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APPENDIX A – Nature Recovery Network and Biodiversity Net Gain

Black Country Local Nature Recovery Opportunity Map

1. The development of a Nature Recovery Network (NRN) covering the whole of England is a major commitment in the Government's 25 Year Environment Plan (2018). The plan states that the development of the NRN will provide 500,000 hectares of additional wildlife habitat, more effectively linking existing protected sites and landscapes, as well as urban green and blue infrastructure; and that as well as helping wildlife thrive, the NRN could be designed to bring a wide range of additional benefits: greater public enjoyment; pollination; carbon capture; water quality improvements and flood management.
2. The Environment Act 2021 made Local Nature Recovery Strategies mandatory in England. Together the strategies are to cover the whole of the country, and the Secretary of State is to determine the areas within England to which individual Local Nature Recovery Strategies are to relate.

Black Country Local Nature Recovery Opportunity Map (draft April 2021)

3. A requirement of the Environment Act 2021 is a Local Habitat Map that identifies the existing distribution of different habitat types and the location of areas already important for biodiversity, overlaid by locations considered suitable for delivering the outcomes and measures identified in the Statement of Biodiversity Priorities.
4. The emerging Sandwell Local Nature Recovery Opportunity Map forms part of a Birmingham and Black Country-wide map and strategy approach which has been produced by the Wildlife Trust for Birmingham and the Black Country and the Local Environmental Records Centre (EcoRecord). This has been undertaken through analysis of local and national data sets including designated sites, Priority habitats, species distribution, land use and ecological connectivity. The map comprises a number of components that depict the areas of current high ecological value, ecological connectivity between these areas, and prioritises opportunities for investment in nature's recovery on a landscape scale.

Core Landscapes

- a. Core Landscapes are large areas of land comprised of multiple land use parcels that are ecologically coherent, often sharing similar geology, soil types, habitats, landscape character and land use history. They are frequently those areas less impacted upon by urban development and often support features more typically associated with rural landscapes. Core Landscapes typically support the highest abundance and diversity of semi-natural and Priority Habitats, and the species assemblages associated with these. They provide significant opportunity and are a priority for investment in ecological recovery (e.g. habitat restoration and creation).

Priority Network Restoration Zone

- b. Priority Network Restoration Zones are areas where investment in ecological recovery outside of Core Landscapes has been prioritised. These zones have been selected on the basis of being those areas that contain the highest density of Core Habitat and Core Expansion land use parcels which collectively link Core Landscapes (or their component parts), and their purpose is to support the creation of a coherent ecological network across the Black Country landscape. Priority Network Restoration Zones comprise the full range of landscape components (natural and built environment) and, where these exist, follow linear blue and green corridors (e.g. canals, rivers and dismantled railway lines).

Core Habitat Zone

- c. The Core Habitat Zone is comprised of the land use parcels that contain the most ecologically valuable habitats. The zone includes all parcels with an ecological value score of 4 or above (see ecological evaluation methodology); all sites with a nature conservation designation not included in the above (e.g. some Sites of Local Importance for Nature Conservation); and any additional areas identified in Natural England's Combined Habitat Network data set. The Core Habitat Zone is a priority for protection and restoration.

Core Expansion Zone 1

- d. Core Expansion Zone 1 comprises those land use parcels that are of lower ecological value than those in the Core Habitat Zone but, due to inherent value or location, have the most potential to contribute to a coherent ecologic network. These sites are frequently within Core Landscapes and Priority Network Restoration Zones and are a priority for investment in the restoration and creation of new habitats. Included in this zone are all areas of green space scoring 3 in the ecological evaluation; all green space scoring 1 or 2 lying within 150 metres of a Core Habitat Zone; those areas identified as habitat bottlenecks; and vegetated railway cuttings and embankments.

Core Expansion Zone 2

- e. Core Expansion Zone 2 comprises all areas of greenspace that do not meet the criteria for inclusion in Zone 1. These sites provide an opportunity for the restoration and creation of new habitats but investment in these areas is a lower priority than in Zone 1.

Urban Matrix Recovery Zone 1

- f. Urban Matrix Recovery Zone 1 comprises all features of the built environment within 150 metres of the Core Habitat Zone, and may include residential and commercial properties, gardens, road verges, street trees and minor watercourses. Due to their proximity to sites of ecological value these features have the most potential of their type to contribute to a coherent ecologic network. The protection, enhancement and creation of green infrastructure within these areas is a priority.

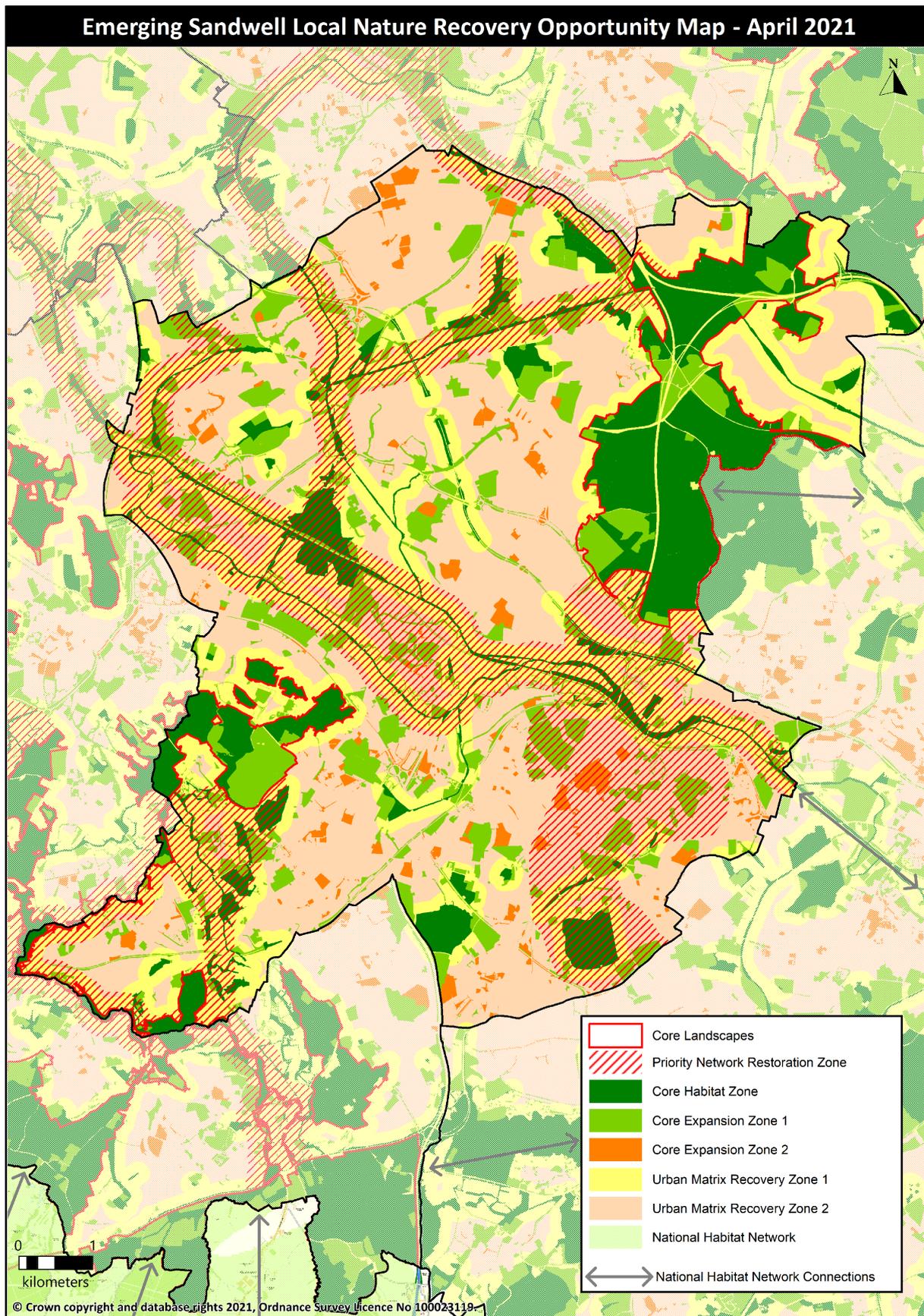
Urban Matrix Recovery Zone 2

- g. Urban Matrix Recovery Zone 2 comprises all features of the built environment outside of Zone 1. These areas provide an opportunity for the protection, enhancement and creation of green infrastructure but investment in these areas is of a lower priority than in Zone 1.

National Habitat Network

- h. Natural England's Combined Habitat Networks data set.

Figure 1 - Sandwell Nature Recovery Network map

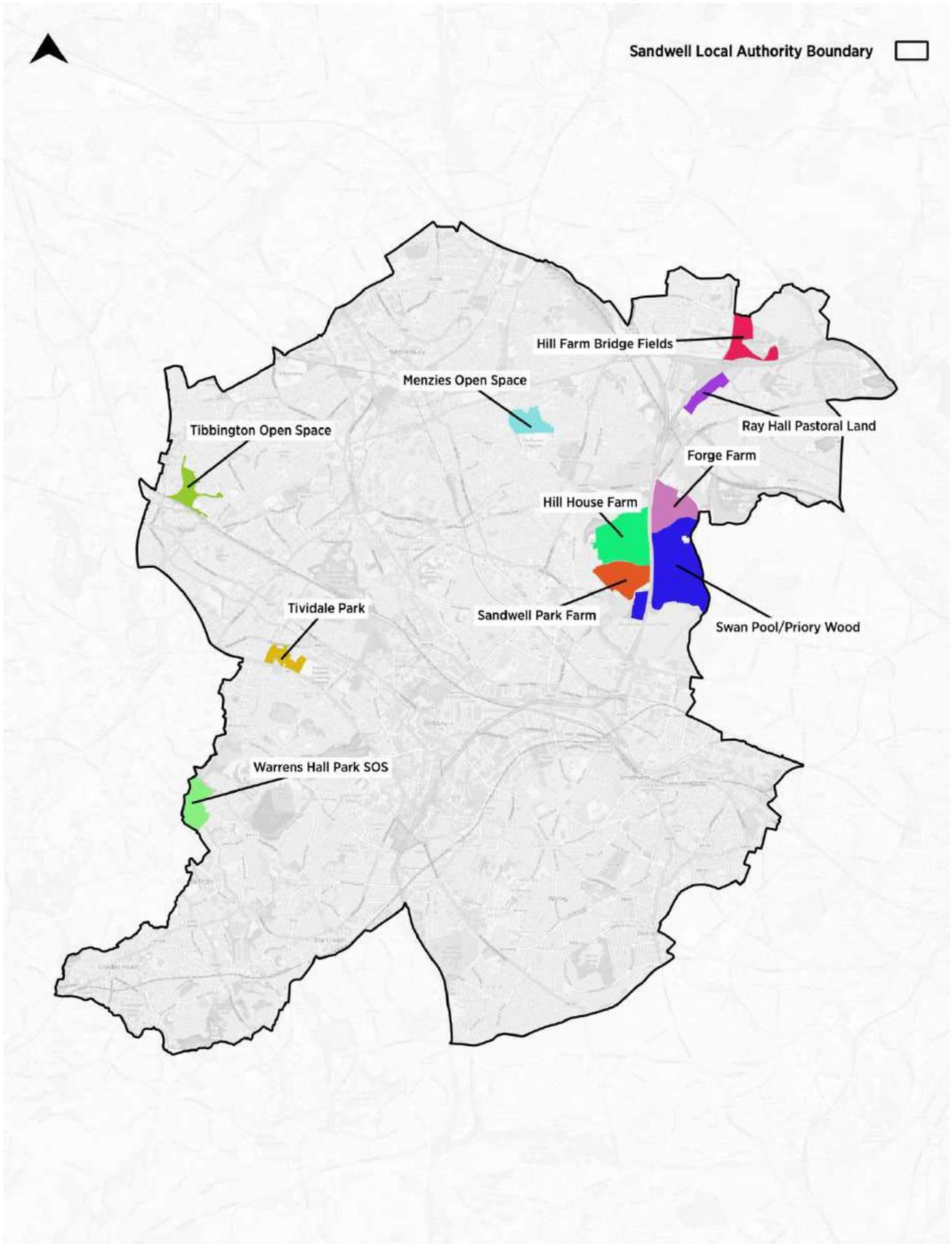


Biodiversity Net Gain (BNG) – Habitat Bank sites (Policy SNE2)

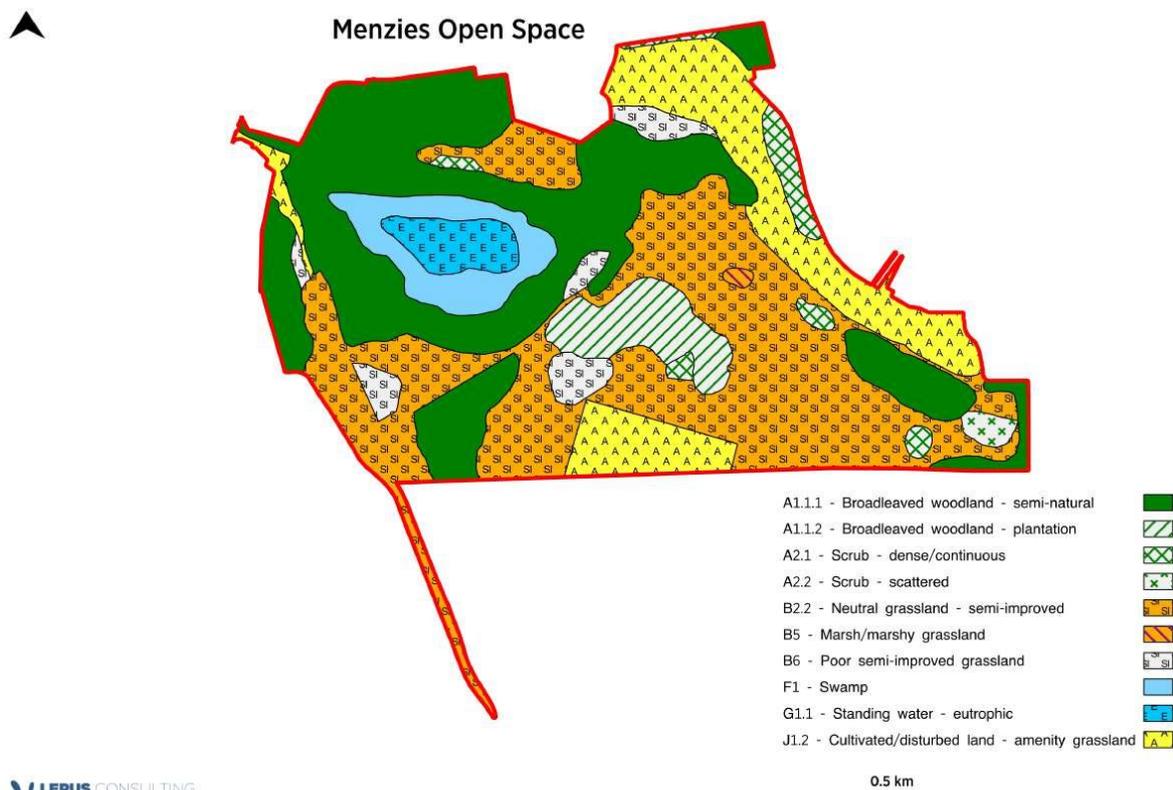
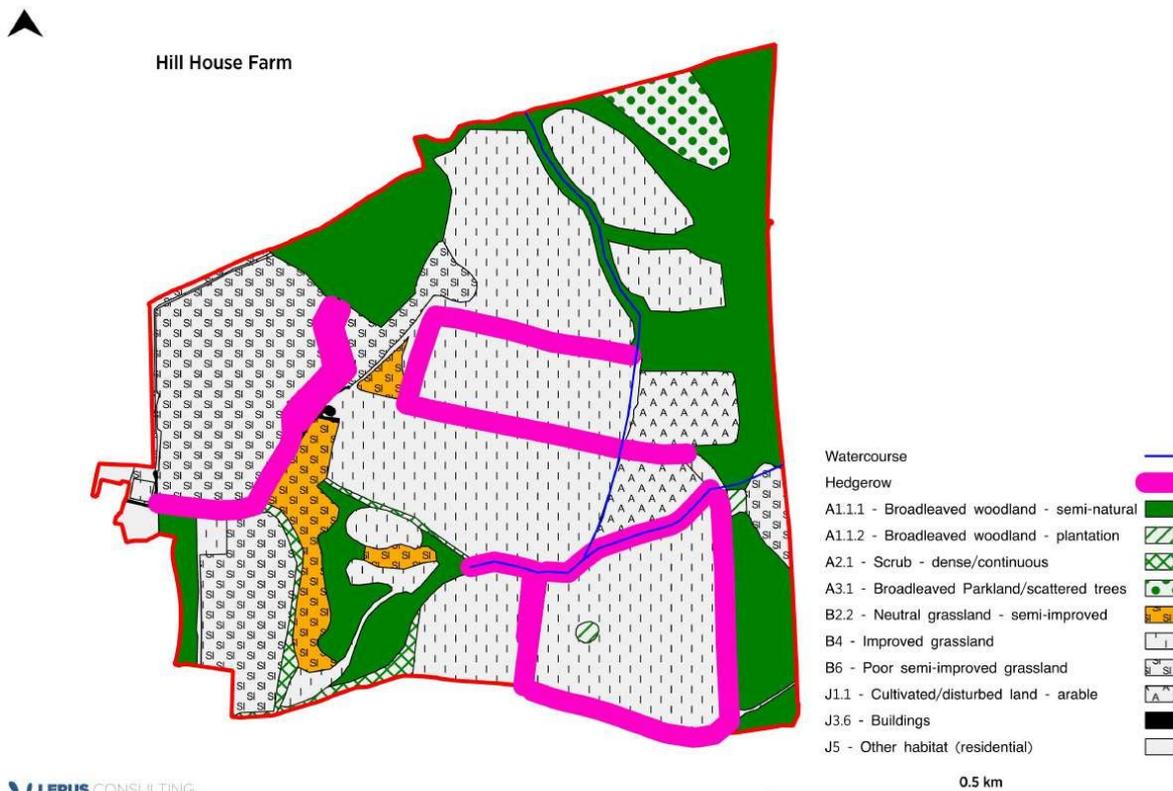
See SLP Evidence base - Sandwell Biodiversity Net Gain Study (September 2023) - for more details

5. The following are extracts from the report undertaken for Sandwell Council by Lepus Consulting on potential BNG habitat bank sites within the ownership of the Council. Six sites have been identified in the SLP, to help ensure that biodiversity net gain is retained within the borough as far as possible. Many of Sandwell's new housing and employment allocations lie within heavily urbanised locations where the opportunities for on-site BNG provision are limited.
6. The following criteria were used to establish suitable sites for consideration:
 - Sites / land wholly-owned by Sandwell Council.
 - Exclusion of certain open space typologies from consideration – allotments, cemeteries and churchyards, institutional land (schools, hospitals, sports grounds and reservoirs), outdoor sports facilities and provision for children and young people.
 - Exclusion of sites smaller than 10ha.
 - Use of the national Biodiversity Net Gain Calculator.
7. Where sites under consideration contain public amenity open space, these specific areas were also excluded from consideration for improvement, as their role as accessible open space needs to be retained.
8. The following map identifies the list of sites that were ranked by the consultants as being of high and medium value for BNG improvements and identified as potential habitat banks.

Figure 2 - Extract from report - location of high and medium value sites for BNG

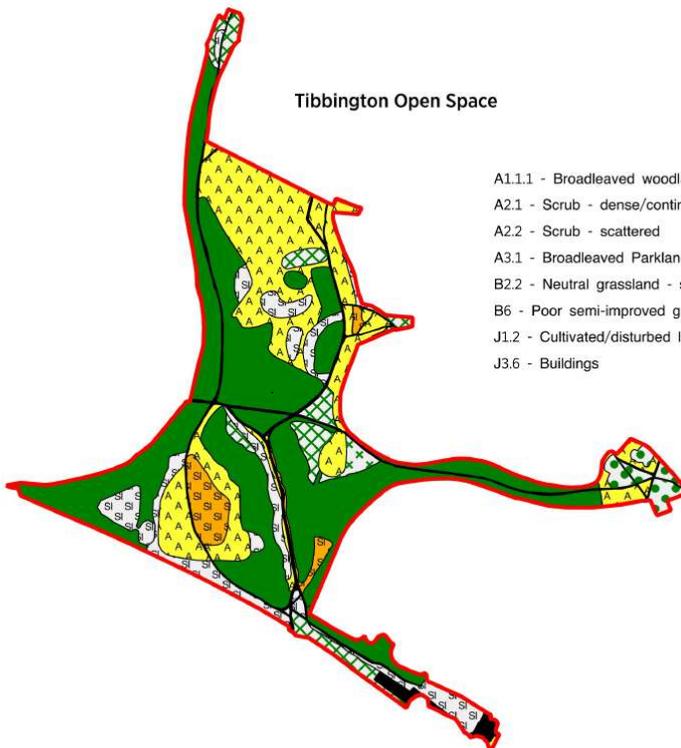


9. The six sites included in the SLP (Policy SNE2) are detailed below:





Tibbington Open Space



- A1.1.1 - Broadleaved woodland - semi-natural
- A2.1 - Scrub - dense/continuous
- A2.2 - Scrub - scattered
- A3.1 - Broadleaved Parkland/scattered trees
- B2.2 - Neutral grassland - semi-improved
- B6 - Poor semi-improved grassland
- J1.2 - Cultivated/disturbed land - amenity grassland
- J3.6 - Buildings

0.5 km



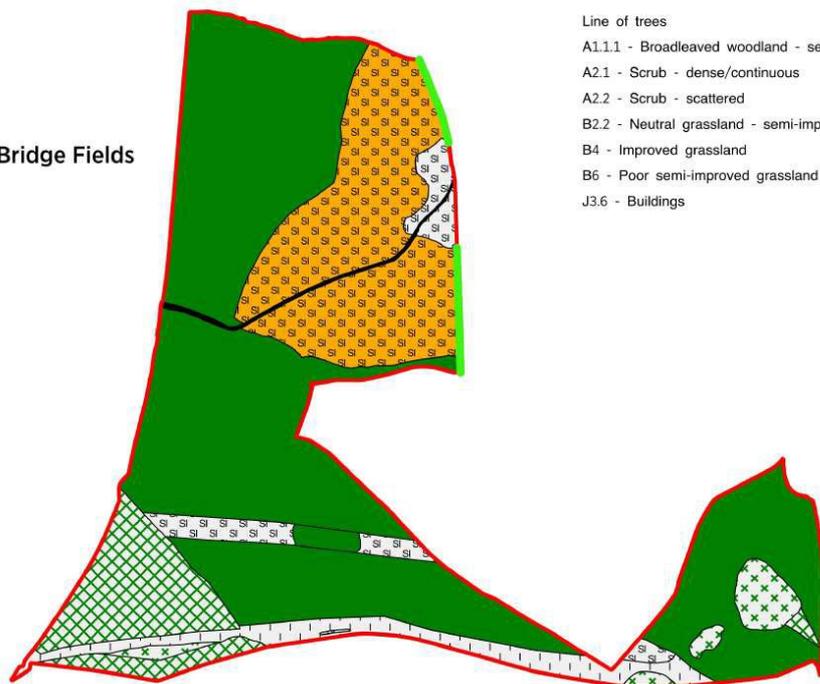
Tividale Park



- A1.1.1 - Broadleaved woodland - semi-natural
- A2.1 - Scrub - dense/continuous
- A3.1 - Broadleaved Parkland/scattered trees
- B2.2 - Neutral grassland - semi-improved
- B6 - Poor semi-improved grassland
- J1.2 - Cultivated/disturbed land - amenity grassland
- J3.6 - Buildings

0.5 km

Hill Farm Bridge Fields



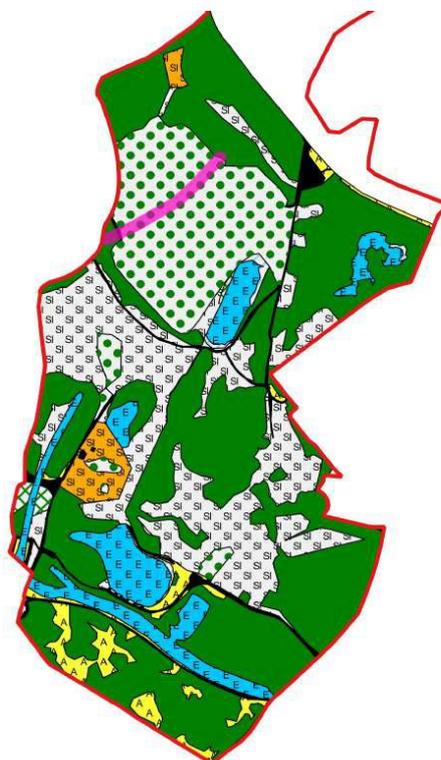
- Line of trees █
- A1.1.1 - Broadleaved woodland - semi-natural █
- A2.1 - Scrub - dense/continuous X
- A2.2 - Scrub - scattered x
- B2.2 - Neutral grassland - semi-improved S
- B4 - Improved grassland S
- B6 - Poor semi-improved grassland S
- J3.6 - Buildings █



0.5 km



Warrens Hall Park



- Site Boundary
- Hedgerow
- A1.1.1 - Broadleaved woodland - semi-natural █
- A2.1 - Scrub - dense/continuous X
- A3.1 - Broadleaved Parkland/scattered trees x
- B2.2 - Neutral grassland - semi-improved S
- B6 - Poor semi-improved grassland S
- F2.1 - Marginal and inundation - marginal vegetation S
- G1.1 - Standing water - eutrophic █
- J1.2 - Cultivated/disturbed land - amenity grassland █
- J3.6 - Buildings █



0.5 km



APPENDIX B - Sandwell Site Allocations

Introduction

1. Sandwell has many growing and productive businesses and a higher than average proportion of its businesses are small, but residents are not always able to take up opportunities related to those employment and economic activities. Local businesses will often need a highly skilled workforce to be able to grow to meet modern demands; that workforce needs training and support to help deliver and accelerate innovation. Sandwell also has a limited amount of the type of high quality land needed to enable businesses to expand and grow in the borough's industrial core.
2. Creating a clean, attractive and safe living environment in Sandwell is a key priority, as is developing a robust response to climate change in an area with a complex industrial heritage and its associated legacy of land, water and air pollution
3. Although Sandwell has many challenges, it also has a significant number of opportunities. Sandwell's Inclusive Economy Deal will be focusing on the challenges for people, place and business and the opportunities that are available to make a difference.
4. The aim is to deliver a healthier, more successful future for the people of Sandwell – working closely together with residents, businesses and other stakeholders.
5. This Plan supports the delivery of 10,686 new homes and around 20,000 new jobs to 2041, supporting the growth of the borough's population and workforce. To plan for this growth, the Council is prioritising locations that are both sustainable and deliverable in line with the Spatial Strategy set out in Policy SDS1.
6. In addition, there are seven mixed use allocations providing both housing and employment / commercial uses.

Housing Allocations

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH1 (SA 5)	Brown Lion Street	Tipton Green	Tipton	27	0.46 B	0.46	59	2027	Granted consent for 27 dwellings DC/23/67972
SH2 (SA 12)	Land adjacent to Asda, Wolverhampton Road, Oldbury	Langley	Oldbury	62	1.5 G	1.5	41	2031	Access issue will need to be overcome. Siting of houses should safeguard existing residential amenity and the asset of the watercourse.
SH3 (SA 21)	88-90 Dudley Rd West	Oldbury	Oldbury	12	0.36 B	0.36	33	2032	Site assessment found the site offers an opportunity for c12 dwellings based on a moderate density, given its location close to existing facilities. Density is lower than 40 due to shape of site.
SH4 (SA 23)	Lower High Street (Station Hotel and Dunns Site).	Cradley Heath and Old Hill	Rowley Regis	20	0.28 B	0.28	71	2033	Residential allocation would be consistent with this land use and take advantage of the sites' location close to public transport and connectivity to local services
SH5 (SA 24)	Mill Street, Great Bridge	Great Bridge	Tipton	40	0.88 B	0.88	45	2028	Applications on part of site - DC/22/67019 Land at Mill

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									Street Tipton. Proposed 20 no. dwellings with associated parking. DC/22/67018 - 8 homes pending consent Within Wednesbury Regeneration Area
SH6 (SA 25)	Swan Lane, north of A41 West Bromwich	Greets Green and Lyng	West Bromwich	147	2.42 B	2.42	61	2027	Application - DC/22/66532: Proposed 147 dwelling houses (65 houses and 82 apartments)
SH7 (SA 26)	The Boat Gauging House and adjoining land, Factory Road, Tipton	Tipton Green	Tipton	50	0.57 B	0.57	88	2026	Application - DC/21/65872 - Proposed residential development comprising of 46 no. 1 and 2 bed apartments, and conversion of boat house to 4 no. 2 bed residential units. Within Tipton and Dudley Port Regeneration Area
SH8 SA 27)	Alma Street, Wednesbury	Friar Park	Wednesbury	23	0.52 B	0.52	44	2028	Landowner interested in bringing site forward for development for residential use.
SH9 (SA 28)	The Phoenix Collegiate, Friar Park	West Bromwich Central	West Bromwich	84	4.8 B	2.84	30	2029	Application - DC/20/63911: Proposed residential development of up to 84 No. dwellings, associated public

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	Road, Wednesbury								open space and infrastructure. (outline application for access).
SH10 (SA 31)	Tipton Conservative and Unionist Club, 64 Union Street, Tipton	Tipton Green	Tipton	18	0.19 B	0.19	95	2026	Application - DC/19/62733: Proposed change of use to residential, to include 7 No. 1 bed properties and 7 No. 2 bed properties. Within Tipton and Dudley Port Regeneration Area
SH11 (SA 32)	Sandwell District and General Hospital, West Bromwich	West Bromwich Central	West Bromwich	121	0.82 B	0.82	148	2027	Application - DC/20/64894: Demolition of existing building and proposed mixed-use development comprising of 12 No. houses and 109 No. apartments for key workers.
SH12 (SA 33)	former Springfield and Brickhouse Neighbourhood Office and adjacent land, Dudley Road, Rowley Regis	Rowley	Rowley Regis	26	0.65 B	0.65	40	2029	Application - DC/18/61922: Proposed erection of 22 No. new dwellings and 4 No. 2-bed apartments with new access road into site.

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SH13 (SA 47)	Silverthorne Lane/ Forge Lane Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	81	2.41 B	1.81	45	2035	Site assessment found - <i>The location of the site presents good opportunities for new housing of mixed density</i>
SH14 (SA 48)	Langley Maltings, Western Road, Langley	Oldbury	Oldbury	71	2.72 B	2.04	35	2040	Site assessment found - <i>Residential redevelopment would be the appropriate use to continue the land use transformation in this area. Density reflects that this the site contains a Grade II listed building.</i>
SH15 (SA 49)	Macarthur Road Industrial Estate, Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	13	0.3 B	0.3	43	2034	Site assessment found - <i>Residential development would be the appropriate use to continue the residential redevelopment of the former Woods Lane industrial estate.</i>
SH16 (SA 53)	Cradley Heath Factory Centre, Woods Lane, Cradley	Cradley Heath and Old Hill	Rowley Regis	196	5.57 B	4.36	45	2032	Part of site has application - DC/21/66444: Proposed demolition of existing industrial buildings and development of 34 No. dwellings.
SH17 (SA 54)	Land adj Droicon Estate,	Rowley	Rowley Regis	28	0.7 B	0.7	40	2030	Site assessment found - <i>There is an opportunity to redevelop this and the adjoining site –</i>

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
	Portway Road, Rowley Regis								<i>ideally in combination but possibly on an individual basis.</i>
SH18 (SA 55)	Friar Park (STW/SMBC Land), Wednesbury	Friar Park	Wednesbury	630	26.3 G and B	15.75	40	2032	<p>Joint Venture between Sandwell Council and WMCA. A Masterplan and remediation strategy for the land has been produced.</p> <p>Community Open Space on part of site and will need mitigating.</p> <p>Mitigation needed for SLINC (SA004).</p>
									Playing pitches on site - subject to demonstration of viability, reinstatement should be made in accordance with the PPOSS/Action Plan 2023.
SH19 (SA 57)	Land at Horseley Heath, Alexandra Road, and Lower Church Lane, Tipton	Great Bridge	Tipton	76	2.26 B	1.9	40	2039	SLINC SA028 – Alexandra Road to the north of the site. SLINC SA103:1 Dixons Branch Canal to the south of the site

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH20 (SA 58)	Elbow Street, Old Hill	Cradley Heath and Old Hill	Rowley Regis	33	0.77 B	0.77	43	2031	Land owner advised interested in developing site
SH21 (SA 59)	Dudley Road East	Oldbury	Oldbury	90	2.65 B	1.99	45	2034	Employment review and site assessment found site suitable for housing Adjacent to a SINC SA038 – Gower Branch Canal Within Tipton and Dudley Port Regeneration Area
SH22 (SA 60)	Tatbank Road, Oldbury	St Pauls	Smethwick	52	1.15 B	1.15	45	2.41	Land owner advised will continue to operate but will look at opportunities to move and redevelop
SH23 (SA 62)	28-64 High Street, West Bromwich	West Bromwich Central	West Bromwich	53	0.6 B	0.6	88	2032	Site assessment found - <i>Residential development would be the appropriate use in this sustainable location on the edge of West Bromwich Town Centre with excellent public transport links.</i>
SH24 (SA 64)	Cokeland Place / Graingers Lane, Cradley Heath	Cradley Heath and Old Hill	Rowley Regis	16	0.36 B	0.36	44	2033	Land owner interested in bringing site forward for development for residential use

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SH25 (SA 65)	Bradleys Lane / High Street, Tipton	Prince's End	Tipton	189	5.6 B	4.2	45	2039	<p>Redevelopment with the cooperation of owners looking to relocate.</p> <p>Site assessment found - <i>Residential development would be suitable should the constraints of site assembly and land contamination be overcome</i></p> <p>Adjacent to Brierley Lane Open Space, which is also a SLINC SA011- Dudley to Priestfield Disused Railway</p>
SH26 (66)	Lower City Road, Oldbury	Oldbury	Oldbury	73	1.83 B	1.83	40	2036	<p>Site assessment found - <i>Subject to overcoming the constraints of land remediation and site assembly there is the opportunity to exploit the canal side location. Housing would be an appropriate use for the site and would continue the residential transformation of the area</i></p> <p>Response from some land owners looking to bring site forward.</p>

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									Within Tipton and Dudley Port Regeneration Area
SH27 (SA 68)	Site surrounding former Post office and Telephone Exchange, Horseley Heath	Great Bridge	Tipton	52	1.16 B	1.16	45	2035	Site assessment found - There is the opportunity to provide new comprehensive redevelopment in a highly sustainable location.
SH28 (SA 69)	Friar Street, Wednesbury	Friar Park	Wednesbury	45	1.01 B	1.01	45	2039	Land owner interested in bringing site forward for residential use Adjacent to SLINC SA002 Woden Road South.
SH29 (SA 70)	Used car sales site, corner of Lower Church Lane and Horseley Heath, Tipton	Tipton Green	Tipton	23	0.56 B	0.56	41	2038	Site assessment found - <i>Housing development would be the appropriate use in the surrounding area.</i>
SH30 (SA 75)	Land to east of Black Lake, West Bromwich	Hateley Heath	West Bromwich	83	2.45 B	1.83	45	2039	Land owners want to develop for housing Site adjacent to SINC SA034 Ridgeacre Branch Canal

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH31 (SA 76)	Summerton Road, Oldbury	Oldbury	Oldbury	36	0.89 B	0.89	40	2034	Site assessment found - <i>Residential redevelopment is ongoing to the south of the canal and would be appropriate in this location.</i>
SH32 (SA 77)	Bank Street (West), Hateley Heath	Hateley Heath	West Bromwich	43	0.85 B	0.85	51	2030	Site assessment found - <i>The use of the site for residential purposes is considered suitable</i>
SH33 (SA 78)	Wellington Road, Tipton	Tipton Green	Tipton	40	0.91 B	0.91	44	2038	The redevelopment of the site for residential purposes is considered suitable within this area. The landowner is willing to relocate his business. Within Tipton and Dudley Port Regeneration Area
SH34 (SA 79)	Brandhall Golf Course	Old Warley	Oldbury	190	5.18 G	3.88	48	2032	Application - DC/23/68540: Proposed demolition of existing buildings and erection of 1 No. primary school, 190 No. dwellings, public open space, landscaping and associated works (outline application with all matters reserved) – pending decision

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH35 (SA 85)	Rattlechain site - land to north of Temple Way, Tividale	Oldbury	Oldbury	518	14.8 G and B	14.8	35	2040	Land owner in discussions to include neighbouring land. Developable area to be determined. Within Tipton and Dudley Port Regeneration Area
SH36 (SA 86)	Land between Addington Way and River Tame, Temple Way (Rattlechain)	Oldbury	Oldbury	36	0.9 G	0.9	40	2039	Awaiting discussions with neighbouring land owners. Adjacent to Community Open Space and SLINC SA041:2 Brades Hall. Within Tipton and Dudley Port Regeneration Area
SH37 (SA 87)	Edwin Richards Quarry, Portway Road, Rowley Regis	Rowley	Rowley Regis	526 in plan period; 100 in post-plan period (total site capacity 626)	52 B	15	45	2041	Application - DC/23/67924 (Reserved Matters) pending decision: Proposed residential development comprising of 276 No. dwellings, pursuant to outline planning application DC/14/57745. 0.86ha to north and 0.32ha to west of site is allocated as Strategic Open Space and cannot be built on.

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									SLINC SA070 Hailstone Quarry lies within the site and will need to be mitigated.
SH38 (SA 90)	Brades Road, Oldbury	Oldbury	Oldbury	51	1.14 B	1.14	45	2033	Site assessment found the site suitable for residential use. Gas pipeline possibly running along line of canal could constrain the site and reduce development capacity.
SH40 (SA 94)	Langley Swimming Centre, Vicarage Road, Oldbury	Langley	Oldbury	20	0.49 B	0.49	41	2028	Site assessment found that residential is considered to be an appropriate site allocation
SH41 (SA95)	North Smethwick Canalside	Soho and Victoria	Smethwick	500	8.7 B	6.5	77	2034	Corridor Framework approved by Cabinet February 2022 and a wider Masterplan for the Rolfe Street area completed March 2023. Within Smethwick Regeneration Area
SH42 (SA 97)	Forge Tavern, Franchise Street, Wednesbury	Wednesbury North	Wednesbury	10	0.14 B	0.14	71	2031	Site assessment found that residential use would be the appropriate redevelopment on this site.

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SH43 (SA 166)	Land off Tanhouse Avenue, Great Barr	Newton	West Bromwich	46	1.66 G	1.15	40	2037	Site assessment found the site suitable for residential development. SLINC SA045:20 Tanhouse Avenue will need to be mitigated. Adjacent to SINC SA045 Forge Mill
SH44 (SA 167)	Wyndmill Crescent, West Bromwich	Charlemont	West Bromwich	11	0.19 B	0.19	58	2032	Site assessment found the site suitable for residential development.
SH45 (SA 165)	Site of 30-144 Mounts Road, Wednesbury	Wednesbury South	Wednesbury	45	1.07 B	1.07	42	2028	Site assessment found suitable for housing. DC/22/67797 - Proposed residential development comprising of 45 dwellings, landscaping and car parking. Pending decision.
SH46	Site of 118-152 Whitehall Road	Great Bridge	Tipton	20	0.41 B	0.41	49	2024	Application DC/18/61925 – site under construction
SH47	Site of former Stone Cross Neighbourhood Office	Charlemont with Grove Vale	West Bromwich	14	0.32 B	0.32	47	2024	Application DC/18/61923 - Proposed erection of dwellings.

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SH49	St Johns Street, Carters Green	West Bromwich Central	West Bromwich	33	0.82 B	0.82	40	2031	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration
SH50	Tentec, Guns Lane	West Bromwich Central	West Bromwich	126	0.6 B	0.6	210	2030	Application DC/22/67454 - Proposed new build development of 129 apartments with amenities, 69 onsite parking spaces and associated landscaping – pending decision Within Carters Green Regeneration Area
SH51	Providence Place / Bratt Street, West Bromwich	West Bromwich Central	West Bromwich	40	0.74 B	0.40	100	2037	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SH52	Overend Street, West Bromwich	West Bromwich Central	West Bromwich	70	0.71 B	0.71	99	2041	Remaining element of Eastern Gateway Within West Bromwich Regeneration Area
SH53	Grove Lane/ Cranford Street/ London Street, Smethwick	Soho and Victoria	Smethwick	500	1.23 B	1.23	406	2036	Part of Grove Lane Masterplan; Application on part of site - DC/22/67165: Proposed erection of a residential led, mixed use building of between 7 and 14 storeys to include 392 dwellings (Use Class C3) and

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
									555sqm (GIA) commercial floorspace (flexible within Use Class E, drinking establishments (sui generis) and hot food takeaway (sui generis) Within Smethwick Regeneration Area
SH54	Cranford Street / Heath Street / Canal, Smethwick	Soho and Victoria	Smethwick	115	5.0 B	2.88	40	2030	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH55	Cape Arm, Cranford Street	Soho and Victoria	Smethwick	170	2.13 B	2.13	80	2030	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH56	Moilliett Street Park - Grove Lane masterplan	Soho and Victoria	Smethwick	35	0.77 B	0.77	45	2028	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH57	Grove Street / MMUH / School - Grove Lane MP	Soho and Victoria	Smethwick	85	2.18 B	0.59	144	2029	Part of Grove Lane Masterplan Within Smethwick Regeneration Area
SH58	Abberley Street Grove Lane Master Plan	Soho and Victoria	Smethwick	140	2.48 B	2.48	56	2032	Part of Grove Lane Masterplan Within Smethwick Regeneration Area

Site Ref (Site Assess. Ref)	Site Name and Address	Ward	Town	Indicative Capacity (net homes)	Gross Site Area (ha) brownfield (B) or greenfield (G)	Indicative Net Developable Area (ha)	Net Density (dph)	Anticipated Delivery Timescale (completion year)	Further Information
SH59	Beever Road	Great Bridge	Tipton	18	1.01 B	1.01	18	2025	Application - DC/21/65582: Proposed 10 No. bungalows and 8 No. flats
SH60	Former Simpson Street Day Centre, 6 Simpson Street, Oldbury	Oldbury	Oldbury	10	0.05 B	0.05	200	2024	Application - DC/18/61924: Demolition of former day centre and proposed construction of 10 No. 2 bed apartments.
SH61	Thandi Coach Station, Alma Street, West Bromwich	Soho and Victoria	Smethwick	58	0.71 B	0.71	82	2027	Application - DC/17/60747: Proposed residential development of 54 No apartments and 4 No. houses – made a start on site. Within Smethwick Regeneration Area
SH62	Star and Garter, 252 Duchess Parade, West Bromwich	West Bromwich Central	West Bromwich	60	0.05 B	0.05	200	2027	Application - DC/21/65798: Proposed nine storey mixed use development comprising of 1 No. retail unit at ground floor and 60 No. apartments above Within West Bromwich Regeneration Area

Mixed Use Site Allocations

Site Ref (Site Assess't Ref)	Site Name and Address	Appropriate Uses and capacities	Gross Site Area (ha) brownfield (B) or greenfield (G)	Anticipated Delivery Timescale (completion year)	Further Information
SM1 (SA 91)	Chances Glass Works, Land west of Spon Lane, north of Palace Drive	Housing – 276 homes 7208 sqm workspace 779 sqm heritage centre 1 ha open space New highways access on to Spon Lane	0.64 B	118 homes – 2030 158 homes - 2040	Site assessment found employment and residential uses are appropriate and support the plans for a heritage-led regeneration programme. Grade II Listed Building Scheduled Ancient Monument Galton Valley Conservation Area
SM2 (SA 199)	Lion Farm, Oldbury	Residential – 200 units Retention of 6 sports pitches with changing facilities and car parking – 5ha Employment – 2.3ha Remainder of site would be retained as green space	2.0 G	2035	Site assessment found <i>It is considered that a mix of residential and employment uses could be accommodated on this site. Net loss of the existing sports pitches could be avoided (nb this option is strongly caveated by the ability to relocate 6 pitches to the southern part of the borough) Sufficient community open space can be provided.</i> A Masterplan will be prepared for the site.
SM3	Evans Halshaw car showroom, Carters Green	Residential – 140 units Ancillary commercial – 7 units (approx. 2,000m ² total)	0.89 B	2032	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration Within Carters Green Regeneration Area
SM4	Army Reserve, Carters Green	Residential – 63 units Ancillary commercial – 4 units (approx. 1,000 m ² total)	1.17 B	2034	Estimated capacity based on ongoing Masterplan work for Carters Green regeneration Within Carters Green Regeneration Area
SM5	Cultural Quarter, West Bromwich	Residential – 52 units	1.09 B	2029	Part of West Bromwich Masterplan

Site Ref (Site Assess't Ref)	Site Name and Address	Appropriate Uses and capacities	Gross Site Area (ha) brownfield (B) or greenfield (G)	Anticipated Delivery Timescale (completion year)	Further Information
		Food and Beverage – 1,054 m ² Community / Leisure – 2,000 m ² Parking – 10 spaces			Within West Bromwich Regeneration Area
SM6	Queens Square Living, West Bromwich	Residential – 396 units Retail – 7,447 m ² Offices – 855 m ² Community / Leisure – 1,395 m ² Parking – 206 spaces	3.06 B	2041	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SM7	West Bromwich Central	Residential – 343 units Retail – 2,302 m ² Offices – 5,032 m ² Educational – 5,060 m ² Food and Beverage – 11,840 m ² Community / Leisure – 9,862 m ² Health – 5,205 m ² Parking – 625 spaces	4.53 B	2029	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area
SM8	George Street Living, West Bromwich	Residential - 327 units Community / Leisure – 1,150 m ² Parking – 79 spaces	2.36 B	2037	Part of West Bromwich Masterplan Within West Bromwich Regeneration Area

Sandwell Gypsy and Traveller Site Allocations

Site Ref	Address	Gross Site Area	Net Site Area	Indicative Development Capacity	Anticipated Delivery Timescale	Further Information
SG1	Brierley Lane	0.73	0.73	10 Plots	2030-2031	Extension to caravan site - funding required

APPENDIX C - Employment

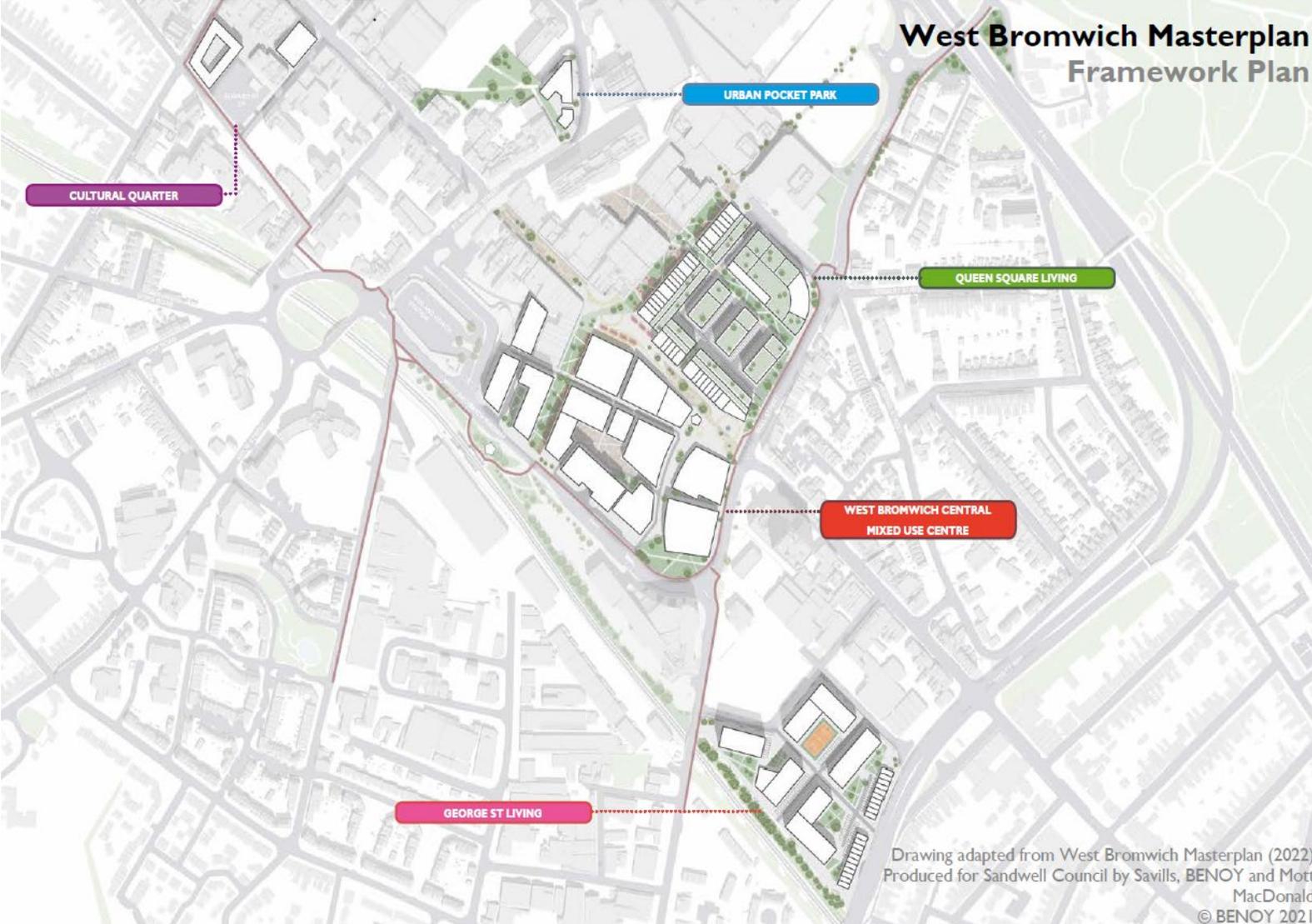
1. Under Policy SEC2, 221 hectares of employment land will be allocated as strategic employment land and will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8.
2. Within Sandwell, high-quality employment land is concentrated in three main areas. Two of these are around the M5 - adjacent to Junction 1 in West Bromwich and adjacent to Junction 2 in Oldbury. The third area where there is a concentration of high quality employment land is along the Black Country New Road, from Tipton to Wednesbury.
3. Under Policy SEC3, a further 944 hectares of employment land will be allocated as local quality employment land and will be safeguarded for manufacturing and logistics uses within Use Classes E(g)(ii), E(g)(iii), B2 and B8. The main concentrations of local quality employment are concentrated in Oldbury, Tipton, West Bromwich and Smethwick.
4. In addition, there are a further 12 hectares of employment land that are not being allocated; Policy SEC4 will apply to these sites.
5. In addition to the existing occupied employment it is proposed to allocate c29 hectares of vacant land for employment purposes. These proposed sites are set out below.

Employment Allocations – vacant land

Sandwell Ref	Site Assessment Ref	Site Name, Address	Site Area (Ha)
SEC1-1	SA-0030-SAN	Whitehall Road, Tipton	5.3
SEC1-2		British Gas, Land off Dudley Road, Oldbury	1.05
SEC1-3		Junction Two, Oldbury	1.12
SEC1-4		Land adj. to Asda Wolverhampton Road Oldbury	1.6
SEC1-5	SA-0026-SAN	Coneygre Business Park	7.22
SEC1-7		Site off Bilport Lane, Wednesbury	5.29
SEC1-8		Legacy 43, Ryder Street, West Bromwich	0.88
SEC1-9		Roway Lane, Oldbury	3.65
SEC1-10		Brandon Way/ Albion Road	3.07

29.18

APPENDIX D – West Bromwich Masterplan and Carter’s Green Framework Plan



Carter's Green Development Framework Framework Plan

Drawing adapted from Carter's Green Development Framework (2023)
Produced for Sandwell Council by Savills, BENOY and Mott MacDonald
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- 1 Site 1 - Ex Car Showroom Site
- 2 Site 2 - John Street CP & Former Jenson Factory
- 3 Site 3 - Army Reserve Centre & Adjoining Warehouses
- 4 Site 4 - Former Tentec Site



APPENDIX E - Strategic Waste Sites

The existing strategic sites, identified on the Waste Diagram and listed in the table below, are the significant waste management facilities operating in the Black Country. They have been identified through a detailed analysis of all known licenced and exempt facilities in each authority area.

Sandwell Council will safeguard all existing strategic and other waste management facilities from inappropriate development, to maintain existing levels of waste management capacity and meet Strategic Objective 13.

Strategic Waste Sites

Site Ref	Site	Operational Capacity (tpa)
Municipal Waste Recovery – Supporting Infrastructure		
WS07	Eagle Recovery and Transfer Hub	140,000
WS08	Sandwell HWRC (Shidas Lane)	20,000
Waste Disposal Installations (1)		
WS17	Edwin Richards Landfill	250,000
		9,171,000 ¹
Significant Hazardous Waste Treatment Infrastructure		
WS19	Wednesbury Treatment Centre	40,000
Significant Metal Recycling Sites (MRSs)		
WS23	Alutrade	24,000
WS24	Cradley Metal Recycling Centre	165,000
WS25	ELG CSR Depot (Rowley Regis) ^[1]	20,000
WS26	EMR Smethwick	60,000
WS27	Sims MRS Smethwick (Rabone Lane)	200,000
WS28	Sims MRS Smethwick (Unit 60 Anne Road)	20,000
Other Significant Waste Management Infrastructure		
WS36	Arrow Recycling	22,000
WS37	Bescot LDC, Bescot Sidings	150,000

¹ Estimated Total Landfill Capacity in tonnes has been calculated from the remaining landfill capacity in cubic metres at the end of 2018, using the following formula: 0.85 tonne = 1 cubic metre, therefore tonnes = cubic metres x 0.85.

Site Ref	Site	Operational Capacity (tpa)
WS38	Biffa Tipton WTS	65,000
WS39	Bull Lane Works WTS	200,000
WS40	Edwin Richards Inert Recycling and Soil Treatment Facility	75,000
WS41	Envira Recycling	50,000
WS42	Giffords Recycling	20,000
WS43	Jayplas	70,000
WS44	Metal & Waste Recycling (Cox's Lane)	25,000
WS45	ELG CSR Depot	75,000
WS46	Trinity Street MRF	60,000
WS47	Union Road Inert Waste Recycling Facility	40,000
WS48	Wednesbury Aggregates Recycling Facility	35,000
[1] Operational in 2018 but currently (April 2020) 'mothballed.'		

Sources: Environment Agency: Waste Data Interrogator (WDI) 2007 – 2018, Operational Incinerators, 2018, Public Register, Remaining Landfill Capacity in England as at end of 2018 Version 2.

Preferred Areas for New Waste Facilities

6. Several employment areas have been identified in the Black Country Waste Study (BCWS) as being most suited to the development of new waste recovery, treatment and transfer infrastructure. In Sandwell, they are the sites contained in table 26. Under Policy W3, these areas are considered least likely to give rise to land use conflicts, and in several cases, there is already co-location of existing waste facilities to which new sites would contribute.

Preferred Areas for new Waste Facilities

Site Ref	Address	Potentially Suitable Waste Use ^[1]	Area
WPSa1	Cornwall Road and Parkrose Industrial Estates, Soho	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	60.1
WPSa2	Tat Bank, Langley	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	53.1
WPSa3	Charles Street Enterprise Park, Queens Court Trading Estate, Swan Village	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	42.7

Site Ref	Address	Potentially Suitable Waste Use ^[1]	Area
WPSa4	Hill Top and Bilport Lane Industrial Estates, Wednesbury	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	19.9
WPSa5	Powke Lane and Waterfall Lane Trading Estates, Rowley Regis	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	46.1
WPSa6	Dartmouth Road	n/a	26.2

¹ As indicated in the Black Country Waste Study, *Wood* 2020

APPENDIX F - Minerals

1. The Black Country Minerals Study (BCMS, Tables 12.9 and 12.10) lists all known existing mineral sites and mineral infrastructure sites in the Black Country.
2. Existing Black Country mineral infrastructure sites include secondary / recycled aggregates production, rail-linked aggregates depots, coating plants, ready-mix (RMX) concrete batching plants, manufacture of concrete products, and dry silo mortar (DSM) plants.
3. The Council will safeguard all existing mineral infrastructure sites from inappropriate development – this being necessary to retain existing capacity, and thereby helping to make best use of and conserve its resources.
4. The locations of these mineral infrastructure sites are identified on the Policies Plan, and are listed in the following tables:

Key Mineral Infrastructure

Site Ref	Site	Location	Type
MIS1	Anytime Concrete	Gerard House, Kelvin Way, West Bromwich	Concrete batching plant
MIS2	Bescot LDC - Rail Ballast Facility	Land at Bescot Sidings, off Sandy Lane, Wednesbury	Rail-related aggregates depot/ Aggregates recycling
MIS3	Breedon Oldbury Concrete Plant	Engine Street, Oldbury	Aggregates recycling
MIS4	Breedon Oldbury Concrete Plant	Cemex House, Wolverhampton Road, Oldbury	Concrete batching plant
MIS5	Former Hanson Site (West Bromwich)	Grice Street, West Bromwich	Aggregates recycling
MIS6	Hanson Ready Mixed Concrete Plant	Roway Lane, Oldbury	Concrete batching plant
MIS7	Wednesbury Asphalt Plant	Smith Road, Wednesbury	Coating plant
MIS8	Cradley Special Brick	Corngreaves Trading Estate, Overend Road, Cradley Heath	Brickworks
MIS9	Oldfields Inert Recycling Facility	Oldfields, Off Corngreaves Road, Cradley Heath	Aggregates recycling

APPENDIX G – Site allocations - changes

Changes to existing Local Plan designations (Waste and Minerals)

Local Plan Document	Designation / Site Reference	Site Name	Description of Change	Reason for Change
BCCS (also mapped in the DBDS)	MSA (BCCS Policy MIN1)	Mineral Safeguarding Area (covers almost the whole of the Black Country)	Removed	Replaced in the draft BCP by more tightly defined MSAs in Walsall Borough

Changes to existing housing allocations

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.3	2929		Site on corner of New Street, Hill Top, West Bromwich	1.11	allocated as both community open space and housing	propose to delete the housing allocation and retain the community open space allocation.
H9.7	1401	801	Bell Street / Dudley Road, Tipton	0.62	20	employment
H9.6	1448	81	Station Street, Tipton	1.37	43	employment
H13.8	1461	665, 80 and 82	Waterfall Lane and 101-126 Station Rd	0.34	8	employment
HOC11	2232	263	United Steels Ltd, Upper Church Lane Tipton	1.58	73	employment
H12.8	2372	121	Rabone Lane, Smethwick	5.98	209	employment
WBPr30	2381		Bus Depot, Oak Road, West Bromwich	1.1	68	white land
WBPr31	2384		Oldbury Road	16.8	588	employment
WBPr32	2385		Brandon Way / Albion Road (North)	6.2	248	employment
WBPr33	2386		Brandon Way / Albion Road (South)	1.5	494	employment
WBPr34	2387		Brandon Way / Brandon Close	1	43	employment
WBPr38	2389		Church Lane / Gladstone Street	2.8	111	employment
H9.5	2463	150, 856	Coneygre Business Park	7.61	300	employment
H8.5	2906	15	Darlaston Road / Old Park Road, Kings Hill, Wednesbury	5.2	200	employment
H8.4	2907	34	Holloway Bank, Wednesbury	5.71	149	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.4	2911	334	Mounts Road, Wednesbury	1.1	39	employment
H8.2	2916	553	Whitehall Industrial Estate, Whitehall Road, Great Bridge	2.51	65	employment
H8.2	2917	555	Land between Whitehall Road and Walsall Canal, Great Bridge	0.75	23	employment
H8.1	2920	634	Land to north and west of Ridgacre Road	1.63	51	employment
H8.5	2921	642	Kings Hill Trading Estate, Darlaston Road, Wednesbury	3.28	86	employment
H8.5	2922	643	Old Park Trading Estate site on Old Park Road, Wednesbury	2.62	68	employment
H8.1	2923	654	Land to the south of Ridgacre Road, West Bromwich	1.11	35	employment
H8.1	2924	657	Church Lane, West Bromwich	0.75	24	employment
H8.4	2925	788	Site off Mount Road Wednesbury	0.49	17	employment
H8.4	2926	791	Corner of Bridge Street and Mounts Road, Wednesbury	3.15	110	employment
H8.4	2927	795	Site on corner of Woden Rd South and Bridge Street, Wednesbury	1.61	56	employment
H9.1	2935	966	Wellman Robey Ltd, Newfield Road, Oldbury	4.91	129	employment
H9.4	2936	1239	CBF LTD, Wade Building Services, Groveland Road, Oldbury	1.26	40	employment
H9.5	2937	151	Fisher Street / Coneygre Road, Tipton	1.7	60	employment
H9.7	2938	265	Castle Street, Tipton	1.49	47	employment
H9.5	2943	878	Coneygre Road / Burnt Tree, Tipton	1.11	35	employment
H9.1	2944	967	Birmingham Board Co Ltd, Dudley Road East, Oldbury	1	32	employment
H9.1	2945	968	Beswick Paper, Dudley Road, Oldbury	0.96	33	employment
H9.1	2949	1196	British Gas Plc, land off Dudley Road, Oldbury	1.04	33	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H9.4	2950	1240	Land adjacent to Cleton Business Park, Tipton Road, Tipton	0.56	18	employment
H9.4	2951	-	Vaughan Trading Estate	19.92	349	employment
(834)	2953		Sedgley Road West, High Street, Tipton	1.12	39	employment
(145)	2955		Unit 1, Groveland Road	0.36	13	employment
(147)	2956		Upper Chapel Street / Britannia Street / 70 - 74 Dudley Road West	0.63	22	employment
(148)	2957		Dudley Road / 28 Dudley Road West	1.78	62	employment
(149)	2958		Tipton Road, Oldbury	1.76	62	employment
(247)	2960		Diamond Buses, Hallbridge Way, Oldbury	3.13	110	employment
(248)	2963		Groveland Road	1.18	41	employment
(578)	2965		Land between Great Bridge Street and William Street, Tipton	1.92	67	employment
(300)	2966		Alexandra Industrial Estate, Locarno Road / Alexandra Road, Tipton	2.2	77	employment
(911)	2967		Black Country Park, Great Bridge Street, Great Bridge	2.18	76	employment
(375) Post 2021	2969		Dudley Road West, Oldbury	0.46	16	employment
(836)	2971		Hurst Lane / Birmingham Canal / Sedgley Road, West Tipton	2.19	77	employment
(144)	2973		Burnt Tree Industrial Estate, Groveland Road	0.82	29	employment
WBPr36	2975		Swan Village Industrial Estate, West Bromwich	0.8	25	employment
H12.6	2990	200	Fitzgerald Lighting Ltd, Rood End Road	1.39	44	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H12.7	2994	854	Oldbury Road Industrial Estate	0.57	18	employment
H13.5	3004	259, 896	Newlyn Road	3.37	103	employment
H13.2	3010	1301	Corngreaves Road	2.8	98	employment
(789)	3013		JAS Industrial Park, Titford Lane, Oldbury	0.93	33	employment
(855)	3014		Oldbury Road, Oldbury	2.89	102	employment
(1130)	3016		230 Oldbury Road	1.48	52	employment
H13.8	3017	284	Sandwell MBC Depot and surrounds, Waterfall Lane, Cradley Heath	1.36	43	employment
3019	3019		Station Road (South), Rowley Regis	0.85	30	employment
H13.8	3020	656	Broadcott and Broadway Industrial Estates	1.49	47	employment
H13.4	3026	268	Station Street / Graingers Lane	1.3	41	employment
H13.4	3027	280	Bridge Trading Estate	0.57	19	employment
H13.5	3032	260	Oldfields	1.64	51	employment
H13.6	3034	933	Foxoak Street, Newtown Lane, Providence Street	4.82	168	employment
H13.7	3043	297	Station Road	3.21	84	employment
(724)	3140		Land at Dolton Way, between Factory Road, Bloomfield Road and railway line, Tipton.	2.62	99	employment
H13.5	3142	1302	Spinners End	0.71	25	employment
H16.2	3219	753	Bloomfield Road / Barnfield Road	0.83	26	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H16.3	3221	842	Bloomfield Road / Fountain Lane	1.5	53	employment
H13.6	3226	1303	Bank Street, Cradley Heath (west of Kimber Drop Forgings site)	1.3	41	employment
H9.8	3398	302	Alexandra Road / Upper Church Lane / Locarno Road, Tipton	10.43	142	employment
	5129		Portway Road, Wednesbury	10.7	375	employment
	5139		Brymill Industrial Estate, Brown Lion Street, Tipton	1.98	69	employment
	5265		Phase 9, The Parkway, site between Stafford Street, Victoria Street and Potters Lane, Wednesbury	0.94	33	employment
	5450		Barnfield Trading Estate Tipton	2.24	78	employment
	5551		Ridgacre Enterprise Park, Ridgacre Road, West Bromwich	0.8	28	employment
	5553		Rimstock Plc, Ridgacre Road, Black Lake, West Bromwich	1.05	37	employment
	5556		Vector Industrial Park, Church Lane, West Bromwich	5.2	182	employment
	5623		Brook Street Business Centre, Brook Street Community Centre, 196- 200 Bloomfield Road.	1.5	53	employment
	5641		Site between Great Western Street and Potters Lane, Wednesbury	1.14	49	employment
	5642		Land between Potters Lane and Stafford Street Wednesbury	0.85	30	employment
	5646		Site on Stafford Street, Wednesbury	1.45	51	employment
	5648		Land at Potters Lane, Wednesbury	0.74	26	employment
	5972		Former Corus Premises, Bloomfield Road, Tipton	0.56	20	employment
	5138		Nicholls Road, Tipton	3.96	139	employment

Sensitivity: PROTECT

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H9.5	354	91	Park Lane West (South Staffs Depot), Tipton	2.95	77	employment SEC4
H9.5	6109	80	Groveland Road, Dudley Port, Tipton	0.11	7	employment
H9.7	265	93	Old Cross Street, Tipton	0.48	14	white land
H9.5	440	89	Orchard Street, Burnt Tree, Tipton	0.28	30	white land
H12.5	585	466	Flash Road / Broadwell Road, Oldbury	0.68	5 (36)	white land
HOC18	841	431	Wilson Road / Sycamore Road Smethwick	1.07	37	white land
H13.6	1436	71	St. Anne's Road, Cradley Heath	1.13	36	white land
WBPr37	1440		John Street North	0.49	18	white land
H8.1	1443	51	Cardigan Close / Sussex Avenue	0.14	5	white land
H12.7	1446	482	Holly Lane, Smethwick	0.53	29	white land
H12.6	1698	614	Land adjacent to 88 Wellesley Road	0.26	9	white land
H12.3	1919	1032	Former Starlight Auto Sales, Wolverhampton Road	0.23	14	white land
H12.10	1997	1037	Tudor Works, 36A Windmill Lane	0.25	24	white land
HOC9	2085	1047	Brunswick Park Trading Estate, Wednesbury	0.36	42	white land
H13.9	2259	1071	Sentinel Plastics Ltd, Wrights Lane	0.17	13	white land
HOC11	2368	262	Summerhill Primary School, Central Avenue, Tipton	1.09	40	white land
H16.5	2370	303	Bradleys Lane / High Street	0.38	13	employment SEC4
H12.7	2423	210	Churchill Road, Smethwick	0.5	60	white land
H8.7	2910	269	Leabrook Road / Willingsworth Road, Tipton	0.37	13	white land
H8.2	2913	439	Sheepwash Lane / Whitehall Road, Great Bridge	0.08	3	white land

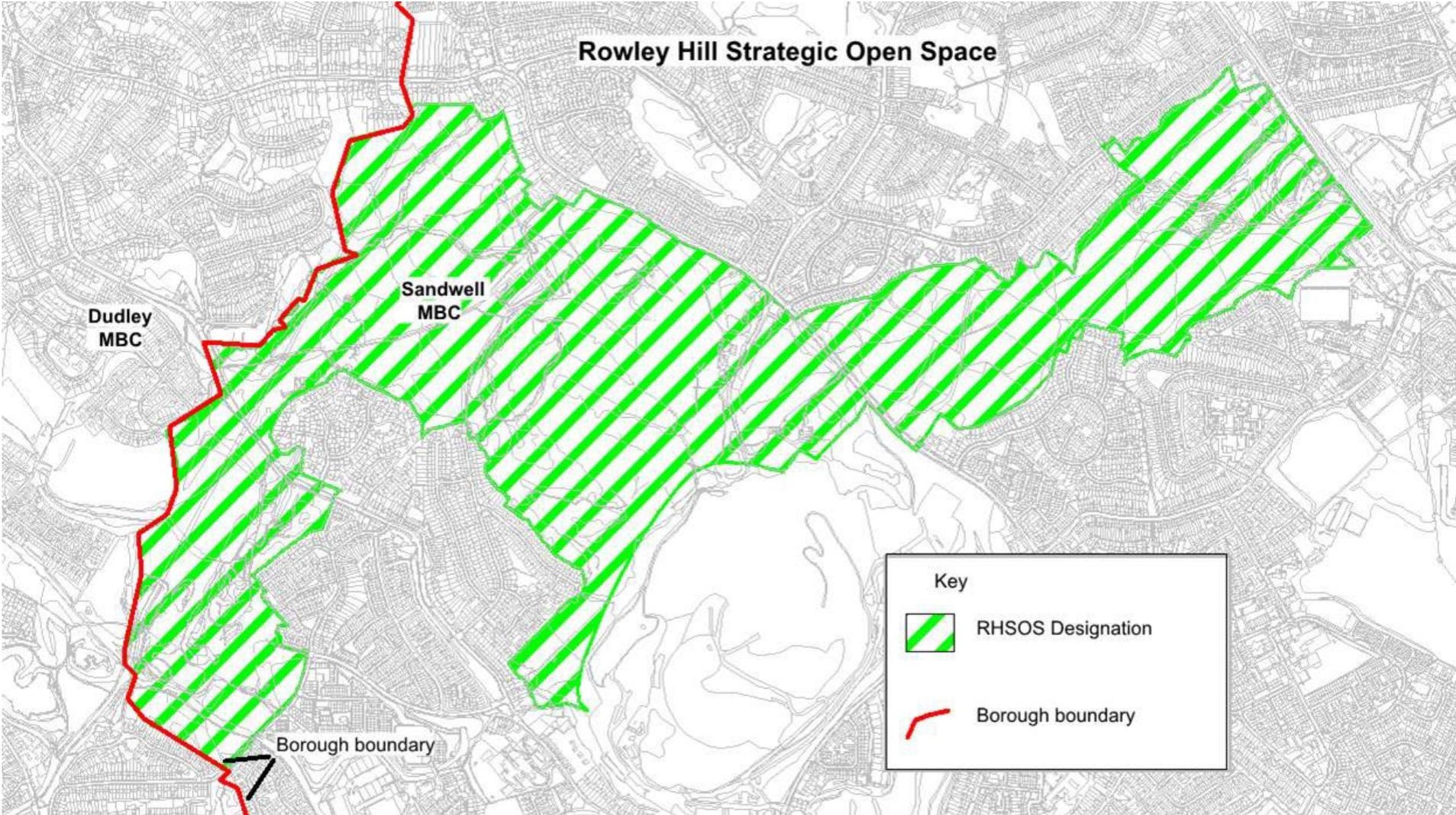
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Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.2	2915	550	Land between Tinsley Street and Whitehall Road, Tipton	0.28	10	employment
H8.1	2930	804	Pembroke Way, Hateley Heath, West Bromwich	2.3	81	white land
H8.2	2931	1120	Garage on Whitehall Road, Great Bridge, Tipton	0.14	5	white land
H8.2	2932	1121	Old Inn site, Sheepwash Lane, Great Bridge, Tipton	0.04	1	white land
H8.7	2933	45	Bannister Road, Wednesbury	2.22	76	white land
H8.8	2934	154	Site on New Road, Great Bridge inc St Lukes Centre	0.4	14	white land
H9.7	2942	779	Castle Street / High Street, Tipton	0.7	23	employment SEC4
H9.9	2947	1117	Railway Street, Horseley Heath, Tipton	0.35	12	employment SEC4
H9.9	2948	1119	Salem Street, Great Bridge, Tipton	0.32	11	white land
(765)	2952		Lower Church Lane, Tipton	0.38	13	white land
H12.4	2980	109	Clay Lane, Oldbury	0.28	12	employment SEC4
HOC13	2982	40	Tippity Green, Hawes Lane, Rowley Regis	1.13	40	white land
HOC13	2983	1135	Allsops Hill Rowley Regis	0.38	13	white land
HOC13	2984	1282	Land at Tippity Green, Rowley Regis	4.47	150	white land
H12.1	2987	5	Wolverhampton Road and Anvil Drive, Oldbury	0.31	9	white land
H12.10	2997	123	Cape Hill / Durban Road	2.97	94	white land
(205)	2999		South Road / Broomfield, Smethwick	0.27	10	white land
(1129)	3015		104-110 Oldbury Road, Smethwick	0.68	24	white land
H13.4	3029	587	Cradley Road (West)	0.99	33	white land

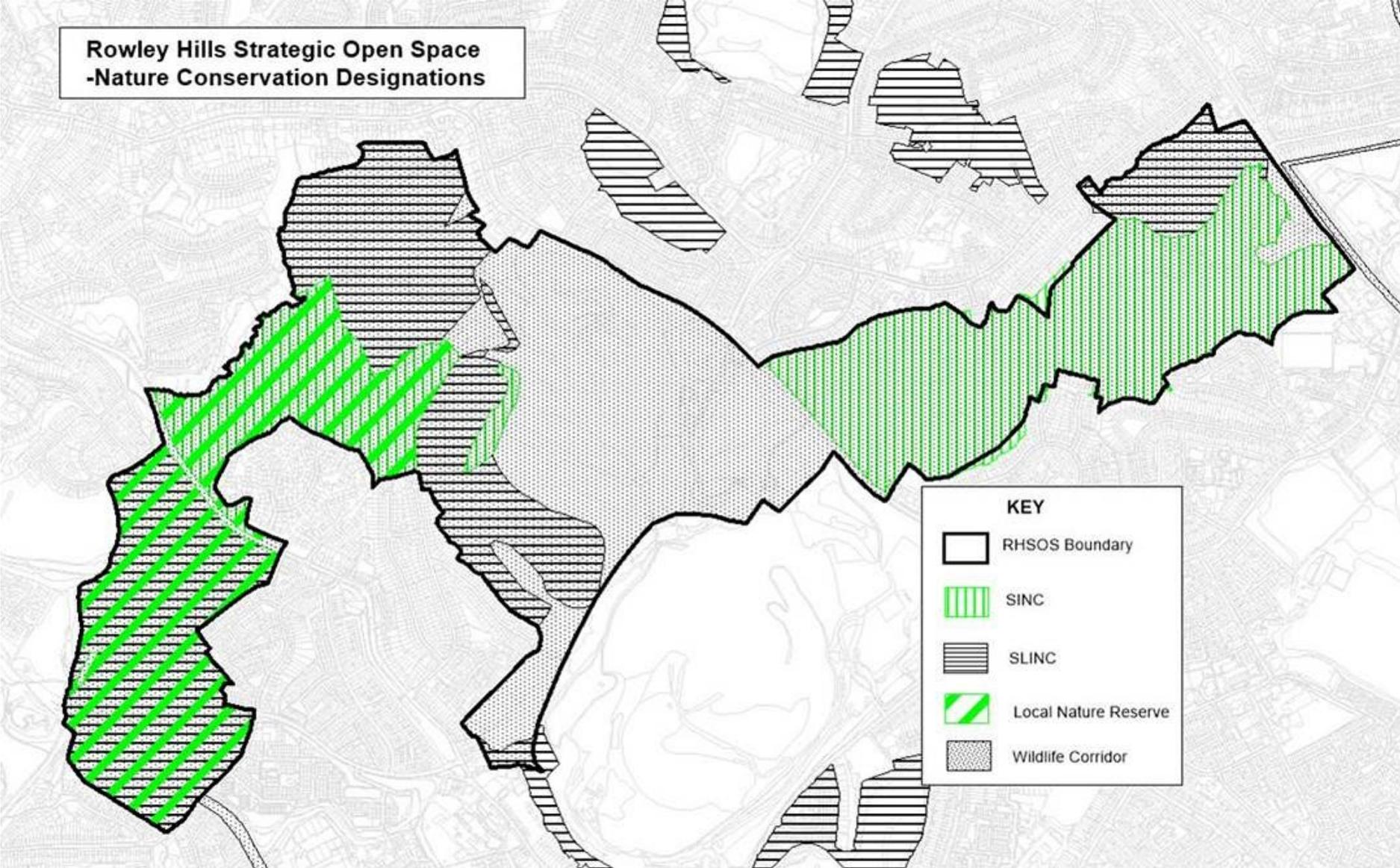
Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H13.4	3031	1124	Cradley Road (East)	0.41	12	white land
H13.11	3044	613	High Street, Blackheath	0.35	12	white land
HOC3	3048	1014	Land at Newton Road, Great Barr	0.2	16	white land
H16.5	3141	863	Batmanshill Road / Hobart Road	0.25	8	white land
	3223		Summerton Road	0.52	18	employment SEC4
H9.2	3224	310	10 - 60 Dudley Road East, Oldbury	2.00	70	employment SEC4
H13.6	3225	217	Foxoak Street / St Annes Road (Kawasaki Garage)	0.4	14	employment
H12.10	3462	122	Unett Street / Raglan Road	4.6	81	white land
	5301		Potters Lane / Great Western Street, Wednesbury	0.19	6	white land
	5381		Victoria Street / Albert Street, Wednesbury	0.19	7	white land
	5643		Site between Dudley Street and Victoria Street, Wednesbury	1.18	41	white land
	6206		West Cross Centre. Oldbury Road / Mallin Street, Smethwick	1.06	37	white land
			Zion Street, Tipton	2.43		employment SEC4
			70-74 Crankhall Lane	1.78		employment SEC4

APPENDIX H – Rowley Hills

Rowley Hills – Extent of Strategic Open Space Designation



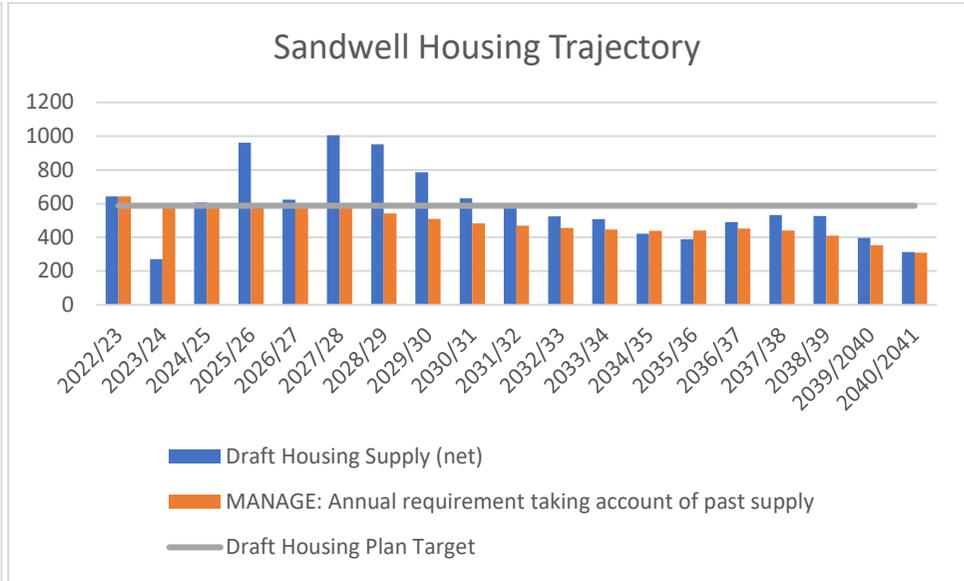
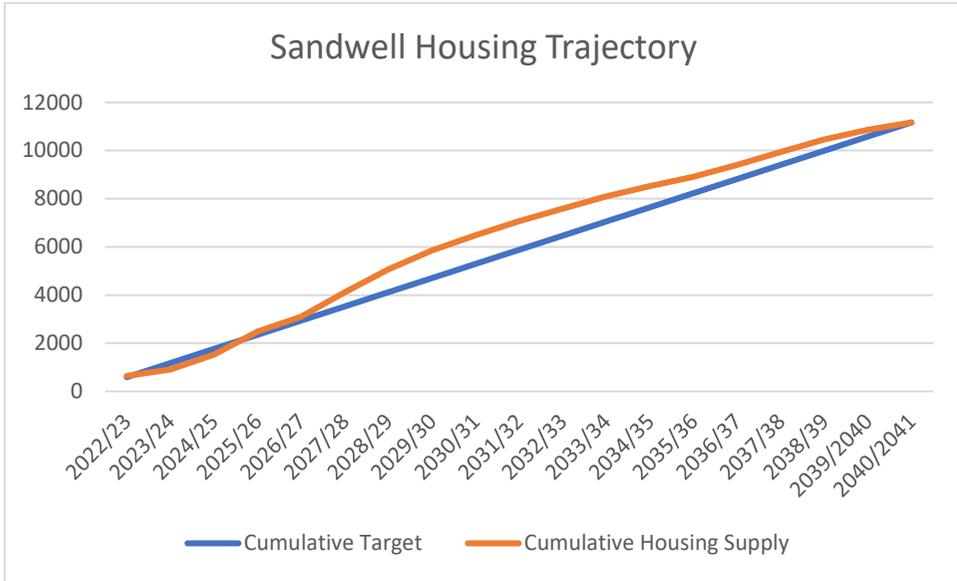
Rowley Hills – Ecological and Nature Conservation Designations



APPENDIX I – Sandwell Local Plan Housing Trajectory

Sandwell Housing Trajectory

Year	Draft Housing Supply (net)	Draft Housing Plan Target	MANAGE: Annual requirement taking account of past supply	Cumulative Target	Cumulative Housing Supply	MONITOR: Variation from Cumulative Target	Number of years left in Plan(s)
							20
2022/23	642	587.7	642	587.7	642	-54.3	19
2023/24	272	587.7	585	1175.4	914	261.4	18
2024/25	607	587.7	603	1763.1	1521	242.1	17
2025/26	962	587.7	603	2350.8	2483	-132.2	16
2026/27	623	587.7	579	2938.5	3106	-167.5	15
2027/28	1005	587.7	576	3526.2	4111	-584.8	14
2028/29	952	587.7	543	4113.9	5063	-949.1	13
2029/30	785	587.7	509	4701.6	5848	-1146.4	12
2030/31	631	587.7	483	5289.3	6479	-1189.7	11
2031/32	587	587.7	469	5877	7066	-1189	10
2032/33	525	587.7	456	6464.7	7591	-1126.3	9
2033/34	507	587.7	447	7052.4	8098	-1045.6	8
2034/35	421	587.7	438	7640.1	8519	-878.9	7
2035/36	390	587.7	441	8227.8	8909	-681.2	6
2036/37	491	587.7	451	8815.5	9400	-584.5	5
2037/38	533	587.7	442	9403.2	9933	-529.8	4
2038/39	527	587.7	411	9990.9	10460	-469.1	3
2039/2040	397	587.7	353	10578.6	10857	-278.4	2
2040/2041	313	587.7	309	11166.3	11167	-0.7	1



APPENDIX J - Sandwell Playing Pitch and Outdoor Sports Strategy (extract)

The tables below are taken from the **Sandwell Playing Pitch and Outdoor Sports Strategy's Assessment Report** (October 2022). They highlight the quantitative headline findings identified for pitch and non-pitch sports included in it. For qualitative and site-specific findings, please see Part 4: Sport Specific Recommendations and Scenarios, and Part 6: Action Plan.

Pitch Sports - Quantitative headline findings

The table sets out the current and likely future capacity and demand for sports pitches:

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Football (grass pitches)	Oldbury	Adult	Shortfall of 5.5	Shortfall of 6
		Youth 11v11	Spare capacity of 2	Spare capacity of 1.5
		Youth 9v9	Shortfall of 5.5	Shortfall of 5.5
		Mini 7v7	Shortfall of 1	Shortfall of 1
		Mini 5v5	Spare capacity of 1.5	Spare capacity of 1.5
Football (grass pitches)	Rowley Regis	Adult	Shortfall of 6	Shortfall of 6.5
		Youth 11v11	Shortfall of 5	Shortfall of 5.5
		Youth 9v9	Shortfall of 2.5	Shortfall of 2.5
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	Smethwick	Adult	Shortfall of 6.5	Shortfall of 7
		Youth 11v11	At capacity	Shortfall of 0.5
		Youth 9v9	At capacity	At capacity
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Football (grass pitches)	Tipton	Adult	Shortfall of 1.5	Shortfall of 1.5
		Youth 11v11	Spare capacity of 0.5	Spare capacity of 0.5
		Youth 9v9	Spare capacity of 1	Spare capacity of 1
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	Wednesbury	Adult	Spare capacity of 1	Spare capacity of 1
		Youth 11v11	Shortfall of 3	Shortfall of 3
		Youth 9v9	Shortfall of 0.5	Shortfall of 0.5
		Mini 7v7	At capacity	At capacity
		Mini 5v5	At capacity	At capacity
Football (grass pitches)	West Bromwich	Adult	Spare capacity of 1.5	Spare capacity of 1
		Youth 11v11	Shortfall of 4.5	Shortfall of 5
		Youth 9v9	Shortfall of 1.5	Shortfall of 1.5
		Mini 7v7	Spare capacity of 0.5	Spare capacity of 0.5
		Mini 5v5	At capacity	At capacity
3G pitches ^[2]	Oldbury	Full size	Shortfall of 2.5	Shortfall of 2.5
3G pitches	Rowley Regis	Full size	Shortfall of 0.75	Shortfall of 0.75
3G pitches	Smethwick	Full size	Shortfall of 0.75	Shortfall of 0.75
3G pitches	Tipton	Full size	At capacity	At capacity
3G pitches	Wednesbury	Full size	At capacity	At capacity
3G pitches	West Bromwich	Full size	Shortfall of 0.75	Shortfall of 0.75
Cricket	Oldbury	Saturday	At capacity	At capacity

^[2] Based on accommodating 38 teams on one full size pitch

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
		Sunday	Spare capacity of 16	Spare capacity of 16
		Midweek	Spare capacity of 16	Spare capacity of 16
Cricket	Rowley Regis	Saturday	At capacity	At capacity
		Sunday	Spare capacity of 12	Spare capacity of 12
		Midweek	At capacity	At capacity
Cricket	Smethwick	Saturday	Shortfall of 5	Shortfall of 5
		Sunday	Shortfall of 5	Shortfall of 5
		Midweek	Shortfall of 5	Shortfall of 5
Cricket	Tipton	Saturday	At capacity	At capacity
		Sunday	At capacity	At capacity
		Midweek	At capacity	At capacity
Cricket	Wednesbury	Saturday	Shortfall of 6	Shortfall of 6
		Sunday	Shortfall of 6	Shortfall of 6
		Midweek	Shortfall of 6	Shortfall of 6
Cricket	West Bromwich	Saturday	Shortfall of 12	Shortfall of 12
		Sunday	Shortfall of 12	Shortfall of 12
		Midweek	Shortfall of 12	Shortfall of 12
Rugby union	Oldbury	Senior	Spare capacity of 0.5	Spare capacity of 0.5
Rugby union	Rowley Regis	Senior	At capacity	At capacity
Rugby union	Smethwick	Senior	Spare capacity of 1	Spare capacity of 1
Rugby union	Tipton	Senior	At capacity	At capacity
Rugby union	Wednesbury	Senior	Shortfall of 0.5	Shortfall of 0.5
Rugby union	West Bromwich	Senior	At capacity	At capacity

Sport	Analysis area	Pitch type	Current supply/ demand balance (match equivalent sessions)	Future supply/ demand balance (match equivalent sessions)
Rugby league	Sandwell	Senior	No demand so no provision required	No demand so no provision required
Hockey (sand AGPs)	Sandwell	Full size, floodlit	At capacity although improvements are required at Ormiston Sandwell Community Academy.	At capacity although improvements are required at Ormiston Sandwell Community Academy.

Quantitative headline findings (non-pitch sports)

For non-pitch sports, quantitative shortfalls can be more difficult to determine, with capacity guidance differing and with less focus on formal club activity. The current picture for each sport is summarised below:

Sport	Current picture
Tennis	Current supply is sufficient for demand although quality and operational improvements are required at Old Hill Cricket & Tennis Club. In addition, there is a requirement to focus on informal activity at non-club courts and improving the recreational tennis offer (e.g., at local authority sites).
Netball	Demand is being met at George Salter Academy and Phoenix Collegiate. Focus should be placed on protecting these facilities as well as on supporting the various initiatives that are championed by England Netball. However, with the Dudley Netball League wishing to relocate back to Dudley and this been recommended in the Dudley PPOSS, a collective approach between the authorities should be sought, with this to be guided and informed by England Netball.
Bowls	Only one bowls club has a shortfall of capacity (Langley BC), whilst The George BC and Hamstead Social BC operate on the limit of the capacity threshold. Dartmouth Central BC is operating below the recommended capacity.

Sport	Current picture
Athletics	With four 400-metre athletics tracks provided, supply is considered sufficient to meet demand. Options can be explored to re-purpose the track at Hadley Stadium as it is surplus to requirements in its current form. This could include an informal athletics facility, for which discussions regarding the provision of a trail running track on site have taken place.
Cycling	High demand for cycling is identified within Sandwell so protecting and sustaining what is provided at Sandwell Valley Country Park should be seen as key given the off-road facilities offered. Implementation of initiatives promoted by British Cycling should also be explored in order to encourage more people to get into cycling.
Golf	With five golf facilities in Sandwell and a mix of 18-hole and 9-hole courses, as well as a well-equipped driving range, supply is well placed to meet demand from all types of golfers.
Water sports	Sandwell is relatively well provided for in terms of outdoor water sports.
Other sports	For American football, no dedicated pitches are provided; there is a need for one facility to provide for Sandwell Steelers. No baseball / softball or Gaelic football demand is identified, although some isolated demand may be travelling to clubs in nearby authorities.

Recommendations for future provision

The following table outlines future considerations for both pitch and non-pitch sports across Sandwell (as identified in October 2022):

Sport	Priority recommendations
Football	<ul style="list-style-type: none"> • Protect provision. • Improve pitch quality at key sites to alleviate overplay, especially at key, poor quality and/or overplayed sites such as Britannia Park and St Michael's CE High School.

Sport	Priority recommendations
	<ul style="list-style-type: none"> • Look to reinstate pitches at sites such as Brickhouse Farm. • Formalise community use agreements for clubs utilising unsecure sites. • Consider asset transfer of sites to clubs. • Enable use of currently unavailable sites. • Improve changing facilities where required.
3G pitches	<ul style="list-style-type: none"> • Protect provision. • Ensure all existing pitches have a sinking fund in place. • Look to provide an additional full-size pitch within the Analysis Area to alleviate current and future overplay e.g., at Britannia Park.
Cricket	<ul style="list-style-type: none"> • Protect provision. • Improve changing facilities where required.
Rugby union	<ul style="list-style-type: none"> • No action required.
Hockey	<ul style="list-style-type: none"> • Protect provision. • Ensure all existing pitches have a sinking fund in place. • Explore the feasibility of providing floodlights at Ormiston Forge Academy Main Site.
Golf	<ul style="list-style-type: none"> • Protect provision. • Support Dudley Golf Club to increase membership.
Bowls	<ul style="list-style-type: none"> • Protect provision. • Preserve the green at Cradley Heath Sports and Social Club or ensure it is appropriately mitigated. • If the green is lost, ensure the club is adequately relocated.

Sport	Priority recommendations
Tennis	<ul style="list-style-type: none"> • Protect provision. • Support Old Hill TC to increase membership and improve courts at Old Hill Cricket Club. • Support the Council to improve court and ancillary facility quality at Britannia Park.
Netball	<ul style="list-style-type: none"> • Protect provision.
Cycling	<ul style="list-style-type: none"> • No action required.
Athletics	<ul style="list-style-type: none"> • No action required.
Water sports	<ul style="list-style-type: none"> • No action required.
Other sports	<ul style="list-style-type: none"> • No action required.

APPENDIX K – Open space and play provision standards for development

Note: the availability, accessibility and quality of sports facilities / playing pitches will be assessed using data from the Playing Pitch and Outdoor Sports Strategy (2022); please refer to Policy SHW5 and Appendix J, which contains an extract from the document's strategy and action plan setting out detail of current levels of pitch and field supply and demand.

1. This appendix provides guidelines on the quantity of green space required per 1,000 residents (minimum levels), the accessibility of green space (walking distance) and the broad quality requirements of all types of recreational open space. It also includes recommended dimensions for a range of formal spaces.
2. The Council will seek the provision of new unrestricted open space at a minimum ratio of **3.63 hectares per 1,000 population**. The Council will also seek to ensure that at least one hectare of Community Open Space is provided within walking distance (0.4 km) of all the Borough's residents.
3. Sandwell's minimum ratio for open space is derived in part from the Fields in Trust guidance² on open space and outdoor playing space provision, although the scope of their standard is not directly equivalent to Sandwell's definition of Community Open Space. It should be emphasised that this will be a minimum requirement.
4. Open Space is defined in the NPPF (July 2021) as:

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
5. Green space is effectively a subset of open space that includes vegetated land or water within an urban area such as parks, public gardens, playing fields, children's play areas, nature reserves, woods and other natural areas, grassed areas, cemeteries and allotments along with green corridors like paths, disused railway lines, rivers and canals.
6. As set out in more detail in Policy SHW4, for the purposes of the Sandwell Local Plan, open and green spaces are those areas used for leisure and recreation by local communities and include: -
 - parks and gardens
 - natural and semi natural green places
 - green corridors
 - amenity green space

² Fields in Trust's Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard (2015) - <https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

- play provision for children and young people
 - allotments³
 - cemeteries
 - institutional land
 - playing fields and sports pitches (see note above)
7. The boundaries of existing open space are set out on the Policies Map and include existing open spaces that have been identified through the **Sandwell Green Space Strategy 2020 - 2030**. Any subsequent update of this document may result in the identification of other existing open spaces over the plan period. Where practicable, the Council will identify land as open space, to address current shortfalls and provide much-needed community facilities.
8. The standards shown below relate to the quantity, quality and accessibility of each type of open space. More specifically:
- Quantity standards refer to the area of open space in hectares required for every 1,000 residents, or per child for children and young people's provision, within a set area.
 - Quality standards refer to a subjective rating of the quality of existing open space expressed as a percentage based on physical characteristics, value of the space, and benefits to the wider environment. The Council's aim is to achieve quality scores within the 'Upper Quartile' range. All open space quality assessments will use data from the Green Spaces Strategy.
 - Accessibility standards refer to open spaces within a set distance away from people's homes / communities. All open space in a given category within the set distance are determined as serving those homes / communities.
9. In terms of its accessibility, open space can be unrestricted, limited or inaccessible. This is defined in the Green Spaces Strategy as follows: -
- **unrestricted** - sites have unrestricted public access although some sites may have limitations to access between dusk and dawn;
 - **limited** - sites may be publicly or privately owned but access is limited either by a physical barrier such as membership, or a psychological barrier such as the sense that a green space is private;
 - **not accessible** - sites are out of bounds to the public.

³ Allotments are covered in more detail in Policy SHW6.

10. Land could have limited or no public access but will still deliver many of the benefits of open space e.g. land for ecological habitats, green and blue infrastructure, climate change mitigation and improvements to air quality.

Open Space Hierarchy

11. The Sandwell Green Space Strategy Implementation and Business Plan⁴ also identifies a hierarchy that classifies types of green space according to its significance and thus the importance it will have when considering planning proposals that may impact on it:

Hierarchy Level	Description
Borough	Those sites whose significance should attract people from across the entire borough. Usually large sites with a range of facilities or designated importance for history or nature conservation.
Neighbourhood	Those sites which perform a function that serves a more immediate community. Unlikely to attract people from across the borough
Local	Those sites which perform a function to a small area – typically areas of amenity green space.

Development and open space provision

12. The quantum and typology of open space that may be applicable to a housing site will depend upon its intended occupants; for example, specialist housing for older people will not create demand for the typical amount and type of open space required for children and young people.
13. New open space should be designed and located so that it performs multiple functions. It should be considered as part of the wider approach to green infrastructure planning, as set out in Policy SDS7.
14. Where open space is to be provided on the same site as a development, this should be identified as part of the development's green infrastructure within the design and access statement that accompanies the planning application. Reference should be made to those green space assets and / or corridors that apply to / exist near a site, and to what measures will be taken to enhance, extend and /or link to them.

4

https://www.sandwell.gov.uk/downloads/file/33192/green_spaces_strategy_implementation_and_business_plan_2223_%E2%80%93_2526

15. The incorporation of open space into new developments should also consider Policy SDS4, the principles set out in Secured by Design and Sport England and the Government's *Active Design* initiative (May 2023). This document contains ten main principles, one of which relates to open space:

Principle 5 — Network of multi-functional open spaces

Accessible and high quality open space should be promoted across cities, towns and villages to provide opportunities for sport and physical activity, as well as active travel connections and natural or civic space for people to congregate in and enjoy.

16. The inclusion of open space in new development is also an opportunity to have regard to features that minimise crime and perception of crime such as natural surveillance overlooking public spaces.
17. Where redevelopment of an open space is being considered, regard will be had to whether its loss would have a detrimental impact on the character and appearance of the area. Adverse impacts on habitats and ecological value are also important factors and will be taken into consideration when decisions are made. If, exceptionally, an existing open space is to be redeveloped, it must be replaced nearby to an equivalent standard or better.
18. Proposals will be assessed in accordance with the standards set out below.

Open space standards in Sandwell

19. In terms of unrestricted green space, there are 323 green spaces covering just under 1200 hectares. Overall, 13.9% of the total land area of the Borough is accessible green space. This is characterised by large expanses of semi-natural green space covering 458 hectares, with parks and gardens covering 264 hectares (as at 2020⁵). This quantum of land with unrestricted access equates to 3.63 hectares of space per 1,000 population and provides more unrestricted green space access than some other local authorities. Natural and semi-natural green space makes up nearly 40% of the supply (by area) of unrestricted green space and is important in terms of contributing to landscape character and biodiversity.
20. Sandwell's amenity green spaces cover a total area of 214 hectares, although individually these typically tend to be smaller areas than semi-natural green space or parks and gardens.
21. The distribution of open space across the borough is not even, with some areas and wards containing much larger areas of open land than others, such as Sandwell Valley and certain of the larger parks. This pattern masks a dearth of suitable and accessible space in other areas; for example, residents of West Bromwich Central Ward enjoy nearly fifteen times more green space than those in Old Warley Ward.

⁵ Sandwell Green Space Strategy 2020 - 2030

22. Given Sandwell's urban nature and the viability issues associated with providing additional facilities on sites, accessibility to high quality open space is therefore a significant consideration when proposals for new housing development are being considered. A site's proximity to existing open spaces, play areas and active and passive leisure and recreational opportunities will help to determine how much open space is required on it.
23. Where possible, new open space provision (which may also provide a basis for biodiversity net gain and sustainable drainage requirements on site as well, as part of a multi-functional green and blue infrastructure approach) will be required on development sites, especially where this will help meet local shortfalls by ward. Where this is not possible, the delivery / improvement of land adjacent to or within a suitable walking distance from new residential areas will be considered.
24. Accessibility thresholds should be measured as a distance walked rather than as a simple straight-line measurement / radius. Significant obstacles or impediments to local access, such as main roads, should be considered when assessing the accessibility of open spaces. Open spaces and play facilities should be located close to and be accessible from bus stops, pedestrian and cycle routes, to help promote sustainable travel.
25. Indicative walking distances can be determined from the broad data set out below: -
 - 250m - 2-3 minutes' walk
 - 400m - 5 minutes' walk
 - 800m - 10 minutes' walk
 - 1,200m - 15 minutes' walk
 - 1,600m - 20 minutes' walk

Quantity and Accessibility Standards Defined for Open Space Assessment⁶

Open Space Type	Quantity guideline (hectares per 1,000 residents)	Walking guideline (walking distance: metres from houses)	Quality guideline
Amenity Green Space	0.6	480m	Parks to be of Green Flag status.
Parks and Gardens	0.8	710m	Appropriately landscaped.
Natural / Semi-Natural Greenspaces	1.8	720m	Positive management. Provision of footpaths. Designed to be free of the fear of harm or crime.
Provision for Children and Young People Local Areas for Play (LAP) - aimed at very young children Locally Equipped Areas for Play (LEAP) - aimed at children who can go out to play independently Neighbourhood Equipped Areas for Play (NEAP) - aimed at older children	0.25	LAP – 100m (suggested minimum size 0.01ha) LEAP – 400m (suggested minimum size 0.04ha) NEAP - 1,000m (suggested minimum size 0.1ha)	Quality appropriate to the intended level of performance, designed to appropriate technical standards. Located where they are of most value to the community to be served. Sufficiently diverse recreational use for the whole community. Appropriately landscaped. Maintained safely and to the highest possible condition with available finance. Positively managed taking account of the need for repair and replacement over time as necessary.
Other outdoor provision (Multi Use Games Areas and skateboard parks)	0.3	700m	Provision of appropriate ancillary facilities and equipment.

⁶ Taken from Fields in Trust's *Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard* (2015) -
<https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

Open Space Type	Quantity guideline (hectares per 1,000 residents)	Walking guideline (walking distance: metres from houses)	Quality guideline
		(suggested minimum size 0.1ha)	Provision of footpaths. Designed to be free of the fear of harm or crime.
Allotments and Community Gardens	0.2	400m	See Policy SHW6

26. Table 2 sets out recommended benchmark guidelines for the provision of equipped / designated play space. A financial contribution (i.e. through S106 or CIL) towards improvement of an existing equipped / designated play space may be sought in lieu of on-site provision for larger scale play spaces, or where existing play space lies within the walking distance guidelines of a proposed development

Table 1 - Recommended Application of Quantity Benchmark Guidelines – Equipped / Designated Play Space⁷

Scale of Development	LAP	LEAP	NEAP	MUGA
5 - 10 dwellings	✓			
11 - 200 dwellings	✓	✓		Contribution
201 - 500 dwellings	✓	✓	Contribution	✓
501+ dwellings	✓	✓	✓	✓

⁷ Taken from Fields in Trust's *Guidance for Outdoor Sport and Play - Beyond the Six Acre Standard* (2015) - <https://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England.pdf>

APPENDIX L - Transportation Policy

Sandwell Parking Standards

Purpose of this Statement

1. The purpose of this work is to ensure future developments provide sufficient parking that will not result in on-street parking congestion to the detriment of the safe and efficient operation of the public highway and the amenity of the surrounding residential community. In implementing this approach, there must be a balance so that there is not an over provision of parking that would result in the inefficient use of land or discourage sustainable travel choices. Public safety will also be at the centre of the parking consideration.
2. Tables 1 and 2 of this document set out the appropriate levels for parking for residential and non-residential developments to inform discussions between Highway Engineers and Planning Officers. However, local sustainability factors may allow for a reduction in off-street parking requirements, but this will require Transport, Accessibility and Parking assessments to be undertaken and for robust evidence to be provided that any proposed reductions would not unduly affect, or be to the detriment of, the safe and efficient operation of the surrounding highway network.
3. Regardless of whether developments achieve the required parking standards or not, the Council will not be able to support developments that may give rise to road safety issues or which may have a detrimental impact on the free flow of the highway network or be considered to potentially cause severe residential amenity issues.
4. A balance has to be struck between encouraging new development and investment, against providing adequate parking levels, potential increased traffic congestion and community amenity issues.

Transport, Accessibility & Parking Assessments (TAPA's)

5. The information provided in transport related assessments helps to clarify the impact of any development on the Highway Network. The site's impact, sustainability, accessibility and safety will be assessed using the TAPA's (see Appendix 4). Sites that benefit from closely located public transport facilities, cycle routes and other useful facilities that encourage linked trips will be assessed to have a higher degree of accessibility and sustainability.
6. This assessment may be used to help justify a reduction in the parking requirements through discussion with the Local Authority, coupled with robust evidence that any reductions in required parking standards would not have a detrimental effect on the operation and safety of the surrounding network.
7. It is noted that the extent of detail required by the TAPA's may not be known in the case of outline planning applications. As such, it is accepted that consideration will be given to the information which is available at outline application stage and **be conditioned** to ensure all the information is provided at full application stage.

Residential Parking Standards for Housing

8. The council recognises that ensuring the right amount of parking provision in the right location and off the right size is essential in the creation of new residential developments both in terms of layout and design highway safety and future amenity and access. The following standards have been derived from extensive practice, evidence gathering, benchmarking and feedback from previous schemes.
9. Developments that are considered to result in on-street parking which would create or exacerbate issues of highway safety will not be supported.

10. The council may consider reduced off street parking provision in highly sustainable locations based on local sustainability and access assessments, evidence from local surveys and census data published by the Office of National Statistics.

Visitor Parking for Residential Properties

11. On all housing schemes developers will be expected to provide additional space for visitor parking at a ratio of 1 space per 3 dwellings for developments less than 10 properties and 1 space per 4 dwellings for developments of 10 or more properties. On street visitor parking provision may be considered appropriate if the local road network design allows for on-street parking without causing any detriment to capacity or safety.

Houses of Multiple Occupation (HMO)

12. For houses of multiple occupancy, (HMO), 1 off street space per 2 beds will be required within the curtilage of the site. However, reductions in parking provision in agreed highly sustainable locations may be considered.

Garages

13. For garages to be considered as practical parking spaces they should have minimum internal dimensions of 2.8m x 6m. Garages used to satisfy off street parking requirements will be conditioned to be retained as such to remove development rights to convert into a habitable room.

Innovative use of design solutions

14. Car parking provision can be provided in a variety of ways. Positive consideration will be given to innovative design solutions which deliver parking requirements safely and in the context of well-designed layouts.

Table 1: Minimum Parking Standards for Residential Uses

Residential Dwellings	
1 to 2 bedrooms	1 dedicated space
3 to 4 bedrooms	2 dedicated spaces
5 to 6 bedrooms	3 dedicated spaces
7 to 8 bedrooms	4 dedicated spaces
Visitor Spaces – Development less than 10 dwellings	1 space per 3 dwellings
Visitor Spaces – Development of 10 or more dwellings	1 space per 4 dwellings

Non-Residential Parking Standards

Baseline Parking Standards

15. Baseline parking standards are set out in Table 2 below. These maximum standards can be applied to smaller developments or used as a basis to calculate a reduced maximum standard for larger developments located in accessible areas.

Table 2: Maximum Parking Standards for Non-Residential Uses

(Table 2 will be applied to the total floor area on all applications including change of use applications)

Use Class	Description	Baseline Parking Level Parking Standard per m²
Class B – Businesses that primarily serve people		
B2	General Industry (office components to be assessed as Class E use	1:50
B8	Distribution and Warehouse (office components to be assessed as Class E use	Up to 250m ² - 1:50 251m ² -1250m ² - 1:100 Over 1250m ² - 1:200
Class C – Locations where people sleep		
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses	1 space per bedroom 1 space per member of staff
C2	Residential Institutions	Residents 1 space per 4 bedrooms.
C2a	Secure Residential Institutions	Staff 1 managers space and 1 space per 3 FTE other staff
C4	Houses in multiple occupation incl. Large HMO	1 per 2 beds
Class E - Commercial, Business and Service Users		
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	1 space per member of staff 2 spaces per treatment room
E	Hospitals	1 space per member of staff 1 space per 3 visitors
E	Food Retail (other than those shops that fall under Class F2)	1:14
E	Non-Food Retail (other than those shops that fall under Class F2)	1:20
E	Offices	1:30
E	Restaurants and Cafes	1:10

Use Class	Description	Baseline Parking Level Parking Standard per m ²
E	Research and Development	1:30
E	Industrial processes that can be carried out in a residential area	1:30
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	1:22
Class F1 - Learning and Non-Residential Institutions		
F1	Further Education Establishments and training centres	1 space per member of staff 1 space per 15 students
F1	Primary, Secondary and Special Schools	1 space per member of staff (FTE)
F1	Museums, public libraries, public halls, exhibition halls, law courts	1:30
F1	Places of Worship	1:5
Class F2 - Local Community Uses		
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	1:14
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	1:22
F2	Stadia	1 space per 15 seats (Note: coach parking should be agreed with SMBC and treated separately to car parking)
F2	Hall or meeting place for the principal use of the local community	1:30
Class Sui Generis – Locations that are unique in themselves		
Sui Generis	Drinking Establishments	1:8

Use Class	Description	Baseline Parking Level Parking Standard per m ²
Sui Generis	Hot Food Takeaway	1:20
Sui Generis	Cinemas, Concert Halls and Conference Facilities	1 space per 5 seats
Sui Generis	Public Transport Interchanges, Metro Stops, Railway Stations	Discuss with SMBC
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC

Developments in Town Centres

16. Parking requirements for developments in town centres should be assessed by baseline standards, through TAPA's to give guidance as to the potential reduction in maximum standards and impact on the Highway Network. Appropriate development in town centres coupled with sustainable travel choices creates the opportunity for linked trips and more efficient land use. Existing and proposed transport infrastructure and proposed developments within the plan period for each centre will guide the decision-making process to determine the allowable minimum parking requirements for each successive development in a town centre.
17. Parking standards will be determined on local need and circumstances. The flexibility of any potential acceptable parking reduction will depend on the distance of the development from the core of the town centre. For instance, a proposed development on the town centre boundary may be considered differently to the same development proposed in the core of the centre, taking into consideration other factors such as how much parking is currently available in the surrounding area.
18. The quantum of parking available in each town centre will be monitored and the required parking standard may vary over time for similar developments in similar locations dependent on improvements to sustainable infrastructure and modal shift evidence or saturation of existing parking infrastructure in the centres.

Minimum Parking Standards for People with Disabilities

19. Parking for people with disabilities is an important consideration. Guidance on the design and location of parking for people with disabilities can be found in the *Department of Transport (DfT) leaflet 5/95 (April 1995)*, *DfT report 'Inclusive Mobility' and BS8300:2009*.

Residential Developments

20. Disabled parking bays are required as a percentage of the total off-plot communal parking provision in new residential developments. For smaller developments with up to 10 off-plot communal spaces at least 1 space

should be provided as a widened bay and all other developments 5% of the parking allocation should be designed as disabled parking bays.

Non-Residential Developments

21. The minimum parking standard for non-residential developments is a percentage of the baseline maximum standard as shown in Table 3 below. Parking for disabled people should be additional to the maximum vehicle parking standards for non-residential development.
22. For smaller non-residential developments with parking up to 10 spaces, at least 1 parking bay should be designated to accommodate disabled people. For developments up to 20 spaces 1 wider space and 1 marked disabled bay should be provided.
23. Generally, for shopping, recreation and leisure facilities 6% of the total parking provision should be in the form of marked bays with 4% as widened bays. All other uses will be 5% marked and 5% widened bays.
24. Parking spaces for people with disabilities should be created within 50m of the main entrance of the destination so that a round trip of no more than 100m has to be made. Provision for pick up and set down with level access to the pavement should also be made close to the main entrance.

Table 3: Disabled Parking Space Provision

(To be applied to all applications including change of use applications for total floor area)

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
Class B – Businesses that primarily serve people			
B2	General Industry (office components to be assessed as Class E use)	5% plus 1 space for each disabled employee	5%
B8	Distribution and Warehouse (office components to be assessed as Class E use)	5% plus 1 space for each disabled employee	5%
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses)	6% plus 1 space for each disabled employee	4%
C2	Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
C2a	Secure Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%
C3	Dwellings	5% of unallocated parking provision	5% of unallocated parking provision
C4	Houses in multiple occupation incl. Large HMO	5%	5%
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	6% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	4%
E	Hospitals	6% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	4%
E	Food Retail (other than those shops that fall under Class F2)	6% plus 1 space for each disabled employee	4%
E	Non-Food Retail (other than those shops that fall under Class F2)	6% plus 1 space for each disabled employee	4%
E	Offices	5% plus 1 space for each disabled employee	5%
E	Restaurants and Cafes	5% plus 1 space for each disabled employee	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
E	Research and Development	5% plus 1 space for each disabled employee	5%
E	Industrial processes that can be carried out in a residential area	5% plus 1 space for each disabled employee	5%
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	6% plus 1 space for each disabled employee	4%
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	6% plus 1 space for each disabled employee	4%
F1	Primary, Secondary and Special Schools	6% plus 1 space for each disabled employee	4%
F1	Museums, public libraries, public halls, exhibition halls, law courts	6% plus 1 space for each disabled employee	4%
F1	Places of Worship	6% plus 1 space for each disabled employee	4%
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	5% plus 1 space for each disabled employee	5%
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	6% plus 1 space for each disabled employee	5-10%
F2	Stadia	6% plus 1 space for each disabled employee	5-10%
F2	Hall or meeting place for the principal use of the local community	5% plus 1 space for each disabled employee	5%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	6% plus 1 space for each disabled employee	4%
Sui Generis	Hot Food Takeaway	Discuss with SMBC	Discuss with SMBC
Sui Generis	Cinemas, Concert Halls and Conference Facilities	6% plus 1 space for each disabled employee	4%
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	Discuss with SMBC	Discuss with SMBC
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC	Discuss with SMBC

Parking for Cyclists

25. Overlooked, well lit, secure and undercover cycle parking facilities should be incorporated into any development that has the potential to attract cyclists. Cycle parking should be in positions that are convenient to encourage their use and where possible within the building.
26. The minimum standards set out in Table 4 below, will be required for development proposals in addition to the vehicle parking standards. In cases where reduced numbers off street parking can be justified as part of a development, the Council may require a significant increase in the number of cycle parking spaces to be provided above the minimum standards specified in Table 9.

Table 4: Minimum Cycle Parking Standards

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
Class B – Businesses that primarily serve people			

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
B2	General Industry (office components to be assessed as Class E use)	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
B8	Distribution and Warehouse (office components to be assessed as Class E use)	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses)	1 space per 10 bedrooms	Long Stay
C2	Residential Institutions	1 space per 10 members of staff	Long Stay
C2a	Secure Residential Institutions	1 space per 10 members of staff	Long Stay
C3	Dwelling Houses	1 bed - 1 space 2 bed - 2 spaces 3 bed - 2 spaces 4 bed - 3 spaces 5 bed - 3 spaces 6 bed - 4 spaces 7 bed - 4 spaces 8 bed - 5 spaces Visitor spaces – discuss with SMBC	Long stay for residents Short stay for visitors
C3	Dwellings (Apartments only)	1 space per 1 and 2 bed dwelling	Long stay for staff / residents Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
		2 spaces per 3+ bed dwelling 1 space per 5 apartments for visitors	
C4	Houses in multiple occupation incl. Large HMO	1 space per 5 bedrooms 1 space per 5 bedrooms for visitors	Long stay for residents Short stay for visitors
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long stay for staff Short stay for visitors
E	Hospitals	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long stay for staff Short stay for visitors
E	Food Retail (other than those shops that fall under Class F2)	1 space per 200m ²	Long stay for staff Short stay for visitors
E	Non-Food Retail (other than those shops that fall under Class F2)	1 space per 200m ²	Long stay for staff Short stay for visitors
E	Offices	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
E	Restaurants and Cafes	1 space per 100m ²	Long stay for staff Short stay for visitors
E	Research and Development	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
E	Industrial processes that can be carried out in a residential area	1 space per 300m ² for staff 1 space per 1000m ² for visitors	Long Stay
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	1 space per 5 students 1 space per 5 members of staff 1 space per 150 students for visitors	Long stay for staff/students Short stay for visitors
F1	Primary, Secondary and Special Schools	1 space per 5 students 1 space per 5 members of staff 1 space per 150 students for visitors	Long stay for staff/students Short stay for visitors
F1	Museums, public libraries, public halls, exhibition halls, law courts	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
F1	Places of Worship	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	1 space per 100m ²	Long stay for staff Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
F2	Stadia	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
F2	Hall or meeting place for the principal use of the local community	1 space per 200m ² for staff 1 space per 10 person trips for visitors	Long stay for staff Short stay for visitors
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	1 space per 100m ²	Long stay for staff Short stay for visitors
Sui Generis	Hot Food Takeaway	1 space per 100m ²	Long stay for staff Short stay for visitors
Sui Generis	Cinemas, Concert Halls and Conference Facilities	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	1 space per 200m ² for staff 1 space per 10-person trips for visitors	Long stay for staff Short stay for visitors
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	Discuss with SMBC	Long stay for staff Short stay for visitors

Powered Two Wheeled Vehicles

27. Powered two wheeled vehicles can play an important part in delivering integrated and sustainable transport. They offer reduced journey times, are easier to park in areas of limited on street parking, offer cheaper travel choices relative to a car and can potentially benefit climate change by generally producing lower emissions than cars.

28. As a minimum it is proposed that developers should provide for safe, overlooked, well-lit and secure parking for powered two wheeled vehicles equal to 2% of the car parking spaces provided at retail developments and 4% of the car parking spaces at all other developments except residential.

29. For housing developments space shall be made available within the dwelling curtilage or in allocated or bays.

Table 5: Minimum Parking Standards for Powered Two Wheelers

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
Class B – Businesses that primarily serve people			
B2	General Industry (office components to be assessed as Class E use	4%	100m ² or greater
B8	Distribution and Warehouse (office components to be assessed as Class E use	4%	100m ² or greater
Class C – Locations where people sleep			
C1	Hotels and Guest Houses (Bar/Restaurant to be assessed as Sui Generis and Class E uses	4%	When total vehicle parking provision is 20 or greater
C2	Residential Institutions	4%	When total vehicle parking provision is 20 or greater
C2a	Secure Residential Institutions	4%	When total vehicle parking provision is 20 or greater
C3	Residential Dwellings	Not required	Not required
C4	Houses in multiple occupation incl. Large HMO	Not required	Not required
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, creches, day nurseries, day centre	4%	When total vehicle parking provision is 20 or greater
E	Hospitals	4%	When total vehicle parking provision is 20 or greater

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
E	Food Retail (other than those shops that fall under Class F2)	2%	200m ² or greater
E	Non-Food Retail (other than those shops that fall under Class F2)	2%	200m ² or greater
E	Offices	4%	50m ² or greater
E	Restaurants and Cafes	2%	200m ² or greater
E	Research and Development	4%	100m ² or greater
E	Industrial processes that can be carried out in a residential area	4%	100m ² or greater
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	4%	200m ² or greater
Class F1 - Learning and Non-Residential Institutions			
F1	Further Education Establishments and training centres	4%	200m ² or greater
F1	Primary, Secondary and Special Schools	4%	200m ² or greater
F1	Museums, public libraries, public halls, exhibition halls, law courts	4%	200m ² or greater
F1	Places of Worship	4%	200m ² or greater
Class F2 - Local Community Uses			
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	Not required	Not required

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	4%	200m ² or greater
F2	Stadia	4%	200m ² or greater
F2	Hall or meeting place for the principal use of the local community	4%	When total vehicle parking provision is 20 or greater
Class Sui Generis – Locations that are unique in themselves			
Sui Generis	Drinking Establishments	2%	200m ² or greater
Sui Generis	Hot Food Takeaway	2%	200m ² or greater
Sui Generis	Cinemas, Concert Halls and Conference Facilities	4%	200m ² or greater
Sui Generis	Public Transport Interchanges, Metro Sops, Railway Stations	4%	When total vehicle parking provision is 20 or greater
Sui Generis	Theatres, Large HMOs, Hostels, Petrol Filling Stations, Vehicle Sales, Scrap Yards, Retail Warehouse Clubs, Night Clubs, Laundrettes, Taxi/PHV Business, Amusement Arcades, Casinos, Funfairs, Waste Disposal Facilities	4%	When total vehicle parking provision is 20 or greater

Provision of Infrastructure to Support Electric Vehicle Technology

30. Applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations

Electric Vehicle Charging Point Specification

Residential Development

31. Infrastructure to allow an external charging point shall be provided adjacent to at least 1 parking space for each private dwelling. For flatted developments and apartments where the parking may be some distance from the dwellings, 1 charging point for every 10 unallocated spaces is required, although some

Non-Residential Development

32. It will be the responsibility of the developer to provide 5% of all parking spaces in these developments to be covered with an electric charging point. Appropriate cable provision shall be in place for a further 5% to meet any future increase in demand.

Operational Parking Requirements

33. The parking requirements in Table 6 below will be applied to the total additional floor area on all applications including change of use applications.

Table 6: Operational Parking Requirements

Use Class	Description	Operational Parking Requirement	
Class C – Locations where people sleep			
C2	Residential Institutions	Space for ambulance, minibus or van. Space for one pick-up and drop off point	
C2a	Secure Residential Institutions	5% plus 1 space for each disabled employee plus additional spaces dependent on the need of the establishment	5%
C3	Dwellings	Adequate provision for refuse collecting vehicles and emergency vehicle access which should normally be separate from car parking spaces will need to be demonstrated	
Class E - Commercial, Business and Service Users			
E	Medical Facilities, Clinics, Health Centres, day centre	Space for one pick-up and drop off point	
E	Hospitals	Space shall be reserved for ambulances adjacent to the main entrance	

Use Class	Description	Operational Parking Requirement	
		Space shall be allocated for large delivery or refuse vehicles which shall be accessed in a manner which avoids conflict with access ways required by ambulances	
E	Retail	Gross floor space	Minimum load and unload
		500m ²	50m ²
		1000m ²	100m ²
		2000m ²	150m ²
		Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in forward gear	
E	Financial and Professional Services	Banks, Building Societies and other financial services used by the public – No operational parking required 50m ² for loading and unloading	
E	Restaurants and Cafes	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion	
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	50m ² loading and unloading area	
Class F1 - Learning and Non-Residential Institutions			
F1	All Schools	Adequate space should be allocated for coaches which may be used either to bring students to school or for school trips. For large schools, an on-site traffic flow system should be provided to accommodate a larger number of vehicles	
F1	Special Schools	Space shall be allocated for mini-buses/ambulances adjacent to the main entrance of the building	

Use Class	Description	Operational Parking Requirement
F1	Secondary Schools	Where on site provision cannot be made, it must be clearly shown that on-street parking of coaches will not detrimentally affect the free flow of traffic on the highway
F1	Primary Schools and Nurseries	Pick up and drop off areas for parents' vehicles should be provided in a safe place that will not have a detrimental impact on the highway or highway safety
F1	Museums, galleries and libraries	Minimum loading and unloading 50m ²
F1	Places of Worship	Adequate spaces for wedding and funeral vehicles either within the site or on-street
Class F2 - Local Community Uses		
F2	Shop not more than 280m ² mostly selling essential goods, including food and at least 1km from another similar shop	Discuss with SMBC
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	50m ² loading and unloading area
F2	Stadia	To be determined on a case by case basis having regards to the type of activity proposed
Class Sui Generis – Locations that are unique in themselves		
Sui Generis	Drinking Establishments	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion
Sui Generis	Hot Food Takeaway	Service areas for loading and unloading must be laid out to allow lorries to enter and exit the site in a forward motion
Sui Generis	Cinemas, Concert Halls and Conference Facilities	50m ² for loading and unloading area Space for 1 pick-up and drop off point
All Other Uses		Discuss with SMBC

Transport, Accessibility and Parking Assessment Form

34. National Planning Policy recommends a broad approach to assessing the transport implications of development proposals. This Transport, Accessibility and Parking Assessment (TAPA) Form should be completed in conjunction with a planning application form.

Reference 1. Transport, Accessibility and Parking Assessment Form

1. Application Details
<p>Ref Number</p> <p>Description of proposed development land use/sq. metres/number of units/proposed car parking spaces (public/private)</p> <p>Address/Location</p>
2. Transport Characteristics of Scheme
<p>Non-residential:</p>
<p>Expected number of employees visiting the site per day (if relevant)</p>
<p>Of which approximately how many are expected to arrive by:</p> <p>Car</p> <p>Car Sharing</p> <p>Bus</p> <p>Train</p> <p>Bicycle</p> <p>Walking</p> <p>Other (please specify)</p>
<p>Expected number of visitors per day visiting the development (if relevant)</p>
<p>Of which approximately how many are expected to arrive by:</p> <p>Car</p> <p>Car Sharing</p>

Bus Train Bicycle Walking Other (please specify)
Of which approximately how many are expected to be: Light good vehicles Other good vehicles
Residential:
Expected number of residential movements per day including likely destinations (if relevant)
Of which approximately how many are expected to come and go by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)
All Uses:
Identify any expected times of day and week for peak departures and arrivals
Identify any special transport characteristics of the development

State the relationship (if any) of the development to the Local Transport Plan proposals affecting the site

Provide details of the number of parking spaces to be provided

Cars

Disabled Bays

Cycles (state if covered)

Motorbikes (state if covered)

3. Outline of any planned measures to limit transport impacts (please read attached note 1)

Describe any measures planned to influence the way employees and visitors access the site (such as encouraging walking, cycling and public transport)

Describe any measures you propose to ensure freight and delivery traffic is efficient and causes as little disruption as possible

Describe any proposed measures to alter or improve the surrounding road network

Identify any improvements proposed to enhance walking, cycling and public transport within or outside the development site.

Provide an explanation of any parking controls and parking management

Note 1. As part of the planning application the Local Planning Authority may require additional information on proposed measures to reduce the impact of traffic generated activities at the site. This may take the form of a Travel Plan or changes to the layout and design of the buildings. It may also cover proposed changes to the surrounding road network. Emphasis will be placed upon addressing the likely impact of freight movements and deliveries.

Reference 2. Accessibility

Accessibility Assessment		Accessibility Level		
		High: 30-21 Medium: 20-11 Low: 10 or less		
Access Type	Criteria	Criteria Scores	Score	Sub Score
Walking	Distance to nearest bus stop from main entrance of building (via direct, safe route)	<200m	5	
		<300m	3	
		<500m	1	
		>500m	0	
	Distance to nearest railway station from main entrance of building (via direct, safe route)	<400m	3	
		<1km	2	
>1km		0		
Cycling	Proximity to defined cycle routes	<100m	3	
		<500m	2	
		<1km	1	
		>1km	0	
Public Transport	Bus frequency of principal service from nearest bus stop during operational hours of the development	15 mins or less	5	
		30 mins or less	3	
		>30 minutes	1	
	Number of bus services serving different localities stopping within 200m of the main entrance	Localities served	5	
		4 or more	3	
		3	2	

Accessibility Assessment		Accessibility Level		
		High: 30-21 Medium: 20-11 Low: 10 or less		
Access Type	Criteria	Criteria Scores	Score	Sub Score
		2 1	1	
	Train frequency from nearest station (Mon-Sat daytime)	30 mins or less 30-59 mins Hourly or less	3 2 1	
	Drive to nearest station	Facilities on site or within 100m that reduce the need to travel: Food shop/café Newsagent Creche Other	1 1 1 1	

National Planning Policy Framework

35. National Planning Policy Framework (NPPF) promotes that Local Planning Authorities when setting local parking standards for residential and non-residential development should take into account:
- *The accessibility of the development;*
 - *The type, mix and use of development;*
 - *The availability of and opportunities for public transport;*
 - *Local car ownership levels; and*
 - *The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*
36. However, there is no mention of minimum or maximum parking standards and the onus is firmly upon the Local Planning Authority to determine what is appropriate for their area by using local knowledge, benchmarking and best practice, taking into consideration the above criteria based on locally derived evidence.
37. NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals and significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
38. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.
39. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport
40. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure alongside measures to promote accessibility for pedestrians and cyclists.
41. In assessing development sites, it should be ensured that:
- Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - Safe and suitable access to the site can be achieved for all users;
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
42. NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be **severe**. However, there is no definition or value given to what should be considered severe and relies on analysis, best practice, previous inspector rulings and local evidence to be used to instigate discussions between developers and the local authority.

43. In addition, all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

APPENDIX M – Glossary

Word / Phrase	Acronym	Meaning
Active Design	-	Active Design is an approach to development that encourages and promotes sport and physical activity through the design and layout of the built environment, to support a step change towards healthier and more active lifestyles. All environments should support physical activity equitably across all ages, ethnicities, genders, and abilities, enabling everyone to be active and build long-term active habits and behaviours. This is essential for the delivery of all the principles of Active Design and is its foundational principle. It is promoted by Sport England and Public Health England.
Affordable housing	-	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers).
Area Action Plan	AAP	A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).
Biodiversity net gain	BNG	An approach to development and land management that aims to leave the natural environment in a measurably better state than it was beforehand. The Biodiversity Gain objective requires the biodiversity value attributable to a development to exceed pre-development biodiversity value by at least 10%. Post-development biodiversity value may comprise onsite habitat, offsite biodiversity gain and biodiversity credits.
Black Country Authorities	BCA	The four local authorities of Dudley Council, Sandwell Council, Walsall Council and City of Wolverhampton Council
Black Country Core Strategy	BCCS	Shared strategic plan covering the four Black Country districts. The four Black Country authorities worked together to produce the Black Country Core Strategy, covering the period 2006 to 2026. The Core Strategy was adopted in 2011 and provides the framework for various Site Allocation Documents and Area Action Plans, which set out local policies and site allocations for individual authority areas
Black Country Employment Area Review	BEAR	Study produced by the Black Country authorities to assess the suitability of existing employment land across the Black Country for continued business and industrial use. The study:

Word / Phrase	Acronym	Meaning
		<ul style="list-style-type: none"> • reviews the stock of existing operational employment land that is already in use; • identifies the best quality Strategic Employment Areas that should be safeguarded primarily for manufacturing and logistics activity; • identifies those employment areas that have a key role in meeting more local needs, where a wider range of uses can be supported; • identifies those employment areas that have a more limited economic role and could be suitable for release for alternative uses such as housing.
Sandwell Local Plan	SLP	This is the proposed new local plan for the borough of Sandwell, which sets out a series of strategic and non-strategic local policies designed to support the delivery of housing, employment and infrastructure development, mitigate the impacts of climate change and protect the natural environment and areas of historic character.
Brownfield land or site (see also “previously developed land”)	-	Land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
Climate change	-	<p>Climate change refers to long-term shifts in temperatures and weather patterns. These shifts may be natural in part, such as through variations in the solar cycle. Human activities have been the main driver of climate change since the 1800s, primarily due to the burning of fossil fuels like coal, oil and gas.</p> <p>Burning fossil fuels generates greenhouse gas emissions that act like a blanket wrapped around the Earth, trapping the sun’s heat and raising temperatures.</p> <p>Examples of greenhouse gas emissions that are causing climate change include carbon dioxide and methane. These come from using petrol or diesel for driving a car or gas for heating a building, for example. Clearing land and forests can also release carbon dioxide. Landfills for waste are a major source of methane emissions. Energy, industry, transport, buildings, agriculture and land use are among the main emitters⁸.</p>

⁸ <https://www.un.org/en/climatechange/what-is-climate-change>

Word / Phrase	Acronym	Meaning
Climate change adaptation	-	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation	-	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Conservation covenant		A conservation covenant agreement is a private, voluntary agreement to conserve the natural or heritage features of the land. This can include any buildings on it too. The parts of a conservation covenant agreement that set out what a landowner and responsible body must or must not do to help conserve the land become legally binding as part of it.
Development Plan Document	DPD	<p>Development Plan Documents are prepared by local planning authorities and outline the key development goals of the local development framework. They include the core strategy and, where needed, area action plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.</p> <p>All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise.</p> <p>These are intended to be replaced by supplementary plans, as part of the Government's proposed changes to planning guidance and legislation, in 2023.</p>
Duty to co-operate	DtC	<p>The duty to co-operate was created by the Localism Act 2011. It places a legal duty on local planning authorities, county councils and public bodies in England to engage constructively, actively and on an ongoing basis with each other to maximise the effectiveness of local plan preparation relating to strategic cross-boundary matters.</p> <p>This duty is intended to be replaced as part of the Government's proposed changes to planning guidance and legislation, in 2023.</p>

Word / Phrase	Acronym	Meaning
Economic Development Needs Assessment	EDNA	<p>The EDNA is a study that advises on the overall demand for employment land to 2039, with specific regard to the impact of the COVID-19 pandemic on overall demand and specific sectors including logistics and offices.</p> <p>The study confirms the land requirement and level of land supply over the Sandwell Local Plan period. It provides a basis for ongoing Duty to Cooperate engagement with neighbouring local authorities by confirming the gap between demand and supply.</p>
Flood risk assessment	FRA	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Functional Economic Market Area	FEMA	The spatial level at which local economies and markets operate. In most cases, these will extend beyond existing administrative boundaries.
Green / blue infrastructure	-	<p>A network of multi-functional green and blue spaces and other natural features, located in both urban and rural areas, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.</p> <p>Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains, water treatment facilities, etc.</p>
Green belt (not to be confused with the term 'greenfield')	GB	<p>A statutory planning designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the green belt are to:</p> <ul style="list-style-type: none"> • check the unrestricted sprawl of large built up areas • prevent neighbouring towns from merging • safeguard the countryside from encroachment • preserve the setting and special character of historic towns • assist urban regeneration by encouraging the recycling of derelict and other urban land <p>Green Belts are defined in a local planning authority's development plan.</p>
Greenfield land or site (not to be confused with the term 'green belt')	-	Land (or a defined site) that has not previously been developed.

Word / Phrase	Acronym	Meaning
Heritage asset	-	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
High Speed 2	HS2	A planned high-speed rail network initially set to link London and the West Midlands with a further phase extending to cities in the North.
Historic environment	-	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Housing Market Area	HMA	A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. HMAs do not necessarily coincide with local authority administrative boundaries.
infrastructure	-	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Irreplaceable habitat	-	Habitats that would be impossible or technically very difficult (or would take a very significant amount of time) to restore, recreate or replace once destroyed, considering their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.
Issues and Options document / consultation	-	
Local Enterprise Partnership	LEP	A body, designated by the Secretary of State for Department for Levelling Up, Housing and Communities, established to create or improve the conditions for economic growth in an area. The Black Country Local Enterprise Partnership has now officially closed (2023), with its operations moving to the West Midlands Combined Authority (WMCA).
Local nature reserve	LNR	Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.

Word / Phrase	Acronym	Meaning
Master plan / masterplan	-	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications
Memorandum of understanding	MoU	A memorandum of understanding outlines the main points of agreement that the parties involved in a negotiation have reached. The MOU is a mutually agreed summary of the areas of agreement and expectations of all signatories (those involved in the negotiations). It is not legally binding.
Midland Metro / West Midlands Metro		West Midlands Metro (originally named Midland Metro) is a light-rail/tram system. Opened on 30 May 1999, it currently consists of a single route operating between Birmingham and Wolverhampton via Bilston, West Bromwich and Wednesbury, running on a mixture of reopened disused railway line and on-street running in urban areas. The line originally terminated at Birmingham Snow Hill station, but with extensions opened in 2015 and 2019, it now runs into Birmingham City Centre to terminate in Centenary Square. Further extensions to Edgbaston and Wolverhampton are scheduled to open during 2022.
Mineral Safeguarding Area	MSA	An area designated by minerals planning authorities, which covers known deposits of minerals that are intended to be kept safeguarded from unnecessary sterilisation by non-mineral development.
National Design Guide	-	Guidance on how to recognise and deliver well-designed places, outlining and illustrating the government's priorities for them in the form of ten characteristics. These relate to: context, identity, built form, movement, nature, public spaces, uses, homes & buildings, resources and lifespan. The guide also illustrates how well-designed places can be achieved in practice using a range of good practice examples.
National Model Design Code		The National Model Design Code sets out design considerations that local planning authorities will be expected to take into account when developing local design codes and guides and when determining planning applications.
National nature reserve	NNR	Areas designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. All National Nature Reserves are Sites of Special Scientific Interest

Word / Phrase	Acronym	Meaning
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the UK Government's policies for planning, along with information on how said policies are expected to be applied. The NPPF is not a statutory document but local authorities are expected to take account of its contents when making decisions on planning applications or drafting new local plans.
National Planning Practice Guidance	NPPG	The PPG provides more in-depth advice and guidance on planning topics outlined in the NPPF.
National vocational qualification	NVQ	Work-based awards that are achieved through assessment and training. To achieve an NVQ, candidates must prove that they have the ability to carry out their job to the required standard. NVQs are based on National Occupational Standards that describe the 'competencies' expected in any given job role.
Nature recovery network	NRN	An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is co-ordinated action for species and habitats.
Playing field	-	The whole of a site that encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Previously Developed Land (see also "brownfield land")	PDL	<p>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage could be developed) and any associated fixed surface infrastructure.</p> <p>This excludes:</p> <ul style="list-style-type: none"> • land that is or has been occupied by agricultural or forestry buildings; • land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures;

Word / Phrase	Acronym	Meaning
		<ul style="list-style-type: none"> • land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; • and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time
Regeneration Areas		<p>Regeneration is the long-term upgrading of existing urban, industrial and commercial areas to bring about social and economic change.</p> <p>Regeneration can involve the investment of public money to encourage and direct private finance into an area. Governments often define regeneration as being a supportive measure in areas of economic and social decline where market forces have failed.</p>
<ul style="list-style-type: none"> • Regulation 18 • Regulation 19 • Regulation 20 <p>of the Town and Country Planning (Local Planning) Regulations 2012</p>	-	<p>Regulation 18 requires that various bodies and stakeholders, including the public, be notified that the council is preparing a plan. It invites them to comment about what that plan ought to contain and about the policies and allocations it proposes. Comments made at this stage will be considered by the Council and used to help amend the draft plan as necessary.</p> <p>The publication of the Regulation 19 Submission Local Plan policies update is not a consultation stage. Rather it is the point at which the council publishes the updated local plan policies that it intends to adopt, having been informed by earlier consultation and engagement, and that it is seeking representations under Regulation 20 on its soundness and legal compliance. These representations will be dealt with by the Inspector directly, rather than by the council.</p>
Renewable and Low Carbon Energy	-	<p>Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).</p>
Sequential approach / sequential test	-	<p>A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.</p>

Word / Phrase	Acronym	Meaning
Site of Special Scientific Interest	SSSI	A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).
Sites of importance for nature conservation	SINC	
Sites of local importance for nature conservation	SLINC	
Special Area of Conservation	SAC	Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.
Statement of common ground	SCG	<p>A written statement containing factual information about a proposal that is the subject of discussion between the developer / landowner and the council that the promoter reasonably considers will not be disputed by the local planning authority.</p> <p>An agreed statement of common ground is essential to ensure that the evidence considered at a hearing or an inquiry focuses on the material differences between the appellant and the local planning authority. It will provide a commonly understood basis for the developer and the local planning authority and provide context to inform the statements of case and, for an inquiry, the subsequent production of proofs of evidence.</p>
Strategic centre	-	West Bromwich
Strategic Economic Plan	SEP	A plan created by the LEP for its area setting out economic development and growth priorities as the basis for negotiation with government.
Strategic Housing Land Availability Assessment	SHLAA	<p>A SHLAA is a study of sites that have the potential of accommodating residential development. It identifies the site, the constraints, the likely number of dwellings and determines when the land might be developed for housing. It is a technical exercise to determine the quantity and suitability of potentially available sites. A SHLAA is not a site allocations exercise and does not mean that a site will be developed for housing.</p> <p>It includes sites that may already be under construction but have further dwellings to be delivered and those that have planning permission or a</p>

Word / Phrase	Acronym	Meaning
		resolution to grant planning permission. Also included are housing allocations in the Local Plan which do not yet have planning permission and other sites without permission that have been identified by the authority or promoted by landowners, agents or developers, and are considered suitable for development.
sui generis	-	A term given to the uses of land or buildings not falling into any of the use classes identified by the Use Classes Order, for example theatres, launderettes, car showrooms and filling stations.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on issues such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process, to allow decisions to be made that accord with sustainable development.
Towns and Neighbourhoods Areas	-	
Unitary Development Plan	UDP	An old-style development plan prepared by a metropolitan district authority and some unitary local authorities. A unitary development plan contained policy like those found in both a structure plan and a local plan. These plans existed for a while after the introduction of the new development system under the Planning and Compulsory Purchase Act 2004 due to the transitional provisions provided for in that Act.
Use Classes Order	-	The Town and Country Planning (Use Classes) Order 1987 (and subsequent amendments) essentially categorises different types of property and land into classes. Change between uses within the same class does not constitute development and therefore does not require planning permission. Further related legislation identifies some permitted development rights that allow the change of use from one class to another, subject to conditions, limitations and / or a prior approval process.
viability	-	An individual development can be said to be viable if, after taking account of all costs, including central and local government policy and regulatory

Word / Phrase	Acronym	Meaning
		costs and the costs and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade a landowner to sell the land for the development proposed. If these conditions are not met, a scheme will not be delivered.
West Midlands Combined Authority	WMCA	The West Midlands Combined Authority was established by statutory instrument under the Local Democracy, Economic Development and Construction Act 2009. It is a strategic authority with powers over transport, economic development and regeneration. The authority formally came into being on 17 June 2016.
Windfall sites	-	Sites for housing or other forms of development not specifically identified in the development plan when it was adopted.