investigation.

Referral of applications for development will also disclose sites or areas where archaeology or conservation is necessary before redevelopment or demolition is permitted to take place.

In considering proposals for development, the Council will seek to ensure that special heritage assets of national or possibly high regional importance are identified as being particularly worthy of preservation in situ. Other heritage assets will be preserved wherever possible, but where it would be unreasonable to withhold planning permission for the development of such sites, provision will be made through agreements and conditions of planning permissions for an appropriate level of archaeological evaluation and recording (preservation by record), prior to damage or destruction through development. Evaluations and recordings will be included within the Sandwell's Historic Environment Record.

It is essential that heritage assets and their settings are preserved and enhanced so as to fully exploit their archaeological, recreational and educational value, and, where appropriate, made attractive to visitors.

- 8.12 Prospective developers are encouraged to Consult the Council and the Historic Environment Record in advance of submitting planning applications whether they are in an Area of Potential Archaeological Importance or elsewhere.
- 8.13 APAI and specific sites and areas beyond the APAI have been identified within the Borough. Each area fulfils one or more of the following criteria:
- Ancient structures, either buildings or earth works, are visible or have been located by excavation, or objects have been found by chance or by deliberate search;
 - Early settlement or other activity is indicated by written documents or maps;
 - There has been little ground disturbance through earthmoving, mining or similar activities, so that archaeological features as yet unknown might be expected to be preserved.

- 8.14 The principal reasons for the rapid growth of the urban areas of the Borough were the mining and industrial activities of the 18th, 19th and 20th centuries. The area became one of national industrial importance. Although the legacy of dereliction, pollution and poor building should be removed where possible, it must be recognised that this also includes heritage assets of significance. Most of these are undesignated. Under existing criteria, much of this heritage is not recognised as being of sufficient national historic, archaeological or architectural importance to merit statutory protection; but APAI will be identified by continual local monitoring and assessment of relevant information sources, including the Sandwell Historic Environment Record, where information is consolidated and recorded.
- 8.15 The Historic Environment Record or HER is a record of all known sites and monuments of archaeological and historical importance in the Borough of Sandwell. It links archaeological sites with studies, evidence, finds and includes buildings and structures, demolished and extant. The HER is a resource for students, Archaeological/Conservation Consultants or the interested public. In conjunction with this, the library accumulated for the compilation of data is also available as a source for further studies. The record is sometimes called the Sites and Monuments Record (SMR). It records the archaeology of the Borough from its earliest prehistoric remains through to recent time
- 8.16 The boundaries of these areas may be modified and further areas and sites may be identified, as more archaeological information becomes available. The Council will be able to give up-to-date advice on the extent of the areas of archaeological importance and the integration of the preservation of archaeological deposits with other land uses; achieved by means of management agreements.

Monitoring

Indicator	Target
LOI HE5 - No. of developments that have been constructed before the discharge of an archaeological planning condition	Zero

SAD HE 6– Areas of Townscape Value

Areas of Townscape Value will be designated on the merits of their contribution towards the historic character and local distinctiveness of the Borough. Proposals for development, alteration or extension within these areas should firstly identify the significant elements of the area, such as architectural details, building heights and materials and clearly demonstrate that the proposal will make a positive contribution towards these components of the area. A Design and Access statement should include details of the significance of the area and how the proposal will positively contribute towards its significance.

- 8.17 Areas of Townscape Value are be designated to areas of local townscape importance when they are considered to be important heritage assets within the Borough. The Historic Characterisation undertaken for the HMRA initiative, the Black Country wide Historic Landscape Characterisation and the Distinctively Black Country project will be a valuable resources for designating future areas and determining appropriate alterations to these heritage assets as part of the planning application process. These will include areas of traditional terraced housing, historic centres of an area, or a collection of building along a street. Each area will receive Council approval as they are identified, and a report will be produced outlining their special qualities.

- 8.18 It is the Council's intention that the townscape value of these areas should be protected where possible, particularly with regard to scale and massing and traditional features. The Council will not reject modern designs or materials however such proposals must clearly demonstrate that the area will be enhanced.

Monitoring

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

9. Environment and Open Space

- 9.1 The Black Country Core Strategy includes Policies CSP3, and ENV1 - ENV 8 which comprehensively address issues of open space and the environment. Nevertheless it is considered that a range of local policies are required for the SAD DPD.
- 9.2 The protection and enhancement of the Borough's environment will improve its attractiveness as an area to live, work and invest. This can be achieved by using environmental infrastructure principals. Environmental Infrastructure can be defined as;
- "Environmental Infrastructure is a framework of multi-functional spaces and places that in combination create a high quality local environment and define local communities. It consists of existing public and private assets, with and without public access in both urban and rural locations, together with new assets that will arise out of regeneration and development. In some instances these assets are physically or visually connected or are capable of being connected".
- 9.3 All features of the outdoor environment contribute to environmental infrastructure including natural and semi-natural habitats, parks and other open spaces, formal and informal recreation and sports facilities, historic buildings and landscapes, the public realm of spaces and streets, rivers, canals and drainage systems. The Black Country Environmental Infrastructure Guidance (EIG) sets out overarching principles for the delivery of environmental transformation at both the sub-regional and local level. It will act as an organising framework for integrating physical resources and natural systems with ecological, geological and historical assets, enabling environmental transformation and protecting and enhancing distinctiveness across the Black Country.
- 9.4 Sandwell has over 2042 ha of green space. Approximately 59% of this has unrestricted public access, meaning that Sandwell has an average of 4.42 ha of unrestricted green space per 1000 of the population. There are residential areas within the Borough that have no access to unrestricted green space. In 2009 Local Open Space Standards were adopted to try to address the issue of deficiency in green space across the Borough. The hierarchy also includes accessibility standards – the distance people are expected to travel to access particular facilities.

SAD EOS 1 - The Green Space Hierarchy

The Council will use the following hierarchy to analyse existing provision of green/open space, to identify strengths and weaknesses in the provision, and to guide decisions about improvements, new and replacement provision, and development proposals which impact on the provision.

The Green Space Hierarchy				
Level	Sub Categories	Typical Size Range (ha)	Distance from home	Description
Regional/Sub Regional Green Space	Regional Green Space - Sandwell Valley	420ha (of which 230ha are unrestricted access)	8km	Large sites made up of a number of components of space. Land, often in multiple ownership, and with differing levels of accessibility. The majority of the spaces will be semi natural but may also include farmland, recreational facilities such as golf courses. Will have car parking at key locations or visitor facilities. Important sites for biodiversity, heritage and landscape as well as informal recreation.
	Strategic Open Space - Rowley Hills	150ha (of which 97ha are unrestricted access)	8km	As above but does not have key visitor facilities.
Borough-wide Green Space	Town Parks/Formal Green Space	6 – 30ha	1200m	Landscape setting with a variety of features providing for a wide range of activities, including a neighbourhood area for play and playing fields where appropriate. Some car parking provided. E.g. Victoria Park, Smethwick
	Natural Green Space/informal Green Space	10 – 85ha		Typically large areas of natural and semi natural green space including a variety of habitats, e.g. Sheepwash Local Nature Reserve
Neighbourhood Green Space	Formal Green Space*	0.3ha – 26ha	600m	Spaces that have a smaller range of facilities and serve neighbourhoods rather than towns or the whole borough. Providing for court games, a neighborhood area for children's play, sitting-out areas, and a landscaped or natural environment.
	Informal Green Space^	2.2 – 27ha		
Local Green Space	Formal Green Space*	0.1 – 11ha	400m	Spaces that serve a community. Facilities include: gardens, sitting-out areas, children's playgrounds, hard landscaped areas and public squares, and other areas of a specialist nature, including nature conservation areas. Should include a local or neighborhood area for play, depending on size.
	Informal green Space^	0.25 – 15ha		

*Formal Green Space includes Parks and Gardens. This will include provision for children and young people and outdoor sports facilities. ^Informal Green Space includes natural and semi-natural green space, amenity green space and green corridors.

Monitoring

Indicator	Target
LOI EOS 1 - Number of appropriate applications complying with policy.	100%

SAD EOS 2 - Green Belt

The boundaries of the Green Belt are shown on the Policy Map. Within the Green Belt, inappropriate development as defined in PPG2 will not be permitted, except in very special circumstances, where the harm of the development is clearly outweighed by other considerations.

- 9.5 PPG2 sets out the main purposes of Green Belt designations. These are particularly pertinent to Sandwell's Green Belt:
- to check the unrestricted sprawl of large built-up areas;
 - to assist in safeguarding the countryside from encroachment; and
 - to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 9.6 The following PPG2 (paragraph 1.6) land use objectives of Green Belts are of most relevance to Sandwell:
- to provide access to the countryside for the urban population;
 - to provide opportunities for outdoor sport and recreation;
 - to secure nature conservation interest; and to retain attractive landscapes near to where people live.
- 9.7 The construction of new buildings in the Green Belt is inappropriate development unless for certain purposes, as outlined in PPG2 (paragraph 3.4). The ones most relevant to Sandwell are as follows:
- agriculture and forestry;
 - essential facilities for outdoor sport and recreation;
 - cemeteries; and
 - limited extension, alteration or replacement of an existing dwelling.
- 9.8 Replacement buildings on the site of vacant or demolished buildings are treated as new buildings, and are therefore subject to the same tests of appropriateness.
- 9.9 The re-use of buildings within the Green Belt is acceptable in principle, as it should not prejudice the openness of the Green Belt. PPG2 (paragraph 3.8) sets out the conditions, which must be met for such development to be acceptable; these are summarised below:
- the proposed use must not have a greater impact than the present use on the openness of the Green Belt;
 - strict control should be exercised over the extension of re-used buildings, and the use of land associated with them;
 - the buildings must be of permanent construction, and capable of conversion; and
 - the design of buildings should be in keeping with their surroundings.

Monitoring

Indicator	Target
LOI EOS2 – Loss of land in Green Belt.	Zero

SAD EOS 3 - Rowley Hills Strategic Open Space

The Policy Map defines the Strategic Open Space within which development will not be permitted that would prejudice the character of the area or its function in:

- providing a major area of continuous and wide open space;
- preventing the merging of urban areas;
- providing an open, natural skyline;
- providing for outdoor recreational opportunities for neighbouring urban areas;
- providing a range of wildlife habitats and a wildlife corridor
- providing extensive views out over the surrounding areas.

- 9.10 The Rowley Regis area receives much of its unique character from the dominating uplands that provide such a dramatic backdrop. Visible from a considerable distance, the remaining open, natural skyline is essential to this character.
- 9.11 The Rowley Hills provide a much-needed openness within an otherwise heavily built-up area offering valuable opportunities and potential for outdoor recreation. However, although it does contain some individual Community Open Spaces, much of the area is not publicly accessible, and recreation is only one aspect of its function and character.
- 9.12 The importance of the Hills is derived from their open character, which will be defended from the incursion of built development, or other inappropriate uses.

Monitoring

Indicator	Target
LOI EOS3 - Loss of land in Rowley Hills Strategic Open Space	Zero

SAD EOS 4 - Community Open Space

Community Open Spaces are open spaces which are physically accessible and publicly available. These are shown on the Policy Map.

The Council will seek the provision of Community Open Space at a minimum ratio of 2 hectares per 1000 population, and will seek to ensure that at least 1 hectare of Community Open Space is provided within walking distance (0.4 km) of all the Borough's residents.

Quality Community Open Space is seen as an integral part of quality living space, and should be provided as part of new housing developments where such spaces are not currently available within easy access* of the development. Where provision locally is adequate in terms of quantity, greater emphasis will be placed on improving the quality of existing nearby Community Open Space.

9.13 Community Open Space refers to those levels of the Green Space Hierarchy below the level of Strategic Open Space. Sandwell has an Open Space target of 4.42 ha per 1000 population. Some of this will be made up of Community Open Space. This is a minimum requirement; some areas currently fall below this level of open space. This means that in appropriate circumstances new areas of open space may be identified in deficient areas. In areas that are not deficient in terms of the quantity of open space qualitative improvements may be sought on existing areas of open space. As open space varies throughout the Borough provision of or improvements to open space will be dependant on local circumstances. The Planning Obligations SPD sets out current practice in more detail.

**The Green Space hierarchy will be used to guide decisions of provision of open space.*

Monitoring

Indicator	Target
LOI ENV6a - Ha's accessible open space per 1,000 population.	Sandwell: 4.42 (2007 Baseline: 3.42)

SAD EOS 5 - Environmental Infrastructure

Sandwell will promote environmental infrastructure within all new developments and opportunities should be fully explored to build in environmental infrastructure improvements to existing developments.

When considering proposals for environmental infrastructure regard should be given to the Environmental Infrastructure Guidance Phase 1 and 2 Technical work and any relevant design guidance given in a subsequent EIG Design Guidelines SPD.

9.14 Including environmental infrastructure features into new and existing developments will be vital to ensure that Sandwell has an attractive environment to work, live and invest in as well as ensuring that it is resilient to climate change in the future. The Regeneration Corridors are important opportunity areas for incorporating the environmental infrastructure required to help meet the Black Country Core Strategy Vision of environmental transformation. The EIG Action Plan for Sandwell identifies priority locations for EIG interventions in contributing towards the range of eight EIG Objectives. Although this helps direct intervention, it should not preclude environmental infrastructure development in lower priority areas. The Action Plan contains detailed recommendations for each Regeneration Corridor; these should be incorporated where appropriate into new and existing developments.

Monitoring

Indicator	Target
LOI EOS5 - Number of appropriate applications complying with policy.	100%

SAD EOS 6 - Allotments

Proposals to redevelop allotments will not be permitted, unless in accordance with allocations made in this plan, or where it can be clearly demonstrated that the existing provision is no longer required to meet local demand. In this event compensatory measures may be required for the loss, either through provision of new allotments or an open space of equivalent value nearby, or through a commensurate contribution to the enhancement of existing provision in the vicinity. Proposals for community agriculture will be supported where appropriate.

- 9.15 Allotments and Community agriculture is important to local communities, and they have a unique place in Britain's heritage. However in some cases their use may no longer be required and some sites can fall into disuse. Allotments can also have nature conservation and open space value alongside their primary use for food growing. Allotment sites will be strongly protected unless it can be clearly demonstrated that their use is no longer required.

Monitoring

Indicator	Target
LOI EOS6 – Loss of Allotments	Zero

SAD EOS 7 - Floodlighting, Synthetic Turf Pitches and Multi Use Games Areas

The Council recognises the contribution floodlighting, synthetic pitches and hard surfaced games areas can make to an increase in participation in sport. Proposals for the introduction of such facilities will be permitted in appropriate locations, provided it does not result in unacceptable degradation of local amenity, through noise and light pollution and increased traffic. Floodlighting should only be used for the minimum period necessary, and should be designed to have a minimum impact on habitats, especially water corridors.

- 9.16 The possible impact on residential amenity from the use of floodlighting and through the numbers of people that such facilities can sustain need to be taken into account when choosing a suitable location, sensitive siting and design can help to minimise the impact of light pollution and other disturbance caused by the intensification of use. Multi-use games areas are particularly valuable in accommodating a range of sports, such as netball, football, tennis, hockey and basketball. They can become a focus for sports development activities, serving a local catchment, and reducing the need to travel to larger facilities.

Monitoring

Indicator	Target
LOI EOS7 – Number of applications complying with policy.	100%

SAD EOS 8 - Water Sports and Recreation Uses

The Council will support the use of suitable water features for recreation purposes, provided that such activities do not have detrimental impacts on the nature conservation value of such features.

Proposals that would have an adverse impact on the recreational potential of Sandwell's water features including canals will be resisted.

- 9.17 Within Sandwell there are few wide stretches of water suitable for a recreational use. The main areas are in Sandwell Valley (Swan Pool and Forge Mill Lake) and in Sheep Wash Urban Park. Other pools in the Borough tend to have only amenity use, although some are used for fishing and boating. In Sandwell there are numerous areas of canal, which provide an accessible amenity and community resource. Waterways and towing paths accommodate a wide range of recognised water sports, e.g. canoeing, and also provide for informal recreational activities, such as dog walking, jogging, and fishing.

Monitoring

Indicator	Target
LOI EOS7 – Number of applications complying with policy	100%

SAD EOS 9 - Urban Design Principles

The Council will assess all applications for new development in accordance with policy ENV3, Design Quality, of the Black Country Core Strategy.

The Council will reject poor designs, particularly those that are inappropriate in their locality, for example, those clearly out of scale with or incompatible with their surroundings.

Particular regard will be paid to how the development relates to the street, its relationship with the public realm, the ease with which the public are able to move through and around the development, and the nature and height of any buildings and their effect on the surrounding urban area.

- 9.18 It is not the Council's intention to impose a particular architectural style throughout the Borough. The fact that a certain design, layout or material is appropriate for one area does not mean that it is appropriate everywhere. However, it is the intention to promote the characteristics of the local area and reinforce the Borough's cultural heritage, local distinctiveness and vitality and viability. Particular concern will be given to the effect of new development on local character, existing buildings and environmentally sensitive areas such as Conservation Areas, Areas of Archaeological Importance, or Areas of Nature Conservation Value.

Monitoring

Indicator	Target
LOI EOS9 – Applications rejected on poor design grounds.	Zero

SAD EOS 10 - Design Quality & Environmental Standards

The design of industrial development should be of a high standard and should take into account the design principles set out in Policy SAD EOS 9. Industrial development will be required to pay particular attention to:

- Materials and landscaping,
- Pollution and noise control,
- Environmental impact on the site and surrounding area, including wildlife habitats.

Prominent sites which act as gateways or landmarks, for example, on the strategic highway network, are particularly important in terms of improving the image of the Borough and this should be reflected in their development. The Development Control Guidelines in this plan provide further guidance on the Boroughs Gateways.

Monitoring

Indicator	Target
LOI EOS9 – Applications rejected on poor design grounds.	Zero



10. Development Constraints

10.1 Within Sandwell there are a range of areas that raise particular constraints that could effect development:

SAD DC 1 - Areas affected by Abandoned Limestone Mines

Subject to other policies within the Plan, planning permission will be granted for built development within the Consideration Zone around Coneygre Mine and Blackham Mine, where the applicant is able to demonstrate that a collapse in the mine would not prejudice public safety or compromise the structural integrity of the proposed structures. Where a development involves the stabilisation of such workings by grouting or similar engineering solution the developer will be required to undertake an assessment of the potential of these activities to adversely impact Licensed Groundwater Abstractors.

Monitoring

Indicator	Target
LOI EOS7 – Number of applications complying with policy	100%

SAD DC 2 - Zones around Hazardous Installations

The Council will seek the reduction or removal of the hazardous component of notified installations. Where any existing or proposed industrial development presents a significant potential hazard to the health and safety of employees, or to people living and working in the surrounding area, the Council will seek either a reduction in the risk or its elimination.

The Council will use its powers under the Planning (Hazardous Substances) Act 1990 to revoke or modify a hazardous substances consent where either the consent has not been relied upon for 5 years or where all potential claimants for compensation indicate that they will not seek compensation.

The Council will also oppose the expansion of existing hazardous installations, unless it can be demonstrated that consent will not increase the population at risk or the level of risk, or will not adversely impact on the potential for development and/or redevelopment of adjoining land.

Monitoring

Indicator	Target
LOI DC 2 - Number of appropriate applications complying with policy.	100%

SAD DC 3 - New Developments and Hazardous Substances

The Council will consult the Health and Safety Executive, the Environment Agency and other relevant bodies on all applications for hazardous substances consent and planning permission in the consultation zones around hazardous premises as may be notified from time to time to the Council by the Health and Safety Executive. The Council will not grant planning permission for new developments or grant hazardous substances consent which, when operational, will result in a significant increase to the risk or consequences of a major incident, and/or will adversely impact on the potential for development and/or redevelopment of adjoining land.

- 10.2 The member states of the European Economic Community were required to implement Directive 96/82/EC (The Seviso Directive II) by 3rd February 1999. The Statutory framework for the implementation of the directive is contained in the Planning (Hazardous Substances) Act 1990 and associated regulations. These are the Planning (Hazardous Substances) Regulations 1992, and the Planning (Control of Major-Accident Hazards) Regulations 1999. They are designed to regulate the presence of hazardous substances.
- 10.3 On the 8th May 2000 the Department of the Environment, Transport & the Regions (DETR) issued Circular 04/2000, Planning Controls for Hazardous Substances. This articulates the Directive requirement that Local Planning Authorities ensure that their land use and/or other relevant policies and the procedures for implementing those policies take account of the need, in the long-term, to maintain appropriate distances between establishments covered by the Directive and residential areas, areas of public use and areas of particular natural sensitivity or interest. It also requires that the local planning authority will consult the Health and Safety Executive, the Environment Agency and other relevant bodies, as set out in the Regulations, before determining consent applications and applications for planning permission within the consultation zones notified to it from time to time by the Health and Safety Executive in respect of established premises.
- 10.4 The planning controls over hazardous substances were introduced in 1992, and are designed to regulate the presence of hazardous substances, so that these cannot be kept or used above specified quantities, until the responsible authorities have had the opportunity to assess the risk of an accident and its consequences for people in the surrounding area.
- 10.5 These planning controls complement, but do not override or duplicate, the requirements of the Health and Safety at Work Act 1974 and its relevant statutory provisions (defined at section 53 of that Act) which are enforced by the Health and Safety Executive. Even after all reasonably practicable measures have been taken to ensure compliance with the requirements of the 1974 Act, there will remain a residual risk of an accident which cannot entirely be eliminated. The controls are intended to ensure that this residual risk to persons in the surrounding area is properly addressed by the land use planning system.
- 10.6 Local planning authorities have exercised a degree of control over the presence of hazardous substances through the development control system, where such presence has been directly associated with a proposed development. But there are situations in which hazardous substances may be introduced onto a site, or used differently within it, without there being any associated development requiring planning permission. The provisions fill the gap in planning control by enabling specific control to be exercised over the presence of hazardous substances whether or not associated development is involved. The Council has to decide whether, in the light of the residual risk, and having regard to existing and prospective uses of a site and its surroundings, the proposed presence of a hazardous substance is an appropriate land use of that site.

- 10.7 Where planning permission is additionally required, because the proposed storage or use of a hazardous substance is associated with a development proposal, two separate applications and approvals will be necessary. The Council will wish to ensure that related applications for hazardous substances consent and for planning permission are dealt with together.
- 10.8 The Health and Safety Executive (HSE) has to be consulted on every application for hazardous substances consent. They have the expertise to assess the risks arising to persons in the vicinity from the presence of a hazardous substance. But the decision as to whether those risks are tolerable in the context of existing and potential uses of neighbouring land is one to be made by the local planning authority. Hence, the Act confers responsibility for determining applications for hazardous substances consent, for vetting claims for deemed consent and for enforcing the controls on the local authority.
- 10.9 The HSE is responsible for notifying local planning authorities of the relevant consultation zones around sites where certain hazardous substances are present. In practice, the installations and sites subject to these arrangements will include those for which hazardous substances consent has been granted, or is deemed to have been granted; notified high pressure gas pipelines; and licensed explosives factories or magazines, harbour areas or other sites licensed by HSE under the Explosives Act 1875.
- 10.10 The types of development within the consultation zone on which HSE should be consulted include all residential development; retail, office and industrial development above a specified floor area; and any development likely to result in a material increase in the number of persons working within or visiting the notified area. In respect of the last-mentioned category, particular regard has to be had to: developments involving the most vulnerable sections of the community, such as the very young, the sick or the elderly; hotels and other developments where people may be unfamiliar with their surroundings; and leisure and recreational developments which may result in a large number of people congregating in one place.
- 10.11 The local planning authority is concerned to stabilise and reduce the population at risk from hazardous substances. Consequently, it will oppose applications which will increase the population at risk or put at risk vulnerable groups and will seek the reduction or removal of the hazardous component of notified installations.
- 10.12 As with planning permission, hazardous substance consent provides an entitlement that runs with the land and, as a general principle, it is considered that compensation should normally be payable when loss or damage results from a revocation or modification. However, it may be undesirable for hazardous substances consent to continue to have effect when it has fallen into disuse, as it could restrict unnecessarily the uses to which neighbouring land can be put, or continue to impose onerous requirements on those who benefit from the consent. Consequently, the Council will use its powers under Section 14 to revoke consent, when appropriate, and when compensation is not payable.

Monitoring

Indicator	Target
LOI DC 3 - Number of appropriate applications complying with policy.	100%

SAD DC 4 - Pollution Control

The Council will only permit pollution-sensitive developments in close proximity to potentially polluting uses where it can be shown that there would be no detrimental impact on the health or amenity of future occupiers. Where appropriate, conditions or planning obligations will be applied to ensure any impacts are minimised.

Monitoring

Indicator	Target
LOI DC 4 - Number of appropriate applications complying with policy.	100%

SAD DC 5 - Land Affected By Tipped Material Generating Landfill Gas

The Council will give appropriate weight to the advice of the Waste Disposal Authority in the determination of planning applications where the possibility of landfill gas is a material consideration, and seek appropriate remediation measures to allow the development to safely proceed.

Monitoring

Indicator	Target
LOI DC 5 - Number of appropriate applications complying with policy.	100%

SAD DC 6 - Land Affected By Contaminants, Ground Instability, Mining Legacy Land of Unsatisfactory Load Bearing Capacity Or Other Constraints

All planning applications for built development must be accompanied by information relating to ground conditions, together with details of the assessment and remedial measures to deal with contaminants, ground instability, mining legacy of unsatisfactory load bearing capacity or other constraints. The Council will reclaim, or support the reclamation of derelict waste and contaminated sites to a standard commensurate with the proposed after-use, and protect the environment from increased pollution arising from development proposals. The assessment of all environmental risks shall be consistent with the established risk based assessment process.

Where required, conditions will be used to ensure that the relevant and necessary information relating to ground conditions and remediation measures are fully addressed.

- 10.13 Large Areas of the borough have a history of coal mining. When proposing development on former coal workings, the Coal Authority will need to be consulted and this may have an impact upon development. In particular, applicants should provide a Coal Mining Risk Assessment for any sites that are located in the defined Coal Mining Development Referral Area. In areas defined as Mineral Safeguarding Areas within the Black County Joint Core Strategy, consideration should also be given to whether any remnant surface coal resources could be extracted in advance of development. This will help to avoid their unnecessary sterilisation and may also provide a sustainable method for treating any land stability issues as part of the process.

Monitoring

Indicator	Target
LOI DC 6 - Number of appropriate applications complying with policy.	100%

11. Telecommunications

SAD TEL 1 - Telecommunications Antenna and Masts

In considering proposals for telecommunication development for which planning permission is required or to which the prior approval procedure is applicable, the following criteria will apply:

- The siting and external appearance of apparatus including any location or landscaping requirements have been designed to minimise the impact of such apparatus on amenity, while respecting operational efficiency.
- Antenna have, so far as is practicable, have been sited either to minimise the effect on, or to complement or beneficially add to the external appearance of the building on which they are installed.
- Applicants must demonstrate that they have explored all possibilities of sharing masts or erecting masts on existing buildings or other structures.
- Microcell installations will be expected where agreements exists with the relevant highway authority to utilise existing street furniture, not add to the clutter of the street scene, impede pedestrian flows or contribute to highway safety issues.

The use of Article 4 directions removing permitted development rights for telecommunication development will be considered where there is a serious risk to amenity.

Monitoring

Indicator	Target
LOI TEL 1 - Number of appropriate applications complying with policy.	100%

SAD TEL 2 - Telephone Kiosks

The siting, design (including materials used) of telephone kiosks will be carefully controlled to ensure they do not detract from the visual amenities of the street scene.

Monitoring

Indicator	Target
LOI TEL 2 - Number of appropriate applications complying with policy.	100%

12. Development Management Policies

- 12.1 Following the adoption of the BCCS there remain a range of policies which deal with specific issues within the Borough.

SAD DM 1 - Access for Disabled People

In accordance with BCCS Policies CSP5 and TRAN1, developments will be required to demonstrate appropriate provision for access for disabled people and people with mobility difficulties, including access to transport, buildings, and the external environment. Specifically, the design and layout of developments which include public access must have regard to the needs of disabled people and others with mobility difficulties.

Developments in Town Centres, District Centres, Local Centres, and residential areas need to include well-defined and safe access arrangements for disabled motorists. Consideration should also be given to safe access for disabled pedestrians, particularly those who are blind or partially sighted. In particular, walkways, pavements and other public areas should include flat or adequately ramped areas either as primary means of access and travel, or as alternatives where steps are provided.

Major redevelopment proposals (such as those requiring Environmental Impact or Transport Assessments) are expected to positively enhance links with adjacent areas to improve access for disabled people and others with mobility difficulties.

Planning conditions may be imposed to require improvements relating to pedestrian routes, public transport facilities (such as bus stops), parking spaces and their management and use, the provision of information, and other relevant matters, such as the priority given to pedestrians, including disabled people. Where such conditions are imposed, the Access Officer will be consulted with regard to compliance.

A planning, development, or design brief for a proposed development must be produced in consultation with the Sandwell Access Group and the Sandwell Access Officer. Detailed advice on access issues is available from the Council's Access Officer, who will be pleased to comment on proposals at pre-application or design brief stage.

Parking for disabled people will be provided in accordance with Policy Car Parking for Disabled People and People with Mobility Difficulties.

Monitoring

Indicator	Target
LOI DM 1 - Number of appropriate applications complying with policy.	100%

SAD DM 2 - Poster Panels

Applications for poster panels will be considered with regard to amenity and public safety. Particular regard should be given to the scale of buildings and character of the locality in which they are to be sited, together with any potential impact on highway safety.

In general, advertisement hoardings will not be considered to be appropriate in wholly residential areas. Poster advertising may be appropriate in predominantly shopping and business parts of Conservation Areas and Areas of Townscape Value, though particular care will be needed in how they are accommodated.

Monitoring

Indicator	Target
LOI DM 2 - Number of appropriate applications complying with policy.	100%

SAD DM 3 - Amusement Arcades

Proposals will be considered against the potential detrimental impact on the amenity of neighbouring uses, through increased noise and disturbance. They will also be required to provide an active frontage, through a permanent shop front and window display.

- 12.2 This policy should be read in conjunction with Policy SAD CEN 1 within the retail and centres section.

Monitoring

Indicator	Target
LOI DM 3 - Number of appropriate applications complying with policy.	100%

SAD DM 4 - Car Parking for Disabled People and People with Mobility Difficulties

Car parks provided must be accessible to all, including people with mobility difficulties. Where car parking is created as a result of development an appropriate level of parking for disabled people must be provided and be easily accessible to the development.

Parking for disabled people will be provided in accordance with the following:

- Food retail; car parks with 8 to 200 spaces for the public, 10% of capacity shall be set aside for the sole use of orange or blue badge holders; for car parks with more than 200 spaces, 6% plus 4 spaces should be set aside.

- Non Food retail; car parks with 8 to 200 spaces for the public, 12% of capacity shall be set aside for the sole use of orange or blue badge holders; for car parks with more than 200 spaces, 8% plus 8 spaces.

Monitoring

Indicator	Target
LOI DM 4 - Number of appropriate applications complying with policy.	100%

SAD DM 5 - The Borough's Gateways

When assessing proposals and applications for planning permission that will affect the environment of the Borough's gateways, the Council will apply the following principles:

- **Key landmark buildings, structures and features will be preserved and improved;**
- **The topography of the area will be emphasised in the design and location of new buildings or features;**
- **New development should be of a high quality, architectural design, using good quality, modern materials.**

In addition, the Council will work towards improving the image of the area at the gateways through:

- **The removal or refurbishment of insensitively designed buildings where possible;**
- **More strict control of advertising;**
- **The provision of high quality street furniture, boundary treatment and paving materials;**
- **The incorporation of Environmental Infrastructure features;**
- **The removal of redundant street clutter;**
- **The incorporation of public art; and**
- **Improving ease of movement for all modes of transport.**

Please see Appendix 3 for map of Gateways

Monitoring

Indicator	Target
LOI DM 5 - Number of appropriate applications complying with policy.	100%

SAD DM 6 - Community Facilities including Places of Worship and/ or Religious Instruction

In considering proposals for new, or conversion or extension of existing community facilities, including places of worship and/or religious instruction, the following criteria will be taken into account:

- **Encouragement will be given to locating such uses on sites with main road frontages at the fringes of commercial areas, particularly district or local centres.**
- **If the building(s) to be used shares a party wall with any sensitive use (particularly residential) it is unlikely that planning permission will be granted. Exceptions to this are likely to occur only when there is clear evidence submitted to the Council that the use will not adversely affect the occupiers of adjoining properties.**

Where noise from the proposed activities is likely to affect neighbouring properties, consideration will be given to attaching conditions to any planning permission granted, which would reduce or eliminate such problems These may include:

- **installation and retention of suitable sound insulation;**
- **restricting the use of parts of the building, or the type of uses proposed;**
- **restricting the hours of use of all or parts of the building.**

Consideration will be given to the need for the provision of car parking in association with the development. This will include an assessment of:

- **whether the majority of people walk to the place of worship or religious instruction;**
- **the proximity and availability of public transport facilities;**
- **the availability of other car parking in the vicinity;**
- **the use of the centre for wider community purposes and for special events drawing large numbers of participants;**
- **the adverse effects of on-street parking on adjacent occupiers, the environment of the neighbourhood, and whether it would create potential hazards to pedestrians and other road users.**

Consideration may be given to the granting of planning permission for a limited period where the concern relating to an application is insufficient to deem immediate refusal. The provision of additional community facilities will be encouraged, including those serving cultural and other social needs.

Monitoring

Indicator	Target
LOI DM 6 - Number of appropriate applications complying with policy.	100%

SAD DM 7 - Residential Moorings

- All locations for residential moorings shall include the provision of necessary car parking and suitable vehicular access, including access by emergency vehicles and suitable access for use by people with disabilities.
- Planning permission will not be granted for residential moorings in locations unsatisfactory by reason of noise, fumes or other nearby polluting activities.
- In determining a planning application for residential moorings, account will be taken of the effect that such moorings and their associated activities may have on the amenities or activities of nearby residential or other uses.
- In certain locations it may be appropriate for a developer to enter into a planning obligation (Section 106 Agreement) before the granting of planning permission to ensure the overall satisfactory development and/or management of the site.

Monitoring

Indicator	Target
LOI DM 7 - Number of appropriate applications complying with policy.	100%

SAD DM 8 – Design and Installation of Shop Front Roller Shutters

Planning permission is required for the installation of all permanent roller shutters. All applications for the installation of roller shutters will be assessed using the following criteria.

- Encouragement will be given to the integration of roller shutters as part of development proposals for new shop fronts, through the planning application process and pre-application discussion.
- The applicant must satisfy the local planning authority that the type of security shutter they are proposing is the most appropriate.
- Roller shutters should, wherever possible, not project across the pilasters of the shop front, or obscure any architectural detail. The submitted plans should indicate this.
- Roller shutter boxes should, wherever possible, be hidden within the structure of the building or behind shop fascias, so as not to affect the character and architecture of the building.
- Metal roller shutters should be perforated and be colour powder coated or painted
- Details of materials should be submitted with the planning application.
- No more than 50% of the shutters should be solid.
- Roller shutters which are totally solid will not be acceptable.

Monitoring

Indicator	Target
LOI DM 8 - Number of appropriate applications complying with policy.	100%

SAD DM 9 - Hot Food Take-Aways

All applications for hot food take-aways whether through new build or change of use, will be assessed on their individual merits. However, the following criteria will be taken into account:

- In centres/retail frontages where hot food take-aways are already present, the cumulative effect/impact of any proposal should be taken into account. Where a number of take-aways occur that are already causing problems in terms of unacceptable traffic generation and a deterioration in the amenity of the area, planning consent will be refused if the proposal will increase the nuisance.
- When considering any applications for hot food take-aways elsewhere within the centre, any proposal will be assessed for its effects on the character of the centre.
- In all cases, whether within or outside of a designated centre, account will be taken of the amenity of the area with particular regard to :
 - proposed opening hours;
 - impact of noise, disturbance, smell and litter;
 - traffic generation;
 - parking problems and highway safety.

Where adverse effects are likely to occur, the application will be refused.

In some cases there may be circumstances where any adverse impacts or effects of a proposal could be reduced by the introduction of conditions personal to that permission. Where this is not possible, planning consent will be refused.

This policy should be read in conjunction with the Non- Retail Policy in the retail and centres Policy Area.

- 12.3 The Retail and Centres section (above) includes a policy which seeks to maintain the retail function and vitality and viability of centres by controlling the number and location of non retail uses, including hot food takeaways.
- 12.4 Furthermore whilst policy directs hot food takeaways to centres as the most accessible locations, there nevertheless are occasions when other locations are appropriate, such as; local parades or groups of local shops, where they are ancillary to an employment area or where they serve a residential area which has no easy access to a local centre or group of shops. It is considered important that, particularly in the latter situation, that the amenity of the local area is protected.

Monitoring

Indicator	Target
LOI DM 9 - Number of appropriate applications complying with policy.	100%

SAD DM 10 – Shop Front Design

All planning applications for the installation of shop fronts will be assessed against the following criteria.

- All shop fronts should be designed within the scale and architectural character of the building within which they are to be contained.
- All shop fronts should remain within their existing structural openings and be fully framed with fascia signs. Shop fronts and fascias must also be recessed behind pilasters.
- Adjacent shop fronts should be separated by a pilaster, matching the building. However, original pilasters should be retained where they exist.
- Original features, such as iron columns, ornamental brackets or carved stonework, should be preserved or restored.
- Canopies should be retractable and sited below the fascia. (See also Draft Policy - Design and Installation of Shop Front Roller Shutters)
- In order to ensure a high standard of shop front design, all applications for planning permission will require a detailed elevation of the proposed shop front in relation to the building within which it is to be contained, as well as adjacent shop fronts.
- Retention of facades above shop fronts that are considered to be of good quality, or have special, architectural or historic interest should be encouraged.
- Whilst the appearance of a building should not be compromised, consideration should be given to the natural surveillance and safety and security when designing new shop fronts.

12.5 It is considered that the quality and appearance of the Borough's Town Centres is vital to their sustainability. The design of shop fronts plays a significant role in this and we believe a policy is required that ensures their quality:

Monitoring

Indicator	Target
LOI DM 10 - Number of appropriate applications complying with policy.	100%

13. The Corridors

Corridor 8: Hill Top

The Vision

13.1 The BCCS has established the following Vision for this Corridor:

By 2026 Hill Top will play a significant role in the new thriving Black Country economy, with additional high quality rapid transit services direct to Walsall and Brierley Hill. The Corridor will also have seen a major transformation and consolidation of its residential neighbourhoods, where communities will be well served by public transport, schools, open spaces and by a full range of shopping, leisure and employment opportunities. The River Tame and the Tame Valley Canal will be significant features of the rejuvenated environment of Hill Top.

The Spatial Strategy

13.2 The BCCS provides the broad Spatial Strategy for this Corridor:

The area will benefit from its location adjacent to the strategic highway network and its excellent public transport links to create a new resource recovery park within the corridor. In addition, new housing will be created on areas of obsolete employment land. Existing housing areas will also be improved through Private Finance Initiatives. People living within this corridor will have access to the facilities provided by both Wednesbury and Great Bridge town centres and other, more local facilities will be provided in appropriate locations. Opportunities for improving the open space and wildlife features will be pursued through this strategy and particular emphasis will be given to improving access to existing spaces at Moorcroft Wood, Hydes Road Pool, the River Tame grassland and Sheepwash Local Nature Reserve.

Delivering the Spatial Strategy

Uses of Land:

Housing

13.3 Within Sandwell, Regeneration Corridor 8 covers the central area between West Bromwich and Wednesbury in a north south direction. The corridor is predominately industrial in nature, with areas of housing situated on the fringes.

13.4 The edge of corridor areas are the focus for the housing growth areas, as it is the intention to retain the majority of the industrial land, which makes up the spine of the corridor. The housing growth areas are located near the strategic centre of West Bromwich and the town centres of Great Bridge and Wednesbury.

13.5 Over half of the proposed housing growth areas in terms of the number of dwellings to be provided are located around the Wednesbury Town Centre area. Wednesbury offers good public transport links via the Metro and bus services. In the Wednesbury area there are large areas of underused or marginal industrial land, where many landowners have expressed an interest in relocating and selling their land for residential development.

- 13.6 In the Black Lake area to the north of West Bromwich Town Centre, there has been recent residential development adjacent to the industrial area of Ridgacre Road. Within this area there have been expressions of interest by companies to relocate their business operations and for their sites to go for residential development. There are also a number of vacant and underused sites which are not economically viable for industrial redevelopment and have been identified for future residential development.
- 13.7 Within Hill Top there has been redevelopment of the existing residential area of Harvills Hawthorn through a PFI funded project.
- 13.8 In Great Bridge a number of marginal industrial areas to the south of the town centre have been identified as economically unviable for industrial redevelopment and have therefore been identified for residential development by the landowners. A number of sites in this area had been identified for residential development by landowners and agents, but fall in Health and Safety Executive-(HSE) Consultation Zone, where the HSE would recommend against residential development.

Residential Land Summary Table:

Area	Site Area	Est. Cap.
H8.1	10.58	309
H8.2	3.80	107
H8.3	10.75	431
H8.4	13.13	356
H8.5	11.10	354
H8.6	1.15	36
H8.7	2.59	70
H8.8	1.41	49
	55.16	1712

Housing Allocations Table:

Area H8.1 – Black Lake

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
51	Cardigan Close/ Sussex Avenue	0.33	12	Vacant SMBC site - Council looking at residential development on site
479	Kent Close/ Denbigh Drive, West Bromwich	0.76	24	SMBC owned site - would need master planning to bring site forward
654	Land to the south of Ridgacre Road, West Bromwich	1.11	35	SMBC owned site - currently leased out on long term lease
657	Church Lane, West Bromwich	0.75	24	Company looking to relocate and sell the site for residential development
632	Land at Junction of Black Lake and Swan Lane	1.25	39	Vacant industrial - not economically viable to redevelop for industrial uses, landowners looking at the potential for residential development
634	Land to north and west of Ridgacre Road	1.63	51	SMBC owned site - currently leased out on long term lease
633	Land to east of Black Lake, West Bromwich	2.45	64	Currently occupied - companies looking to relocate/sell in coming years
804	Pembroke Way Hateley Heath, West Bromwich	2.30	60	SMBC owned site - would need master planning to bring forward
		10.58	309	

Area H8.2 – Charles Street, West Bromwich

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
439	Sheepwash Lane/Whitehall Road, Great Bridge	0.08	3	SMBC owned site - could be developed with sites 1120 and 1121
550	Land between Tinsley St and Whitehall Road, Tipton	0.28	10	British Waterways consultation zone, near to Ryders Green Locks
553	Whitehall Industrial Estate, Whitehall Road, Great Bridge	2.51	65	Industrial redevelopment not economically viable, owner looking at residential development of site
555	Land Between Whitehall Road and Walsall Canal, Great Bridge	0.75	23	Company would like to retain land for industrial use but residential future option
1120	Garage on Whitehall Road, Great Bridge, Tipton	0.14	5	Owner would like see residential development, could be developed in conjunction with sites 439 and 1121
1121	Old Inn site, Sheepwash Lane, Great Bridge, Tipton	0.04	1	Currently occupied by a public house, could be developed in conjunction with sites 439 and 1120
		3.80	107	

Area H8.3 – Hill Top, West Bromwich

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1	New Street/ Norbury Road Hill Top	0.18	6	SMBC owned site - vacant premises, could be master planned with sites 799 and 802
50	Dial Lane/ Norbury Street/ Ebenezer Street, West Bromwich	0.82	26	SMBC owned site - would need master planning to bring site forward
86	Tunnel Road, Hill Top, West Bromwich	0.31	11	Situated within a SLINC and Wildlife Corridor
266	Dial Lane/ Peters Street, West Bromwich	0.39	13	SMBC owned site - would need master planning to bring site forward
412	Wedgewood Place, Harvills Hawthorn, West Bromwich	4.69	191	PFI Project - part completed/part to still be built out.
472	Harvills Hawthorn/ Anson Road, West Bromwich	0.32	11	SMBC owned site - would need master planning to bring site forward
533	Land at Bagnall Street, West Bromwich	1.94	106	The site has planning permission for 106 dwellings
538	Ebenezer Street, West Bromwich	0.11	4	SMBC owned site - would need master planning to bring site forward
539	Heronville Road/ Ebenezer Street, West Bromwich	0.15	5	SMBC owned site - would need master planning to bring site forward
799	New Street, Hill Top, West Bromwich	0.73	23	Part owned SMBC site - vacant site, could be master planned with sites 1 and 802
802	Site on the corner of New street Hill Top, West Bromwich	1.11	35	Part owned SMBC site - vacant site, could be master planned with sites 1 and 799
		10.75	431	

Area H8.4 – Holloway Bank, Wednesbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
34	Holloway Bank, Wednesbury	5.71	149	Largest occupier would like to sell their site for residential development. Southern boundary falls within all zones of MAH Pipeline, HSE would not advise against applications for residential development provided that they are entirely further away than the middle zone and they are not intended specifically for sensitive populations (people who are elderly or require care). Part of the site is located with Flood Risk Zones 2 and 3.
46	Mounts Road, Wednesbury	1.07	34	SMBC owned site – currently vacant and would require master planning to bring site forward
334	Mounts Road, Wednesbury	1.10	35	Site is currently occupied
788	Site off Mount Road Wednesbury	0.49	15	Site is currently occupied
791	Corner of Bridge Street & Mounts Road, Wednesbury	3.15	82	The owner would like to retain the site for industrial uses
795	Site on corner of Woden Rd South & Bridge St, Wednesbury	1.61	50	Company supports future residential development of the site. The site is located in Flood Risk Zone 2.
		13.13	365	

Area H8.5 – Darlaston Road, Wednesbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
15	Darlaston Road/ Old Park Road, Kings Hill, Wednesbury	5.20	200	Company are looking to relocate to a more prominent location within the Borough and develop this site for residential, discussions held with Agents
642	Kings Hill Trading Estate, Darlaston Road, Wednesbury	3.28	86	Currently occupied - no indication of the owners plans
643	Old Park Trading Estate site on Old Park Road, Wednesbury	2.62	68	Multi occupancy on the estate - companies would require relocating
		11.10	354	

Area H8.6 – Wednesbury Town Centre

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
94	Queens Gardens /Kings Court, Holyhead Rd, Wednesbury	1.15	36	Part of the site has been completed and part still under construction
		11.10	354	

Area H8.7 – Leabrook Road, Wednesbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
45	Bannister Road, Wednesbury	2.22	58	The owner is looking at development options. Ground condition and overhead power cable issues. Possibly just within Outer MAH Pipeline, HSE would not advise against applications for residential development provided that they are entirely away from the middle zone and they are not intended specifically for sensitive populations (people would be elderly or require care)
269	Leabrook Road/ Willingsworth Road, Tipton	0.37	12	Site part SMBC owned and contains a number of occupiers, who would require relocating
		2.59	70	

Area H8.8 – Great Bridge

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
154	Site on New Road, Great Bridge inc St Lukes Centre	0.40	14	Vacant site, the landowner is looking at the potential for residential development.
246	Beever Road, Great Bridge	1.01	35	Vacant site with ground issues and is situated within a Flood Risk Zone 1 area
		1.41	49	

Employment

- 13.9 The employment areas of the corridor are situated around the A41, Black Country New Road (BCNR), which runs north to south along the western side of the corridor. The road provides a good strategic highway link from Junction 1 of the M5 Motorway up to the Black Country Spine Road. Much of Sandwell's new industrial and commercial development has taken place adjacent to the BCNR over the last 15 years. At present no development opportunities have been identified in this area.
- 13.10 These areas of recent industrial development have been identified as High Quality Strategic Employment areas, which offer excellent accessibility via the BCNR and higher quality business environments.
- 13.11 The area to the east of the BCNR within the Corridor is currently characterised by older industrial premises and is occupied by companies engaged in metal and engineering processes. This area represents a unique opportunity to redevelop a substantial brownfield employment area to provide the environment and infrastructure capable of meeting future business needs.
- 13.12 The Hill Top area has been identified as an area of Potential High Quality Strategic Employment because of the potential development opportunities that could come forward over the next five to ten years, with the regeneration of the under used and older premises that make up the industrial area and the improved infrastructure, with possible improved access from the BCNR.
- 13.13 Within the Potential High Quality Employment area approximately 33.5 hectares of industrial land has been identified as being development opportunities.
- 13.14 A number of areas have been identified as areas of Local Employment Areas, these are located on the edges of the employment areas close to the housing growth areas. A number of sites in the Black Lake area have been identified as Local Employment Areas, with the potential to go for residential development in the long term.
- 13.15 The Charles Street area between Great Bridge and West Bromwich has been identified as an area which will continue as a Local Employment Area. Within this area, there has been some interest shown from landowners that their sites could go for residential development in the longer term. Part of this area is covered by HSE Zones, which limits the type and density of what development can take place.
- 13.16 The area to the south and west of Wednesbury Town Centre is allocated as a local employment area, with a number of sites situated around the civic buildings on Holyhead Road being identified as long term residential opportunities.

Employment Land Summary Table:

Employment Land	Hectares
High Quality Strategic Employment	101.47
Potential HQ Strategic Employment	122.01
Local Employment land	78.87
Total Retained Employment Land	302.35
Employment Land Allocations	33.50

Employment Land Allocations Table

Site No.	Address	Site Area (ha)	Emp Land Type
E8.1	Site off Richmond St, West Bromwich	1.10	Potential HQ
E8.2	Brickhouse Lane, West Bromwich	1.90	Potential HQ
E8.3	George Henry Road, Tipton	9.94	Potential HQ
E8.4	Bagnall Street, West Bromwich	5.71	Potential HQ
E8.5	Pikehelve St/Bagnall St, West Bromwich	5.67	Potential HQ
E8.6	Harvills Hawthorn, West Bromwich	2.36	Potential HQ
E8.7	Site off Bilport Lane, Wednesbury	5.29	Potential HQ
E8.8	Bilport Lane, Wednesbury	1.53	Potential HQ
		33.50	

Open Spaces

- 13.17 The 2006 Sandwell Green Space Audit suggests that there are areas of deficiency in this corridor but much of this relates to the employment areas which are to remain in use.
- 13.18 The corridor lacks formal parks, largely due to much of the land having been used for industrial purposes for many years. Brunswick Park is the town park for Wednesbury, but this is centrally located for the existing residential areas to the east of the corridor.
- 13.19 However Greets Green Park in the south of the Corridor, which has proposals for enhancement could provide for housing in that area. Elsewhere the Ridgacre Canal open space, Kings Hill Park and playing fields, Farley Park, River Tame open space, Oakwood Park and Sheepwash Local Nature Reserve, LNR, could serve potential housing growth areas. Therefore enhancing the links to this area should be a priority.
- 13.20 Accessibility to 2 ha and 20 ha wild spaces is significantly deficient in the Corridor, however much of the area will remain in employment uses. There are housing growth areas on the fringes of the employment areas, some of which could link with existing green spaces such as Moorcroft Wood, Hydes Road Pool and the River Tame grasslands whose wildlife value could be enhanced.
- 13.21 Sheepwash LNR, a major wild space to the south of the corridor, is accessible by bus service from Wednesbury and Hill Top or by foot or bicycle along the Walsall Canal to Great Bridge. The proposed rapid transit system from Walsall to Stourbridge via Great Bridge would improve future public transport access to Sheepwash LNR.
- 13.22 There are four SINC's within the corridor, two of which are associated with canals. There are also three water based SLINC's as well as the Metro Line based SLINC's. Furthermore there are the Walsall Canal, Tame Valley Canal and Balls Hill Branch Canal Wildlife Corridors.
- 13.23 Opportunities for wild space restoration and particularly creation should be pursued as part of the open space strategy for the area, in association with housing growth areas and potential strategic employment area.
- 13.24 **Designations**
- Green Spaces – see policy map*
- Nature Conservation Network –SINC's/SLINC's
- SINC 7
 - SINC 9
 - SINC 10
 - SINC 21
 - SLINC 36
 - SLINC 44
 - SLNIC 45

Town Centres

- 13.25 Within the Corridor there is West Bromwich strategic centre, Great Bridge and Wednesbury town centre and the proposed Hill Top local centre.
- 13.26 West Bromwich is the strategic centre for Sandwell and the focus for much of the regeneration taking place within the Borough. The Corridor takes in much of the western part of the town centre. The development proposals for the town centre are covered in the West Bromwich Area Action Plan.
- 13.27 The town centre is particularly accessible to the southern part of the corridor. Existing and new residents will have the opportunity to access the centre's new proposed retail and service offer, its new town square and growth in office employment.
- 13.28 Wednesbury Town Centre to the north of the corridor has recently seen the completion of a new bus station and supermarket. Although the later is expected to bring significant trade back to the centre, further investment is required within the traditional parts of the centre. Residential development in the centre's catchment provides the opportunity for the centre's role to consolidate, which will contribute towards retaining and enhancing its core.
- 13.29 The catchment of Great Bridge Town Centre includes aspects of this Corridor. The centre is somewhat split into two parts, the traditional shopping "High Street", which has remained popular and the new retail park anchored by a superstore. There is some evidence that services are replacing retail in the former as shopping patterns have changed and this has encouraged an evening economy. The accessibility to West Bromwich and Wednesbury and other competing centres suggests that the new residential development proposed in the area would not necessarily promote additional significant trade to the shops within the town centre. Two opportunities for town centre uses have been identified subject to the BCCS and SADDPD centres' policies:
- The Car Park at Great Bridge has a planning permission for a Medical Centre.
 - The corner of Great Bridge and Richmond Street South.
- 13.30 It is proposed to designate Hill Top as a local centre in association with the new residential development within the area. The existing parade of shops on the A4144, sits within an established residential area, where further residential development is proposed. The proposed local centre is situated between two housing growth areas, Black Lake and Holloway Bank, and could potentially provide services to these two areas, which are currently over 10 minutes walk from local facilities and services.
- 13.31 Strategic/Town/Local in the Corridor:
West Bromwich – Strategic Centre
Great Bridge – Town Centre
Wednesbury – Town Centre
- 13.32 **Designations**
Retail Core – Wednesbury
Local Centre Proposals – Hill Top

Infrastructure

Environmental Infrastructure

- 13.33 Corridor 8 contains the River Tame and three canals; Balls Hill Branch Canal, Tame Valley Canal and the Walsall Canal. The development of the Black Country Canal Network has had a decisive impact on the evolution of industry and settlements during the 18th, 19th and 20th centuries. It is evident that in Corridor 8 the canal network has helped shape the landscape that exists today. Within the corridor the canal network can provide a focus for future development through the potential to provide a high quality environment and good accessibility.
- 13.34 Areas to the north of this corridor are affected by flood zones two and three, however much is within existing strategic employment land use. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall within areas of flood risk. For information concerning flood risk areas within this corridor please refer to Strategic Flood Risk Assessment, SFRA.
- 13.35 A heat island effect may be prevalent in the northern area of the corridor. This can be mitigated through the maintenance and restoration of existing green spaces and the provision of new green spaces within large scale developments, together with the planting of trees.
- 13.36 Church Hill Beacon is situated just to the north of this corridor and should be utilised where possible to create views taking into account new and existing developments.
- 13.37 The Outline Water Cycle Study identifies that the sewer capacity in this Corridor will need to be assessed in combination with proposed development upstream in RC9, RC12 and RC16 as these are likely to drain into the same strategic network.
- 13.38 There are no allotments situated within the Corridor, although there is one located on Woden Road South, Wednesbury, which could serve the northern part of the Corridor.

Environmental Infrastructure Interventions:

1. Bagnall Street – Support the development of new waste transfer facility at former Eagle Industrial Estate, Bagnall Street.
2. Wednesbury Town Centre – Create a high quality town centre environment incorporating street trees, living walls, green roofs and rain gardens by designating the area as a Business Improvement District.
3. Victoria Street, Wednesbury – Focused improvements along Victoria Road to emphasise connection between the Bus Station and Metro.
4. Harvills Hawthorns/Millfields connections – Cycling and walking routes to improve connections between residential areas, town centres and workplaces.
5. Swan Village – Short term use of vacant sites for allotments and biomass, biodiversity enhancements.
6. River Tame Improvements – Co-ordinations with surface water management plan.

Historic Environment

- 13.39 Areas where local distinctiveness and character should be enhanced and protected include the historic centre of Wednesbury. A substantial area of the town centre forms the Wednesbury Market Place Conservation Area which retains much of the elements of a traditional Black Country town.
- 13.40 There is a possibility of archaeology throughout the corridor, but with specific regard to Wednesbury it is difficult to exaggerate the local and regional significance of the town and its defined area of archaeological importance. The town nucleus has grown from a substantial medieval settlement that had a probable Anglo-Saxon and possibly Iron Age origin into the modern town that is present today. Recent excavations throughout the town and general area associated with Wednesbury have revealed a wealth of archaeology from prehistoric times through to the recent industrial period (with the site of Wednesbury Forge being established as being of not only regional importance but national importance). Any proposed or future development within this area will certainly be subject to archaeological appraisal and probable archaeological intervention. Whilst there are very few nationally listed buildings within the area, there are a number of buildings that merit local listing due to their historic or architectural interest. The 'Wednesbury Local List' will be adopted by the Council along with guidance on their protection and conservation following consultation with the local community and other interested groups towards Spring of 2012.

Designations

Conservation Areas

Market Place – Wednesbury Town Centre

Area of Potential Archaeological Interest

The area surrounding Wednesbury Town Centre

Education

- 13.41 Education provision in the corridor comprises George Salter Collegiate Academy, Ryders Green Primary and Harvills Hawthorn Primary in West Bromwich, together with St John's CE Primary and Holyhead Primary in Wednesbury.
- 13.42 Pupil numbers are currently rising across Sandwell and the implications of this are continually monitored. It is possible that additional primary provision will be required in this Corridor if pupil numbers continue to rise, though this is unlikely to affect secondary provision until 2016 onwards. Resources remain limited and any new provision is likely to be in the form of utilising or building on existing provision. At this stage it is not possible to make any land allocations.

Allocations

No proposals

Health

- 13.43 Health provision in the corridor consists of a number of health centres (Wednesbury West Bromwich), for which improvements are planned and a number of GP practices. There are doctors surgeries located in Great Bridge, Hill Top, Wednesbury and West Bromwich. Sandwell PCT is pursuing further new provision within the corridor at Great Bridge and Wednesbury.

Allocations

Major proposals – Great Bridge and Wednesbury

Waste

- 13.44 Hill Top has been identified as a strategic location for a waste management facility. There is recognition that new industries recovering value from waste will increasingly play a significant role in terms of creating new employment opportunities.
- 13.45 The waste transfer station at Bagnall Street has been granted outline planning permission, it is hoped that this will act as a focus to attract other environmental technology businesses to the area.
- 13.46 There are a number of strategically important sites in this corridor and these will with this capacity be protected for waste management uses (Bagnall Street Transfer Station, Wednesbury Asphalt Plant and Wednesbury Treatment Centre). Any incompatible uses in their vicinity would be strongly discouraged.

Designations

Former Eagle Industrial Estate, Bagnall Street, West Bromwich

Transport and Accessibility

- 13.47 The proposed reopening of the Freight Line from Walsall to Stourbridge identified within the Centro West Midlands Rail Development Plan Vision is being taken forward by Network Rail in the West Midlands and Chiltern Rail Utilisation Strategy. The precise timing of implementation is still to be determined. The Utilisation Strategy states that feasibility work will be carried out during Control Period 4 with the potential for work to commence during Control Period 5. It is proposed to bid for £100m to Regional Growth Fund for this scheme. Further detailed planning will take place by Network Rail in Control Period 5, 2021 – 2026. The proposal is for the line to be shared along the majority of the route between freight and a Rapid Transit System, which is being developed between Centro and Network Rail.
- 13.48 A key proposal in the West Midlands Local Transport Plan 3 and the BCCS is a north/south route, linking into the existing east/west Metro Line 1 at Wednesbury. The proposed Midland Metro route from Wednesbury to Brierley Hill runs through the heart of the Black Country linking Wednesbury, Great Bridge, Dudley, Merry Hill and Brierley Hill, serving existing and proposed residential, retail and leisure areas. This is a priority to link together the strategic centres in the Black Country. It is anticipated that the integrated route would raise the profile of sustainable modes of travel. It will most probably be implemented as a tram/train using the new tracks provided by the reopening of the Walsall/Stourbridge Freight Line.
- 13.49 An extension to the existing Metro Park and Ride facility is being investigated by Centro at Leabrook Road, Wednesbury.

- 13.50 When Metro Line 1 was implemented a stop was not provided to serve the Hill Top area, leaving a large gap between Black Lake and Wednesbury Great Western Street. Centro and Travel Midland Metro have been investigating a location for a new stop on Metro Line 1 adjacent to Bilport Lane. Discussions have taken place with the owner of the land and the creation of a new road access and level crossing to serve Employment Sites E8.7 and E8.8 provides the opportunity for embankment widening and provision for a Metro Stop.
- 13.51 The proposed Rapid Transit 5Ws route, which will run between Wolverhampton, Wednesfield, Willenhall, Walsall and Wednesbury will widen opportunities to employment and services and interconnect with Metro Route One and the proposed Wednesbury/Brierley Hill Rapid Transit line.
- 13.52 In terms of the road network, the A41 Black Country New Road links the area to the Motorway Network via Junction 1 of the M5 Motorway and the rest of Sandwell. New highway provision will be mainly in support of regeneration. In order to transform the Hill Top area into a high quality employment area, improvements to the local road network will be required. A number of routes have been considered to provide improved access from the A41. As part of the proposals for the new waste transfer station off Bagnall Street, planned improvements to the junction of Bagnall Street and George Henry Road will include the replacement of the existing junction with a traffic island. Frequent bus services run through the central spine of the corridor, notably the 79 Bus Showcase Route connecting Birmingham and Wolverhampton. There are also less frequent bus services in some parts of the corridor, such as the Harvills Hawthorn area, which are seen locally as in need of improvement.
- 13.53 There is an existing cycle route running from north to the south of corridor 8 from Wednesbury to Carters Green via Hill Top along with a cycle route in the east from Hateley Heath to Hill Top. Provision to the west of Hill Top is poor at present, but there is a proposed route linking to Walsall Canal. The Tame Valley Canal can be accessed from Holloway Bank, which connects with Walsall Canal in the west and National Cycle Network 5 in the east. There is also the Hawthorne Fields South Connections where cycling and walking routes to improve connections between the residential areas, town centres and workplaces. The Sandwell Cycle Strategy proposes further cycle routes within this corridor. These routes along with future improvements through development will promote cycle access to centres, to jobs and facilities.
- 13.54 Walking will be actively facilitated in line with the Walking Strategy and Public Rights of Way Improvements Plan.
- 13.55 There are proposed Red Routes linking Wednesbury Town Centre to Junction 9 of the M6, West Bromwich via Great Bridge, Burnt Tree Junction via Tipton.
- 13.56 The marshalling yards at Bescot assist in the movement of rail freight through the region and provide a major track maintenance facility.

Proposals

Shared freight and Rapid Transit line – Wednesbury/Brierley Hill

Leisure/Other Community

- 13.57 Within Corridor 8 the majority of leisure/other community facilities are located in and around Wednesbury Town Centre.
- 13.58 The Town Hall Complex in Wednesbury Town centre comprises the Town Hall, Art Gallery & Museum and administrative offices. This complex of buildings offers the opportunity to consolidate civic and community provision in one location within the town.
- 13.59 On the western edge of Wednesbury Town Centre is located Wednesbury leisure centre. The centre has a fully equipped gym, it has modern changing facilities, two pools and a sports hall offering team sports and fitness classes. While this leisure centre covers the northern part of the corridor, at present there are no such leisure facilities in the southern part of the corridor covering West Bromwich. There are proposals to build a new swimming pool to the south of West Bromwich Town Centre. This will be situated just out of the Corridor.
- 13.60 Community facilities are poor within the corridor. There is a community centre linked to the Library located at Hill Top.
- 13.61 With there being a shortage of community open space within the Corridor there a deficiency in the provision of sports pitches.

14. Corridor 9: Dudley Port/Tividale/Brades Village

The Vision

- 14.1 The BCCS has established the following Vision for this Corridor:
- 14.2 By 2026 this corridor will have seen the creation of new environments for urban living from former industrial sites – a process of ‘mainline living’ around railway stations that has already begun. In addition, the Corridor will have even more widespread high quality rapid transit connections to all four Black Country Centres, as well as Birmingham. It will present a new image of cohesive and prosperous communities, within new housing environments, which make the most of the canal network and are supported by vibrant and attractive centres offering a range of facilities.
- 14.3 The corridor’s tradition of employment will be maintained by the retention of significant areas of fit for purpose local employment land.
- 14.4 The environment will be significantly enhanced through the enrichment of green infrastructure throughout the corridor and the redevelopment of outdated and obsolete industrial sites.

The Spatial Strategy

- 14.5 The BCCS provides the broad Spatial Strategy for this Corridor:
- 14.6 The strategy for this corridor is to use the availability of obsolete employment land in this corridor to create attractive new residential environments, providing a range of housing types and tenures. The corridor’s public transport links will be exploited and there will be improved access to jobs and facilities by both passenger rail, metro and bus as well as walking and cycling routes. Existing housing areas will be improved through various housing renewal initiatives. As well as improving access to local centres, there is the potential to improve their retail offer by increasing the catchment areas. There are a few areas of the corridor where access to unrestricted open space is deficient. However, it is anticipated that new areas of open space and improved access to existing areas will arise out of the significant housing growth in the corridor. The canal network within the corridor will offer opportunities for the area’s local character to be preserved and enhanced.

Delivering the Spatial Strategy

Uses of Land:

Housing

- 14.7 Regeneration Corridor 9 covers the area between Oldbury, Great Bridge, Burnt Tree and Owen Street, Tipton. The corridor is predominantly housing in nature with significant pockets of employment and sizable areas of open space.
- 14.8 The housing growth areas are located throughout the corridor, with the majority of proposed sites close to public transport linkages (bus showcase and other bus routes and rail at Dudley Port and Tipton). Recent housing developments within the corridor (in the Brades Village area and on the outskirts of Owen Street District Centre) provide a focus for further residential development. It is also evident that there are a number of vacant and underused sites, which are not economically viable for industrial redevelopment and these have been identified for future residential development.

- 14.9 The focus for new residential development is mainly poor quality employment land (location, surrounding uses, accessibility and linkages, viability and condition) that is developable and deliverable and conducive to providing a quality living environment. There are also instances where it is known that employment activities are due to cease in certain locations and therefore a future use is required.
- 14.10 It is important that a housing / employment balance is maintained and therefore it is only employment sites as mentioned above that will provide housing development opportunities. Within the corridor there are large areas of underused or marginal industrial land, where many landowners have expressed an interest in relocating and selling their land for residential development. Established, well located and thriving employment sites will be retained in order to meet employment sector needs and to maintain the employment base.
- 14.11 In many locations within the corridor the allocation of employment land for new housing development will present the opportunity to reconcile non-conforming uses.

Residential Land Summary Table:

Total Estimated Housing Capacity 2010 to 2021

Area	Site Area (Ha)	Capacity
H9.1	7.91	224
H9.2	14.54	451
H9.3	19.61	411
H9.4	21.74	407
H9.5	14.52	520
H9.6	4.13	133
H9.7	3.6	120
H9.8	11.02	176
H9.9	5.95	178
Additional	0.68	25
	103.7	2646

Housing Allocations Table:

Area H9.1 - Oldbury West / Dudley Road East

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
966	Wellman Robey Ltd, Newfield Road, Oldbury	4.91	129	Land reclamation required
967	Birmingham Board Co Ltd, Dudley Road East, Oldbury	1	32	Relocation required
968	Beswick Paper, Dudley Road, Oldbury	0.96	30	Relocation required
1196	British Gas Plc, Land off Dudley Road, Oldbury	1.04	33	Land reclamation required
		7.91	224	

Area H9.2 - Brades Village

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
76	Lower City Road, Oldbury	2.36	62	UDP allocation. Land assembly and reclamation required. Relocation of businesses
84	Former Accles & Pollock Sports Ground, Brades Rise, Oldbury	6.36	185 (191)	UDP allocation. Capacity as planning permission
251	Land off Summerton Road, Oldbury (Phase Two)	1.36	61	UDP allocation. Capacity as planning permission
-	Summerton Road	1.41	44	UDP allocation. Land assembly and reclamation required. Relocation of businesses
310	City Road/ Dudley Road East, Oldbury	0.56	18	-
-	Land off Dudley Road East, Tividale	2.1	55	Land assembly and reclamation required. Relocation of businesses
1043	Land At The Junction Of Rose Lane Dudley Road East, Oldbury	0.33	24	Capacity as planning permission
1151	Land off Balfour Drive, Tividale	0.06	2	Capacity as planning permission
		14.54	451	

Area H9.3 - Rattlechain

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
88	Dudley Road East, Brades Hall, Oldbury	1.85	58	Land reclamation required
752	Rattlechain Site, Land to the north of Temple Way, Tividale, Oldbury	14.70	257	Land reclamation required. Environment Agency concerns regarding flood risk
754	Land at junction of Roway Lane / Union Road, Oldbury	1.82	57	Environment Agency concerns regarding flood risk
1004	Temple Way (Rattlechain), Tividale, Oldbury	1.24	39	Land reclamation required. Environment Agency concerns regarding flood risk
		19.61	411	

Area H9.4 - Vaughan Trading Estate

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1239	CBF LTD, Wade Building Services, Groveland Road, Oldbury	1.26	40	Relocation of businesses
1240	Land adjacent to Cleton Business Park, Tipton Road, Tipton	0.56	18	Relocation of businesses
-	Vaughan Trading Estate	19.92	349	HSE concerns regarding gas pipelines. Environment Agency concerns regarding flood risk
		21.74	407	

Area H9.5 - Coneygre

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
80	Groveland Road, Dudley Port, Tipton	0.87	44	Relocation of businesses
89	Orchard Street, Burnt Tree, Tipton	0.28	10	UDP allocation
91	Park Lane West (South Staffs Depot), Tipton	2.95	77	UDP allocation
151	Fisher Street / Coneygre Road, Tipton	1.7	54	Relocation of businesses
878	Coneygre Road / Burnt Tree, Tipton	1.11	35	Relocation of businesses
150	Coneygre	7.61	300	Capacity as outline planning permission
		14.52	520	

Area H9.6 - Dudley Port

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
67	Wellington Road, Tipton	0.97	31	UDP allocation
81	Station Street, Tipton	1.37	43	UDP allocation
1115	Brook St, Oldbury	0.57	18	
1080	Johns Lane, Tipton	0.18	9	
238	Peel Street, Tipton	1.04	33	UDP allocation
		4.13	133	

Area H9.7 - Owen Street West

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
93	Old Cross Street, Tipton	0.48	15	UDP allocation
265	Castle Street, Tipton	1.49	47	-
774	Former Rounds Timber Yard, Castle Street, Tipton	0.29	15	Capacity as planning permission
779	Castle Street / High Street, Tipton	0.7	22	Relocation of businesses
801	Bell Street / Dudley Road, Tipton	0.62	20	UDP allocation
1144	Site Of 8 And 9 Castle Street Tipton	0.02	1	Capacity as planning permission
		3.6	120	

Area H9.8 - Alexandra Road

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
302	Alexandra Road / Upper Church Lane / Locarno Road, Tipton	10.43	142	Environment Agency concerns regarding flood risk. Capacity as planning permission. Tipton AAP allocation
1096	Cottage Spring, 97 Alexandra Road, Tipton	0.12	10	Capacity as planning permission
1169	Land adjacent to Work House Bridge, Upper Church Lane, Tipton	0.47	24	Capacity as planning permission
		11.02	176	

Area H9.9 - Great Bridge

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
73	Whitehall Road, Great Bridge	0.41	13	UDP allocation
245	Land at Horseley Heath, Alexandra Road & Lower Church Lane, Tipton	2.3	60	UDP allocation
308	Mill Street, Great Bridge	1.84	58	UDP allocation. Environment Agency concerns regarding flood risk
1010	Mill Street, Great Bridge	0.10	4	UDP allocation
1116	Site surrounding former Post Office and Telephone Exchange, Horseley Heath, Tipton	0.63	20	Relocation of businesses
1117	Railway Street, Horseley Heath, Tipton	0.35	12	Relocation of businesses
1119	Salem Street, Great Bridge, Tipton	0.15 + 0.17	11	Relocation of businesses
		5.95	178	

Additional Sites

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1054	Albion Spring Co Ltd Oldbury, Road, Greets Green	0.49	15	-
1105	Rose And Crown, 57 Queens Road, Tipton	0.19	10	-
		0.68	25	

Employment

- 14.12 The existing employment areas within the corridor are located at:
- Coneygre
 - Hainge Road
 - Roway Lane/Union Road
 - Sedgley Road East/Tipton Road
 - Brandon Way/West Bromwich AAP Canalside area
 - Alexandra Road
 - Dudley Road East/Brades Road
- 14.13 Existing employment within the corridor is considered to be of local quality and is made up of a broad mosaic of contrasting industries. The main employment areas within the corridor are generally located along the A457 and either close to Oldbury or Burnt Tree Island, which both provide access to the Strategic Highway Network.
- 14.14 Aside from the more modern facilities in more sustainable locations e.g. Hale Trading Estate, Lower Church Lane and Direct 2, Roway Lane, much of the industry within the corridor is characterised by older, out dated premises and locations. Where employment sites within the Corridor are deemed to be unviable and no longer required for employment purposes they have been identified to provide opportunity for new housing allocations.
- 14.15 It is important that this transformation of uses is undertaken with the view to maintaining an appropriate balance between employment and housing provision within the Corridor and the Borough, ensuring the retention of an adequate supply of occupied and available employment land to meet defined needs. The relocation of existing businesses affected by proposals will be encouraged and supported where suitable alternative sites and premises are available.
- 14.16 There are also sporadic pockets / individual industrial sites that were either built close to housing or have been subject to encroachment by other uses over time. Some of these sites have been identified as having potential to contribute to housing land during the period 2021-2026.
- 14.17 Since the greater emphasis on sustainability, much of the new industrial and commercial development within this corridor has been steered towards strategically accessible locations. Most recent employment development within this area has been concentrated at Roway Lane and Apollo Park (adjacent to RC9) and there are new opportunities identified for waste management at Union Road, which has access to the rail (freight) network.
- 14.18 It is proposed that employment uses will continue to operate at Hale Trading Estate; Hainge Road; Autobase Industrial Estate; Roway Lane; Union Road; Coneygre and Pearsall Drive.
- 14.19 Within the corridor the site at Union Road (6.48Ha) has been identified as the location for a new recycling facility.

Total Estimated Employment Capacity 2010 to 2021

Employment Land	Site Area (Ha)
Local Quality	126.95
High Quality	-
Potential High Quality	-
Development Sites	6.48
Retained Gross Local Employment Land	126.95
Gross Employment Land	126.95

Site No.	Address	Site Area (Ha)	Employment Land Type
E9.1	Former Gulf Oil Depot	6.48	Local Employment

Open Spaces

- 14.20 The Sandwell Green Space Audit (2006) identified that there are pockets of open space deficiencies throughout the Corridor, in particular around the Oldbury area.
- 14.21 The main open spaces within the Corridor are Sheepwash Urban Park, Victoria Park, which has attained Green Flag status, and Tividale Park. These green assets are supported by a network of Sites of Interest for Nature Conservation, Sites of Local Interest for Nature Conservation, wildlife corridors and local nature reserves.
- 14.22 As a result of the proposed major transformation of land use from industry to residential, there will be a requirement for additional open space to be provided. Work is ongoing to establish the extent and type of open space that will be required to support the proposed large scale residential development, though it is evident that the canal network can perform a role in providing green linkages.
- 14.23 Emphasis will be made on improving access to Sheepwash Urban Park from existing and new housing areas in particular from the south, which is currently limited by the railway line, canal and watercourses. Opportunities for the improvement of green linkages also exist in the Rattlechain area.

Designations

See policy map

Nature Conservation Network

SLINC 11
SLINC 38
SLINC 41
SLINC 42
SLINC 60
SLINC 61
SLINC 62
SINC 13
Sheepwash LNR
NC4 (Proposed)
NC5 (Proposed)
NC19 (Proposed)

Town Centres

14.24 Great Bridge town centre and Owen Street District Centre are located within the Corridor. Oldbury town centre is located adjacent to the Corridor. In addition it is also considered that Dudley Port is appropriate to be designated as a local centre due to the concentration of uses in close proximity to the train station. The two town centres have experienced a decline in retail along the traditional High Street and are now anchored by large scale superstores and retail parks. It is anticipated that large scale residential development in proximity to Owen Street District Centre will have the potential to reverse the under-performing trend of the centre. The historic character of aspects of Tipton and Great Bridge centres, areas of terrace housing and of industrial heritage should be conserved and enhanced wherever possible.

14.25 *Owen Street (Tipton) District Centre*

Through the proposed large scale residential development, there is a potential to reverse the under-performing trend of this centre which currently suffers from a low level of footfall and displays poor indicators of vitality and viability. This may improve business confidence within the Centre. Similarly Owen Street Relief Road in Tipton is anticipated to have a significant beneficial effect by removing the physical barrier to the centre that the mainline railway formally created.

14.26 *Great Bridge Town Centre*

The catchment of Great Bridge Town Centre includes parts of this corridor. This centre is somewhat split into two parts, the traditional shopping "High Street" – Great Bridge which has remained popular, and the new retail park anchored by the superstore. There is some evidence that services are replacing retail in the former as shopping patterns have changed which has encouraged an evening economy. Investment in the shop frontages would benefit the shopping environment and would complement improvements in the public realm.

14.27 *Oldbury Town Centre*

Oldbury Town Centre adjoins the eastern part of the Corridor, the traditional part of which is generally service-dominated with limited retail provision along Birmingham Road. The adjacent Sainsbury's development provides a wide range of 76 convenience goods in addition to some comparison provision and is the main anchor for the centre. Linked trips between the two appear to be limited, however the Bus "Mall", the public realm, and the market form a link between the two aspects of the centre. This will be enhanced by the provision of the new library. There are proposals for a significant amount of additional retail floorspace in association with leisure facilities at the Junction site.

Existing Centres

Great Bridge Town Centre
Owen Street District Centre

Designations

Local Centre Proposal – Dudley Port

Infrastructure

Environmental Infrastructure

- 14.28 The Corridor is relatively well served with regard to green infrastructure, with Sheepwash LNR/ SINC, Victoria Park, Tividale Park, the Rattlechain, the River Tame, the Gower Branch Canal arm SLINCs, and wildlife corridors associated with the two Birmingham Canals. The presence of green spaces and canal corridors will present opportunities to create high quality residential developments. However, there are currently deficiencies regarding accessibility to these resources, which must be addressed given the potential for significant housing growth in the Corridor. In addition to informal green spaces further provision for adult, junior and mini pitches is required in both the short and longer term in light of anticipated population growth.
- 14.29 The development of the Black Country Canal Network has had a decisive impact on the evolution of industrial and settlement during the 18th, 19th and 20th centuries. It is evident in Corridor 9 that the canal network has helped shape the landscape that exists today. Within the Corridor the canal network can provide a focus for future development through the potential to provide a high quality accessible environment.

Environmental Infrastructure Interventions

- 14.30 River Tame Improvements Coordination with Surface Water Management Plan. The River Tame runs across the north of the Regeneration Corridor. A Surface Water Management Plan, SWMP, is currently being developed. It is essential that the objectives and interventions highlighted in the EIG (street rain gardens etc) are reflected in the SWMP rather than just traditional measures. The Management Plan will cover a wide area, however there are specific localities where green infrastructure intervention is particularly pertinent.
- 14.31 Community Food Growing Develop community agriculture schemes on the new housing estates
- 14.32 Designation of sites and promotion of grass roots initiatives for community agriculture throughout the new housing developments.

- 14.33 Princes End-Weddel Wynd Management Plan. Develop comprehensive plan to improve the open space and manage the conflicting land use issues
- 14.34 This large area of open space has a number of issues including land contamination, environmental degradation and unauthorised horse grazing. Better management of the asset is required to improve the quality of the land, habitat and recreational facilities whilst also providing appropriate space for horse grazing and husbandry. All of these improvements can contribute to making a multi-functional/multi-beneficial open space.
- 14.35 Alexandra Road-Church Lane street improvements
- 14.36 Tree planting, traffic calming, rain gardens etc for environmental improvements in this residential area. Within the corridor there are a number of additional green assets that enhance the usability of the corridor. These include:
- The canal network;
 - The River Tame;
 - Allotment plots, within Victoria Park and adjacent to the corridor at Stella Road, which help to serve the catchment.

Historic Environment

- 14.37 There are a limited amount of heritage assets located within the Corridor, However a number of listed buildings, canals and associated listed structures (mostly associated with the Factory Locks Conservation Area) are recognised where the local distinctiveness and character should be preserved and enhanced. There are also a number of buildings within the corridor that may be designated within the Local Listing process, which is scheduled for completion by 2013.
- 14.38 There are no designated Areas of Potential Archaeological Importance within the Corridor.

Designations

Factory Locks Conservation Area

Flood Zones

- 14.39 There are areas throughout the Corridor affected by Flood Zones 2 and 3 though this only partially impacts on a number of proposed housing sites. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall within areas of flood risk. For information concerning flood risk areas within this corridor please refer to SFRA and Environment Agency latest flood maps.
- Vaughan Trading Estate
 - Alexandra Road
 - Roway Lane/Union Road
 - Great Bridge

Heat Island

- 14.40 A heat island effect may exist throughout this Corridor along the main east west linkages, though Sheepwash Urban Park and Victoria Park help to alleviate this impact. The heat island effect may be mitigated through the maintenance and restoration of existing green spaces and the provision of new green spaces within large scale developments, green roofing and the planting of trees.

Water

- 14.41 The Outline Water Cycle Study identifies that the sewer capacity in this corridor will need to be assessed in combination with proposed development upstream in RC8, RC12 and RC16 as these are likely to drain into the same strategic network.

Education

- 14.42 Existing education provision will continue to serve the Corridor though the distribution of schools does not correlate with areas of housing growth, which may create a potential deficiency in accessibility.

Education provision within or that serves the corridor includes:

- Alexandra High School and Sixth Form Centre
- Burnt Tree Primary School
- Great Bridge Primary School
- Joseph Turner Primary School
- Newton Primary School
- Rounds Green Primary School
- St Martin's C. of E. Primary School
- St Paul's C. of E. Primary School
- Summerhill Primary School
- The Meadows Sports College (Special School)
- Tividale Community Arts Centre
- Tividale Community Primary School
- Tipton Green Junior School
- Victoria Infant School

- 14.43 Pupil numbers are currently rising across Sandwell and the implications of this are continually monitored. It is possible that additional primary provision will be required in this Corridor if pupil numbers continue to rise, though this is unlikely to affect secondary provision until 2016 onwards. Resources remain limited and any new provision is likely to be in the form of utilising or building on existing provision.

Health

- 14.44 The scale of residential development proposed within the Corridor will have an impact upon health provision requirements. There are proposals within the area to increase healthcare provision which will meet the needs of the anticipated increase in population arising from residential proposals.
- 14.45 Health provision in the corridor is focused on the PCT health facility at Neptune Health Centre, Tipton, for which improvements are planned. There are also plans to expand Glebefields Health Centre, which although located outside of the corridor still serves a portion of the catchment. In addition to these facilities there are a number of GP practices and doctors surgeries located within the Corridor.

Waste

14.46 There are a number of strategically important waste management facilities the capacity of which will be protected. These are:

- Tipton Recycling Facility, SITA C&I Treatment, Coneygre Industrial Estate, Tividale
- Black Country Environmental Services Ltd (C&I Treatment), Union Road, Oldbury

14.47 It is proposed that the former Gulf Oil Depot site on Union Road and adjoining rail head is a suitable location for a new strategic waste management facility. Any incompatible/non-conforming uses within the vicinity of these waste facilities would be strongly discouraged.

Designations

Former Gulf Oil Depot, Union Road

Transport and Accessibility

14.48 Regeneration Corridor 9 provides good multi modal transport linkages and where this is not the case, there are proposals for improvement.

14.49 *Dudley Port Interchange*

The car parking (park and ride) facilities at Dudley Port train station are undergoing improvement in order to increase capacity from 36 to 83 spaces with a view to easing overcrowding at the station, impact on the surrounding roads and future proofing for the proposed Metro extension. Improvements to lighting, surfacing and CCTV are proposed and works are scheduled for completion summer 2011. Outline scheme plans also exist for improvements to the station, however due to the existing layout it is likely to be expensive and funding would be required from Regional Growth Fund.

14.50 *Burnt Tree Island*

The £12.3 million Burnt Tree island junction improvement is scheduled for completion in 2011. Burnt Tree island lies at the junction of two primary routes, the A461 Dudley to Walsall Road and the A4123 Birmingham to Wolverhampton Road and performs a strategic role within the Black Country. The joint project between Dudley and Sandwell Councils will see the island transformed from a five-arm roundabout into a new four-arm traffic signal controlled crossroads with the aim of reducing delays and congestion. Improving safety for all users, linking to the regional and national highway networks and bus services and providing dedicated pedestrian and cycle facilities at each approach.

14.51 *Walsall/Stourbridge Freight Line*

The proposed reopening of the Freight Line from Walsall to Stourbridge identified within the Centro West Midlands Rail Development Plan Vision is being taken forward by Network Rail in the West Midlands and Chiltern Rail Utilisation Strategy. The precise timing of implementation is still to be determined. The Utilisation Strategy states that feasibility work will be carried out during Control Period 4 with the potential for work to commence during Control Period 5. It is proposed to bid for £100m to Regional Growth Fund for this scheme. but further detailed planning will take place by Network Rail in Control Period 5, 2021 - 2026 The proposal is for the line to be shared along the majority of the route between freight and a Rapid Transit System, which is being developed between Centro and Network Rail.

14.52 *Midland Metro/Proposed Rapid Transit*

A key proposal in the West Midlands Local Transport Plan 3 and the BCCS is a north/south route, linking into the existing east/west Metro Line 1 at Wednesbury. The proposed Rapid Transit route from Wednesbury to Brierley Hill runs through the heart of the Black Country linking Wednesbury, Great Bridge, Dudley, Merry Hill and Brierley Hill, serving existing and proposed residential, retail and leisure areas. This is a priority to link together the strategic centres in the Black Country. It is anticipated that the integrated route would raise the profile of sustainable modes of travel. It will most probably be implemented as a tram/train using the new tracks provided by the reopening of the Walsall/Stourbridge Freight Line.

14.53 The railway station at Tipton, like Dudley Port Station, serves the corridor and provides accessibility to Birmingham, Wolverhampton, the local and national networks via the Stour Valley and West Coast Main lines. It has recently been refurbished and had the car park relocated closer to the platforms and provision of a bus interchange facility. The pedestrian environment and accessibility has been improved by the completion of the Owen Street Underpass and the closure of the level crossing in 2010.

14.54 Owen Street Relief Road was completed 2010 and has improved accessibility to and through Owen Street District Centre, Tipton and has encouraged passing trade since replacing the level crossing.

14.55 There is opportunity for extended bus interchange at Great Bridge Town Centre.

14.56 National Cycle Route 81 runs through the corridor and it links into the Princes End Cycle Route at Factory Locks in Tipton. Further links to routes to the north west of the corridor should be pursued. The Burnt Tree road scheme provides the opportunity to link the new cycle infrastructure with an off carriageway cycle route running along the A4123 from Burnt Tree to Birchley Island in Oldbury.

14.57 The various canals offer the opportunity for green linkages, which will link new housing development with areas of open spaces including Victoria and Tividale parks and will also contribute to wider walking and cycle routes.

14.58 The Rights of Way Improvement Plan identifies a number of proposals for improvements to existing and the creation of new Public Rights of Way in the Corridor.

14.59 There is considerable new housing development potential within the Regeneration Corridor and existing pedestrian and walking links, particularly on the edge of the corridor along A4123 Birmingham New Road are poor. As development is likely to come forward at different times, planning of co-ordination of the delivery of new networks is essential. The new networks should link the housing development to local services and make good use of views to 'hidden gems' such as the Baliji Temple, canal towpaths and tunnels linking to Sheepwash LNR.

14.60 There are proposed Red Routes in the corridor linking Burnt Tree Junction with Birchley Island in Oldbury and then Smethwick, Oldbury and Tipton.

14.61 The main routes and centres within the corridor are generally well served by existing bus connectivity, though this will be reassessed in the Bus Network Review in 2012.

Leisure/Other Community

- 14.62 Within Corridor 9 there are a number of isolated leisure / community facilities including libraries, community centres and sports pitches. There is currently a wide range of leisure provision available within the corridor. This includes:
- Alexandra High School and Sixth Form Centre
 - Coneygre Youth Arts Centre
 - Great Bridge Library
 - St Paul's Community Centre
 - Summerhill Primary School
 - Tipton Community Library
 - Tipton Muslim Community Centre
 - Tipton Swimming Baths
 - Tipton Community Heritage Museum
- 14.63 In addition to these, there are a number of existing leisure facilities located in proximity to the corridor, which help to serve the catchment.
- 14.64 In addition to existing provision there are also plans for a new leisure centre at Alexandra Road, Tipton and there is potential for leisure development at the Junction, Oldbury, which is identified as a mixed use allocation.

Allocations

- The Junction, Oldbury
- Tipton Leisure Centre, Alexandra Road, Tipton

15. Corridor 12: Oldbury/West Bromwich/Smethwick

The Vision

- 15.1 The BCCS has established the following Vision for this Corridor:
- 15.2 This Corridor is the gateway to the Black Country from the south and London via the national road network (M5 & M42) and rail and extends to within 3 miles of Birmingham City Centre. Its environment will undergo major renewal to ensure that its economic locational advantages continue to be capitalized upon. In 2026 this area will be a major contributor to the economic prosperity of the Black Country through its High Quality Employment Land locations & major office developments (at West Bromwich).
- 15.3 The environment will have been transformed through major environmental infrastructure & public realm improvements. There will be a mix of housing types in sustainable locations (served by three existing high quality transport services – the Midland Metro and the West Coast Mainline and Jewellery Line rail links to Birmingham and Wolverhampton) that are both affordable and able to attract new residents into the area.

15.4 The Spatial Strategy

- 15.5 The BCCS provides the broad Spatial Strategy for this Corridor:
- 15.6 This corridor is the gateway to the Black Country from the south and London via the national road network (M5 and M42) and rail and extends to within 3 miles of Birmingham City Centre. A significant level of employment land of various types will be retained within this corridor, with the ambition to uplift it to High Quality Strategic Employment Land. Considerable opportunities for employment will also be available through new office development within West Bromwich Town Centre and within the office growth corridor linking the Strategic Town Centre with Junction 1 of the M5. The town centre will also see a big change in its retail and education offer with the construction of new shops and a new building for Sandwell College.
- 15.7 There is considerable demand for market housing within this corridor, which is likely to be built on obsolete employment land. The area will also become a hub for major health facilities with the construction of the new hospital in Smethwick and the presence of Sandwell General and the Lyng Health Centre.
- 15.8 This corridor is also well served by parks and open space and it is anticipated that the links between these spaces will be improved and the spaces themselves enhanced. This corridor is also particularly rich in local character and heritage which will be preserved and enhanced.

Delivering the Spatial Strategy

Uses of Land:

- 15.9 Corridor 12 runs from the Langley area of Oldbury, up to West Bromwich Town Centre and eastwards towards the Borough Boundary with Birmingham. It takes in two major motorway junctions of the M5, Junction 2 at Oldbury and Junction 1 at West Bromwich. There is a range of land uses throughout the corridor area, including industrial land within the Oldbury and Smethwick areas which sandwich the more retail, commercial and residential areas of West Bromwich.

- 15.10 The corridor is well served with public transport provision, as well as having major routes through to the adjoining authority areas.

Housing

- 15.11 This regeneration corridor has a dual purpose, that is to deliver growth in both the housing and economy sectors. The varied land uses currently existing throughout this corridor, and the future proposals coming forward will assist in achieving both of these aims.
- 15.12 The main focus for new housing within the next few years will be within the Smethwick area of the corridor. The Smethwick Area Action Plan adopted in December 2008 identified a number of sites which could contribute to the housing stock. These include potential developments along the canal, former industrial sites at Cranford Street and land alongside the new proposed hospital development at Grove Lane.
- 15.13 Housing within the corridor is currently under construction in a number of locations, with more sites planned for the coming year. Social housing is currently being provided at the former Bearwood House site in Smethwick with another scheme scheduled at Raglan Road. Further sites are likely to come forward within the next 12 months or so at Messenger Road in the Windmill Eye area of Smethwick. Intervention of varying degrees has been identified for this area to bring about a transformational change in the housing offer and quality.
- 15.14 Opportunities for new residential exist on a few sites which are either previous industrial, or currently being used for industrial uses which are no longer viable. These include a few sites in the Langley area at Mill Lane and the Rood End area of Oldbury at Samson Works.
- 15.15 The Lyng area to the south of West Bromwich town has already commenced on site, but further housing schemes are coming forward as part of the West Bromwich Area Action Plan which are being dealt with as a separate consultation. There is the potential to provide approximately 3500 new homes within the Area Action Plan area by the year 2021.

Residential Land Summary Table:

Area	Site Area	Est. Cap.
Area 12.1	0.50	10
Area 12.2	1.32	43
Area 12.3	1.68	60
Area 12.4	4.15	125
Area 12.5	3.19	227
Area 12.6	4.90	185
Area 12.7	1.60	105
Area 12.8	20.23	803
Area 12.9	15.70	393
Area 12.10	19.29	666
	72.56	2617

Area 1 - Wolverhampton Road, Oldbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
5	Wolverhampton Road and Anvil Drive, Oldbury	0.31	9	Capacity as per planning permission.
1101	Site of 50 Former Valentino Restaurant, Newbury Lane	0.19	1	Planning permission for residential care home
		0.50	10	

Housing Allocations Table:

Area 2 - Titford Lane, Oldbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
446	Lancaster House, Oldbury Road,	0.50	8	Council owned – flats currently being refurbished.
101	The Old Coal Yard, York Road,	0.62	29	Occupiers will need relocating.
1082	Former Gate Inn Oldbury Road	0.20	6	Currently used for small retail unit but residential potential in longer term
		1.32	43	

Area 3 - Ashes Road, Oldbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
568	Ashes Road, Oldbury	1.45	46	Flood Zone 2 and 3 to the south of the site which will result in this part of the site being undevelopable.
1032	Former Starlight Auto Sales Wolverhampton Road	0.23	14	Capacity as per planning permission
		1.68	60	

Area 4 - Langley

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
55	Mill Lane, Oldbury	2.40	62	Outline consent granted for up to 112 units but capacity calculated at less than this due to net developable area. Site affected by middle zone of Rhodia.
61	Mill Lane/Langley Green Road	1.23	37	Vacant site. Would require some reclamation which may add to costs significantly. Good location overlooking the canal and park opposite. Site affected by middle zone of Rhodia.
109	Clay Lane, Oldbury	0.28	12	Adjoining wildlife corridor and canal. Site affected by middle zone of Rhodia.
1042	Land At 13 - 23 Crosswells Road	0.24	14	Capacity as per planning permission. Site affected by middle zone of Rhodia.
		4.15	125	

Area 5 - Oldbury Town Centre

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
466	Flash Road/ Broadwell Road, Oldbury	0.68	41	Part owned by council. Currently consists of mainly vacant units on busy ring road.
1133	Seven Stars Road	2.51	186	Capacity as per planning permission
		3.19	227	

Area 6 - Rood End Road, Oldbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
127	West End Avenue	0.32	11	Council owned site. School may require it in future for education use.
173	Seymour Road Amenity Space	0.13	14	Part of site developed
200	Fitzgerald Lighting LTD Rood End Road	1.39	44	Capacity as per planning permission
569	Former Sampson Works, Rood End Road	2.80	108	Capacity as per planning permission
614	Land adjacent to 88 Wellesley Road	0.26	8	Small site adjoining other residential units to the one side and industrial units to the other.
		4.90	185	

Area 7 - Smethwick High Street and Environs

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
210	Churchill Road, Smethwick	0.50	60	Site capacity calculated for family housing but site could accommodate apartments. Previous planning permission was for 60 units. Close to Smethwick District Centre.
482	Holly Lane, Smethwick	0.53	27	Currently a school and health centre occupy the site. School may relocate in the short term but health centre will also require relocation within the near vicinity.
854	Oldbury Road Industrial Estate	0.57	18	Council owned estate which could be disposed of in near future. Adjoining proposed West Cross Local Centre.
		2.10	105	

Area 8 - North Smethwick Canalside

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
116	North Smethwick Canalside	8.80	400	Long term phased development anticipated. Capacity based upon Smethwick AAP. Affected by Flood Zones 2 and 3.
121	Rabone Lane, Smethwick	5.98	200	Long term phased development anticipated. Capacity based upon Smethwick AAP. Affected by Flood Zones 2 and 3.
128	Mafeking Road	0.30	10	Vacant site. May be marketed for self build.
1300	Lewisham Road	5.15	193	Capacity taken from planning permission. CPO action may be required to assemble complete site.
		2.23	803	

Area 9 - Cranford Street

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
125	Cranford Street, Smethwick	6.97	285	Part of site subject to planning application for 184 units. Remediation costs may be high – viability assessment shown scheme not viable including planning obligations.
206	Grove Lane	8.73	108	Masterplan prepared for site to include residential and Business B1 uses. Will need to be done in phased manner. Some occupiers will need relocating.
		15.70	393	

Area 10 - Windmill Eye

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
119	Messenger Road Sites	2.70	80	Council owned sites. Subject to Planning Brief to be prepared. Marketing due to commence late 2011.
122	Unett Street/ Raglan Road	5.10	161	Dependant upon development on Messenger Road sites to enable decanting and re-housing to commence
123	Cape Hill/Durban Road	2.97	94	Dependant upon development on Messenger Road sites to enable decanting and re-housing to commence
129	Sandwell College, Smethwick	2.41	84	Subject to opening of West Bromwich College early 2012
131	Windmill Lane/ Thomas Street	0.77	23	
132	Windmill Lane, Smethwick	0.43	12	
562	Bearwood Road, Smethwick	0.51	28	Capacity as per planning permission - almost completed
941	Former Cape Brewery Site	3.61	142	Capacity as per planning permission
1037	Tudor Works 36A Windmill Lane	0.25	24	Capacity as per planning permission
1092	Charles Pearson Court, Mill Drive, Smethwick	0.05	5	Capacity as per planning permission
1175	Cape Hill Brewery Phase 3	0.42	13	Capacity as per planning permission
		19.29	666	

Employment

- 15.16 Much of the employment land within Corridor 12 is located near to or south of Oldbury, and to the east of the corridor in Smethwick. Smethwick is particularly popular with scrap metal operations, with Dunn's at Foundry Lane being one of the largest and busiest facilities. There are further operations situated at Anne Road which adjoin the Metro line as well as smaller facilities scattered throughout the area. Much of the employment land in Smethwick is of local status, reflecting the quality of the premises and surrounding environment. Many of the buildings here, especially in the area on the borough boundary are not good quality, much older and less modern but meet the requirements of the types of industries operating in this location. More modern buildings can be found as we move towards west Smethwick with Rabone Park.
- 15.17 Moving westwards through the corridor, employment land status alters to potential high quality where it meets Birmingham Road/ Halfords Lane where the standard of industrial uses are of higher quality and their proximity to Junction 1 of the M5 makes it more attractive to new investment.
- 15.18 A further swathe of local employment land is located to the south of West Bromwich, an area which is being protected for future employment opportunities through the West Bromwich Area Action Plan. The area of employment land near the elevated section of the M5 is a mixture of current high quality and potential high quality given the high quality distribution works who have located here, and the potential for this area to be attractive for further investment in the future.
- 15.19 Oldbury has a mixture of employment land including local, high quality and potential high quality. The potential high quality is centred around the motorway junction at Birchley, taking advantage of the good strategic transport links and good quality premises. Local quality employment land is more located around Parsonage Street/Pope's Lane area which is south of Oldbury Town Centre and comprises a number of older industrial buildings.

Employment Land Summary Table:

Employment Land	Hectares
Existing High Quality Strategic Employment Land	59.18
Potential High Quality Strategic Employment Land	193.19
Local Quality Employment Land	194.07
Total Retained Employment Land	446.44
Employment Land Allocations	55.71

Employment Land Allocations Table:

Site No.	Address	Site Area (ha)	Emp Land Type
E12.1	Portway Road/ Wolverhampton Road	3.06	Potential HQ
E12.2	Rounds Green Road	3.5	Potential HQ
E12.3	Churchbridge, Oldbury	3.06	Potential HQ
E12.4	Park Street, Oldbury	3.5	Potential HQ
E12.5	Wolverhampton Road/ J2 M5	1.27	Potential HQ
E12.6	Tat bank Road	4.16	Potential HQ
E12.7	Pope's Lane	0.89	Potential HQ
E12.8	Parsonage Street	2.91	Potential HQ
E12.9	Manchester Street	2.79	Potential HQ
E12.10	Kenrick Way	4.84	Potential HQ
E12.11	Potterton Way	1.91	Potential HQ
E12.12	Dartmouth Road	3.61	Potential HQ
E12.13	Park Lane	2.5	Potential HQ
E12.14	Mornington Road, Smethwick	1.51	Local Employment
E12.15	Cornwall Road, Smethwick	5.37	Local Employment
E12.16	Bridge Street Industrial Estate	3.29	Local Employment
E12.17	Foundry Lane, Smethwick	5.63	Local Employment
E12.18	Vittoria Street, Smethwick	1.91	Local Employment

Open Spaces

- 15.20 Although a large proportion of Corridor 12 is covered by either employment or town centre uses, there is an even distribution of open spaces within the area. These can range from publicly accessible amenity spaces to large parks and sports grounds. In addition to this, the Corridor includes the Birmingham Canal which contributes to the open space provision in the area for informal leisure activity. Smethwick is home of Victoria Park, which has recently achieved Green Flag status and hosts a range of facilities including an outdoor gym. Within Corridor 12 there is also Kenrick Park, Titford Pools, Lewisham Park and Black Patch Park, all offering access to parks and green spaces. A number of smaller green spaces and incidental open space appear throughout the corridor. New developments will need to ensure that if existing open space within the vicinity is not available, open space will need to be provided on site.

- 15.21 The Sandwell Green Space Audit (2006) highlighted deficiencies across the corridor particularly around the Oldbury area, however much of this area is expected to be retained or is proposed for High Quality Employment use. However there may be some opportunities to create Neighbourhood level open spaces across this part of the corridor. It will also be important to emphasise the links with corridor 9 – Dudley Port, & ensure that there is an emphasis for open spaces to be linked
- 15.22 In this area there should be an emphasis on improving & enhancing links from potential new housing areas into the existing open spaces in the area. This could include the “Green Bridge” project, which will create an improved link between West Bromwich & the Sandwell Valley, & enhance biodiversity networks
- 15.23 In the Smethwick AAP area it is proposed that it may be appropriate to identify an area of open space to serve the new housing development sites, as it has been identified that some areas in this part of the corridor do not have access to Neighbourhood Open Space

Designations

- 15.24 Corridor 12 lies adjacent to the Green Belt boundary although none of the actual corridor falls within the Green Belt itself. Similarly, the corridor lies close to the Strategic Open Space at Rowley Hills although does not contain this allocation.

Town Centres

- 15.25 This Corridor is home to the Strategic Centre of West Bromwich as well as the Town Centres of Oldbury and Cape Hill, Smethwick High Street District Centre and Langley and Smethwick High Street (Lower) Local Centres.
- 15.26 *West Bromwich Strategic Centre*
Residents of this corridor will have the opportunity to access West Bromwich’s much improved retail and service offer, its new town square set alongside an iconic building and growth in office employment opportunities. The development proposals for the town centre are covered in the West Bromwich Area Action Plan which is subject of a separate consultation.
- 15.27 *Oldbury Town Centre*
The traditional part of this Town Centre is generally service-dominated with limited retail provision along Birmingham Road. The adjacent Sainsbury’s development provides a wide range of convenience goods in addition to some comparison provision and is the main anchor for the centre. Linked trips between the two appears to be limited, however the Bus “Mall”, the public realm, and the market form a link between the two aspects of the centre. This will be enhanced by the provision of the new library.
- 15.28 There are proposals for a significant amount of additional retail floorspace associated with leisure facilities to the north west of the Sainsbury’s, known as Oldbury Junction. This may also include an element of leisure use which will enhance the leisure offer for this area.

- 15.29 *Cape Hill Town Centre*
An extensive centre with a good level of retail shops and services on offer. The centre is anchored by the Windmill Centre which comprises large format stores occupied by key multiple retailers. The surrounding retail areas are more secondary in nature with many specialist and ethnic stores and are very popular for this purpose. The environmental quality varies across the centre and in many areas could be improved with some additional maintenance and modernisation. Heavy traffic through the centre also detracts from the overall environment and hinders pedestrian movement. The centre appears to cater well to the needs of the immediate population.
- 15.30 *Smethwick High Street District Centre*
This has a range of specialist shops which serve the local residential catchment. The centre also caters for the cultural needs of the area with a temple and a mosque located on the High Street, community facilities and a church are also present. There are a number of opportunities to further strengthen the centre:
- The Tollgate Precinct provides an opportunity for redevelopment for Town Centre uses, particularly retail and subject to the policies of the BCCS and this document.
 - Land between St Pauls Road and Tollhouse Way has been identified as suitable for a Health Centre and Town Centre uses.
- 15.31 Many of the centres within the corridor could benefit from investments in the public realm and improvements to public transport provision as well as attracting other town centre uses such as leisure facilities which could improve their vitality and viability.
- 15.32 Housing development around Langley Local Centre may increase walk-in population to serve day to day shopping needs
- 15.33 Increased housing growth around Smethwick High Street District Centre and Smethwick High Street (Lower) Local Centre will help to maintain their viability as strong centres
- 15.34 There is good access to fresh food across this corridor due to its network of centres & parades of shops and the range of goods on offer which meet the diverse cultural needs of the area.
- 15.35 Town Centres – Strategic/Town/Local in the Corridor, from BCCS
- West Bromwich – Strategic Centre
 - Oldbury – Town Centre
 - Cape Hill – Town Centre
 - Smethwick High Street – District Centre
 - Carter’s Green – Local Centre
 - Langley – Local Centre
 - Smethwick High Street (Lower) – Local Centre

Designations

Local Centres Proposals – Lion Farm, West Cross and Whiteheath

Infrastructure

Environmental Infrastructure

- 15.36 Part of the River Tame runs through this corridor, with associated flood risks at certain locations. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall with areas of flood risk. There are also issues of potential flood risk associated with the Birmingham Canal.
- 15.37 Nature conservation is mainly concentrated within the canal corridor which runs through the area, with the Wildlife Corridor running the length of the canal. In addition to this, parts of the canal are also covered by Sites of Importance for Nature Conservation and Sites of Local Importance for Nature Conservation.
- 15.38 The Motorway Corridor of the M5 also contributes the wildlife corridor throughout the Borough. A potential Nature Conservation site is located within the Black Patch area, at mature woodland near the railway.
- 15.39 Black Country Environmental Infrastructure Guidance includes an Action Plan published in March 2011. Key actions for this corridor include:
- 15.40 Ensuring that the Windmill Eye Supplementary Planning Document and the planning application for the new hospital incorporate appropriate environmental infrastructure and take the opportunity of incorporating green space and surface water control through street rain gardens, include spaces for exercise and growing and assist in improving the canalside environment and utilise it for liner connections.
- 15.41 Improve the environmental quality around Soho Foundry which will attract community and businesses into the area. Small scale environmental improvements could help to build a higher quality of place with greater community and business groups incorporating clean-up projects, introduction of trees, rain gardens and canalside improvements.
- 15.42 Gateway improvements at Junction 1 of the M5 which will include engagement with local businesses which in turn could benefit from local environmental improvements.
- 15.43 Upgrade and promotion of canal towpath network Old Main Line Canal to improve access to and along the Titford Canal. Promotion of these improvements should be undertaken to encourage greater use. The Old Main Line Canal requires further improvement in the Oldbury Area. The area around the north of the canal in Oldbury Town Centre is car dominated. Further improvements to the towpaths along this section should also be undertaken to improve access and movement for cyclists and pedestrians.
- 15.44 A Surface Water Management Plan is currently being developed for the Borough. The management plan will cover a wide area; however there are specific localities where green infrastructure interventions are particularly pertinent
- 15.45 Improvements to Wolverhampton Road to improve environmental quality through tree planting, rain gardens and celebration of geological exposures.

15.46 As mentioned previously, Corridor 12 is home to part of the Birmingham canal which runs through the entire length of the corridor area. It is currently used for leisure and recreation purposes, walking, cycling, running and water based recreation where navigable and contributes to the overall open space provision.

15.47 Scattered throughout the area the council operate a number of allotment sites which are generally very popular and well used.

Historic Environment

15.48 The Regeneration Corridor contains three Conservation Areas in West Bromwich Town Centre, Oldbury Town Centre and at Smethwick Galton Valley Canal. The West Bromwich Town Centre Conservation Area has recently been reviewed and the boundary altered. This is being consulted on as part of the West Bromwich Area Action Plan. Any development within these areas should be sympathetic to their Conservation Area status. Regeneration opportunities should be explored with historical buildings that are at risk such as Chances Glass Works and Soho Foundry both of which have Scheduled Ancient Monument status.

15.49 There are a number of Listed Buildings within this corridor area. In addition to the statutory list, a Local List for both Smethwick and West Bromwich has been prepared which identifies those buildings of local interest or architectural merit which should be retained and re-used wherever possible.

Designations

Conservation Areas – West Bromwich, Oldbury Town Centre,
Smethwick Summit Galton Valley

15.51 There is the potential for new developments in North Smethwick which may produce the 'heat island' effect if adequate tree planting and open space is not provided to balance out the development. Measures such as this throughout all new residential areas will help to support adaptation to the effects of climate change through helping to modify extreme temperatures in the urban area and limiting flood risk.

15.52 Part of the River Tame runs through this corridor, with associated flood risks at certain locations. Where necessary, Flood Risk Assessments and mitigation measures will be required for any proposals that fall with areas of flood risk. There are also issues of potential flood risk associated with the Birmingham Canal.

15.53 The Outline Black Country Water Cycle Study (WCS) concludes that there will be a shortfall in water supply over the Plan period in areas supplied by Severn Trent Water, and that this will be addressed through their Water Resources Management Plan. The Outline Water Cycle Study also identifies that the sewer capacity in this corridor will need to be assessed in combination with proposed development upstream in RC9, RC12 and RC16 as these are likely to drain into the same strategic network.

Education

- 15.54 Secondary education provision is not located within this corridor although it is provided by schools nearby including Holly Lodge and Shireland Collegiate Academy. There are a number of primary schools which serve the local catchment evenly distributed throughout the area. The increased level of births and the level of housing being provided particularly within the Windmill Eye area, means that new provision is being considered in Smethwick. Resources remain limited and any new provision is likely to be in the form of utilising or building on existing provision.
- 15.55 A new college campus is planned for West Bromwich; this will help facilitate a growth in skills, support social inclusion & increase access to job opportunities. It will also release a significant site in Smethwick for residential development.
- 15.56 Through the BSF programme, the former Warley High and Langley High Schools have been combined to become Oldbury College of Sport while Smethwick Learning Campus will be a mixture of refurbishment and new build at Holly Lodge School.

Health

- 15.57 There are a number of health related facilities spread throughout this corridor, consisting of health centres, doctor's surgeries and specialist care facilities. The major accident and emergency department is based at Sandwell and General Hospital located in West Bromwich to the north of the corridor. However, the Right Care, Right Here programme is currently looking at reviewing its model of care which has resulted in a new hospital being proposed on a new site at Grove Lane in Smethwick to deal with the more acute cases. The hospital, which will replace Sandwell and City Hospitals is likely to open in 2016/17. The majority of these sites will then be released for other development, retaining a small part of each site to accommodate a community hospital facility.

15.58 Allocations

Major proposal – New Acute Hospital at Grove Lane.

Waste

- 15.59 Areas of Oldbury and Smethwick are particularly attractive to the waste transfer market and there are a number of sites scattered throughout this corridor. In particular are metal recycling facilities, but in addition to this there are sites for recycling waste into aggregate and tyre disposals sites too. There are a number of existing Strategic Waste Management Sites within Corridor 12 the capacity of which will be protected. These have been identified in the Black Country Core Strategy. They are:

Dunn Brothers Metal Recycling
EMR Smethwick (European Metal Recycling)
Edwin Richards WRG Landfill (inert/ nonhazardous)
Exchange Works Arrow Environmental Services C&I Treatment (drummed and packaged waste)
Giffords Recycling Giffords Recycling C&I Treatment
Vittoria Street, Smethwick - Currently vacant (formerly Glenside Recycling)
Haz Waste Services Ltd, Hazardous –Transfer (clinical waste)
Robert Hopkins Environmental Ltd, Hazardous –Treatment, (drummed and packaged waste)
Shidas Lane HWRC Gurney May/Sandwell MBC, MSW Transfer
Taylors Lane Transfer Station
Waste Tyre Solutions, Oldbury

Transport and Accessibility

- 15.60 The corridor is well served with public transport provision with major bus routes and showcase routes passing through the area, access to Metro to the north of the corridor area and several railway stations serve the area including Sandwell and Dudley, Smethwick Galton Bridge, Smethwick Rolfe Street and The Hawthorns. The West Coast Main Line (Birmingham Branch) runs through the corridor providing local and national rail links.
- 15.61 Major roads pass through the corridor, including the A41 and A457 which are the two main roads which pass through West Bromwich, Oldbury and Smethwick. The M5 motorway runs through Corridor 12 and includes the two major junctions 1 and 2 M5 at West Bromwich and Oldbury respectively. Congestion on the Strategic Highway Network continues to be a problem in the AAP area, especially around Junction 1 M5 and the A41 island near the Town. Problems will only increase as the Town experiences the growth resulting from its role as one of the Black Country's four strategic centres. These issues will be addressed as part of the Transport Strategy being developed within the West Bromwich Area Action Plan.
- 15.62 The BCCS and the West Midlands Local Transport Plan 3 identify the need for improvements at both M5 Motorway Junctions. Work done by Arups in 2010 on behalf of the Highways Agency and four Black Country Boroughs established the existing flows, the problems and opportunities. It suggested that improvements at Junction 1 might be needed from 2016 and it recognised that in Oldbury improvements to Birchley Island were more important than early improvement of the adjoining Junction 2 Birchley Island Oldbury and the adjoining Junction 2 M5 motorway slip roads and roundabout. This Motorway Junction is important not only to Sandwell but also to Dudley and Wolverhampton Boroughs and also serves Birmingham. It is part of a major motorway diversionary route. The Highways Agency have developed a scheme for easing the slip road alignments and smoothing the flows, however this is not being taken forward in 2011 as planned due to financial constraints. The improvements will be taken forward by a partnership of the Black Country Authorities, the Highways Agency and other partners with funding from the Department for Transport, CIL and other sources.

- 15.63 The West Midlands Local Transport Plan 3 includes a Major Scheme to improve A457 Dudley Road in Birmingham. This will bring access benefits to the new Acute Hospital at Grove Lane. The Dudley Road area will see significant addition development including the Impact Investment Location at Icknield Port Loop, major housing developments at the existing City Hospital site in Birmingham and the completion of other housing developments currently on site. The completion of this road improvement would potentially allow traffic accessing Birmingham from the west along the existing A41 to be rerouted through Smethwick and Dudley Road into Birmingham allowing the downgrading of the A41 Birmingham Road beyond Junction 1 M5.
- 15.64 National Cycle network routes 5 & 81 traverse and meet in this corridor, as well as several local routes, with more proposed to increase provision across this corridor.
- 15.65 There are proposed Red Routes in the corridor linking Smethwick with Oldbury, West Bromwich and Tipton.
- 15.66 Walking will be actively facilitated in line with the Walking Strategy and Public Rights of Way Improvements Plan. Wherever new developments are proposed, accessibility to and through the area for pedestrians will be a major consideration. The Masterplan for the Windmill Eye has identified the most appropriate locations for improved links to the wider areas which will need to be introduced when new development comes on board.
- 15.67 The area will benefit from the Priority West Midlands Bus Showcase Scheme which has been implemented for the 87 Bus Route linking Birmingham through this Corridor to Dudley. Improved bus fleet, raised kerbs at bus stops for easy access as well as other improvements to information systems, together with increased frequency and quicker journey times are all benefits accruing from this scheme. The route passes through Oldbury and Smethwick within this corridor.
- 15.68 Public transport is well provided for within the area, especially with bus stations located at both West Bromwich and Oldbury serving a number of routes. However, the increase in residential development will require improvements to some services. There will need to be access to both residential & employment areas, which will require early engagement with Centro to establish how the increased need can be met, either through new services or improvements to existing services.
- 15.69 There is an opportunity to expand Park & Ride at Sandwell & Dudley Station, which would be desirable due to the amount of high quality employment land that is likely to be retained & created in this area. Centro have aspirations to improve bus/rail interchange at Smethwick Rolfe Street Station.
- 15.70 **Proposals**
- Proposals include the A41 Expressway/All Saints Underpass scheme which is due for completion in Spring 2012.
 - Improvements to Motorway Junctions.
 - Dudley Road Improvements.
 - New cycling and walking routes.

Leisure/Other Community

- 15.71 Leisure and other community facilities are well provided for within the corridor area. There are numerous community venues catering for a range of local needs including young children, mothers, teenagers and elderly residents. Smethwick in particular has community facilities which provide day and evening activities for a range of groups including white, Asian and Afro Caribbean. Improvements to the Windmills Centre at Messenger Road have recently been completed. In addition to this, there is the Community Action Project building off Windmill Lane which provides facilities and services for a number of different groups during the day, as well as having conference facilities for larger meetings and events.
- 15.72 Leisure facilities include leisure centres which are located just outside of the corridor boundary but serve the needs of those within it, including Hadley Stadium and Harry Mitchell leisure centres. Lion Playing Fields lie to the west of Junction 2 and house a number of sports pitches and pavilion. A new facility planned just on the border of Corridor 12 is the Portway Lifestyle Centre which will include a sports hall, a hydrotherapy pool, a gym and weight area, a dance studio, a climbing wall and a cafeteria as well as a purpose-built site for a GP surgery, Tividale Family Practice. It will be open to everyone and will be a centre of excellence for people with disabilities. It is currently due for completion in 2012.
- 15.73 New retail and leisure facilities will be provided on a large site just outside of Oldbury Town Centre referred to as The Junction. Exact details of what will be the leisure offer have still yet to be finalised. While in West Bromwich, there are plans to build a new Swimming Pool at Bromford Road, just outside of the Town. The pool will be a six lane 25 metre pool with a fitness suite and car parking.
- 15.74 A new library has recently been completed in Oldbury at Jack Judge House. The Central Library is located on High Street in West Bromwich and Smethwick has a library within the District Centre. A number of smaller community libraries are also within the corridor.
- 15.75 There are many churches of all denominations, mosques and temples scattered throughout the corridor to cater for every need and religion. Many churches also provide day time activities.

Allocations

The Junction, Oldbury

16. Corridor 13: Jewellery Line-Rowley Regis

The Vision

16.1 The BCCS has established the following Vision for this Corridor:

By 2026 this housing led corridor will provide high quality sustainable residential communities. These will make the most of opportunities such as the canal network and parks, with accessible facilities, open spaces and good transport links to employment areas and centres. It will have a high quality natural and built environment with areas of local employment retained along its length.

16.2 This corridor is served by existing passenger rail services from Stourbridge to Birmingham, known as the Jewellery Line, and straddles the valley of the River Stour. This Corridor will be re-vitalised through a mix of renewal and redevelopment to create new residential environments and green spaces.

16.3 The local centres of Blackheath, Cradley Heath and Lye will be bolstered by a substantial increase in their catchment's population base and, along with well integrated and improved bus and rail links, will become thriving and sustainable places to live.

The Spatial Strategy

16.4 The BCCS provides the broad Spatial Strategy for this Corridor:

This corridor will be consolidated as a housing corridor through the development of obsolete areas of industrial land and the exploitation of the excellent main-line rail links. A key feature of the strategy will be to create new residential communities to substantially increase the catchment and population base of Blackheath, Cradley Heath and Lye centres and utilise their proximity to stations along the Jewellery Line with links to Birmingham City Centre and Worcester. The environment will be enhanced as the canal networks and open spaces will become part of a higher quality natural environment. Other public transport links will also be improved.

16.5 The corridor will also benefit from additional community infrastructure in the form of new health centres and the restructuring of some education provision in Rowley Regis.

16.6 The corridor is well served by both formal and informal green spaces including the Green Flag Haden Hill Park, the town parks in Rowley Regis and Wollescote and easy access to the open countryside. However, the scale of the new housing growth is such that there may be a requirement for new open spaces to be created. The rivers and canals will provide the opportunities to promote good quality waterside living and public realm environments. The area's local distinctiveness and character will also be preserved and enhanced, particularly in Cradley Heath, Blackheath & Old Hill.

Delivering the Spatial Strategy

Uses of Land:

Housing

- 16.7 Within Sandwell, the Regeneration Corridor mainly straddles the Birmingham-Stourbridge railway line, including the local stations at Rowley Regis (Blackheath), Old Hill and Cradley Heath; a northern spur of the corridor broadly follows the industrial areas either side of the Dudley Canal.
- 16.8 In general, the railway stations and the nearby Town and Local Centres are the focus for the housing growth areas, as they offer excellent transportation connections and a variety of supporting services. In addition, some of the locations offer opportunities for improving local amenities, particularly open space.
- 16.9 Most of the proposed housing growth areas are located around Cradley Heath Railway and Bus Station and Cradley Heath Town Centre; the remainder are located around Old Hill Railway Station, Old Hill Local Centre, and Brickhouse.
- 16.10 In Cradley Heath there are large areas of underused or marginal industrial land where many landowners and businesses are seeking to relocate or sell. Within the area, there are a number of recent residential developments (such as the former drop forge on Foxoak Street) and a number of existing residential permissions (such as Chester Road). The Council has also put in place two projects, funded through Growth Points, to assist the bringing forward of other residential development sites, at Woods Lane/Macarthur Road, and Newlyn Road/Oldfields. Master planning has been carried out to identify preferred options for future development, and discussions have taken place with landowners, occupiers and potential developers in order to establish a way forward. Further master planning work and engagement with landowners is still needed in some of these housing growth areas.
- 16.11 In addition, Cradley Heath is the preferred location for the majority of Travelling Showpeople within Sandwell. Whilst all identified residential proposal sites can be considered as potential showpeople sites, consideration needs to be given to practical matters of storage of heavy vehicles and equipment and direct access to the road network. A number of suitable new sites have been identified in the vicinity of the existing yards (reference H13.2, 13.4, 13.5) and discussions are continuing with showpeople families to enable these, and perhaps other, sites to come forward.
- 16.12 In Old Hill, there are two sites in Council ownership which have been identified for residential development subject to relocation of services. Other sites have been identified by landowners themselves as being available for development in the future, particularly around Old Hill Railway Station.
- 16.13 In Brickhouse, a number of sites have received planning permission recently (such as Harvest Road/Eagle Close); other land in Council ownership has been identified for future development.

Residential Land Summary Table:

	Site Area (hectares)	Estimated Capacity
Area 13.1	9.43	247
Area 13.2	2.80	73
Area 13.3	5.20	156
Area 13.4	3.65	114
Area 13.5	5.72	176
Area 13.6	7.64	182
Area 13.7	4.04	110
Area 13.8	5.61	191
Area 13.9	0.94	37
Area 13.10	2.26	87
Area 13.11	0.35	11
	48.51	1364

Area 13.1 – Woods Lane/Macarthur Road

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
283	Woods Lane	8.11	212	Masterplan has been prepared in conjunction with landowners. Some relocations will be required, together with improved road access (which would enable closure of level crossing). Flood Zone of River Stour to be addressed by green buffer zone. Both sites at Woods Lane and Macarthur Road should be planned in a comprehensive manner to ensure the whole site is delivered and satisfactory provision is made for interdependent facilities. It could be subsequently developed in phases to reflect the availability of parts of the site.
599	Macarthur Road	1.32	35	As above.
		9.43	247	

Area 13.2 – Corngreaves Road

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
1301	Corngreaves Road	2.80	73	Site mostly in one ownership. Landowner has indicated willingness to redevelop.
		2.80	73	

Area 13.3 – Forge Lane/Silverthorne Lane

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
282	Forge Lane/ Silverthorne Lane	2.81	74	Planning permission exists on part of site. Land assembly required for a number of ownerships. Relocations are required, included one designated hazardous use.
72	Lower High Street, Cradley Heath	0.60	19	
586	Chester Road	2.38	63	Planning permission exists on much of the site. Additional land could be assembled to complete the proposed development.
		5.20	156	

Area 13.4 – South of Cradley Heath Town Centre

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
268	Station Street/ Graingers Lane	1.30	41	Will require relocation of the major industrial use in order to bring forward the site.
280	Bridge Trading Estate	0.57	18	Site in single ownership.
281	Cokeland Place/ Graingers Lane	0.38	12	Site in single ownership.
1124	Cradley Road (East)	0.41	12	
587	Cradley Road (West)	0.99	31	
		3.65	114	

Area 13.5 - Newlyn Road/Oldfields

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
259	Newlyn Road	2.72	83	Masterplan has been prepared in conjunction with landowners, and planning application submitted. Some relocations will be required, together with improvements to the road access.
260	Oldfields	1.64	51	Included in above masterplan, but would be a later phase; need for land assembly, relocations, and potential remediation.
896	Newlands	0.65	20	Included in above masterplan. Would need relocations of existing occupiers (under investigation).
1302	Spinners End	0.71	22	As above.
		5.72	176	

Area 13.6 - North of Cradley Heath Town Centre

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
933	Foxoak Street, Newtown Lane, Providence Street	4.82	126	Some owners have indicated willingness to redevelop. Requires land assembly. Flood Zone of Mousesweet Brook to be addressed by green buffer.
1303	Bank St, Cradley Heath (West of Kimber Drop Forgings site)	1.3	6	
217	Foxoak St/St Annes Rd (Kawasaki Garage)	0.4	14	
71	St. Anne's Road, Cradley Heath	1.13	36	Part of site developed; part is previous UDP allocation (Ho 141/142). Remainder is existing industrial land requiring assembly and relocation.
		7.64	182	

Area 13.7 - Haden Hill

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
297	Station Road	3.21	84	Land owner has indicated willingness to redevelop. Surrounded by woodland/nature conservation designations. Adjacent to Old Hill Railway station.
296	Halesowen Road/ Barrs Road	0.83	26	Land owner (SMBC) has indicated willingness to develop, subject to relocations. Adjacent to Haden Hill Park and Leisure Centre.
		4.04	110	

Area 13.8 - Waterfal Lane

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
284	SMBC Depot Area	1.36	43	
285	Land at 12 Grange Rd & Wharf Public House	1.0	40	
885	Station Rd (South)	0.95	35	
665 80 & 82	Waterfall Lane & 101-126 Station Road	0.34	11	
656	Broadcott & Broadway Ind Estates	1.49	47	
75	Waterfall Lane (West)	0.46	15	There are a number of different ownerships, but many have already indicated willingness to redevelop.
		5.61	191	

Area 13.9 - Old Hill

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
893	Elbow Street	0.77	24	Previous UDP allocation Ho133 (remainder of larger site).
1071	Sentine Plastics Ltd, Wrights Lane	0.17	13	
		0.94	37	

Area 13.10 - Brickhouse

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
883	Site of former Knowle House, Harvest Road	1.10	34	Land owner (SMBC) has indicated willingness to develop.
474	Harvest Road/ Eagle Close	1.16	53	Capacity as per planning permission DC/08/51084.
		2.26	87	

Area 13.11 - West of Blackheath Town Centre

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
613	High Street Blackheath	0.35	11	Subject to relocation.
		0.35	11	

Employment

- 16.14 Employment land within the Regeneration Corridor is located in three distinct areas to the west, north and east.
- 16.15 In the west, employment land is concentrated south of the Birmingham-Stourbridge railway line, and consists primarily of Portersfield Industrial Estate, Corngreaves Trading Estate and Cradley Business Park (Overend Road).
- 16.16 All of the sites are considered to be Local Quality Employment Land; they are mixed in quality, but provide a valuable service in the employment market.
- 16.17 In the north, employment land stretches from Waterfall Lane to Doulton Road, including

Waterfall Lane Trading Estate, the Garratts Lane/Powke Lane industrial areas, Sapcote Industrial Estate, and the Doulton Road/Gawne Lane industrial areas. There is a wide range of employment activity including distribution, metal recycling, forging, and vehicle repair; whilst some individual users may wish to relocate, in overall terms, this area is considered to be a valuable local employment area.

- 16.18 In the east, local employment is concentrated on Cakemore Road, where there are a number of established industrial premises with good access to the primary road network.
- 16.19 There are no further employment allocations in this corridor. spine connecting the centres of Brierley Hill, Walsall, West Bromwich, Wolverhampton and Birmingham as well as delivering greatly improved accessibility to the Regeneration Corridors as shown on the Transport Key Diagram.

Employment Land Summary Table:

Employment Land	Hectares
Existing High Quality Strategic Employment Land	0
Potential High Quality Strategic Employment Land	0
Local Quality Employment Land	88.13
Total Retained Employment Land	88.13
Employment Land Allocations	0

Open Spaces

- 16.20 The corridor is well served by both formal and informal green spaces. There are high quality parks, including the Green Flag Haden Hill Park in Cradley Heath and Britannia Park in Rowley Regis, together with smaller parks and open spaces such as Bearmore Mound, Powke Lane Open Space and Mary Macarthur Gardens. There are two distinct green corridors, the River Stour, and Mousesweet Brook, and a strong nature conservation network within the regeneration corridor.
- 16.21 Most of the housing growth areas are near to these green spaces and corridors, and it is intended that new residential development will contribute to their enhancement and maintenance. Given the scale of the new housing growth it is likely that new open spaces will need to be created, and new links to existing green areas to be created or enhanced. Details will be subject to the masterplanning process for various sites, but there will be opportunities along the River Stour and Mousesweet Brook corridors and the Dudley Canal in Old Hill, in particular, for new open space and nature conservation areas. In addition, the rivers and canals will provide the opportunities to promote good quality waterside living and public realm environments.
- 16.22 There is no Green Belt land or Strategic Open Space within this part of the Regeneration Corridor, but overall, the nature conservation network is extensive.

Town Centres

- 16.23 The Black Country Core Strategy identifies two Town Centres within the corridor, Blackheath and Cradley Heath, and one Local Centre, Old Hill.
- 16.24 In general, these centres offer excellent transportation connections and a variety of supporting services, and the housing growth areas tend to focus around them.
- 16.25 In the west of the corridor, the proposed housing growth areas are located within a kilometre of Cradley Heath Town Centre, and close to Cradley Heath Railway and Bus Station. In the central area, the housing growth areas are served partly by Old Hill Local Centre and partly by other local shops. There is a gap in retail provision in Brickhouse, although there is an existing planning permission for a new neighbourhood store to serve existing and new housing areas.
- 16.26 *Cradley Heath Town Centre*
The Town Centre has undergone extensive restructuring in recent years, and now benefits from a bypass and large new foodstores, to complement its range of traditional shops and two markets. The environmental quality of High Street could be improved now that through-traffic has been removed; there are opportunities to improve the shopping and market facilities.

Proposal – Cradley Heath Retail Core

- 16.27 *Blackheath Town Centre*
This Town Centre has also undergone changes in recent years, with the completion of its eastern bypass, building of a further foodstore, again complementing the traditional shops and market; a new library opened in the Town Centre in 2011. The centre would benefit from further retail investment and improvements to the public realm. Opportunities for development for Town Centre uses have been identified at:
- Bassano Road
 - Long Lane
- 16.28 It is anticipated that Town Centre businesses will benefit from the proximity of new housing development and the consequent 'walk-in' trade.

Infrastructure

Environmental Infrastructure

- 16.29 There are many designated nature conservation sites within the corridor, especially along the River Stour and Mousesweet Brook and the Dudley Canal; these include Sites of Importance for Nature Conservation (SINCs), Sites of Local Importance for Nature Conservation (SLINCs), Local Nature Reserves (LNRs) and Wildlife Corridors.
- 16.30 Codsall Coppice is a Local Nature Reserve and an area of Ancient Woodland which will be protected, together with woodland (a SLINC) to the south of Old Hill Station.
- 16.31 The River Stour is recognised as a major asset in this corridor and needs to be enhanced to become part of a high quality natural environment. Flood Risk Zones 2 and 3 run along the River Stour and Mousesweet Brook, with associated flood risk at certain locations; where housing growth areas adjoin or include the Flood Risk Zones, no development will be allowed within the areas at risk; the opportunity will be taken to enhance the river corridors with new or enhanced green infrastructure.

- 16.32 Black Country Environmental Infrastructure Guidance includes an Action Plan published in March 2011. Key actions for this corridor include:
- 16.33 Where new canalside housing is proposed, there needs to be consistency in design treatment, creation of 'destinations' of activity along the route, and identification of opportunities for habitat enhancement and creation;
- 16.34 In the Woods Lane area there are established trees, particularly along the River Stour, which could be further complemented by green wedges and incidental green space to enhance the quality of place. Actual locations of green wedges and spaces are subject to masterplanning in areas which are more densely built-up already there is little opportunity for large scale green infrastructure development. Opportunities should be explored with the local community to improve the quality of incidental open areas, and introduce street trees and rain gardens.
- 16.35 Housing growth will require additional green infrastructure provision in addition to the existing. New development should ensure green links to both existing and the newly created provision to enable habitat and specie migration.
- 16.36 Housing areas in the south of Cradley Heath could link with established parks and open spaces at Haden Hill via the River Stour with the introduction or enhancement of walkways. Those housing areas to the north could have improved links to Mousesweet Brook and will also be close to Bearmore Mound and Mary Macarthur Gardens.
- 16.37 Housing growth areas to the south of Cradley Heath Town Centre currently have a lack of open space which may worsen the 'heat island' effect if future housing takes place without adequate tree planting and open space. Measures such as this throughout all new residential areas will help to support adaptation to the effects of climate change through helping to modify extreme temperatures in the urban area and limiting flood risk.
- 16.38 There are existing allotments at Silverthorne Lane and Halesowen Road which are protected and may offer scope for enhancement.

Historic Environment

- 16.39 Areas where local distinctiveness and character should be enhanced and protected include the historic centres of Cradley Heath, Blackheath and Old Hill. In addition, there are canal features and some older housing areas which are worthy of enhancement, and in some parts of the corridor, views of the Rowley Hills should be promoted and protected.
- 16.40 The historic character in parts of the corridor has been under threat from redevelopment at various times. There are still numbers of older buildings in the centres and industrial areas worthy of retention, together with a number of older industrial buildings and features within areas of housing growth. In particular, parts of Old Hill around Holy Trinity Church merit the introduction of a small conservation area. Protection of other buildings is likely to be included in the 'Local List for Rowley Regis'; this will list buildings of historical and/or architectural importance and give guidance on their protection and conservation. The local list will be compiled following consultation with the local community and other interest groups with a view to adoption towards the end of 2012. There are also two large Areas of Potential Archaeological Importance where appropriate features should be preserved or enhanced as necessary; one covers Cradley Heath, Old Hill, and the River Stour; the other covers Rowley Village. There are no Conservation Areas within the corridor.

- 16.41 The Outline Water Cycle Study identifies that the development planned in this corridor is located at the upstream end of the sewer network; upgrades to the sewer network will be needed, and will need to be assessed with development in Regeneration Corridors RC14 (Coombswood-Halesowen) and RC11 (Dudley-Brierley Hill-Stourbridge).

Education

- 16.42 Education provision in the corridor comprises Heathfield Foundation Technology College, the new Rowley Learning Campus (on the site of the former Rowley College on Dudley Road, which provides a newly rebuilt St. Michael's CE High Business and Enterprise College, a special school and a pupil referral unit), and a number of other primary schools. Resources for any new provision are extremely limited, but at the moment projected pupil numbers in Cradley Heath are not yet at a level where new provision will be required in the next few years.

Health

- 16.43 Health provision in the corridor consists of Rowley Regis Community Hospital, for which improvements are planned, and a number of GP practices. There is a Health Centre in Old Hill. Sandwell PCT is not pursuing further new provision within this corridor, and consequently there are no allocated sites for health facilities.
- 16.44 The refurbishment of Rowley Regis Hospital may provide the opportunity to create community combined heat and power to provide electricity to a few hundred or thousand homes and businesses in the area including the hospital.

Waste

- 16.45 There are Strategic Waste Management Facilities in Powke Lane, Cradley Heath (Metal and Waste Recycling Ltd.), and Station Road, Old Hill (MTB, Victoria Works PCTF) the capacity of which will be protected. There are no new strategic facility sites proposed in the Black Country Core Strategy. Preferred locations for new waste management facilities are the retained employment areas.

Transport and Accessibility

- 16.46 The corridor is based around the Jewellery Line, the Birmingham-Worcester railway line, with stations at Rowley Regis, Old Hill and Cradley Heath; all these stations have Park and Ride facilities. Platform lengthening is proposed for Cradley Heath. A scheme for bay platform is currently being drawn up for Rowley Regis Station for trains to terminate/turn around at this station. The facilities at Rowley Regis and Cradley Heath for Park and Ride are currently operating at capacity. There are proposals being developed to extend the existing Park and Ride facilities at Rowley Regis Station, subject to satisfactory improvements to the junction of the car park and Station Road. Further consideration needs to be given to whether and how Park and Ride at Cradley Heath could be extended. A private pay and display car park has been given temporary planning permission on a nearby residential site, which will only address latent demand for a short period. Centro also have aspirations to improve the bus/rail interchange at Cradley Heath Station.
- 16.47 Access improvements to the Woods Lane housing growth area are likely to involve a second access via Macarthur Road. In due course, and subject to redevelopment of Woods Lane for residential use, this could lead to the closure of the Woods Lane level crossing at Cradley Heath Station.

- 16.48 There are a number of local cycle routes that serve the area, including links to Old Hill and Rowley Regis Stations. New canalside residential developments will provide the opportunity to contribute towards the provision of north to south links for cycling and walking. The River Stour, Mousesweet Brook and the Dudley Canal also present opportunities to provide for new and improved walking routes.
- 16.49 In terms of road transport, the A4034 links the area to the motorway network and the rest of Sandwell, whilst the A4100 and A459 run through Cradley Heath and Old Hill providing links to the rest of the Black Country. Cradley Heath by-pass provides access improvements to enable residential development in Cradley Heath and improve the environment within the Town Centre. Frequent bus services run through the central spine of the corridor, notably the 404 Bus Showcase Route connecting to Oldbury and West Bromwich. There are less frequent bus services in some parts of the corridor which are seen locally as in need of improvement. In the south, the network focuses on Cradley Heath, requiring bus users to change to travel elsewhere.
- 16.50 There are no key transport proposals identified for this corridor in the Black Country Core Strategy, but local transport improvements are likely to be identified as part of the work necessary to bring forward the housing growth areas. The issue of congestion on Reddal Hill Road (A4100) is being addressed by road-widening which is nearing completion.

Leisure/Other Community

- 16.51 The corridor features a number of leisure facilities, notably Haden Hill House and Haden Hill Park, which has Green Flag status. Haden Hill Leisure Centre is adjacent.
- 16.52 Dudley Canal runs north-south through the centre of the corridor, and in the north enables access to Bumble Hole and Warrens Hall Park and Nature Reserve in Dudley, which hosts an annual canal boat festival. This provides an extensive network of off-road walking routes.
- 16.53 The new Rowley Learning Campus will provide new shared use facilities for the northern part of the corridor. Within the Rowley Regis Town area, there is a demand for junior sports pitches, as there is a current shortfall. In the longer term, it will be necessary to provide new facilities, principally through increasing provision at existing sites (e.g. new all-weather surfaces) or improving community access to existing facilities. In general, there are no major leisure or community proposals identified.
- 16.54 Cradley Heath Speedway supporters group (known as CRASH) would like to see a new stadium in the area as it is the traditional home for the club; however, at this stage, it has not been possible to identify a suitable site.



17 Corridor 16: Coseley/Tipton/Princes End

17.1 The BCCS has established the following Vision for this Corridor:

By 2026 this corridor will provide high quality sustainable residential communities and fit for purpose local employment areas. These will be accessible by all modes of transport especially walking, cycling and public transport with links to Coseley and Tipton railway stations and the centres of Coseley, Princes End and Tipton.

17.2 There will be an improved public realm and canal network, along with improved links between residential communities and parks / open spaces such as the Wrens Nest Local Nature Reserve. This will ensure that the Corridor will have significant accessible biodiversity and local green infrastructure.”

The Spatial Strategy

The BCCS provides the broad Spatial Strategy for this Corridor:

17.3 The Strategy for this corridor will be to create new residential communities on low quality, under-used employment land. This transformation alone will improve the environment of the area and attract AB households. The additional housing will also benefit the local centres of Owen Street, Coseley and Princes End by providing larger catchment areas.

17.4 Transport links will be improved through the enhancement of Coseley Station and the completion of the Owen Street Relief road.

17.5 There is good access to green space in this corridor due to the presence of significant open spaces and town parks. However, access to these spaces from new residential areas will need to be improved. Access to nature conservation sites, e.g. Wrens Nest National Nature Reserve, will also be improved where appropriate.

17.6 Local character and heritage is particularly important in this area due to Dudley Castle and the Black Country Museum being in close proximity. Opportunities to enhance links to these areas, particularly by canal, will be pursued.”

Delivering the Spatial Strategy

Uses of Land:

Housing

17.7 Within Sandwell, the Regeneration Corridor mainly follows the line of Bloomfield Road, High Street Princes End, and Batmanshill Road. Bloomfield Road-High Street is a major through-route, and the area is served by Tipton District Centre at Owen Street, and Princes End Local Centre. There are frequent bus services along Bloomfield Road-High Street, and Tipton Railway Station is close by. There are substantial areas of open space locally, including The Cracker and the former Dudley-Priestfield railway line.

17.8 There is current residential development taking place on Bloomfield Road at a former steelworks site, with the potential for further such development around it.

- 17.9 The adopted Tipton Area Action Plan includes allocated residential sites at Tibbington Terrace (former school site) and High Street/Bradleys Lane; this latter site is currently occupied by industrial uses but discussions are taking place with regard to relocations to assist the redevelopment.
- 17.10 In the Batmanshill Hill Road area, there is recent residential development in the northernmost part, and it is anticipated that over time, some of the remaining industrial uses will be redeveloped for housing.

Residential Land Summary Table:

Area	Site Area (hectares)	Estimated Capacity
Area 16.1	0.44	35
Area 16.2	5.43	71
Area 16.3	1.96	62
Area 16.4	0.75	37
Area 16.5	5.60	230
Area 16.6	0.89	28
Area 16.7	0.98	31
	16.05	494

Housing Allocations Table:

Area 16.1 – Factory Road

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
756	Factory Road	0.44	35	Capacity as per planning permission
		0.44	35	

Area 16.2 – Bloomfield Road/Barnfield Road

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
1141	Bloomfield Road	4.60	91	Capacity as per planning permission
753	Bloomfield Road/ Barnfield Road	0.83	26	Land assembly and relocations required
		5.43	71	

Area 16.3 – Bloomfield Road/Fountain Lane

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
24	Bloomfield Road	0.46	14	Land assembly and relocations required
842	Bloomfield Road/ Fountain Lane	1.50	48	Land assembly and relocations required
		1.96	62	

Area 16.4 – Tibbington Terrace

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
264	Tibbington Terrace	0.75	37	Tipton AAP allocation (Tip6). Land in SMBC ownership. Density based on sketch layout prepared during AAP process.
		0.75	37	

Area 16.5 Bradleys Lane/High Street

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
303	Bradleys Lane/ High Street	5.60	230	Tipton AAP allocation (Tip7). Requires relocations. Adjacent green space to be improved. Density based on pre-application schemes.
		5.60	230	

Area 16.6 Land off Batmanshill Road

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
863	Batmanshill Road/Hobart Road	0.25	8	
369	Adams Close	0.63	20	Land in SMBC ownership.
		0.89	28	

Area 16.7 - Batmanshill Road/Purdy Road/Brierley Lane

SHLAA Ref No.	Address	Site Area (hectares)	Est. Capacity	Site Specific and Delivery Issues
243	Purdy Road	0.25	8	Land in SMBC ownership.
425	Brierley Lane	0.73	23	Extension to Traveller Site.
		0.98	31	

Employment

17.11 Employment land is concentrated mainly around Bloomfield Road. Tipton Trading Estate/ Bloomfield Park is a good quality purpose built employment area, and there are established uses at Brook Street Business Centre, Barnfield Trading Estate, Brymill Industrial Estate, and the Nicholls Road area. Other employment uses are located on Bloomfield Road (including Angle Ring), and High Street Princes End, and most of these uses wish to stay and/or expand. There are no further employment allocations in this corridor.

Employment Land Summary Table:

Employment Land	Hectares
Existing High Quality Strategic Employment Land	0
Potential High Quality Strategic Employment Land	0
Local Quality Employment Land	18.95
Total Retained Employment Land	18.95
Employment Land Allocations	0

Open Spaces

17.12 The corridor is well served by both formal and informal green spaces. Whilst the nearest formal park is about 1 kilometre away (Victoria Park, which has Green flag status), there are large open green spaces such as The Cracker (Tibbington Open Space and Playing Fields), which is undergoing extensive improvements, Lichfield Street Open Space, which is in poor condition, Weddel Wynd Community Woodland, extensive linear walkways based on former railway lines and canals, and the Factory Locks Conservation Area close to Tipton District Centre. There are a number of nature conservation designations within the green space network.

17.13 All of the housing growth areas are within a few hundred metres of these green spaces and corridors, and it is intended that new residential development will contribute to their enhancement and maintenance. It is likely that new linkages to these open spaces will need to be created or enhanced. Details will be subject to the masterplanning process for various sites.

17.14 There is no Green Belt land or Strategic Open Space within this part of the Regeneration Corridor, but overall, the nature conservation network is good.

Centres

17.15 The Black Country Core Strategy identifies only one Local Centre within the corridor, Princes End, but Tipton Owen Street District Centre adjoins the southern part. There is also a freestanding foodstore to the east of the corridor. The nearest Town Centre is Great Bridge, which is 3 kilometres away. A new Local Centre is designated at St. Mark's Road, Glebefields, just outside the corridor.

17.16 *Princes End Local Centre and Tipton Owen Street District Centre*
Expected to benefit from an increase in residential population in their catchment areas, but it is likely that both of them will need improvements in the range of shops and services, and perhaps their accessibility.

17.17 *Tipton District Centre*
It has under-performed in recent years and currently has a number of vacant units. However, the new Owen Street Relief Road opened in 2010, and this improved the accessibility of the centre and has encouraged more passing trade.

Infrastructure

Environmental Infrastructure

17.18 There are only a few nature conservation designations in this corridor, which underlines the importance of protecting them from development, and of maintaining and enhancing them. There is a Site of Importance for Nature Conservation (SINC) within The Cracker, and Sites of Local Importance for Nature Conservation (SLINCs), within The Cracker, the former Princes End Railway Line, the former Dudley-Priestfield Railway Line and adjacent to Factory Locks.

17.19 Flood Risk Zone 2 is associated with the overland flow path for a culverted watercourse passing beneath Bloomfield Road; where housing growth areas adjoin or include the Flood Risk Zone, no development will be allowed within the areas at risk. The Council is carrying out further Flood Risk Assessment work to establish a better information base for remediation work.

17.20 Black Country Environmental Infrastructure Guidance includes an Action Plan published in March 2011. Key actions for this corridor include:

17.21 Developing a comprehensive plan for Weddel Wynd to improve the open space and manage the conflicting land use issues including land contamination, environmental degradation and unauthorised horse grazing. Better management of the asset is required to improve the quality of the land, habitat and recreational facilities whilst also providing appropriate space for horse grazing and husbandry.

17.22 The housing growth areas will be required to improve pedestrian and cycle links with adjacent open spaces, particularly The Cracker, and the former Dudley-Priestfield Railway Line; employment and local retail areas should also benefit from good connectivity to the green infrastructure.

17.23 The housing growth areas on High Street Princes End currently have a lack of open space which may worsen the 'heat island' effect if future housing takes place without adequate tree planting and open space. Measures such as this throughout all new residential areas will help to support adaptation to the effects of climate change through helping to modify extreme temperatures in the urban area and limiting flood risk.

- 17.24 The only existing allotments are adjacent to the corridor, close to St. Paul's School. These are protected and could be enhanced.

Historic Environment

- 17.25 Areas where local distinctiveness and character should be enhanced and protected include the area around Owen Street, principally the former and existing canal network. In addition, views of Dudley Castle should be promoted and protected.
- 17.26 Most of the above area is included in the Tipton Factory Locks Conservation Area, which was reviewed and extended in 2010 after consultation with the Tipton Civic Society. Alongside any nationally listed buildings within the area, there are a number of buildings and structures that merit local listing due to their historic or architectural interest. The 'Tipton Local List' of buildings to be protected will be compiled following consultation with the local community and other interest groups in 2012. Some of the housing growth areas around Bloomfield Road may contain industrial archaeological features; any development must take this into account during and after implementation.
- 17.27 The Outline Water Cycle Study identifies that the development planned in this corridor is located at the upstream end of the sewer network; capacity within the existing sewer network needs to be assessed alongside development in Regeneration Corridors RC8 (Hill Top), RC9 (Dudley Port/Tividale/Brades Village) and RC12 (Oldbury/West Bromwich/Smethwick).

Education

- 17.28 Education provision in or adjacent to the corridor comprises Alexandra High School and Sixth Form Centre and the RSA Academy, Wednesbury Oak Primary, Glebefields Primary, Summerfield Primary and St. Paul's Primary (together Wallbrook Primary and Foxyards Primary in Dudley).
- 17.29 Pupil numbers are currently rising and there are proposals to provide additional primary accommodation in the Tipton area. Resources remain limited and any new provision is likely to be in the form of utilising or building on existing provision. It is possible that additional primary provision will be required in this corridor if pupil numbers continue to rise, though this is unlikely to affect secondary provision until 2016 onwards. At this stage it is not possible to make any land allocations.

Health

- 17.30 Health provision in the corridor consists of Neptune Health Centre, which is being considered for refurbishment, the new Glebefields Health Centre, and a number of GP practices. Sandwell PCT is not pursuing further new provision within this corridor, and consequently there are no allocated sites for health facilities.

Waste

- 17.31 There are no Strategic Waste Management Facilities in this corridor, and no new strategic facility sites proposed in the Black Country Core Strategy. New waste management facilities will be permitted within the retained employment areas.

Transport and Accessibility

- 17.32 The corridor is based around a north-south spine of Bloomfield Road, High Street Princes End and Batmanshill Road. The south of the corridor is crossed by the West Coast Main Line Railway, with a station at Tipton, and by the Birmingham-Wolverhampton Canal. There are Park and Ride facilities at Tipton Station.
- 17.33 The existing canals, linear walkways and greenspaces provide good pedestrian cycle links through the area. The corridor is traversed by National Cycle Route 81 along the New Main Line Canal, and this links into other parts of the local network, particularly the Princes End Cycleway, linking Factory Locks to Gospel Oak Road. The large areas of open space in the corridor provide extensive network of off-road walking routes. New residential developments will provide the opportunity to contribute towards the provision of further links for cycling and walking.
- 17.34 In terms of road transport, the A4123 nearby links the area to the motorway network. The recently opened Owen Street Relief Road has improved the accessibility of the centre and has encouraged more passing trade. There is scope for improved accessibility by bus transport locally in both residential and employment areas. This will be addressed in the Bus Network Review in 2012.
- 17.35 There are no key transport proposals identified for this corridor in the Black Country Core Strategy, but local transport improvements are likely to be identified as part of the work necessary to bring forward the housing growth areas

Leisure/Other Community

- 17.36 The corridor has sports and community facilities at The Cracker (playing fields, multi-use games area) and Brook Street Community Centre. The Cracker is undergoing major improvements, including new playing fields, and further facilities are anticipated as a result of planning gain.
- 17.37 Adjacent to the corridor there are a range of other community and leisure facilities:
- 17.38 Tipton Sports Academy at Gospel Oak provides a running track, a football pitch and indoor tennis courts. The RSA Academy and Alexandra High School and Sixth Form Centre provide community facilities in the evenings and at weekends.
- 17.39 Tipton Library and St. Paul's Community Centre are located in Owen Street District Centre, and further local facilities are proposed in Tibbington.
- 17.40 A major new facility, Tipton Leisure Centre on Alexandra Road, has received outline planning permission, and is scheduled to open in 2012, including a 25m swimming pool and learning facilities, together with a gym, and dance studio. No other new major leisure or community proposals are identified.

18. Outside of the Growth Network

- 18.1 The Regeneration Corridors are the focus for growth in the Borough however there are opportunities outside of the corridors for development, whilst generally small in scale and made mainly of existing commitments, there are some significant areas including Bescot and Friar Park that have the potential to be suitable for residential development.

Residential Land Summary Table:

	Site Area	Est. Cap.
HOC3	0.48	27
HOC4	0.94	31
HOC5	6.31	185
HOC6	0.85	27
HOC8	39.95	751
HOC9	0.64	71
HOC10	1.11	65
HOC11	2.67	120
HOC12	1.05	47
HOC13	7.95	289
HOC15	2.75	42
HOC16	2.4	117
HOC18	2.12	109
	69.22	1881

- 18.2 The table above shows the capacity outside of the Regeneration corridors up to 2021. This capacity is made up of existing commitments and new sites that have been identified through the SHLAA and SAD DPD process. As within the Regeneration Corridors the minimum estimated capacity of sites is 10 dwellings. Along with the capacity identified of 1881 it is estimated there is a small sites capacity (i.e. under 10 dwellings) of 463 outside of the Regeneration Corridors up to 2021. This means that there is a total capacity outside the Regeneration Corridors of 2432 that will help to ensure that the overall housing figures set in the BCCS can be met up to 2021.

Housing Allocations Table:

HOC 3 – Great Barr

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1031	Ray Hall Lane, Great Barr	0.28	11	Site with existing planning permission
1014	Land at Newton Road, Great Barr	0.20	16	Area remaining from UDP housing allocation
		0.48	27	

HOC 4 - Yew Tree

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1107	Yew Tree Social & Labour Club	0.62	20	Site with existing planning permission
396	Thorncroft Way/ Brackendale Drive Yew Tree	0.32	11	Area remaining from UDP housing allocation still suitable for residential
		0.94	31	

HOC 5 – Charlemont and Stone Cross

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1040	Corner of Hall Green Road, West Bromwich	0.35	22	Site with previous planning permission for residential
96	Beaconview Road, West Bromwich	0.76	27	UDP allocation to be carried forward
25	Hall Green Road, West Bromwich	5.20	136	The site is close to local facilities and open space. It is a former landfill site owned by a development company, and architects have been appointed. Site investigations are underway (ground conditions are difficult, including extensive contamination requiring both on-site and off-site remediation techniques). A planning application is anticipated in 2011/2012.
		6.31	185	

HOC 6 – West Bromwich

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
74	Land at corner of Bank Street and Church Lane	0.85	27	UDP allocation to be carried forward
		0.85	27	

HOC 8 – Friar Park

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
16	Land at Friar Park Road, Wednesbury	36.22	633	Site suitable for residential, mixed use & community development. Master planning of the site will be needed to ensure a holistic approach to development. Site has good access to the 404 Smart Route and Tame Bridge Railway Station. Issues around road access will have to be resolved before development progresses and substantial land remediation will be necessary to facilitate development. The former industrial area at the eastern boundary of the site has been subject to restoration following the closure of the industrial premises. The site is bounded at its northern edge by Bescot sidings and then the M6, issues around noise and lighting from these uses will need to be carefully considered for residential use to be established. Redevelopment of Manor Secondary School will also be needed as part of the sites development along with addressing nature conservation issues regarding the SLINC.
77	Social Club, Friar Park Farm, Kent Road, Wednesbury	1.96	61	Site consists of Social club and detached residential house with gardens. Bescot sidings are to the north. Site is in two ownerships & residential development would sit easily within the surrounding area.
1003	Alma Street, Wednesbury	0.52	19	Site with existing planning permission
43	Friar Street, Wednesbury	1.25	38	Newly identified site suitable for residential development. Currently industrial unit.
		39.95	751	

HOC 9 - North Wednesbury

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1074	Brunswick Park Road, Wednesbury	0.25	13	Site with existing planning permission
1047	Brunswick Park Trading Estate, Wednesbury	0.39	58	Site with existing planning permission
		0.64	71	

HOC 11 – Tibbington

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
262	Summerhill Primary School, Central Ave, Tipton	1.09	40	Existing Tipton AAP Allocation
263	United Steels Ltd, Upper Church Lane Tipton	1.58	80	Existing Tipton AAP Allocation
		2.67	120	

HOC 12 – Darby's Hill

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1142	Oakham Road, Tividale	0.35	23	Site with existing planning permission
2	Newbury Lane, Oldbury	0.70	24	Existing UDP allocation still suitable for housing
		1.05	47	

HOC 13 – Tippity Green

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1182	Admirals Way/ Victory Ave Rowley Regis	1.41	36	Site with existing planning permission
40	Tippity Green, Hawes Lane, Rowley Regis	1.13	40	Potential for residential subject to resolution of major issues
1135	Allsops Hill Rowley Regis	0.38	13	Potential for residential subject to resolution of major issues. Existing UDP allocation
1282	Land at Tippity Green, Rowley Regis	4.47	150	Potential for residential subject to resolution of major issues around habitat creation and long term management of open space.
97	Reservoir Road, Rowley Regis	0.76	30	Remaining UDP Allocation still suitable for housing
99	Hawes Lane, Rowley Regis	0.56	20	Potential for residential subject to resolution of major issues concerning open space. Part of site is existing UDP allocation.
		8.71	289	

HOC 15 – South Cradley Heath

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
111	Haden Cross, Cradley Heath	2.75	42	Site with existing planning permission
		2.75	42	

HOC 16 – Brandhall

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
218	Sandwell College, Oldbury Campus, Brook Road	2.40	117	Site with existing planning permission
		2.40	117	

Ref No.	Address	Site Area (ha)	Est. Capacity	Site Specific and Delivery Issues
1281	Fmr Sunlight Laundry, Stanhope Rd, Smethwick	0.73	40	Existing housing allocation pending permission
431	Wilson Road / Sycamore Road Smethwick	1.07	37	Existing AAP Allocation
208	Vince St/ Bearwood Road, Smethwick	0.34	32	Site with existing planning permission UC
		2.14	109	

18.3 Outside of the Regeneration Corridors land at St. Pauls Road, Wednesbury is to be designated as an Employment Development site. This is a significant employment site of just under 12Ha that has planning permission for the development of a B8 warehouse/distribution unit. (Site ref EOC1) Part of the site has been developed but there is still a significant area still to be completed. It is important that this site is protected for employment use, due to its location – its access to the motorway network gives the site a strategic importance in the Borough and its ability to provide jobs and a high quality employment environment

18.4 There are a number of open spaces outside the Regeneration Corridors, some of these are significant spaces that serve not only the Regeneration Corridors but areas beyond the Borough, these include the Rowley Hills Strategic Open Space and Sandwell Valley which is Green Belt. There are also a number of other high quality parks and opens spaces including Green Flag Award winning Parks, these are:

- Haden Hill Park, Cradley Heath
- Warley Woods, Smethwick
- Sandwell Valley Country Park, West Bromwich.

Green Flag Community Awards:
 Barnford and Farm Road Allotments, Oldbury
 Moorlands Allotment Association, West Bromwich

18.5 Other notable open parks outside the Regeneration Corridors include Red House Park, Great Barr, Llightwoods Park, Smethwick, and Barnford Hill Park, Oldbury.

18.6 Four of Sandwell’s five registered Parks and Gardens of Special Historic Interest are located outside the Regeneration Corridors, these are:

- Dartmouth Park, Lloyd Street, West Bromwich, (A Grade II Listed Registered Park)
- Brunswick Park, Brunswick Park Road, Wednesbury
- Parts of Great Barr Hall Park, land to the north of Queslett Road, Great Barr
- Warley Woods, Barclay Road, Smethwick.

- 18.7 The principles of Environmental Infrastructure will be applied to open spaces and other areas outside of the Regeneration Corridors. Environmental Infrastructure can perform a range of economic, social and environmental benefits. Although the EIG action plan directs interventions to the Regeneration Corridors it should not preclude environmental infrastructure development in other areas. Incorporating Environmental Infrastructure principles will be required to help meet the Black Country Core Strategy Vision of environmental transformation and the open spaces and areas outside the Regeneration Corridors have a major role to play in achieving this.
- 18.8 To complement the existing network of nature conservation sites that already exist, new sites have been identified which subject to an ecological survey may have the potential to be new SINCS or SLINCS. Those identified outside of the Regeneration Corridors are:
- NC 1 Weddel Wynd Community Woodland Tipton (part in RC16)
 - NC 2 Gospel Oak Road, Tipton
 - NC 3 Powis Avenue Open Space, Tipton
 - NC 5 Park Lane East Open Space, Tipton
 - NC 8 Black Horse Open Space, Wednesbury
 - NC 9 Axletree Way, Wednesbury
 - NC10 River Tame Corridor, Wednesbury
 - NC 11 Bird End, West Bromwich
 - NC 12 Land of Wilderness Lane, Great Barr
 - NC 13 Whitecrest Open Space, Space
 - NC 16 Grace Mary Open Space, Tividale
 - NC 17 Fairway Avenue, Tividale
 - NC 18 Barn Close Open Space, Cradley Heath
- 18.9 The Black Country Core Strategy identifies a hierarchy of existing centres and provides a policy framework for these. Bearwood Town Centre falls outside of the Regeneration Corridors where a Retail Core has been defined
- 18.10 To complement these a number of additional Local Centres are designated:
- Brandhall, Oldbury
 - Bristnall, Oldbury
 - Causeway Green Road, Oldbury
 - Charlemont, West Bromwich
 - Crankhall Lane, Wednesbury
 - Park Lane, Wednesbury
 - Hagley Road, Oldbury
 - Lion Farm, Oldbury
 - Poplar Rise, Oldbury
 - St. Marks Road, Tipton
 - Vicarage Road, West Bromwich
 - Yew Tree
- 18.11 These newly identified Local Centres provide an important local offer, and provide key local goods and services. Their designation is consistent with Core Strategy policy CEN5 – District and Local Centres which sets criteria for the identification of new Local Centres. These sites can be identified on the policy map.

Transport

- 18.12 The West Midlands Local Transport Plan 3 has a detailed Implementation Plan which identifies schemes a number of which will bring improvements in accessibility to out of corridor areas in Sandwell.
- 18.13 Currently being implemented is the Urban Traffic Control Major Scheme which is aimed at improving flows, reducing congestion and providing better interventions to deal with network problems quickly and effectively. It will particularly benefit the A4123 Wolverhampton Road and A456 Hagley Road.
- 18.14 The implementation of Active Traffic Management on the M6 will assist traffic flows and relieve the pressure on the local Motorway Diversionary Routes which currently take traffic away from congestion at Junction 8, the M6/M5 interchange.
- 18.15 The Birmingham Vision for Movement is a strategy that sets out a number of transport schemes required to support the Big City Plan proposed development. Principal schemes include Rapid Transit Routes delivered initially by Sprint Bus on the A34 route from Walsall to Birmingham that passes through Scott Arms and serves the Great Barr area. Other proposals will reorganise bus access from the main bus corridors into Birmingham from Sandwell with some routes turning round at the edge of the City Centre.
- 18.16 The Sandwell Cycling Strategy proposes a network of local cycle routes and individual schemes will continue to be implemented.
- 18.17 The Rights of Way Improvement Plan has a Action Plan identifying routes to be implemented to improve accessibility.

Education

- 18.18 It is proposed to keep proposal Ed3 from the UDP Wellesley Road/Gresham Road, Rood End to allow for the potential expansion of Rood End Primary School.

19. Monitoring and Implementation of the Site Allocations and Delivery DPD

- 19.1 In order to assess their effectiveness all Development Plan Documents need to be monitored. The main way that this is done is through the Authority Monitoring Report (AMR). A joint Black Country AMR will be produced to monitor the performance of the Black Country Core Strategy policies and Sandwell will continue to produce its own AMR that will monitor the progress of the Site Allocations & Delivery DPD and other DPD's in the LDF.
- 19.2 There is already an established monitoring framework set out for the Black Country Core Strategy which contains a wide range of indicators across all of the policy areas. The main purpose of the Site Allocations & Delivery DPD is to implement the policies contained within the Core Strategy. Therefore where relevant the same indicators and targets will be used to monitor the Site Allocations & Delivery DPD.
- 19.3 The relevant Core Output indicators or Local Output Indicators that will be used are set out in Appendix 1.
- 19.4 The Council will continue to review the progress of the Site Allocations & Delivery DPD and produce further DPD's or SPD's if there is a change in circumstances. This could be triggered by the review of the Core Strategy in 2016.

Appendix 1 - Core Output indicators or Local Output Indicators

Monitoring Key Indicators:

SAD Policy	Indicator	Output Indicator Type
H1 - Housing Allocations	LOI HOU1	BCCS
H2 - Housing Windfalls	COI1b - New & converted dwellings on previously developed land	BCCS
H3 - Affordable Housing	COI HOU3 - Gross affordable housing completions	BCCS
H4 - Housing for People with Specific Needs	LOI H4 - Housing for People with Specific Needs - Number of applications complying with policy	Local
EMP 1 - Employment Land Development Sites	LOI 4 - Readily available employment land	BCCS
EMP 2 - Training and Recruitment	LOI EMP5 - Proportion of major planning permissions making provision for targeted recruitment or training secured through s106 Agreements	BCCS
EMP 3 - Design of New Waste Management Facilities	LOI EOS9 - Applications rejected on poor design grounds	Local
EMP 4 - Relationship between Industry and Sensitive Uses	LOI EMP 4 - Number of applications complying with policy	Local
CEN 1 - Non Retail uses in Town Centres	LOI CEN4 - Amount of completed floorspace (sqm) for retail (convenience and comparison), B1(a) office, leisure / entertainment / cultural and tourism facilities by location	BCCS

SAD Policy	Indicator	Output Indicator Type
TRAN 1 - Hackney Carriages/Private Hire Vehicles	LOI TRAN 1 - Number of applications complying with policy	Local
TRAN 2 - Road Improvement	LOI TRAN 2 - Number of applications complying with policy	Local
TRAN 3 - Car Parking	LOI TRAN 3 - Percentage of Non-Residential Development complying with the Council's car parking standards by type	Local
HE 1 - Listed Buildings	LOI HE1 - Number of Listed Buildings Demolished	Local
	LOI HE1a - No. of Grade II Listed Buildings designated as 'At Risk' in accordance with English Heritage's 'Heritage at Risk Register'	Local
HE 2 - Conservation Areas	LOI ENV2 - Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations	BCCS
HE 3 - Buildings and structures of Local Historic/Architectural Importance	LOI HE3 - No. of Locally Listed Buildings demolished following the grant of planning permission for redevelopment	Local
HE 4 - Registered Parks and Gardens and other undesignated green spaces	LOI HE4 - Number of Planning Permissions for Inappropriate Development in Registered Parks & Gardens	Local
HE 5 - Archaeology & Development Proposals	LOI HE 5 - No. of developments that have been constructed before the discharge of an archaeological planning condition	Local

SAD Policy	Indicator	Output Indicator Type
HE 6 - Areas of Townscape Value	LOI ENV2 - Proportion of planning permissions granted in accordance with Conservation / Historic Environment Section or Advisor recommendations	BCCS
EOS 1 - The Green Space Hierarchy	LOI EOS 1 - Number of appropriate applications complying with policy	Local
EOS 2 - Green Belt	LOI EOS2 - Loss of land in Green Belt	Local
EOS 3 - Rowley Hills Strategic Open Space	LOI EOS3 - Loss of land in Rowley Hills Strategic Open Space	Local
EOS 4 - Community Open Space	LOI ENV6a - Ha's accessible open space per 1,000 population	BCCS
EOS 5 - Environmental Infrastructure	LOI EOS 5 - Number of appropriate applications complying with policy	
EOS 6 - Allotments	LOI EOS6 - Loss of Allotments	Local
EOS 7 - Floodlighting, Synthetic Turf Pitches and Multi-Use Games Areas	LOI EOS 7 - Number of applications complying with policy	Local
EOS 8 - Water Sports and Recreation Uses	LOI EOS 8 - Number of applications complying with policy	Local
EOS 9 - Urban Design Principles	LOI EOS9 - Applications rejected on poor design grounds	Local
EOS 10 - Design Quality & Environmental Standards	LOI EOS9 - Applications rejected on poor design grounds	Local
DC 1 - Areas affected by Abandoned Limestone Mines	LOI DC 1 - Number of appropriate applications complying with policy	Local
DC 2 - Zones around Hazardous Installations	LOI DC 2 - Number of appropriate applications complying with policy	Local

SAD Policy	Indicator	Output Indicator Type
DC 3 - New Developments and Hazardous Substances	LOI DC 3 - Number of appropriate applications complying with policy	Local
DC 4 - Pollution Control	LOI DC 4 - Number of appropriate applications complying with policy	Local
DC 5 - Land Affected By Tipped Material Generating Landfill Gas	LOI DC 5 - Number of appropriate applications complying with policy	Local
DC 6 - Land Affected By Contaminants, Ground Instability, Mining Legacy Land of Unsatisfactory Load Bearing Capacity Or Other Constraints	LOI DC 6 - Number of appropriate applications complying with policy	Local
TEL 1 - Telecommunications Antenna and Masts	LOI TEL 1 - Number of appropriate applications complying with policy	Local
TEL 2 - Telephone Kiosks	LOI TEL 2 - Number of appropriate applications complying with policy	Local
DM 1 - Access for Disabled People	LOI DM 1 - Number of appropriate applications complying with policy	Local
DM 2 - Poster Panels	LOI DM 2 - Number of appropriate applications complying with policy	Local
DM 3 - Amusement Arcades	LOI DM 3 - Number of appropriate applications complying with policy	Local
DM 4 - Car Parking for Disabled People and People with Mobility Difficulties	LOI DM 4 - Number of appropriate applications complying with policy	Local
DM 5 - The Borough's Gateways	LOI DM 5 - Number of appropriate applications complying with policy	Local
DM 6 - Community Facilities including Places of Worship and/or Religious Instruction	LOI DM 6 - Number of appropriate applications complying with policy	Local
DM 7 - Residential Moorings	LOI DM 7 - Number of appropriate applications complying with policy	Local
DM 8 - Design and Installation of Shop Front Roller Shutters	LOI DM 8 - Number of appropriate applications complying with policy	Local

SAD Policy	Indicator	Output Indicator Type
DM 9 - Hot Food Take Away's	LOI DM 9 - Number of appropriate applications complying with policy	Local
DM 10 - Shop Front Design	LOI DM 10 - Number of appropriate applications complying with policy	Local

Appendix 2 – Sandwell Housing Trajectory

Indicator	5/6	6/7	7/8	8/9	9/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21
H2a- Net additional dwellings - in previous years	1077	1175	1146	444	467											
H2b - Net additional dwellings - for the reporting year						413										
H2c - Net additional dwellings - in future years							1042	1296	856	935	4828	4595	2992	1809	1594	3073
H2d - Managed delivery target							1405	1461	1564	1731	1881	1679	1892	2312	2811	3316

Sandwell Housing Trajectory



