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## APPENDIX A – Nature Recovery Network and Biodiversity Net Gain

### West Midlands Local Nature Recovery Strategy

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.

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.

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.

The West Midlands Local Nature Recovery Strategy forms part of a region-wide approach that has been produced in partnership with the West Midlands Combined Authority (WMCA). 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 strategy comprises several components that depict areas of current high ecological value, the ecological connectivity between these areas, and prioritises opportunities for investment in nature's recovery on a landscape scale.

Further details can be found on the WMCA website including detailed mapping of the ecological and biodiversity value of the region showing how the LNRS will help deliver improvements and opportunities across the area.

<https://www.wmca.org.uk/what-we-do/environment-energy/west-midlands-local-nature-recovery-strategy/>



## Biodiversity Net Gain (BNG) – Habitat Bank Sites (Policy SNE2)

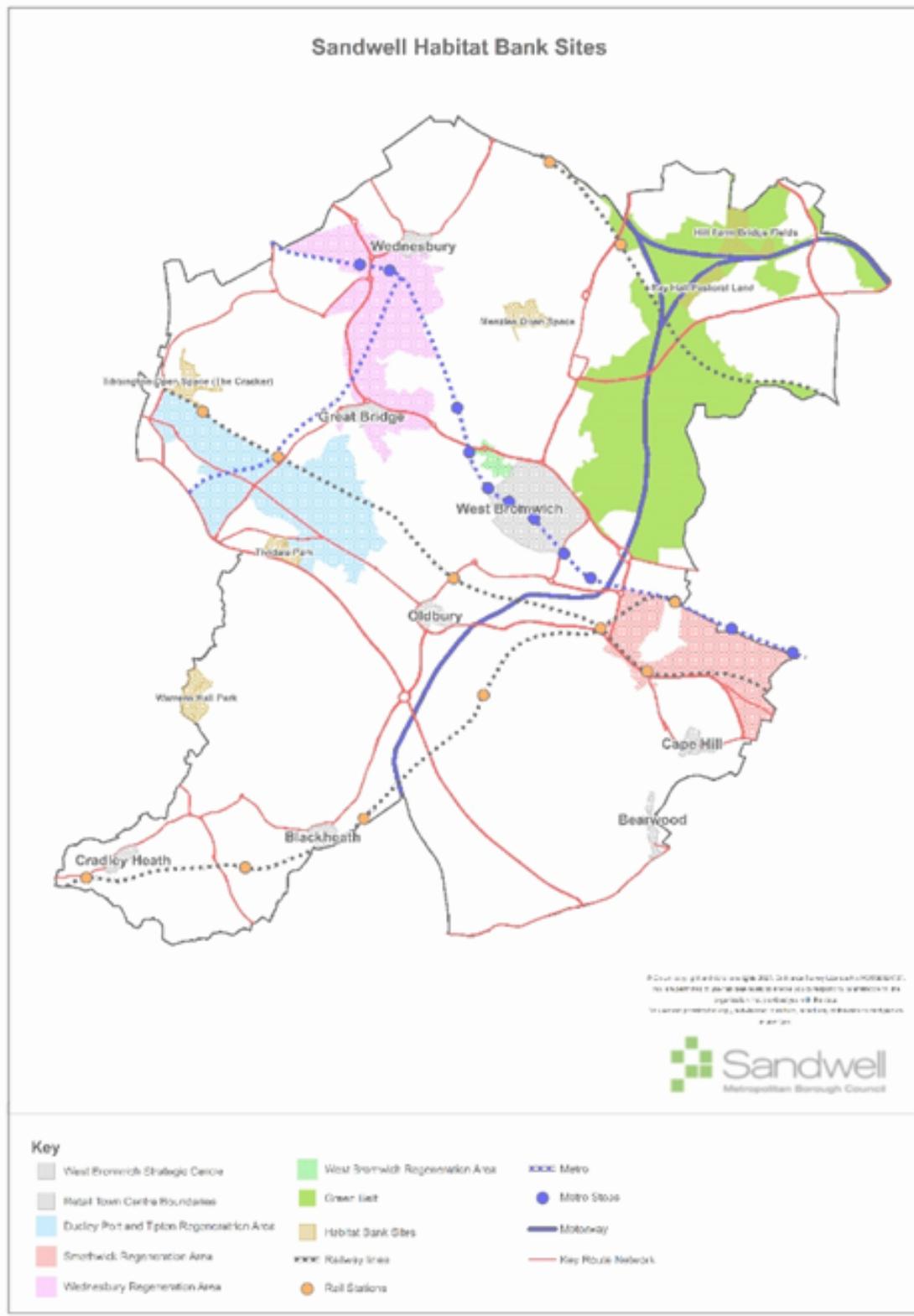
### See SLP Evidence base - Sandwell Biodiversity Net Gain Study (September 2023) - for more details.

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.

The following criteria were used to establish suitable sites for consideration:

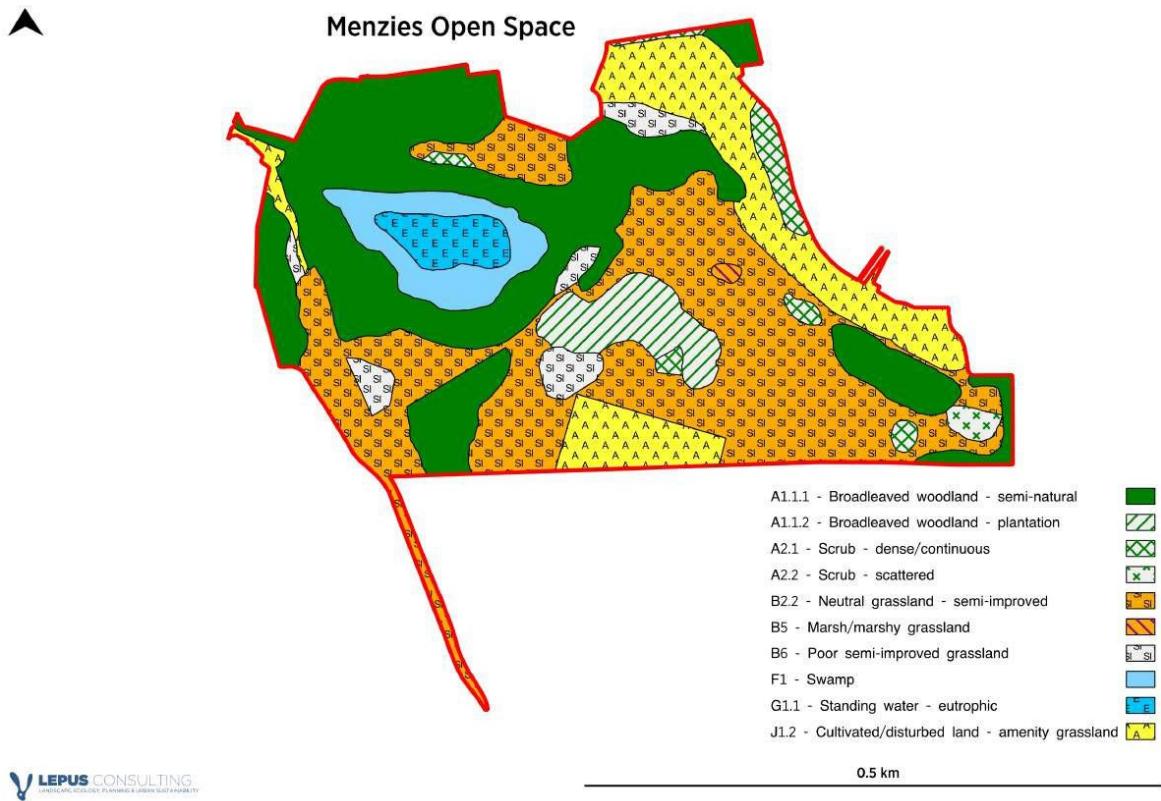
- Sites / land wholly owned by Sandwell Council.
- Exclusion of certain open space typologies from consideration – allotments, cemeteries and churchyards, institutional land (schools, hospitals, sports grounds and reservoirs), outdoor sports facilities (including playing pitches) and provision for children and young people.
- Exclusion of sites smaller than 10ha.
- Use of the national Biodiversity Net Gain Calculator.
- 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.

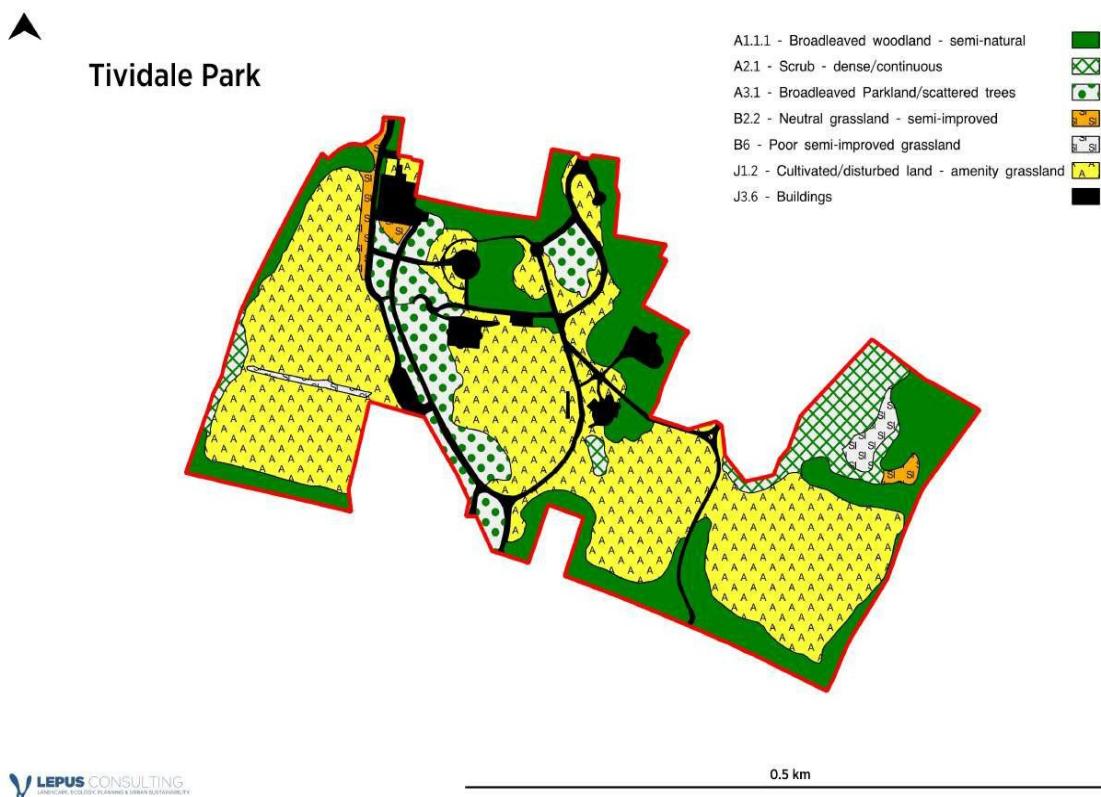
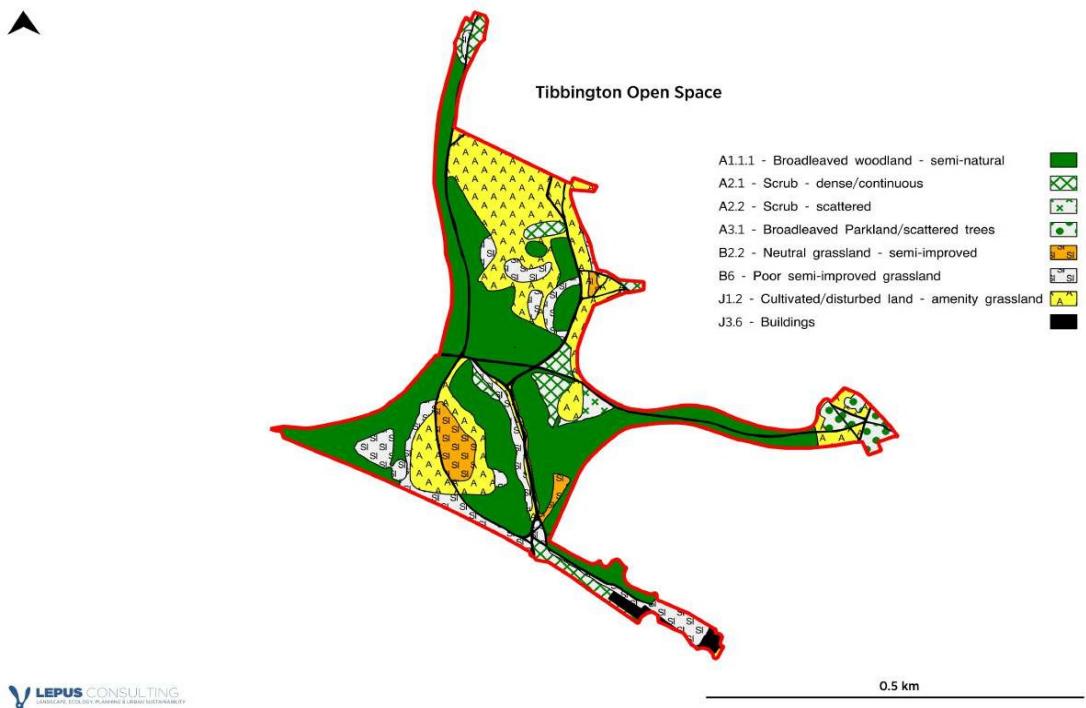
The following map identifies the sites that are identified as potential habitat banks.

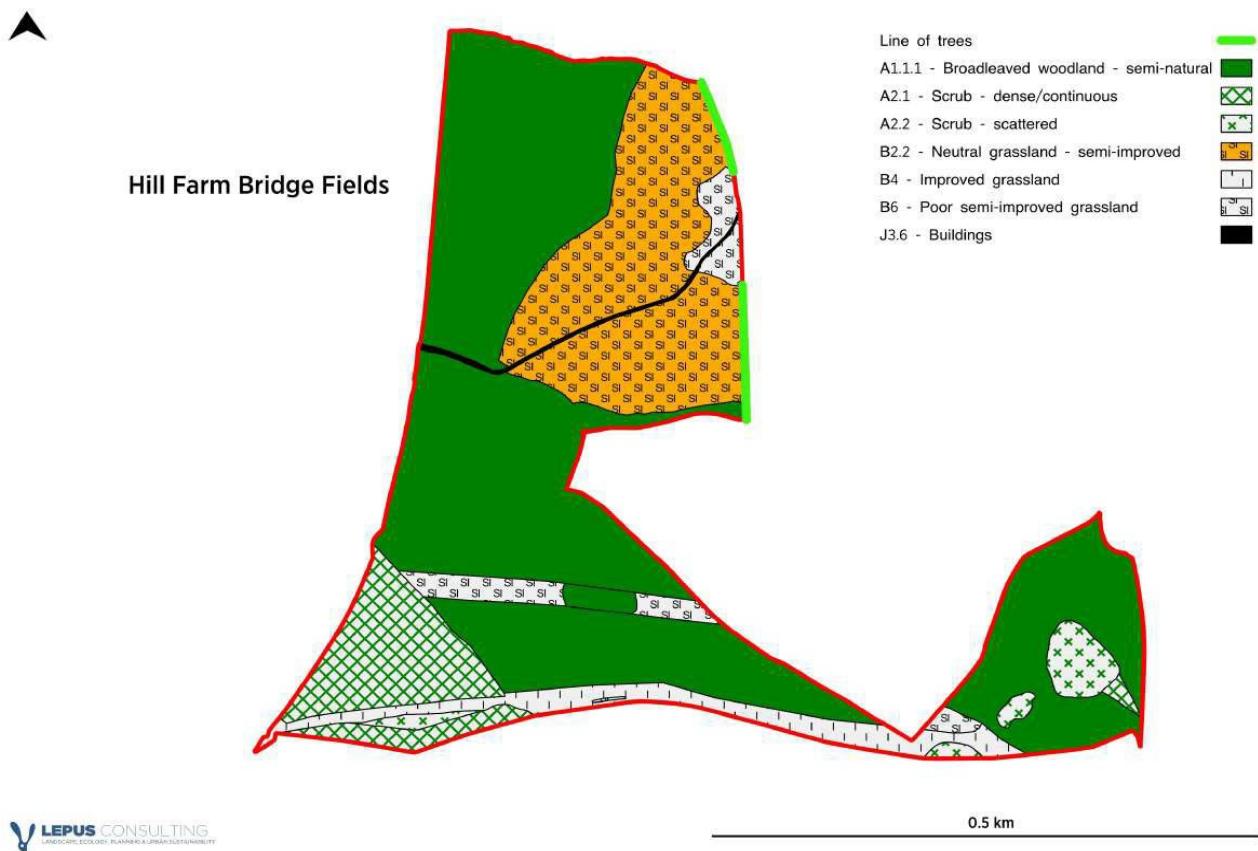
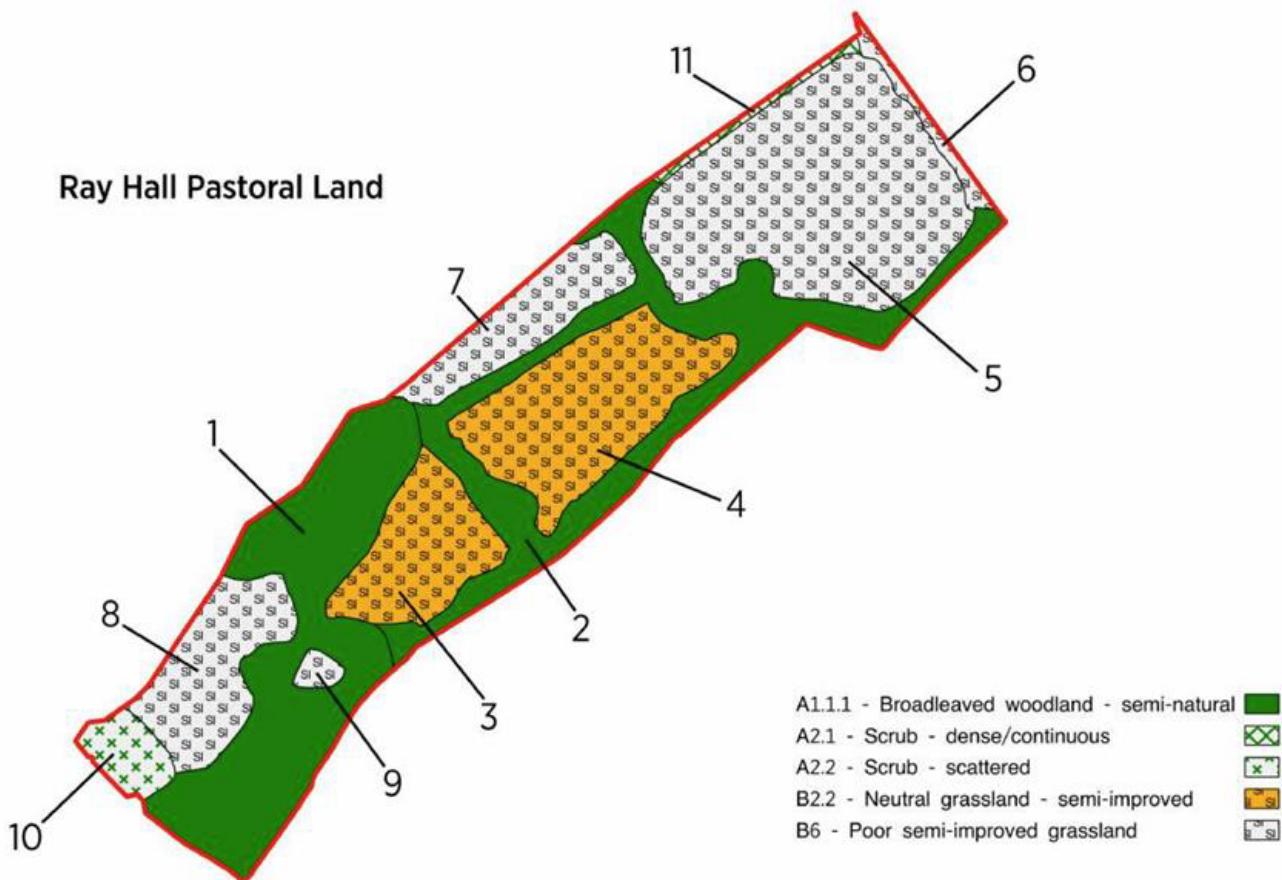
**Figure 1 - Location of BNG habitat bank sites**

2km

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





**Ray Hall Pastoral Land**

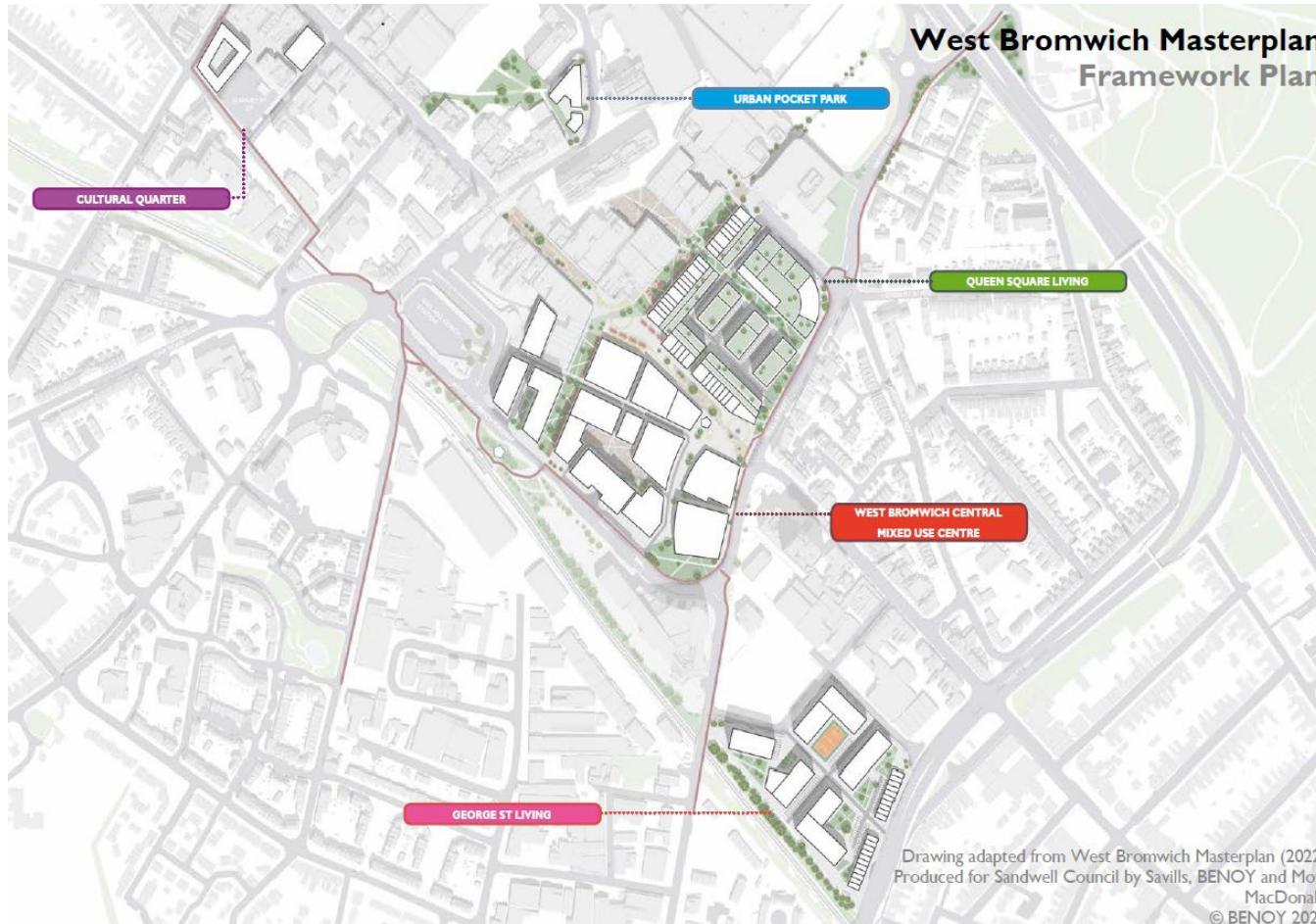
## Warrens Hall Park





## APPENDIX B – Masterplans

### West Bromwich Masterplan<sup>1</sup> extract



<sup>1</sup> <https://www.sandwell.gov.uk/downloads/file/781/west-bromwich-masterplan>

## Carter's Green Development Framework extract

### Carter's Green Development Framework Framework Plan

Drawing adapted from Carter's Green Development Framework (2023)

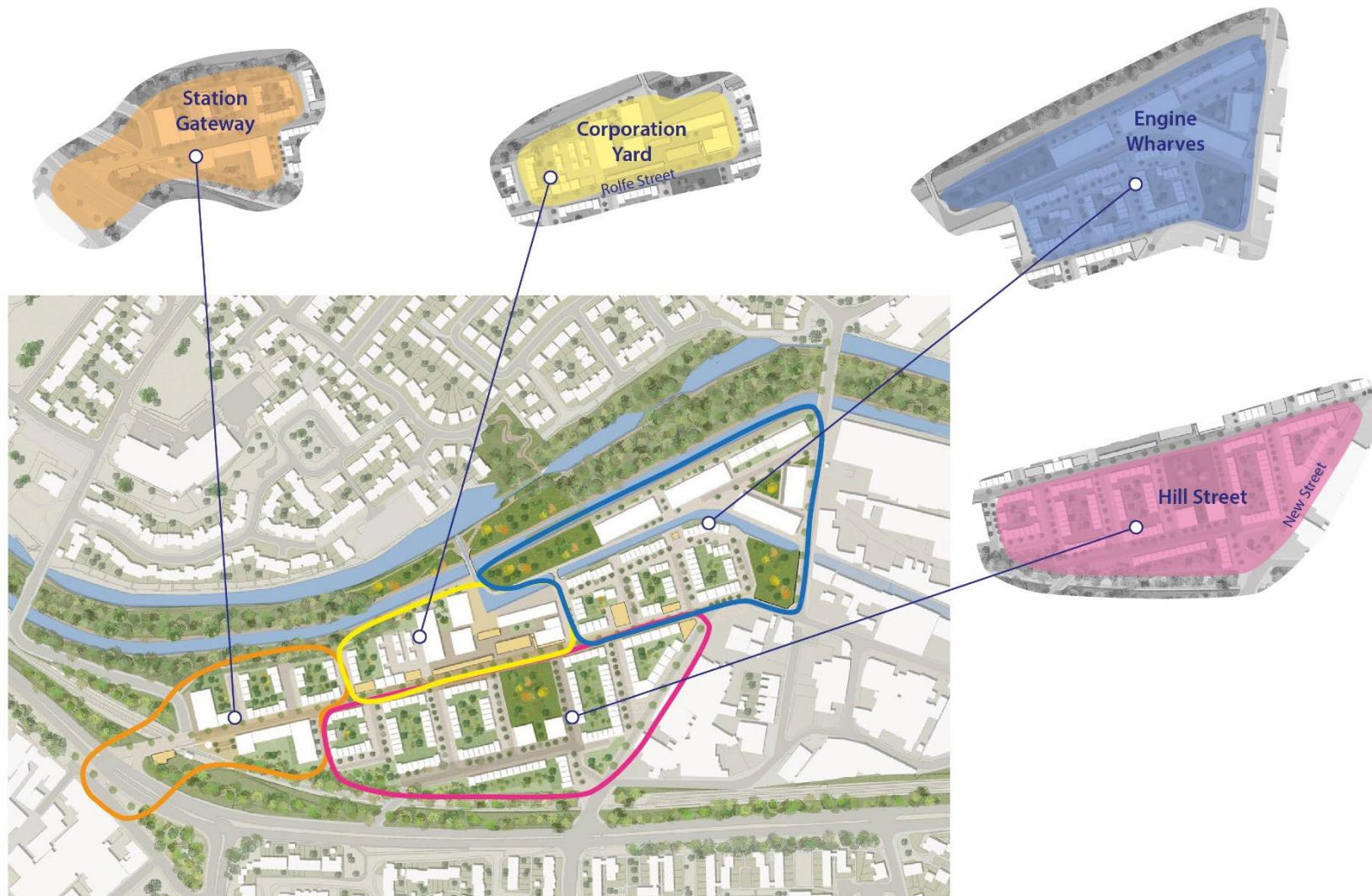
Produced for Sandwell Council by Savills, BENOY and Mott MacDonald

© BENOY 2023

- 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



## Rolfe Street Masterplan (indicative)



Produced from the Rolfe Street Masterplan 2023

Produced for Sandwell Council by Howells

## Rolfe Street Masterplan – Smethwick Regeneration Area

*Further details of the regeneration and proposed developments and improvements set out below are identified in the masterplan document, which can be viewed online and which aspiring developers will be required to have regard to when drawing up proposals.*

The Smethwick to Birmingham Framework sets out a strategic plan for the whole Smethwick to Birmingham corridor. The Rolfe Street masterplan builds on the framework and sets out in more detail how the area can be developed.

The Smethwick to Birmingham corridor is Birmingham and Sandwell's historic canal district, stretching from The Roundhouse just west of Brindley Place to Galton Bridge in Smethwick. It is the historic link between Birmingham and the Black Country and is one of the most significant areas of brownfield urban renewal in Europe with potential to deliver 4,000 new homes. Transformational change is already underway with new neighbourhoods at Port Loop and Soho Loop, and the Midland Metropolitan University Hospital nearing completion.

Rolfe Street is located at the western end of the Smethwick to Birmingham corridor. It is located adjacent to Smethwick High Street and benefits from a well-connected railway station with a six-minute journey to Birmingham; the station has seen recent investment including the provision of lift access. It is 15 minutes' walk from the new Midland Metropolitan University Hospital, and one mile from the new Aquatics Centre (delivered as part of the 2022 Commonwealth Games).

The site itself is located largely within the Smethwick Galton Valley Conservation Area, and benefits from several formal and informal heritage assets, which together inform the area's character. The most important of these is the Grade II\* listed Engine Arm Aqueduct, which is an important artefact in the history of the development of civil engineering and transportation at the beginning of the 19th century. The retaining wall to the former Corporation Yard is Grade II listed and is an early example of the use of reinforced concrete construction, dating back to the beginning of the 20th century.

There are several other local heritage assets, identified on the Council's Historic Environment Record<sup>2</sup>.

Due to the industrial nature of the area, piecemeal development for residential development is not considered suitable, with a more comprehensive approach seen as the most efficient means to deliver a high-quality residential community. Fragmented ownerships make this difficult to provide, hence the need for a strong Masterplan that will guide delivery and support cohesive development.

Analysis	Outcomes	Relevant SLP Policies <sup>3</sup>
Strengths	<p>Very well connected by both public transport and active travel, with regular trains to Birmingham and Wolverhampton, high frequency bus connections to Dudley and Birmingham, accessible Metro links and cycleways including along the canal.</p> <p>Further improvements to cycle routes are planned.</p>	STR3, STR5, STR6
	<p>Strong heritage significance, including conservation area and nationally and locally listed buildings and structures.</p>	SHE1 - 4

<sup>2</sup> <https://www.sandwell.gov.uk/planning/historic-environment>

<sup>3</sup> This list is not closed – other SLP policies will also apply in each case.

Analysis	Outcomes	Relevant SLP Policies <sup>3</sup>
	Successful redevelopment and regeneration projects have already taken place in the vicinity, at Galton Locks and Crocketts Lane, including the conversion of historic buildings to apartments	SDS3, SHE1 – 4,
Challenges	Rolle Street and New Street bisect the site, and both are busy and narrow.	STR1, SID1
	The location of the railway line	-
	Site topography - changes in level of about 1–2 storeys in various locations	SDS5
	The existing industrial nature of the site creates an environment unsuitable for a high-quality residential community, as the current activities generate extensive HGV movements and noise pollution.	SDS5, STR4, STR9, SCO2, SCO3
	Informal and fly parking, including across the full width of pavements, making streets feel hostile and inaccessible.	STR8, Appendix I
	Alongside the railway line, the busy Tollhouse Way to the south of the site acts as a barrier to pedestrian movement within the existing community and to and from Smethwick High Street - lack of formal crossing points.	STR5, STR6
	The site would benefit from a cycle-friendly crossing between the Rolfe Street and New Street junctions with the A457, ideally located at Cross Street.	STR5, SID1,
	Pedestrian links to the canals and into the communities to the north are poor, as there is no access across the aqueduct from the site except via a convoluted route alongside the Engine Peninsula.	SNE6, STR5, SID1
Opportunities	Opportunity to open a link through the Enterprise Centre onto the west towpath of the Aqueduct through a former gateway, and to link with the communities and park to the south across Tollhouse Way (given improved crossings).	SHW4, STR5, SID1
	The canal and heritage assets lending a strong sense of place and a green corridor for recreation.	SDS8, SNE6, SHE1 – 4, SHW4
	The proximity of Smethwick High Street, new segregated cycle routes, and the on-site railway station.	SDS4, SCE1, SCE2, SCE4, STR5, STR6, SID1
	Transformation of Rolfe Street into a lower traffic environment - via street treatment and changes to junctions, or more defined restrictions to create gateway features at either end of Rolfe Street.	SDS5, STR5, STR6

Analysis	Outcomes	Relevant SLP Policies <sup>3</sup>
	<p>Opportunity to enhance sustainability and achieve faster delivery at Rolfe Street by using Modern Methods of Construction (MMC).</p> <p>The re-use of existing buildings to reduce embodied carbon.</p>	SDS2, SHE1 - 4, SCC1 – 4
	<p>New public open spaces provided at key nodes, including at the Engine, Engine Peninsula, and alongside the Fire Station and Rolfe House.</p>	SDS8, SHW4

The Rolfe Street masterplan demonstrates how the agreed objectives can be translated into an environment that:

- encourages active travel such as walking and cycling;
- provides access to green space and nature;
- builds on the nationally important history of the site, following the success of recent development at Port Loop and Galton Locks, and the successful Towns Fund bid for enabling works at the Enterprise Centre;
- offers local employment opportunities, improved accessibility and affordable homes;
- addresses issues around climate change and net zero by employing solutions such as consideration of orientation and shading, shared heat pumps and Passivhaus principles.

The masterplan envisages a distinctive, well-designed community being created in this well connected and attractive location.

### Heritage Character

A series of heritage character areas have been identified. These have informed the masterplan's character areas analysis and include:

- Historic High Street: a cluster of civic and public service buildings reflecting the former status of Rolfe Street as a high street;
- Eroded High Street: where buildings contributing to the high street character have been lost;
- Industrial Backlands: the area around Buttress Way with detracting character
- Canalside Industrial: area with strong connections to the canal;
- Canals: the historic canal infrastructure, now a green corridor.

These character areas are explored in more detail in the Rolfe Street Heritage Assessment by Donald Insall (December 2022)<sup>4</sup>.

This document, and the character areas identified within it, have informed the approach to retention, building form and materiality illustrated in the masterplan.

### Character Areas

Four character areas are identified within the masterplan area, which help define distinctive spaces within it. Each has unique characteristics that respond to specific site aspects, to local conditions and to the wider local context. Many of the policies identified above will also apply to these sites and must be considered when detailed schemes are proposed and determined.

<sup>4</sup> <https://sandwell.moderngov.co.uk/documents/s14594/Rolfe%20Street%20Characterisation%20Study.pdf>

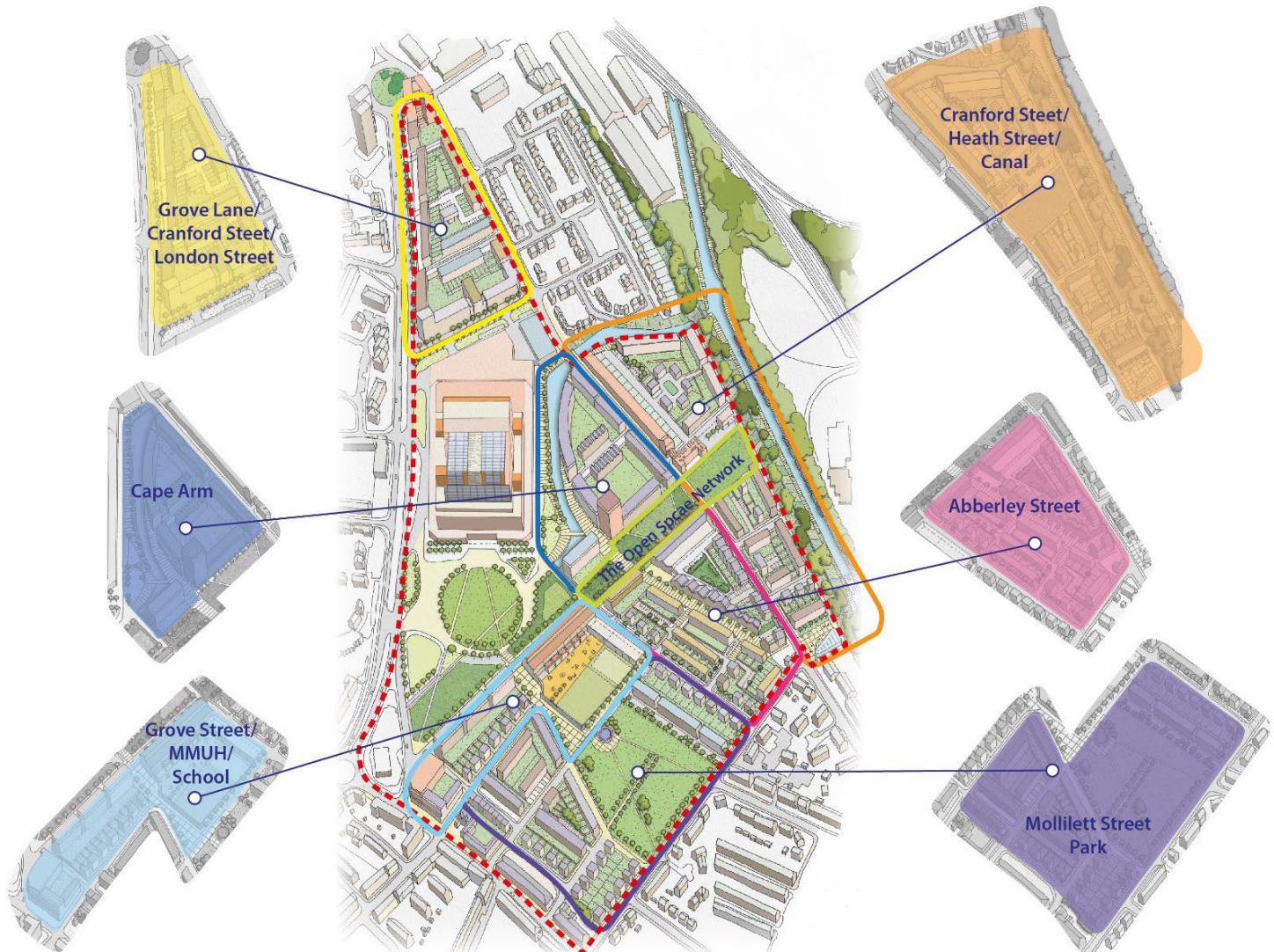
Although there is no direct comparison in terms of notional boundaries, reading the historic characterisation work alongside the masterplan provides a useful guide to the appearance and potential of each of the character areas, as indicated in the following table.

Character area	Rolfe Street Heritage Assessment descriptor	Description	Opportunities for improvement
Station Gateway	Eroded High Street	<p>Area is suitable for a higher density development of apartments given its highly accessible location, acting as a gateway for the new community at Rolfe Street. Would support the provision of a new area of public realm (Station Square).</p>	<p>A Mobility Hub could be provided, integrating rail and bus with cycle storage, cycle hire and e-mobility, to provide a 'last mile' solution.</p> <p>Station Square will tie together the Baths Site, Mobility Hub and Rolfe Street, linking to Smethwick High Street through crossing and pavement enhancements.</p> <p>Homes along the canal should be dual aspect, taking advantage of high-level views and providing activation onto a pathway facing the canal.</p>
Corporation Yard	Historic High Street and Canalside Industrial	<p>Enterprise Centre should be transformed into a new community, Corporation Yard. Enabling works have been undertaken, as part of Sandwell's Towns Fund programme.</p> <p>An opportunity for a higher density mix of apartments, duplexes and mews houses. Built form should respect the height, scale and materiality of the retained buildings from the former Corporation Yard, including Block 300 at four storeys, as documented in the Rolfe Street Heritage Assessment.</p> <p>Retention and conversion of historic buildings if feasible.</p>	<p>The existing bricked up gateway onto the western side of the Aqueduct should be restored, providing direct access to the Old and New Main Lines, tying Rolfe Street into the green corridor of the Canal, and linking to existing communities.</p> <p>The opportunities created by the changes in level across the site should be maximised, including potential for undercroft parking and high-level views across the canal,</p> <p>Potential for a new bridge to better connect the engine peninsula.</p> <p>Conversion - potential uses include residential conversion, workspace, business start-up / incubation and maker space.</p>
Engine Wharfs	Canalside Industrial and Canals	<p>A new community located either side of the Engine Arm with a close relationship to the canal. The existing elevations of warehouses along the south side of the canal have high heritage significance. There is potential to retain these elevations within any development, and to maintain</p>	<p>Canalside Industrial – opportunities noted in the heritage report include:</p> <ul style="list-style-type: none"> <li>• Open access to the Engine Arm Peninsula via Bridge Street North and from Rolfe Street via Enterprise Centre</li> <li>• Removal of foliage from the canal side of the listed concrete wall and introduce appropriate painted interpretation (subject to using an appropriate</li> </ul>

Character area	Rolfe Street Heritage Assessment descriptor	Description	Opportunities for improvement
		<p>the relationship with the water on the south side of the canal in any new development, by using bespoke house types.</p> <p>Historic canal features such as the towpath bridge on the Engine Peninsula should be retained.</p> <p>Rear garden walls should be low, as at Port Loop, to maintain a direct connection to the canal.</p> <p>The Engine Peninsula provides a challenge to development due to a long thin site area. Apartment development is possible and would reflect the historic form. Alternatively, residential development of high-quality townhouses, relating to the canal, would provide much needed family homes.</p>	<p>medium and carrying out an assessment of the ecological value of the foliage)</p> <ul style="list-style-type: none"> <li>Remove some of the less significant 20<sup>th</sup> century buildings in the Enterprise Centre</li> <li>The condition of many buildings is poor, so a pragmatic approach is required. Buildings should be categorised in terms of their significance, followed by an assessment of their condition and convertibility on a case-by case basis; a recreation of gabled forms fronting the canal may be the result and if this is so, the reuse of materials should be pursued.</li> </ul> <p>Canals – opportunities identified in the heritage report include:</p> <ul style="list-style-type: none"> <li>Enhancing the visual appearance of concrete terracing on the north side of the canal (public art, planting)</li> <li>Exposing the concrete wall (Grade II), with the potential for appropriate artistic interpretation</li> <li>Introducing connectivity to the canal, potentially via the Enterprise Centre</li> <li>Engine Arm Aqueduct – modern railings and surfaces could be improved (some original surfaces have been removed) to enhance its setting – and provide connection from Enterprise Centre</li> <li>Improving landscaping adjacent to Bridge Street North (Pope Bridge / Rolfe Bridge)</li> <li>Landscaping the existing tarmacked enclave / plant north of the feeder arm</li> </ul>
Hill Street	Industrial Backlands	<p>Hill Street should become a high-quality residential community, around central public open space. A townhouse-led approach, as at Port Loop, would provide the density needed to make a community on the site viable and not isolated</p>	<p>Opportunities identified in the heritage report include:</p> <ul style="list-style-type: none"> <li>Redeveloping the area, following its historic character, and taking the opportunity to restore a finer grain and historic uses (e.g., residential)</li> <li>Improve pedestrian / car relationship and restore appropriate hard surfaces.</li> </ul>

Character area	Rolfe Street Heritage Assessment descriptor	Description	Opportunities for improvement
			<ul style="list-style-type: none"> <li>• Improve views in and out of the area.</li> <li>• There may be scope to retain gable ends or walls as part of redevelopment</li> </ul>

## Grove Lane Masterplan<sup>5</sup> – Smethwick Regeneration Area



Produced from the Smethwick to Birmingham Corridor Framework – Grove Lane Masterplan (2022)

Produced for Sandwell Council by Tibbalds

<sup>5</sup> [https://regeneratingsandwell.co.uk/sandwell\\_projects/grove-lane-masterplan/](https://regeneratingsandwell.co.uk/sandwell_projects/grove-lane-masterplan/)

## Grove Lane Masterplan

*Further details of the regeneration objectives, proposed developments and improvements set out below are identified in the masterplan document, which can be viewed online and which aspiring developers will be required to have regard to when drawing up proposals.*

The Smethwick to Birmingham Framework sets out a strategic plan for the corridor that runs between Smethwick and Birmingham. The Grove Lane masterplan builds on this framework and sets out in more detail how the area surrounding the Midland Metropolitan University Hospital can be developed. The corridor itself is Birmingham and Sandwell's historic canal district, stretching from The Roundhouse to the west of Brindley Place to Galton Bridge in Smethwick. It represents the historic link between Birmingham and the Black Country. The Masterplan area itself is one of the most significant areas of brownfield urban renewal in Europe.

At the heart of this corridor, the Grove Lane area houses the new Midland Metropolitan University Hospital (MMUH). With the surrounding land, it forms one of the most significant intervention sites in Sandwell. A masterplan and a high-level strategic framework have been prepared to guide development across the area and have been approved by the Council.

The Grove Lane area comprises land between Grove Lane to the west, Dudley Road to the south, Moilliett Street Park and Winson Street to the east and the Birmingham Canal to the north. The new hospital is located centrally within this area, abutting Grove Lane. A series of brownfield sites surround the hospital to the north, east and south. It has been awarded Housing Zone status and has the potential to deliver approximately 800 new homes across almost 18ha of brownfield land. Some of these have already been provided, with around 140 dwellings constructed north of Cranford Street.

Analysis	Outcomes	Relevant SLP Policies <sup>6</sup>
Strengths	Proximity of the canal; the canal is a potential asset, providing recreational value and historic context.	SDS5, SDS6, SDS8, SNE6, SHE1 – 4, SHW4, SID2, SDM1 – 3
	Cape Arm branch; the branch off the Main Line offers additional waterfront potential for development	SDS3, SDS5, SDS8, SHW4, SDM1
	Potential for new / improved public realm and spaces around hospital; the scale of the hospital gives it the potential to frame significant public spaces. This could lead to a range of interesting spaces for varied purposes	STR1, STR2
	Good connections by road; the nearby road network links well to surrounding places of note, particularly radial routes	SHE1 - 4
	Some interesting heritage / older buildings, particularly in Cranford Street	SCE1 – 6, Cape Hill Profile
	Proximity to local centres, including Cape Hill and Dudley Road, which offer diverse commercial and retail services	

<sup>6</sup> Not a closed list – other SLP policies will also apply in each case.

Analysis	Outcomes	Relevant SLP Policies <sup>6</sup>
Challenges	Poor pedestrian and cycling infrastructure; pavements and roads are often narrow and can be compromised by rat-running and heavy traffic. The non-vehicular network is poorly maintained.	STR5, STR6
	Poor connections to rail-based public transport. Links to the Metro and traditional rail are difficult, and stations are not within easy walking distance.	STR3, STR5, STR6
	The area is dominated by a traditional industrial built environment	SDS3, SDS5, SHE1 – 4, SEC1 – 6, SCO3, SDM1
	Heavy traffic serving the industrial area	STR4
	Pavement parking	STR8
Opportunities	Integrating the area with Dudley Road high street	SDS3, SDS4, SCE1 – 6, STR5
	Incorporating the Cape Arm canal into the design strategy	SDS5, SDS6, SDS8, SNE6, SHE1 – 4, SHW4, SID2, SDM1 – 3
	Reconnecting Cranford Street / Heath Street with Dudley Road	SDS3, SDS4, STR5
	Replacing a large industrial employment site with a predominantly residential neighbourhood (element of mixed use / education campus / school)	SDS3, SDS5, SHE1 – 4, SHO1 – 4, SHO9, SHO11, SEC1 – 6, STR3, STR5, STR8 – 10, SID1 – 4, SCO3, SDM1 – 3, SDM8
	Addressing the scale of, and provide connectivity to, the new hospital	SDS5, SHW2, STR5, SDM1, SDM3
	Reinforcing the network of mutually supporting uses required to help the neighbourhood function	SDS3, SID1, SCE5,
	Overcoming land ownership constraints to enable the creation of a unified and seamless network of streets and spaces with an attractive public realm	SDS3

Analysis	Outcomes	Relevant SLP Policies <sup>6</sup>
	Converting some existing buildings to maintain an element of history and add variety to the built fabric	SDS3, SHE1 – 4, SDM1
	Establishing a mix of houses and flats to offer a range of accommodation to existing and new residents	SDS2, SDS3, SDS5, SHO1, SHO3 - 5, SHO7 - 8, SHO11
	Enabling the creation of a green and blue open space network within the neighbourhood, to help meet recreational demands, including improvements to Moilliett Street Park	SDS8, SNE2, SNE6, SHW4
	Distributing scale and density to reflect the changing character of the area	Vision, SDS1
	Locating taller buildings at focal points / gateway sites.	SDS5, SDM1, SDM3

Wider Corridor objectives pertinent to the Grove Lane area	SLP Policies <sup>7</sup>
Housing provision – a mix of good quality housing typologies, tenures and densities that reflect local need, meet design standards, and which can adapt to changing lifestyles and property market considerations.	SHO1 – 7, SDM2
Economic regeneration - through construction opportunities and the expansion of healthcare, research, commerce, environmental science and technology and the enabling of start-up and small businesses	SDS1, SDS3, SEC6
Active travel and connectivity – prioritise active travel and create '20-minute neighbourhoods' (i.e. the availability of most services or facilities meeting local needs within a 20-minute walk or cycle from home)	STR5
Canal network – enhance its recreational and daily commuting role. Create direct and barrier free linkages. Green the canal corridor. Create opportunities for waterside living.	SDS8, SNE1 - 3, SNE6, STR5
Place-making - people-centred communities and existing local centres. Enhance the existing characteristics of the area as well as creating a distinct identity informed by the historic environment.	Vision, SDS5, SDS8, SNE2, SNE6, SHE1 – 4, SCC3, SCC5 – 6, SHW4, SHO1 – 7, SCE1 – 5, STR5, SID1, SDM1 - 9
Education – meet defined education needs through provision of a new primary school at Grove Lane. Seek a higher education presence linked to the Midland Metropolitan University Hospital.	SHO9, SID1

<sup>7</sup> Not a closed list – other SLP policies will also apply in each case.

Wider Corridor objectives pertinent to the Grove Lane area	SLP Policies <sup>7</sup>
Sustainability – reduce air pollution and help decarbonise transport. Explore opportunities for renewable energy generation, sustainable construction and a heat network.	SDS2, SCC1 – 6, SHW3

The Grove Lane masterplan demonstrates how the agreed objectives can be translated into an environment that:

- encourages walking and cycling through delivering compact development forms and attractive street environments that prioritise people, such as mews streets;
- provides access to green space and nature;
- provides a variety of different housing typologies, enabling the creation of mixed communities;
- while meeting local standards, allows future flexibility should the anticipated modal shift towards less car usage be achieved.

### Potential Heat Network

Sandwell Council is currently exploring the opportunity for a heat network within the Grove Lane area as part of its regeneration. If this is taken forward, Policy SCC1 – Energy Infrastructure – would become even more relevant.

### Character Areas

Seven character areas are identified in the masterplan, which each relate to distinctive spaces within it. Each one has unique characteristics that reflect its specific location, local conditions and wider context.

Many of the SLP policies identified above will also apply to these sites and must be considered when detailed schemes are proposed and determined.

Character area	Description	Opportunities for improvement
Cranford Street / Heath Street / Canal	This area lies between Cranford Street and the canal in the north of the Grove Lane area. The masterplan envisages the retention of some of the existing buildings on Cranford Street, and the provision of a mix of housing typologies that will establish a frontage to the Canal feeder.	A new north-south public space to help connect Cranford Street to the northern boundary.
Cape Arm	This area sits within the boundary formed by the canal branch and Cranford Street. The masterplan envisages a primarily residential development that will sit comfortably alongside the scale and massing of the hospital, perhaps providing a landmark building on the canal basin.	Public space along the canal front / towpath will help create an area that generates activity within the waterside context. Potential for highway widening to include additional cycleways
The open space network	These areas provide structure to the Grove Lane area, enabling movement between different spaces and beyond the site into adjoining areas. The spaces are of different	Additional open space to be provided to enhance the current network. Explore potential for a more direct link to the canal.

<b>Character area</b>	<b>Description</b>	<b>Opportunities for improvement</b>
	scales, character and function, related to their immediate context.	
Grove Street / Hospital / School	<p>This area creates a key link between two main community functions required in the area. Grove Street needs to enclose the space and enable access across the character area to Moilliett Street Park and beyond to Dudley Road. Residential blocks should be taller the closer they stand to the hospital.</p>	A new school on Grove Street.
Moilliett Street Park	<p>This area lies at the heart of the residential neighbourhood; a reimagined park will be a central feature. The current park is not well used.</p>	A smaller and more accessible park is proposed, framed by existing and new development. This should enable the space to function more effectively and be a greater asset for residents.
Abberley Street	<p>This area is central to the residential neighbourhood and forms an important link between the north-south open space and Heath Street. The western end has a relationship with the canal basin and will be an important focal point both there and on the proposed north-south link.</p>	Opportunities for a higher density development scheme, retention and conversion of historic buildings (subject to a decision on any potential road widening).
Grove Lane / Cranford Street / London Street	<p>This area is a more isolated triangular parcel of mixed uses, compromised to some extent by the tapering nature of the northern end of the site and its proximity to the roundabout and the road junctions. A mix of housing typologies could be provided throughout the area.</p>	A prominent site on the main road that can accommodate taller / landmark buildings to act as focal points along the strategic road network and within the corridor.

## Wednesbury Town Centre Masterplan

*Further details of the regeneration objectives, proposed developments and improvements set out below are identified in the masterplan document, which can be viewed online and which aspiring developers will be required to have regard to when drawing up proposals.*

The Wednesbury Town Centre Masterplan<sup>8</sup> has been designed to provide a framework for the ongoing regeneration and improvement of the main town centre, drawing on the town's significant historic character and exploiting its increasing connectivity, represented by the extension of the West Midlands Metro between Wednesbury and Brierley Hill.

Wednesbury benefits from the wealth of historic and heritage-related development within the town centre, which was subject to a Heritage Action Zone project in partnership with Historic England. It contains a conservation area of significant size (around three hectares) and several listed buildings and other important heritage assets. It is well-connected to both public transport and the wider strategic network and is reasonably walkable. Improvements to walking routes, cycleways and public transport networks are also being considered.

The town has received a significant degree of public funding for various improvements in recent years. The sources have included:

- Investment from Historic England and the Council in the Wednesbury High Street Heritage Action Zone<sup>9</sup> between March 2020 and March 2024 to deliver improvements to the historic town core and Market Place, with a focus on streetscape enhancements and uplift to surrounding historic buildings.
- A Levelling Up Partnership<sup>10</sup> between the Council and the Department for Levelling Up, Housing and Communities to help deliver new homes, tackle crime and antisocial behaviour, improve green spaces and the overall environment of Wednesbury town centre, and expand the Millennium Centre in the town.
- Investment in transport infrastructure in conjunction with Transport for West Midlands, including the Metro extension and related walking and cycling provision.

The masterplan focusses on the town centre and incorporates both the retail centre boundary identified in the draft SLP and some additional areas containing possible development sites. It also reflects the link to the Metro station to the south of the town centre and the library to the north.

Analysis	Outcomes	Relevant SLP Policies <sup>11</sup>
<b>Strengths</b>	A largely intact historic townscape, typically of two and three-storey buildings with continuous frontage and distinctive corner	SDS4, SDS5 SHE1 – 4, SDM1, SDM3

<sup>8</sup> [https://consultationhub.sandwell.gov.uk/regeneration-growth/wednesbury-masterplan-consultation/supporting\\_documents/Wednesbury%20Town%20Centre%20Masterplan%20DRAFT.pdf](https://consultationhub.sandwell.gov.uk/regeneration-growth/wednesbury-masterplan-consultation/supporting_documents/Wednesbury%20Town%20Centre%20Masterplan%20DRAFT.pdf)

<sup>9</sup> [https://regeneratingsandwell.co.uk/sandwell\\_projects/wednesbury-high-street-heritage-action-zone/](https://regeneratingsandwell.co.uk/sandwell_projects/wednesbury-high-street-heritage-action-zone/)

<sup>10</sup> <https://regeneratingsandwell.co.uk/about/wednesbury-levelling-up-partnership/>

<sup>11</sup> Not a closed list – other SLP policies will also apply in each case.

Analysis	Outcomes	Relevant SLP Policies <sup>11</sup>
	<p>buildings, covering a range of eras, architectural styles and materials.</p> <p>A distinctive and historic street pattern and urban grain, including the triangular Market Place, which has been in existence since at least the late medieval period.</p>	
	<p>Significant / landmark buildings, including (but not limited to) the Grade II listed market clock tower, John Taylor Duce &amp; Sons building (Talbot House), the Golden Cross public house, the former Gaumont Cinema, Wednesbury Town Hall and Wednesbury Museum and Art Gallery.</p> <p>Wednesbury Library and Memorial Gardens are located directly to the north of the study area.</p>	SDS4, SDS5, SHE1 – 4  SDM1, SDM3
	<p>A large proportion of active ground floors on Union Street, Upper High Street, Lower High Street and Market, including many traditional shopfronts and public houses, maintaining a commercial character.</p>	SDS4, SCE1 – 6, SDM4 - 8  Wednesbury Town Centre Profile
Challenges	<p>Areas of weak townscape character including poorly designed modern infill buildings.</p> <p>Inferior quality property elevations / boundaries facing High Bullen where the historic urban grain has been disrupted, creating a negative impression of the town for people travelling into or through the centre by car and bus.</p> <p>Examples of dilapidation, vacancy and gap sites that have an adverse impact on visual amenity and foster an appearance of neglect, and access / views to areas of poor-quality townscape.</p>	SDS3 - 5, SDS8, SHE1 – 4, SDM1  Wednesbury Town Centre Profile
	<p>Significant backlog of repair and maintenance issues across the town, with many buildings in a poor state of repair.</p> <p>Various buildings that have been subject to inappropriate modern alterations and shop front signage, detracting from their historic character.</p>	SDS3 – 5  SHE1 – 4  SDM1, SDM3 - 5  Wednesbury Town Centre Profile

Analysis	Outcomes	Relevant SLP Policies <sup>11</sup>
	<p>High status / prominent vacant buildings such as the Gaumont Cinema negatively impact views into and out of the town and attract anti-social behaviour.</p>	SDS3 – 5, SDM1, SDM3
	<p>Unsatisfactory welcome to the town centre and resulting adverse impact on user perceptions, including a lack of wayfinding. Access is via back lanes, such as Hitchin's Croft, which lead pedestrians through areas of poor-quality public realm and townscape and provide access / views to the rear elevations of properties.</p> <p>Distance to Metro Stop, poor quality of surrounding environment and routes to the town centre.</p> <p>Presence of dual carriageways and their associated substandard environment have an adverse impact on the perception of the town and its accessibility from adjacent areas using active travel methods.</p>	SDS3, SDS4, SDS6, SEC1 – 6, STR5,
	Changing retail context including an anticipated continued decline in town centre retail demand. Current limited retail offer and small-scale evening economy.	SDS6, SCE1 - 6
	Lack of green infrastructure and open spaces within the town centre.	SDS5, SDS8, SNE1 – 3, SHW4, SDM1
		Wednesbury Town Centre Profile
<b>Opportunities</b>	<p>Strong sense of community pride.</p> <p>An existing range of successful community events in the town centre that are helping to change local perceptions.</p>	SDS6, SDS8, SCE2, SCE3
	<p>Existing character, identity and heritage, which can be enhanced and used as an asset.</p> <p>Existing green spaces and green infrastructure close to the town centre, which can be better integrated.</p>	SDS2, SDS5, SDS8, SNE1 – 3, SHE1 – 4 SHW4, SHW4, SDM1

Analysis	Outcomes	Relevant SLP Policies <sup>11</sup>
	<p>Numerous potential development sites that can bring new uses to the town centre.</p> <p>Existing residential and employment uses within walking distance of the town centre, which can be better connected to bring more footfall to the area.</p> <p>Existing pedestrian spaces with the potential to enhance them following recent investment in Market Place.</p>	SDS1, SDS3, SDS4, SHO3, SEC6, SCE3, SCE6, STR5
	Generally good accessibility by road, bus and Metro, and potential to improve the quality of and connections to points of arrival by these modes.	STR1, STR3, STR5, STR6, STR8
	The Wednesbury to Tipton Metro Corridor Regeneration Area brings the opportunity to transform existing lower value industrial uses into a wider range of higher value employment and other uses close to the town centre and metro stop.	SEC5, STR1

The Town Centre Masterplan includes five strategies that will help to shape the future of Wednesbury as both a destination and as a built and natural environment. The strategies consider how change will be implemented, based on a short-term time frame of five years and a longer term one of five years and beyond.

Strategy	Approach <sup>12</sup>	Link to SLP objectives
Development strategy	<p>This will support the vibrancy of the town centre by densifying and diversifying the types of land uses present, in part by providing for a variety of housing types, tenures and affordability. This will help to increase footfall throughout the day and evening, support the viability of local businesses, and promote sustainable patterns of movement by increasing accessibility to services and facilities.</p> <p>Good development that reflects local townscape character will enhance the built environment by infilling gap sites, re-using existing and historic buildings, creating a stronger urban presence in relation to existing roads, increasing the visibility of the town centre.</p>	4, 6, 13, 15

<sup>12</sup> Abridged – full details can be found in the masterplan.

Strategy	Approach <sup>12</sup>	Link to SLP objectives
<b>Movement Strategy</b>	<p>This will increase the accessibility of the town centre by all modes, with an emphasis on supporting active travel, integrating with surrounding neighbourhoods and encouraging a shift to more sustainable travel modes. This will ensure that the town centre acts as a focal point for the community, and is convenient, welcoming and inclusive on a day-to-day basis for them and first-time and occasional visitors.</p> <p>Improved connections to the metro and bus station will help to make the town centre more accessible within the region, and will promote new development in an accessible, sustainable location. Improving the points of arrival and interchange between modes will simplify journeys.</p>	10, 16, 18
<b>Public Realm Strategy</b>	<p>This will create a series of attractive, vibrant spaces along key streets within the town centre. It will help ensure that the town centre reads as welcoming, safe, comfortable and inclusive for all visitors. The centre will become easier to understand and use, promoting a positive user experience that encourages people to visit the town centre more frequently and stay for longer.</p> <p>Public realm will integrate high quality materials with urban greening, street furniture, lighting, wayfinding, public art and provision for children's play. It will reflect the distinctive character of the town by integrating aspects of the historic environment, incorporating the recently completed Market Place scheme and linking the town centre with surrounding locations including the metro stop and nearby green spaces.</p>	3, 4, 12, 13
<b>Greening Strategy</b>	<p>This will promote the integration of additional urban greening, ensuring that visitors experience an attractive environment with opportunities for greater interaction with nature. The approach will help to improve air quality and water resilience and promote increased biodiversity, as well as reconnecting the centre with a wider green network.</p> <p>The consideration of human health and wellbeing will be promoted using high quality biophilic designs, which incorporate greening and</p>	3, 10, 12, 14,

Strategy	Approach <sup>12</sup>	Link to SLP objectives
	natural solutions into public realm enhancements, including sustainable drainage and the greening of buildings.	
<b>Sustainability Strategy</b>	<p>This will support Sandwell's wider sustainability strategy, promoting its commitment to reach carbon neutrality borough-wide by 2041, promote equality and inclusivity in access to energy and heating for all, and support other connected aspirations such as the transition from fossil fuels to low-carbon energy in transport, buildings and other areas of influence.</p> <p>This will include the creation of a 'net zero neighbourhood' strategy that identifies key priorities for local sustainability based on engagement with the local community and other key stakeholders.</p>	1, 3, 12

The Wednesbury Masterplan goes on to identify several projects that will help to deliver the proposed regeneration of the town centre. These include site redevelopments / refurbishments / new buildings, enhancements to the local landscape and environment (both natural and built), infrastructure improvements and the delivery of cultural and activity-related opportunities to increase public participation in and enjoyment of the centre.

While the following list provides an abridged description of some of the schemes (full details of these and other schemes can be found in the masterplan), proposals include:

Project	Description
<b>Wayfinding, Heritage &amp; Arts Trails</b>	<p>Make provision for a co-ordinated wayfinding system that helps visitors on foot and in cars to navigate the town and access the town's assets and facilities and provides a joined-up visual identity for visitor information.</p> <ul style="list-style-type: none"> <li>• Digital material supporting wayfinding, including a directory of retailers and facilities. This could include a 'visit Wednesbury' online shop for independent retailers.</li> <li>• Simplified wayfinding map identifying key locations in and surrounding the town centre and facilities such as public toilets.</li> <li>• Interpretation material providing information about the history of locations and landmarks, potentially including a heritage trail.</li> <li>• Provision of distinctive art installations including murals on blank building façades.</li> </ul>

Project	Description
<b>Leisure &amp; Social Hub</b>	<p>Create new leisure and social destination(s) at the former Gaumont Cinema, with consideration given to the desire to create an expanded evening economy and a destination for families and other groups that currently don't visit the town centre.</p> <ul style="list-style-type: none"> <li>• A new cinema and theatre space.</li> <li>• Themed social experiences such as adventure golf.</li> <li>• Food and drink venue(s).</li> <li>• Flexible arts, exhibition and events spaces e.g. a community-led multifunctional performance space.</li> </ul> <p>Proposals should reflect the desire to retain the historic frontage and other elements of the former cinema where possible / appropriate.</p>
<b>Wednesbury Net Zero Neighbourhood</b>	<p>Develop a net zero neighbourhood plan to understand the local area, recognise opportunities that improve sustainability and support a commitment to net zero carbon and identify other considerations relating to the climate emergency and energy resilience / affordability.</p> <p>A net zero neighbourhood is a community where energy requirements are reduced through demand reduction measures, and remaining energy needs are met through decarbonised energy sources. It will also include employing additional measures to create a sustainable place to live.</p> <p>Development of this strategy should be Wednesbury-specific and include full engagement with local communities, businesses and infrastructure providers. When considering the pathway to Net Zero, a whole-system approach should be applied, considering the interactions, feedback and dependencies needed to identify suitable interventions.</p> <ul style="list-style-type: none"> <li>• Grant funding for sustainable building improvements and replacement of fossil fuel-dependent household and business infrastructure.</li> <li>• Provision for larger-scale community-owned renewable generation projects.</li> <li>• Commitment from Sandwell Council (and partners) to promote sustainable buildings for all new developments where they have direct influence (e.g., ownership, funding).</li> <li>• Improvement to the existing energy grid to support increased usage, including provision for smart grids and local energy storage (subject to engagement with Distribution Network Operator).</li> </ul>

<b>Project</b>	<b>Description</b>
	<ul style="list-style-type: none"><li>• Improved digital infrastructure / strategy to support home working and local co-working communities.</li><li>• Promotion of electric vehicles (EVs), EV charging infrastructure and EV car clubs with the aim of providing alternatives to car ownership.</li><li>• Promoting growth in green industries and encouraging skills development.</li></ul>

## APPENDIX C - Strategic Waste Sites

The existing strategic sites, identified on the Waste Diagram and listed in the table below, are the most significant waste management facilities operating in Sandwell. They have been identified through a detailed analysis of all known licensed and exempt facilities. 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.

**Table 1 - Strategic Waste Sites**

Site Ref	Site	Operational Capacity (tpa)
<b>Municipal Waste Recovery – Supporting Infrastructure</b>		
WS07	Eagle Recovery and Transfer Hub	140,000
WS08	Sandwell HWRC (Shidas Lane)	20,000
<b>Waste Disposal Installations (1)</b>		
WS17	Edwin Richards Landfill	250,000
		9,171,000 <sup>13</sup>
<b>Significant Hazardous Waste Treatment Infrastructure</b>		
WS19	Wednesbury Treatment Centre	40,000
<b>Significant Metal Recycling Sites (MRSs)</b>		
WS23	Alutrade	24,000
WS24	Enablelink	165,000
WS25	ELG CSR Depot (Rowley Regis) <sup>[1]</sup>	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
<b>Other Significant Waste Management Infrastructure</b>		
WS37	Bescot LDC, Bescot Sidings	150,000
WS38	Biffa Tipton WTS	65,000
WS39	Midland Waste Treatment	200,000
WS40	Edwin Richards Inert Recycling and Soil Treatment Facility	75,000

<sup>13</sup> 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)
WS41	Envira Recycling	50,000
WS42	Giffords Recycling	20,000
WS43	Jayplas	70,000
WS44	Recycle Lives (Cox's Lane)	25,000
WS46	Biffa Waste Management Oldbury	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

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.

**Table 2 - Preferred Areas for new Waste Facilities**

Site Ref	Address	Potentially Suitable Waste Use <sup>[1]</sup>	Area
WPSa1	Cornwall Road and Parkrose Industrial Estates, Soho	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	60.1
WPSa2	Tat Bank, Langley	Energy from waste treatment, in-vessel composting, anaerobic digestion, transfer, recycling	53.1
WPSa3	Charles Street Enterprise Park, Queens Court Trading Estate, Swan Village	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	42.7
WPSa4	Hill Top and Bilport Lane Industrial Estates, Wednesbury	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	19.9
WPSa5	Powke Lane and Waterfall Lane Trading Estates, Rowley Regis	Treatment, in-vessel composting, anaerobic digestion, transfer, recycling	46.1
WPSa6	Dartmouth Road	n/a	26.2

<sup>1</sup> As indicated in the Black Country Waste Study, *Wood* 2020

## APPENDIX D - Minerals

The Black Country Minerals Study (BCMS, Tables 12.9 and 12.10) lists all known existing mineral sites and mineral infrastructure sites in the Black Country.

Existing 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.

The Council will safeguard existing mineral infrastructure sites against inappropriate development – this is necessary to retain existing capacity, thereby helping to make best use of / conserve existing resources.

The locations of these mineral infrastructure sites are identified on the Policies Plan, and are listed in the following table:

**Table 3 - 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 E – Site allocations - changes

**Table 4 - Changes to previous 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

**Table 5 - Changes to previous housing allocations**

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
(1130)	3016		230 Oldbury Road	1.48	52	employment
(300)	2966		Alexandra Industrial Estate, Locarno Road / Alexandra Road, Tipton	2.2	77	employment
H9.8	3398	302	Alexandra Road / Upper Church Lane / Locarno Road, Tipton	10.43	142	employment
H13.6	3226	1303	Bank Street, Cradley Heath (west of Kimber Drop Forgings site)	1.3	41	employment
	5450		Barnfield Trading Estate Tipton	2.24	78	employment
H9.7	1401	801	Bell Street / Dudley Road, Tipton	0.62	20	employment
H9.1	2945	968	Beswick Paper, Dudley Road, Oldbury	0.96	33	employment
H9.1	2944	967	Birmingham Board Co Ltd, Dudley Road East, Oldbury	1	32	employment
(911)	2967		Black Country Park, Great Bridge Street, Great Bridge	2.18	76	employment
H16.2	3219	753	Bloomfield Road / Barnfield Road	0.83	26	employment
H16.3	3221	842	Bloomfield Road / Fountain Lane	1.5	53	employment
WBPr32	2385		Brandon Way / Albion Road (North)	6.2	248	employment
WBPr33	2386		Brandon Way / Albion Road (South)	1.5	494	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
WBPr34	2387		Brandon Way / Brandon Close	1	43	employment
H13.4	3027	280	Bridge Trading Estate	0.57	19	employment
H9.1	2949	1196	British Gas Plc, land off Dudley Road, Oldbury	1.04	33	employment
H13.8	3020	656	Broadcott and Broadway Industrial Estates	1.49	47	employment
	5623		Brook Street Business Centre, Brook Street Community Centre, 196- 200 Bloomfield Road.	1.5	53	employment
	5139		Brymill Industrial Estate, Brown Lion Street, Tipton	1.98	69	employment
(144)	2973		Burnt Tree Industrial Estate, Groveland Road	0.82	29	employment
H9.7	2938	265	Castle Street, Tipton	1.49	47	employment
H9.4	2936	1239	CBF LTD, Wade Building Services, Groveland Road, Oldbury	1.26	40	employment
WBPr38	2389		Church Lane / Gladstone Street	2.8	111	employment
H8.1	2924	657	Church Lane, West Bromwich	0.75	24	employment
H9.5	2463	150, 856	Coneygre Business Park	7.61	300	employment
H9.5	2943	878	Coneygre Road / Burnt Tree, Tipton	1.11	35	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.4	2926	791	Corner of Bridge Street and Mounts Road, Wednesbury	3.15	110	employment
H13.2	3010	1301	Congreaves Road	2.8	98	employment
H8.5	2906	15	Darlaston Road / Old Park Road, Kings Hill, Wednesbury	5.2	200	employment
(247)	2960		Diamond Buses, Hallbridge Way, Oldbury	3.13	110	employment
(148)	2957		Dudley Road / 28 Dudley Road West	1.78	62	employment
(375) Post 2021	2969		Dudley Road West, Oldbury	0.46	16	employment
H9.5	2937	151	Fisher Street / Coneygre Road, Tipton	1.7	60	employment
H12.6	2990	200	Fitzgerald Lighting Ltd, Rood End Road	1.39	44	employment
	5972		Former Corus Premises, Bloomfield Road, Tipton	0.56	20	employment
H13.6	3225	217	Foxoak Street / St Annes Road (Kawasaki Garage)	0.4	14	employment
H13.6	3034	933	Foxoak Street, Newtown Lane, Providence Street	4.82	168	employment
(248)	2963		Groveland Road	1.18	41	employment
H9.5	6109	80	Groveland Road, Dudley Port, Tipton	0.11	7	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.4	2907	34	Holloway Bank, Wednesbury	5.71	149	employment
(836)	2971		Hurst Lane / Birmingham Canal / Sedgley Road, West Tipton	2.19	77	employment
(789)	3013		JAS Industrial Park, Titford Lane, Oldbury	0.93	33	employment
H8.5	2921	642	Kings Hill Trading Estate, Darlaston Road, Wednesbury	3.28	86	employment
H9.4	2950	1240	Land adjacent to Cleton Business Park, Tipton Road, Tipton	0.56	18	employment
	5648		Land at Potters Lane, Wednesbury	0.74	26	employment
(578)	2965		Land between Great Bridge Street and William Street, Tipton	1.92	67	employment
	5642		Land between Potters Lane and Stafford Street Wednesbury	0.85	30	employment
H8.2	2915	550	Land between Tinsley Street and Whitehall Road, Tipton	0.28	10	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
H8.1	2923	654	Land to the south of Ridgacre Road, West Bromwich	1.11	35	employment
H8.4	2911	334	Mounts Road, Wednesbury	1.1	39	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H13.5	3004	259, 896	Newlyn Road	3.37	103	employment
	5138		Nicholls Road, Tipton	3.96	139	employment
H8.5	2922	643	Old Park Trading Estate site on Old Park Road, Wednesbury	2.62	68	employment
WBPr31	2384		Oldbury Road	16.8	588	employment
H12.7	2994	854	Oldbury Road Industrial Estate	0.57	18	employment
(855)	3014		Oldbury Road, Oldbury	2.89	102	employment
H13.5	3032	260	Oldfields	1.64	51	employment
H13.7	3043	297	Palmers Timber Site, Station Road, Old Hill	3.21	84	employment
	5265		Phase 9, The Parkway, site between Stafford Street, Victoria Street and Potters Lane, Wednesbury	0.94	33	employment
	5129		Portway Road, Wednesbury	10.7	375	employment
H12.8	2372	121	Rabone Lane, Smethwick	5.98	209	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

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H13.8	3017	284	Sandwell MBC Depot and surrounds, Waterfall Lane, Cradley Heath	1.36	43	employment
(834)	2953		Sedgley Road West, High Street, Tipton	1.12	39	employment
	5641		Site between Great Western Street and Potters Lane, Wednesbury	1.14	49	employment
H8.4	2925	788	Site off Mount Road Wednesbury	0.49	17	employment
H8.4	2927	795	Site on corner of Woden Road South and Bridge Street, Wednesbury	1.61	56	employment
	5646		Site on Stafford Street, Wednesbury	1.45	51	employment
H13.5	3142	1302	Spinners End	0.71	25	employment
3019	3019		Station Road (South), Rowley Regis	0.85	30	employment
H13.4	3026	268	Station Street / Graingers Lane	1.3	41	employment
H9.6	1448	81	Station Street, Tipton	1.37	43	employment
WBPr36	2975		Swan Village Industrial Estate, West Bromwich	0.8	25	employment
(149)	2958		Tipton Road, Oldbury	1.76	62	employment
(145)	2955		Unit 1, Groveland Road	0.36	13	employment

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
HOC11	2232	263	United Steels Ltd, Upper Church Lane Tipton	1.58	73	employment
(147)	2956		Upper Chapel Street / Britannia Street / 70 - 74 Dudley Road West	0.63	22	employment
H9.4	2951	-	Vaughan Trading Estate	19.92	349	employment
	5556		Vector Industrial Park, Church Lane, West Bromwich	5.2	182	employment
H13.8	1461	665, 80 and 82	Waterfall Lane and 101-126 Station Rd	0.34	8	employment
H9.1	2935	966	Wellman Robey Ltd, Newfield Road, Oldbury	4.91	129	employment
H8.2	2916	553	Whitehall Industrial Estate, Whitehall Road, Great Bridge	2.51	65	employment
H9.2	3224	310	10 - 60 Dudley Road East, Oldbury	2.00	70	employment SEC4
H16.5	2370	303	Bradleys Lane / High Street	0.38	13	employment SEC4
H9.7	2942	779	Castle Street / High Street, Tipton	0.7	23	employment SEC4
H12.4	2980	109	Clay Lane, Oldbury	0.28	12	employment SEC4
H9.5	354	91	Park Lane West (South Staffs Depot), Tipton	2.95	77	employment SEC4
H9.9	2947	1117	Railway Street, Horseley Heath, Tipton	0.35	12	employment SEC4

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
	3223		Summerton Road	0.52	18	employment SEC4
			Zion Street, Tipton	2.43		employment SEC4
			70-74 Crankhall Lane	1.78		employment SEC4 (VT ROUTE TWR (001A - 016): 400Kv Overhead Transmission Line route: BERKSWELL - OCKER HILL)
(724)	3140		Land at Dolton Way, between Factory Road, Bloomfield Road and railway line, Tipton.	2.62	99	employment SEC4 subject to assessment
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.
(1129)	3015		104 -110 Oldbury Road, Smethwick	0.68	24	white land
HOC13	2983	1135	Allsops Hill Rowley Regis	0.38	13	white land
H8.7	2933	45	Bannister Road, Wednesbury	2.22	76	white land
H16.5	3141	863	Batmanshill Road / Hobart Road	0.25	8	white land
HOC9	2085	1047	Brunswick Park Trading Estate, Wednesbury	0.36	42	white land

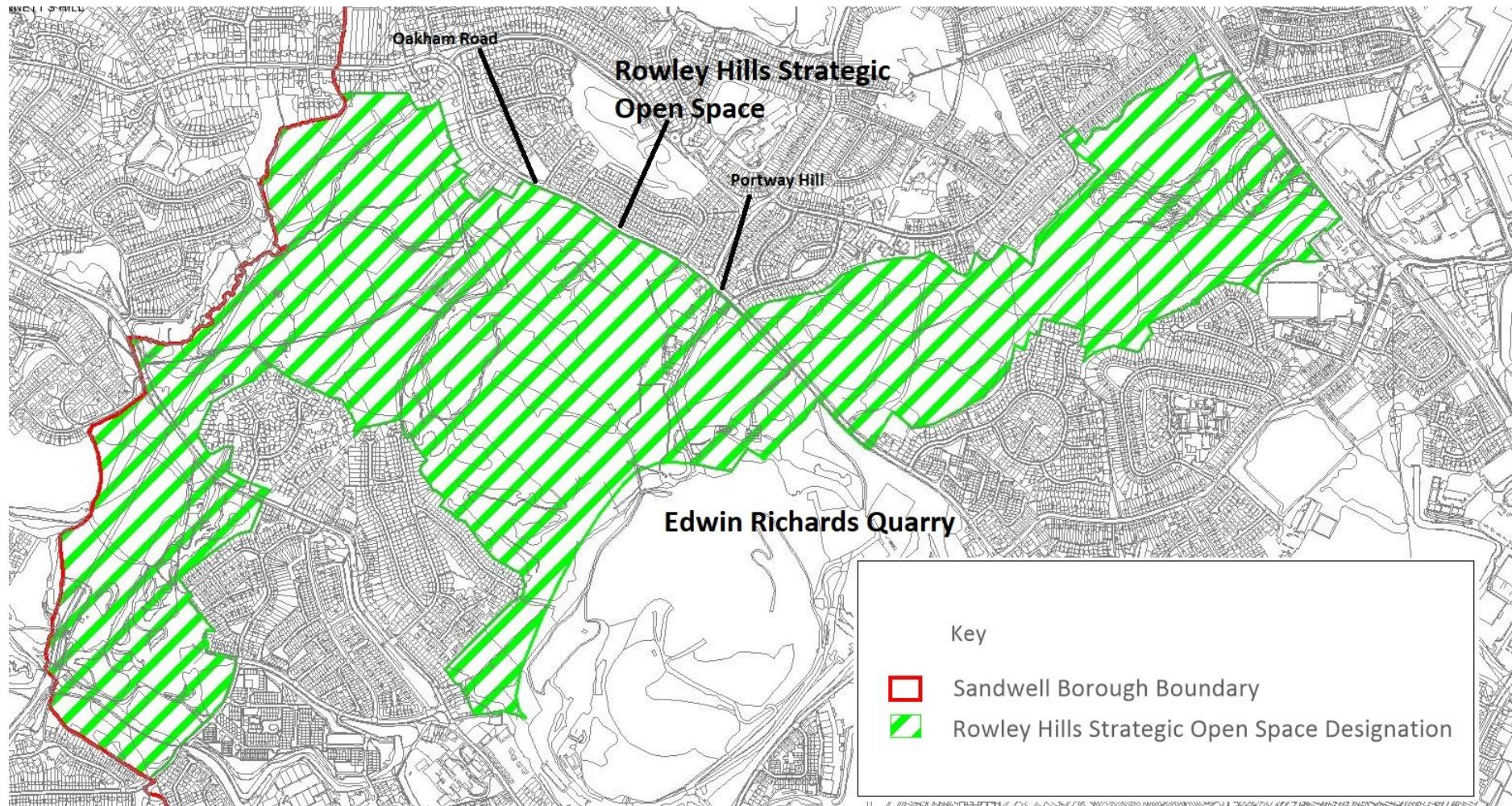
Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
WBPr30	2381		Bus Depot, Oak Road, West Bromwich	1.1	68	white land
H12.10	2997	123	Cape Hill / Durban Road	2.97	94	white land
H8.1	1443	51	Cardigan Close / Sussex Avenue	0.14	5	white land
H12.7	2423	210	Churchill Road, Smethwick	0.5	60	white land
H13.4	3031	1124	Cradley Road (East)	0.41	12	white land
H13.4	3029	587	Cradley Road (West)	0.99	33	white land
H12.5	585	466	Flash Road / Broadwell Road, Oldbury	0.68	5 (36)	white land
H12.3	1919	1032	Former Starlight Auto Sales, Wolverhampton Road	0.23	14	white land
H8.2	2931	1120	Garage on Whitehall Road, Great Bridge, Tipton	0.14	5	white land
H13.11	3044	613	High Street, Blackheath	0.35	12	white land
H12.7	1446	482	Holly Lane, Smethwick	0.53	29	white land
WBPr37	1440		John Street North	0.49	18	white land
H12.6	1698	614	Land adjacent to 88 Wellesley Road	0.26	9	white land

Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
HOC3	3048	1014	Land at Newton Road, Great Barr	0.2	16	white land
HOC13	2984	1282	Land at Tippity Green, Rowley Regis	4.47	150	white land
H8.7	2910	269	Leabrook Road / Willingsworth Road, Tipton	0.37	13	white land
(765)	2952		Lower Church Lane, Tipton	0.38	13	white land
H9.7	265	93	Old Cross Street, Tipton	0.48	14	white land
H8.2	2932	1121	Old Inn site, Sheepwash Lane, Great Bridge, Tipton	0.04	1	white land
H9.5	440	89	Orchard Street, Burnt Tree, Tipton	0.28	30	white land
H8.1	2930	804	Pembroke Way, Hateley Heath, West Bromwich	2.3	81	white land
	5301		Potters Lane / Great Western Street, Wednesbury	0.19	6	white land
H9.9	2948	1119	Salem Street, Great Bridge, Tipton	0.32	11	white land
H13.9	2259	1071	Sentinel Plastics Ltd, Wrights Lane	0.17	13	white land
H8.2	2913	439	Sheepwash Lane / Whitehall Road, Great Bridge	0.08	3	white land
	5643		Site between Dudley Street and Victoria Street, Wednesbury	1.18	41	white land

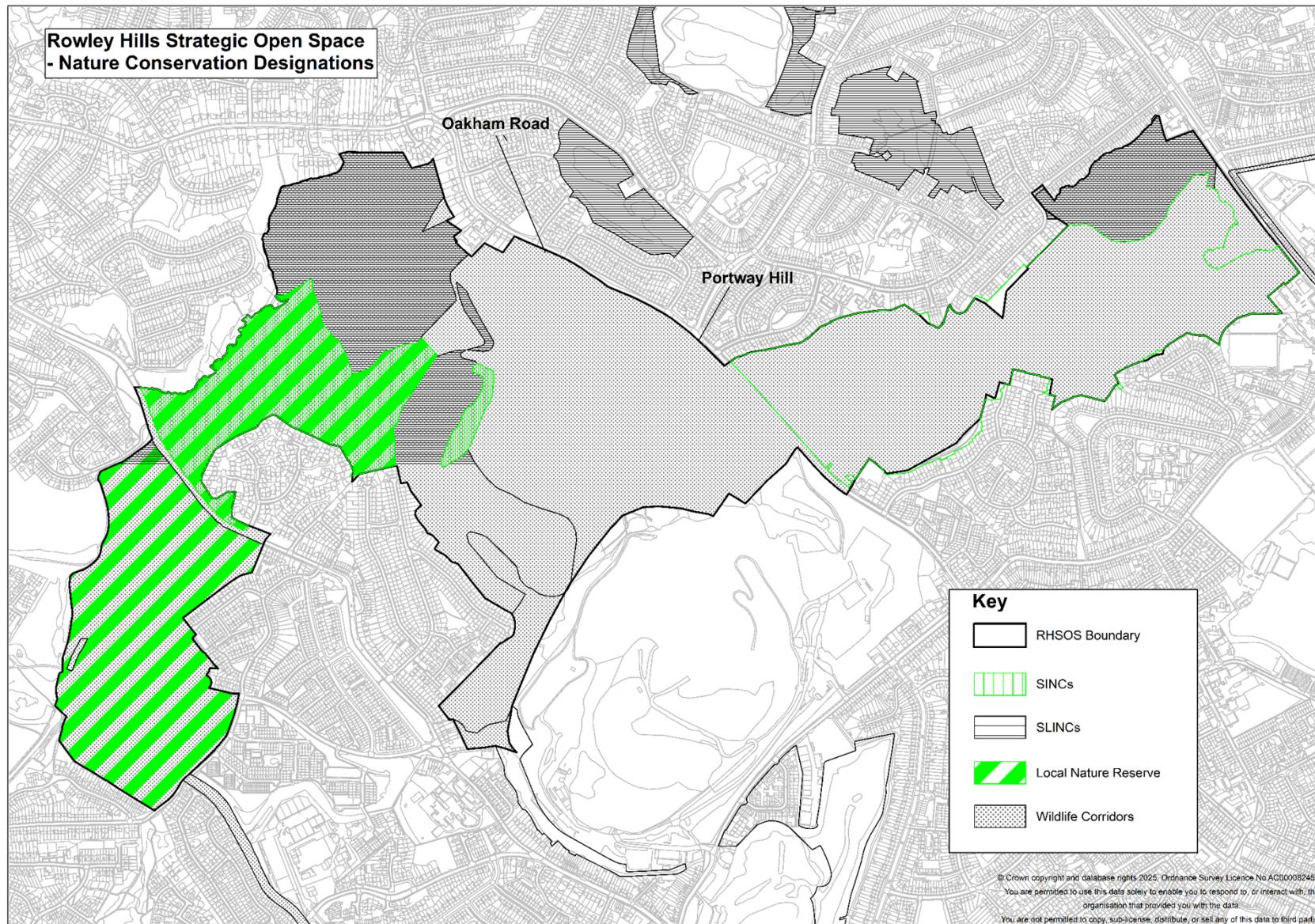
Allocation Ref	Site Ref	Old SAD Ref	Address	Site Area (ha)	Est. Capacity	proposed use
H8.8	2934	154	Site on New Road, Great Bridge inc St Lukes Centre	0.4	14	white land
(205)	2999		South Road / Broomfield, Smethwick	0.27	10	white land
H13.6	1436	71	St. Anne's Road, Cradley Heath	1.13	36	white land
HOC11	2368	262	Summerhill Primary School, Central Avenue, Tipton	1.09	40	white land
HOC13	2982	40	Tippity Green, Hawes Lane, Rowley Regis	1.13	40	white land
H12.10	1997	1037	Tudor Works, 36A Windmill Lane	0.25	24	white land
H12.10	3462	122	Unett Street / Raglan Road	4.6	81	white land
	5381		Victoria Street / Albert Street, Wednesbury	0.19	7	white land
	6206		West Cross Centre. Oldbury Road / Mallin Street, Smethwick	1.06	37	white land
HOC18	841	431	Wilson Road / Sycamore Road Smethwick	1.07	37	white land
H12.1	2987	5	Wolverhampton Road and Anvil Drive, Oldbury	0.31	9	white land

## APPENDIX F – Rowley Hills

### Rowley Hills – Extent of Strategic Open Space Designation



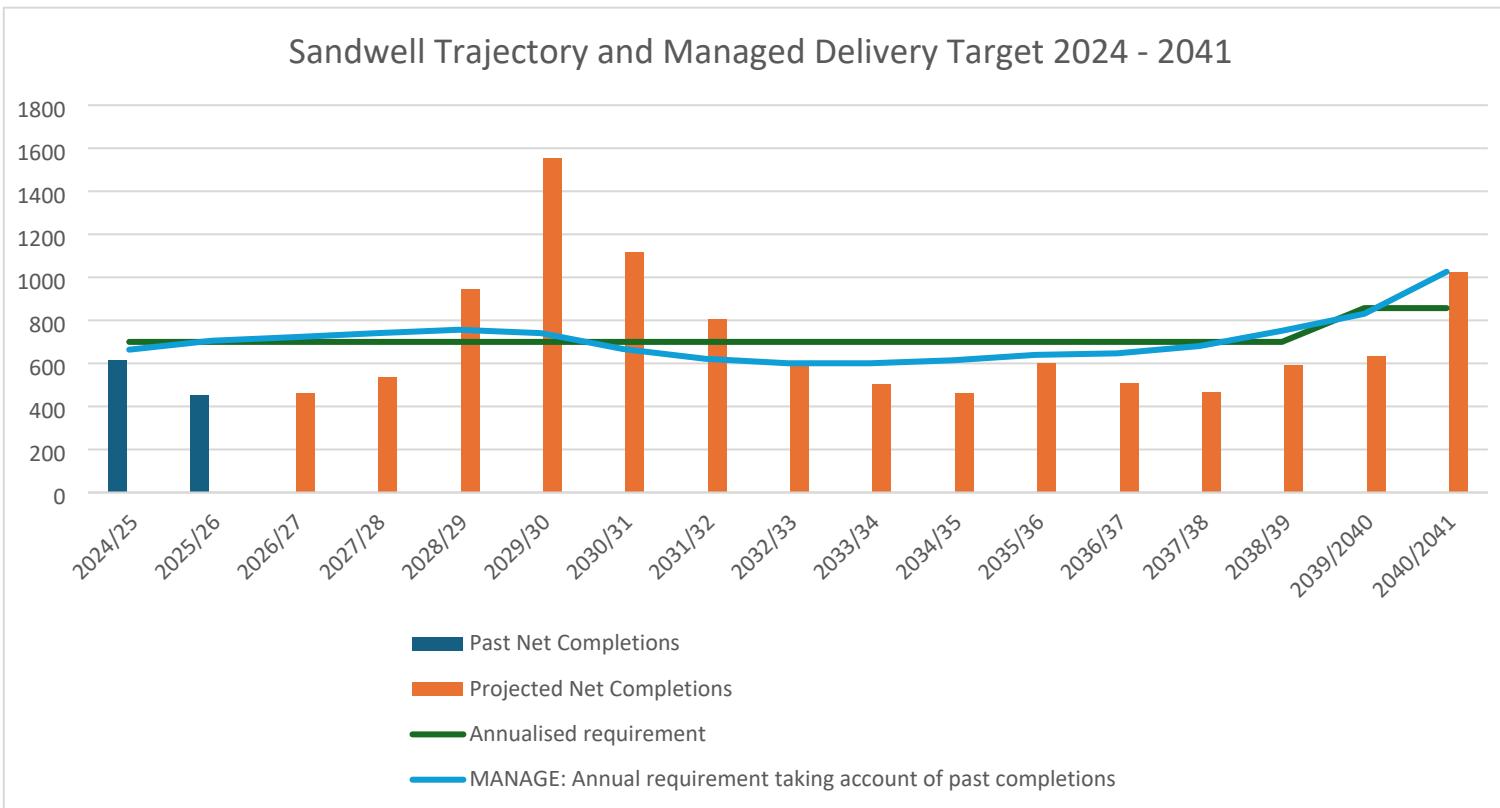
## Rowley Hills – Ecological and Nature Conservation Designations



## APPENDIX G – Sandwell Local Plan Housing Trajectory

Table 6 - Indicative Housing Trajectory and Rolling 5-year supply

	<u>2025/26</u>	<u>2026/27</u>	<u>2027/28</u>	<u>2028/29</u>	<u>2029/30</u>	<u>2030/31</u>	<u>2031/32</u>	<u>2032/33</u>	<u>2033/34</u>	<u>2034/35</u>	<u>2035/36</u>	<u>2036/37</u>	<u>2037/38</u>	<u>2038/39</u>	<u>2039/40</u>	<u>2040/41</u>	<u>Total</u>
<u>Total Housing Supply</u>	<u>455</u>	<u>463</u>	<u>535</u>	<u>944</u>	<u>1555</u>	<u>1120</u>	<u>807</u>	<u>601</u>	<u>504</u>	<u>464</u>	<u>603</u>	<u>511</u>	<u>468</u>	<u>594</u>	<u>635</u>	<u>1027</u>	<u>11286</u>
<u>5-year supply</u>	<u>3952</u>	<u>4617</u>	<u>4961</u>	<u>5027</u>	<u>4587</u>	<u>3496</u>	<u>2979</u>	<u>2683</u>	<u>2550</u>	<u>2640</u>	<u>2811</u>	<u>3235</u>	<u>2724</u>	<u>2256</u>	<u>1662</u>	<u>1027</u>	
<u>Rolling 5-year supply</u>	<u>4.36</u>	<u>5.10</u>	<u>5.48</u>	<u>5.55</u>	<u>5.06</u>	<u>3.86</u>	<u>3.29</u>	<u>2.96</u>	<u>2.81</u>	<u>2.91</u>	<u>3.10</u>	<u>3.57</u>	<u>3.01</u>	<u>2.49</u>	<u>1.83</u>	<u>1.13</u>	
<u>Annualised requirement</u>	<u>906</u>																



## APPENDIX H – 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**

This appendix provides guidance on the minimum quantity of unrestricted open space required per 1,000 residents, the accessibility of open space (walking distance) and the quantity standards and high-level quality requirements for different typologies of open space. Further detail on the quality requirements for new open space will be set out in the Council's Design Code.

### Definitions

Open Space is defined in the NPPF (Dec 2023) 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.*

Examples of open space include: -

- parks and gardens
- natural and semi natural green places
- green corridors
- amenity green space
- play provision for children and young people
- allotments<sup>14</sup>
- cemeteries
- institutional land
- playing fields and sports pitches (see note above)

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.

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.

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.

### Provision

The Council will seek the provision of **unrestricted open space** at a minimum ratio of **3.235 hectares per 1,000 population**, measured at a ward level. The Council will also seek to ensure that at a site of least one

<sup>14</sup> Allotments are covered in more detail in Policy SHW6.

hectare in size of unrestricted open space is provided within walking distance (0.4 km) of all the Borough's residents. This will be achieved both through the creation of new areas of unrestricted open space as part of development proposals and by improving accessibility to existing areas of open space.

Sandwell's minimum ratio for unrestricted open space is derived in part from the 2024 Sandwell Open Space Assessment

The SLP Policies Map<sup>15</sup> allocates land that meets the NPPF definition of open space and that has unrestricted access as identified in the **Sandwell Open Space Assessment 2024**. 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.

The standards shown below relate to the quantity, quality and accessibility of each typology of open space. More specifically:

- Quantity standards refer to the minimum area of open space in hectares required for every 1,000 residents at ward level.
- Quality standards refer to a subjective rating of the quality of existing open space based on physical characteristics, value of the space, and benefits to the wider environment. The quality standards are high-level, and more detailed guidance will be provided in the Council's Design Code.

## Open Space Hierarchy

Open spaces in Sandwell are set within a hierarchy that classifies them according to their significance and thus the importance they will have when considering planning proposals that may impact on them:

**Table 7 - Open Space Hierarchy**

Hierarchy Level	Description
<b>Borough</b>	Sandwell Valley, which attracts visitors from across and beyond the borough.
<b>Town</b>	Those sites whose significance can attract people from across the borough. Usually large sites with a range of facilities or designated importance for history or nature conservation.
<b>Neighbourhood</b>	Those sites that serve a more immediate community. Unlikely to attract people from across the borough
<b>Local</b>	Those sites that perform a function for a small area – typically areas of amenity green space.

## Development and open space provision

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.

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 SDS8.

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

<sup>15</sup> Smaller areas of open space that are not identified on the Policies Map will also be subject to Policy SHW4

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.

The incorporation of open space into new developments should also consider Policy SDS5, 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.*

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 of public spaces.

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.

Proposals will be assessed in accordance with the standards set out below. Open space assessments that are submitted in support of planning proposals should have regard to the Council's most up-to-date evidence on quantity and quality of open space.

### **Open space standards in Sandwell**

There are 298 open spaces with unrestricted access in Sandwell, covering an area of 1,113 hectares. This equates to 12.9% of the total area of the borough. The quantum of open spaces with unrestricted access equates to 3.235 hectares of space per 1,000 population.

**Table 8 - Existing Quantity of Unrestricted Open Space per 1,000 population<sup>16</sup>**

Open Space Typology	Area (Ha)	Ha per 1,000 population <sup>17</sup>
Amenity Greenspace	180.10	0.523
Cemeteries & Churchyards	79.15	0.230
Green Corridor	45.65	0.133
Institutional Land	0.35	0.001
Natural & Semi-Natural Greenspace	438.67	1.274
Outdoor Sports Facilities	100.35	0.292
Parks & Gardens	263.71	0.766
Provision for Children & Young People	5.42	0.016
<b>Total</b>	<b>1,113.4</b>	<b>3.234</b>

Including all levels of accessibility, there are a total of 542 open spaces covering nearly 2,000 hectares. This is equivalent to 23.2% of the total land area of the Borough. Natural and semi-natural green space makes up the largest percentage by area at 36.8% of all open space covering over 726 hectares. Outdoor sports facilities

<sup>16</sup> Sandwell Open Space Assessment 2024

<sup>17</sup> Population based on mid-year estimate for 2022 showing a Borough population of 344,210 people.

make up 16.7% by area, followed by parks and gardens at 13.4%. Amenity green spaces are the most common open space type with 198 such spaces, but each site is typically relatively small. However, amenity green space makes up 12.7% of the supply by area.

The distribution of open space across the borough is not even, with some areas and wards containing more open space than others. 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, primarily due to the presence of Sandwell Valley.

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.

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.

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 that sever walking routes, such as canals and motorways, 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.

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

**Table 9 - Quantity and Accessibility Standards defined for Open Space Assessment <sup>18</sup>**

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	Appropriately landscaped.
Parks and Gardens	0.8	710m	Positive management.
Natural / Semi-Natural Greenspaces	1.8	720m	Provision of footpaths. Designed to be free of the fear of harm or crime.
Provision for Children and Young People	0.25		Quality appropriate to the intended level of

<sup>18</sup> 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
Local Areas for Play (LAP) - aimed at very young children		LAP – 100m (suggested minimum size 0.01ha)	performance, designed to appropriate technical standards.
Locally Equipped Areas for Play (LEAP) - aimed at children who can go out to play independently		LEAP – 400m (suggested minimum size 0.04ha)	Located where they are of most value to the community to be served.
Neighbourhood Equipped Areas for Play (NEAP) - aimed at older children		NEAP - 1,000m (suggested minimum size 0.1ha)	Sufficiently diverse recreational use for the whole community. Appropriately landscaped.
Other outdoor provision (Multi Use Games Areas and skateboard parks)	0.3	700m (suggested minimum size 0.1ha)	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. Provision of appropriate ancillary facilities and equipment. Provision of footpaths. Designed to be free of the fear of harm or crime.
Allotments and Community Gardens	0.2	1200m	See Policy SHW6

Table 10 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 10 - Recommended Application of Quantity Benchmark Guidelines – Equipped / Designated Play Space**<sup>19</sup>

Scale of Development	LAP	LEAP	NEAP	MUGA
5 - 10 dwellings	✓			

<sup>19</sup> 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>

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

Table 11 sets out the financial contributions that will be sought for off-site open space. The rates are indexed for 2024 prices and may be updated periodically to reflect price inflation.

Contributions towards the provision of new open space or the improvement of existing open space are calculated using the same rates, as the improvement of existing open space will normally include at least some new provision.

Where the required level of open space of a particular typology is provided partly on-site and partly through contributions to off-site provision and /or improvement, credit will be given for the space provided on-site in calculating the off-site contributions.

The rates do not include the cost of providing playing pitches or fixed sports facilities (such as tennis or bowls), which are additional costs which may need to be agreed in addition to the rates below.

The rates are separate to the costs of delivering biodiversity net gain.

**Table 11 - Off-Site Open Space Planning Contribution Rates**

Open space typology	Proposed standard (ha /1000 population)	Proposed standard (sqm /person) <sup>20</sup>	Rate (per sqm)	Contribution per person (£)
Amenity greenspace	0.523	5.3	£18.34	£97
Parks and gardens	0.766	7.7	£130.28	£1,003
Natural and semi-natural greenspace	1.407	14	£18.34	£257
Provision for children and young people (equipped / designated play space)	0.016	1.5	£182.57	£274
Other outdoor sports provision	0.292	2.9	£130.28	£378
Allotments and community gardens	0.120	1.2	£38.24	£46
<b>Total</b>	<b>3.124<sup>21</sup></b>	<b>32.6</b>	-	<b>£2,055</b>

<sup>20</sup> The number of persons that will occupy a residential development scheme will be calculated using the Nationally Described Space Standards (NDSS) unless agreed otherwise between the Council and the applicant prior to the determination of the planning application. The NDSS can be viewed here:

<https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

<sup>21</sup> The proposed total is less than the existing 3.235ha/1000 population provision as some areas of accessible open space (e.g. cemeteries, churchyards and institutional land) are excluded.

Where open space provided on site is to be adopted by Sandwell Council, or where contributions are provided to off-site provision or improvements, maintenance contributions for 15 years for equipped/designated play space and 30 years' maintenance for all other types of open space will be sought through a S106 legal agreement. Maintenance contributions will be calculated using the rates set out in Table 12.

The open space maintenance contribution excludes the maintenance of fixed sports facilities, which would be in addition. The contributions above also exclude tree establishment costs, set-up costs, professional and admin costs.

**Table 12 - Open Space Maintenance Rates**

<b>Typology</b>	<b>Maintenance Rate (£/sqm/per year)</b>
Amenity greenspace	£0.86
Parks and gardens	£3.88
Natural and semi-natural greenspace	£0.86
Provision for children and young people (equipped / designated play space)	£14.91
Other outdoor sports provision	£10.30
Allotments and community gardens	£0.85

## APPENDIX I - Transportation Policy

### Sandwell Parking Standards

#### Purpose of this Statement

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 overprovision 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.

Tables 13 and 14 of this appendix set out the appropriate levels of 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.

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.

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)

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 TAPAs (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.

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.

It is noted that the extent of detail required by the TAPA 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

The council recognises that ensuring the right amount of parking provision in the right location and of 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.

Developments that are considered to result in on-street parking that would create or exacerbate issues of highway safety will not be supported.

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

On all housing schemes developers will be expected to provide additional space for visitor parking at a ratio of one space per three dwellings for developments of less than ten properties, and one space per four dwellings for developments of ten 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 in Multiple Occupation (HMO)**

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

### **Garages**

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, by removing development rights to convert them into a habitable room.

### **Innovative use of design solutions**

Car parking provision can be provided in a variety of ways and can help create attractive and safe streets. Positive consideration will be given to innovative design solutions that deliver parking requirements safely and in the context of well-designed layouts.

**Table 13 - Minimum Parking Standards for Residential Uses**

<b>Residential Dwellings</b>	
one to two bedrooms	one dedicated space
three to four bedrooms	two dedicated spaces
five to six bedrooms	three dedicated spaces
seven to eight bedrooms	four dedicated spaces
Visitor spaces – development less than ten dwellings	one space per three dwellings
Visitor spaces – development of ten or more dwellings	one space per four dwellings

### **Non-Residential Parking Standards**

#### **Baseline Parking Standards**

Baseline parking standards are set out in Table 14 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 14 - Maximum Parking Standards for Non-Residential Uses**

(Table 14 will be applied to the total floor area on all applications including change of use applications)

<b>Use Class</b>	<b>Description</b>	<b>Baseline Parking Level Parking Standard per m<sup>2</sup></b>
<b>Class B – Businesses that primarily serve people</b>		
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 <sup>2</sup> - 1:50 251m <sup>2</sup> - 1250m <sup>2</sup> - 1:100 Over 1250m <sup>2</sup> - 1:200
<b>Class C – Locations where people sleep</b>		

Use Class	Description	Baseline Parking Level Parking Standard per m <sup>2</sup>
C1	Hotels and guest houses (bar / restaurant to be assessed as <i>sui generis</i> and Class E uses)	one space per bedroom one space per member of staff
C2	Residential institutions	Residents: one space per four bedrooms.
C2a	Secure residential institutions	Staff: one manager's space and one space per three FTE other staff
C4	Houses in multiple occupation incl. large HMO	one per two beds
<b>Class E - Commercial, Business and Service Users</b>		
E	Medical facilities, clinics, health centres, creches, day nurseries, day centre	one space per member of staff two spaces per treatment room
E	Hospitals	one space per member of staff one space per three 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
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
<b>Class F1 - Learning and Non-Residential Institutions</b>		
F1	Further education establishments and training centres	one space per member of staff one space per 15 students
F1	Primary, secondary and special schools	one space per member of staff (FTE)
F1	Museums, public libraries, public halls, exhibition halls, law courts	1:30

Use Class	Description	Baseline Parking Level Parking Standard per m <sup>2</sup>
<b>Class F2 - Local Community Uses</b>		
F2	Shop not more than 280m <sup>2</sup> 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	one space per 15 seats (Note: coach parking should be agreed with SMBC and treated separately to car parking)
<b>Class Sui Generis – Locations that are unique in themselves</b>		
Sui Generis	Drinking establishments	1:8
Sui Generis	Hot food takeaway	1:20
Sui Generis	Cinemas, concert halls and conference facilities	one space per five 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, launderettes, taxi / PHV business, amusement arcades, casinos, funfairs, waste disposal facilities	Discuss with SMBC

The parking requirements for places of worship and community facilities require different considerations due to the particular patterns of demand that they create. The following standards have been derived from extensive practice, evidence gathering, benchmarking and feedback from previous schemes. Lower levels of car parking will only be permitted if fully evidenced through a Transport assessment or Transport statement, as appropriate.

**Table 15 - Minimum parking standards for Community Uses**

(Table 15 will be applied to the total floor area on all applications including change of use applications)

Use Class	Description	Parking Requirement spaces per m <sup>2</sup>
F1	Places of worship	1:5
F2	Hall or meeting place for the principal use of the local community	1:30

## **Developments in Town Centres**

Parking requirements for developments in town centres should be assessed by baseline standards, through TAPAs 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.

Parking standards will be determined based 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 a 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. 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**

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**

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 ten off-plot communal spaces, at least one space should be provided as a widened bay and for all other developments 5% of the parking allocation should be designed as disabled parking bays.

### **Non-Residential Developments**

The minimum parking standard for non-residential developments is a percentage of the baseline maximum standard as shown in Table 16 below. Parking for disabled people should be additional to the maximum vehicle parking standards for non-residential development.

For smaller non-residential developments with parking up to ten spaces, at least one parking bay should be designated to accommodate disabled people. For developments up to 20 spaces one wider space and one marked disabled bay should be provided.

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.

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 16 - 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
<b>Class B – Businesses that primarily serve people</b>			
B2	General industry (office components to be assessed as Class E use)	5% plus one space for each disabled employee	5%
B8	Distribution and warehouse (office components to be assessed as Class E use)	5% plus one space for each disabled employee	5%
<b>Class C – Locations where people sleep</b>			
C1	Hotels and guest houses (bar / restaurant to be assessed as Sui Generis and Class E uses)	6% plus one space for each disabled employee	4%
C2	Residential institutions	5% plus one space for each disabled employee plus additional spaces dependent on the need of the establishment	5%
C2a	Secure residential institutions	5% plus one 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%
<b>Class E - Commercial, Business and Service Users</b>			
E	Medical facilities, clinics, health centres, creches, day nurseries, day centre	6% plus one space for each disabled employee plus additional spaces dependent on the need of the establishment	4%
E	Hospitals	6% plus one 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 one space for each disabled employee	4%
E	Non-food retail (other than those shops that fall under Class F2)	6% plus one space for each disabled employee	4%

Use Class	Description	Marked Disabled Bay % of Max Baseline Standard	Widened Bay 3.7m x 6m % of Max Baseline Standard
E	Offices	5% plus one space for each disabled employee	5%
E	Restaurants and cafes	5% plus one space for each disabled employee	5%
E	Research and development	5% plus one space for each disabled employee	5%
E	Industrial processes that can be carried out in a residential area	5% plus one 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 one space for each disabled employee	4%
<b>Class F1 - Learning and Non-Residential Institutions</b>			
F1	Further education establishments and training centres	6% plus one space for each disabled employee	4%
F1	Primary, secondary and special schools	6% plus one space for each disabled employee	4%
F1	Museums, public libraries, public halls, exhibition halls, law courts	6% plus one space for each disabled employee	4%
F1	Places of Worship	6% plus one space for each disabled employee	4%
<b>Class F2 - Local Community Uses</b>			
F2	Shop not more than 280m <sup>2</sup> mostly selling essential goods, including food and at least 1km from another similar shop	5% plus one 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 one space for each disabled employee	5 -10%
F2	Stadia	6% plus one space for each disabled employee	5 -10%
F2	Hall or meeting place for the principal use of the local community	5% plus one space for each disabled employee	5%
<b>Class Sui Generis – Locations that are unique in themselves</b>			
Sui Generis	Drinking establishments	6% plus one space for each disabled employee	4%

<b>Use Class</b>	<b>Description</b>	<b>Marked Disabled Bay % of Max Baseline Standard</b>	<b>Widened Bay 3.7m x 6m % of Max Baseline Standard</b>
Sui Generis	Hot food takeaway	Discuss with SMBC	Discuss with SMBC
Sui Generis	Cinemas, concert halls and conference facilities	6% plus one space for each disabled employee	4%
Sui Generis	Public transport interchanges, metro stops, 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, launderettes, taxi / PHV business, amusement arcades, casinos, funfairs, waste disposal facilities	Discuss with SMBC	Discuss with SMBC

### Parking for Cyclists

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.

The minimum standards set out in Table 17 below, will be required for development proposals in addition to the vehicle parking standards. In cases where reduced numbers of 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 17.

**Table 17 - Minimum Cycle Parking Standards**

Use Class	Description	Cycle Parking Standard	Cycle Storage Type
<b>Class B – Businesses that primarily serve people</b>			
B2	General industry (office components to be assessed as Class E use)	one space per 300m <sup>2</sup> for staff  one space per 1000m <sup>2</sup> for visitors	Long Stay
B8	Distribution and warehouse (office components to be assessed as Class E use)	one space per 300m <sup>2</sup> for staff  one space per 1000m <sup>2</sup> for visitors	Long Stay
<b>Class C – Locations where people sleep</b>			
C1	Hotels and guest houses (bar / restaurant to be assessed as sui generis and Class E uses)	one space per ten bedrooms	Long Stay
C2	Residential institutions	one space per ten members of staff	Long Stay
C2a	Secure residential institutions	one space per ten members of staff	Long Stay
C3	Dwelling houses	One-bed - one space  Two-bed - two spaces  Three-bed - two spaces  Four-bed - three spaces  Five-bed - three spaces  Six-bed - four spaces  Seven-bed - four spaces  Eight-bed - five spaces  Visitor spaces – discuss with SMBC	Long stay for residents  Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
C3	Dwellings (apartments only)	one space per one and two bed dwellings two spaces per 3+ bed dwelling one space per five apartments for visitors	Long stay for staff / residents Short stay for visitors
C4	Houses in multiple occupation incl. large HMO	one space per five bedrooms one space per five bedrooms for visitors	Long stay for residents Short stay for visitors
<b>Class E - Commercial, Business and Service Users</b>			
E	Medical facilities, clinics, health centres, creches, day nurseries, day centre	one space per 300m <sup>2</sup> for staff one space per 1000m <sup>2</sup> for visitors	Long stay for staff Short stay for visitors
E	Hospitals	one space per 300m <sup>2</sup> for staff one space per 1000m <sup>2</sup> for visitors	Long stay for staff Short stay for visitors
E	Food retail (other than those shops that fall under Class F2)	one space per 200m <sup>2</sup>	Long stay for staff Short stay for visitors
E	Non-food retail (other than those shops that fall under Class F2)	one space per 200m <sup>2</sup>	Long stay for staff Short stay for visitors
E	Offices	one space per 300m <sup>2</sup> for staff one space per 1000m <sup>2</sup> for visitors	Long Stay
E	Restaurants and cafes	one space per 100m <sup>2</sup>	Long stay for staff Short stay for visitors
E	Research and development	one space per 300m <sup>2</sup> for staff one space per 1000m <sup>2</sup> for visitors	Long Stay
E	Industrial processes that can be carried out in a residential area	one space per 300m <sup>2</sup> for staff	Long Stay

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
		one space per 1000m <sup>2</sup> for visitors	
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	one space per 200m <sup>2</sup> for staff  one space per ten person trips for visitors	Long stay for staff  Short stay for visitors
<b>Class F1 - Learning and Non-Residential Institutions</b>			
F1	Further education establishments and training centres	one space per five students  one space per five members of staff  one space per 150 students for visitors	Long stay for staff / students  Short stay for visitors
F1	Primary, secondary and special schools	one space per five students  one space per five members of staff  one 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	one space per 200m <sup>2</sup> for staff  one space per ten-person trips for visitors	Long stay for staff  Short stay for visitors
F1	Places of worship	one space per 200m <sup>2</sup> for staff  one space per ten-person trips for visitors	Long stay for staff  Short stay for visitors
<b>Class F2 - Local Community Uses</b>			
F2	Shop not more than 280m <sup>2</sup> mostly selling essential goods, including food and at least 1km from another similar shop	one space per 100m <sup>2</sup>	Long stay for staff  Short stay for visitors
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	one space per 200m <sup>2</sup> for staff  one space per ten person trips for visitors	Long stay for staff  Short stay for visitors
F2	Stadia	one space per 200m <sup>2</sup> for staff	Long stay for staff  Short stay for visitors

Use Class	Description	Cycle Parking Standard	Cycle Storage Type and Shower Facility
		one space per ten person trips for visitors	
F2	Hall or meeting place for the principal use of the local community	one space per 200m <sup>2</sup> for staff  one space per ten person trips for visitors	Long stay for staff  Short stay for visitors
<b>Class Sui Generis – Locations that are unique in themselves</b>			
Sui Generis	Drinking establishments	one space per 100m <sup>2</sup>	Long stay for staff  Short stay for visitors
Sui Generis	Hot food takeaway	one space per 100m <sup>2</sup>	Long stay for staff  Short stay for visitors
Sui Generis	Cinemas, concert halls and conference facilities	one space per 200m <sup>2</sup> for staff  one space per ten-person trips for visitors	Long stay for staff  Short stay for visitors
Sui Generis	Public transport interchanges, metro stops, railway stations	one space per 200m <sup>2</sup> for staff  one space per ten-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, launderettes, 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

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.

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.

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

**Table 18 - Minimum Parking Standards for Powered Two Wheelers**

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
<b>Class B – Businesses that primarily serve people</b>			

B2	General industry (office components to be assessed as Class E use)	4%	100m <sup>2</sup> or greater
B8	Distribution and warehouse (office components to be assessed as Class E use)	4%	100m <sup>2</sup> or greater
<b>Class C – Locations where people sleep</b>			
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
<b>Class E - Commercial, Business and Service Users</b>			
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
E	Food retail (other than those shops that fall under Class F2)	2%	200m <sup>2</sup> or greater
E	Non-food retail (other than those shops that fall under Class F2)	2%	200m <sup>2</sup> or greater
E	Offices	4%	50m <sup>2</sup> or greater
E	Restaurants and cafes	2%	200m <sup>2</sup> or greater
E	Research and development	4%	100m <sup>2</sup> or greater
E	Industrial processes that can be carried out in a residential area	4%	100m <sup>2</sup> or greater

Use Class	Description	Percentage of Baseline Standard	Threshold for at least 1 parking space and shower facility
E	Gymnasiums and indoor recreations not involving motorised vehicles or firearms or those that fall under F2	4%	200m <sup>2</sup> or greater
<b>Class F1 - Learning and Non-Residential Institutions</b>			
F1	Further education establishments and training centres	4%	200m <sup>2</sup> or greater
F1	Primary, secondary and special schools	4%	200m <sup>2</sup> or greater
F1	Museums, public libraries, public halls, exhibition halls, law courts	4%	200m <sup>2</sup> or greater
F1	Places of worship	4%	200m <sup>2</sup> or greater
<b>Class F2 - Local Community Uses</b>			
F2	Shop not more than 280m <sup>2</sup> mostly selling essential goods, including food and at least 1km from another similar shop	Not required	Not required
F2	Indoor or outdoor swimming baths, skating rinks, and outdoor sports or recreations not involving motorised vehicles or firearms	4%	200m <sup>2</sup> or greater
F2	Stadia	4%	200m <sup>2</sup> 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
<b>Class Sui Generis – Locations that are unique in themselves</b>			
Sui Generis	Drinking establishments	2%	200m <sup>2</sup> or greater
Sui Generis	Hot food takeaway	2%	200m <sup>2</sup> or greater
Sui Generis	Cinemas, concert halls and conference facilities	4%	200m <sup>2</sup> or greater
Sui Generis	Public transport interchanges, metro stops, 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, launderettes, taxi	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
	/ PHV business, amusement arcades, casinos, funfairs, waste disposal facilities		

### Provision of Infrastructure to Support Electric Vehicle Technology

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

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

##### Non-Residential Development

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

The parking requirements in Table 19 below will be applied to the total additional floor area on all applications including change of use applications.

**Table 19 - Operational Parking Requirements**

Use Class	Description	Operational Parking Requirement	
<b>Class C – Locations where people sleep</b>			
C2	Residential institutions	Space for ambulance, minibus or van. Space for one pick-up and drop off point	
C2a	Secure residential institutions	5% plus one 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.	
<b>Class E - Commercial, Business and Service Users</b>			
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 that avoids conflict with access ways required by ambulances		
E	Retail	Gross floor space	Minimum load and unload	
		500m <sup>2</sup>	50m <sup>2</sup>	
		1000m <sup>2</sup>	100m <sup>2</sup>	
		2000m <sup>2</sup>	150m <sup>2</sup>	
		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 <sup>2</sup> 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 <sup>2</sup> loading and unloading area		
<b>Class F1 - Learning and Non-Residential Institutions</b>				
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 minibuses / ambulances adjacent to the main entrance of the building		
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 <sup>2</sup>		

Use Class	Description	Operational Parking Requirement
F1	Places of worship	Adequate spaces for wedding and funeral vehicles either within the site or on-street
<b>Class F2 - Local Community Uses</b>		
F2	Shop not more than 280m <sup>2</sup> 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 <sup>2</sup> loading and unloading area
F2	Stadia	To be determined on a case-by-case basis having regards to the type of activity proposed
<b>Class Sui Generis – Locations that are unique in themselves</b>		
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 <sup>2</sup> for loading and unloading area Space for one pick-up and drop off point
<b>All Other Uses</b>		Discuss with SMBC

#### Transport, Accessibility and Parking Assessment Form

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

<b>Application Details</b>
Ref Number  Description of proposed development land use/ sq. metres/ number of units/ proposed car parking spaces (public / private)
Address / Location
<b>Transport Characteristics of Scheme</b>
<b>Non-residential:</b>

Expected number of employees visiting the site per day (if relevant):
Of which approximately how many are expected to arrive by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)
Expected number of visitors per day visiting the development (if relevant):
Of which approximately how many are expected to arrive by: Car Car Sharing Bus Train Bicycle Walking Other (please specify)
Of which approximately how many are expected to be: Light good vehicles Other good vehicles
<b>Residential:</b>
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)
<b>All Uses:</b>
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)

**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																								
		<b>High: 30 - 21</b> <b>Medium: 20 - 11</b> <b>Low: 10 or less</b>																								
Access Type	Criteria	Criteria Scores	Score	Sub Score																						
Walking		Distance to nearest bus stop from main entrance of building (via direct, safe route) <table> <tr><td>&lt;200m</td><td>5</td></tr> <tr><td>&lt;300m</td><td>3</td></tr> <tr><td>&lt;500m</td><td>1</td></tr> <tr><td>&gt;500m</td><td>0</td></tr> </table> Distance to nearest railway station from main entrance of building (via direct, safe route) <table> <tr><td>&lt;400m</td><td>3</td></tr> <tr><td>&lt;1km</td><td>2</td></tr> <tr><td>&gt;1km</td><td>0</td></tr> </table>			<200m	5	<300m	3	<500m	1	>500m	0	<400m	3	<1km	2	>1km	0								
<200m	5																									
<300m	3																									
<500m	1																									
>500m	0																									
<400m	3																									
<1km	2																									
>1km	0																									
Cycling		Proximity to defined cycle routes <table> <tr><td>&lt;100m</td><td>3</td></tr> <tr><td>&lt;500m</td><td>2</td></tr> <tr><td>&lt;1km</td><td>1</td></tr> <tr><td>&gt;1km</td><td>0</td></tr> </table>			<100m	3	<500m	2	<1km	1	>1km	0														
<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 <table> <tr><td>15 mins or less</td><td>5</td></tr> <tr><td>30 mins or less</td><td>3</td></tr> <tr><td>&gt;30 minutes</td><td>1</td></tr> </table> Number of bus services serving different localities stopping within 200m of the main entrance <table> <tr><td>Localities served</td><td>5</td></tr> <tr><td>4 or more</td><td>3</td></tr> <tr><td>3</td><td>2</td></tr> <tr><td>2</td><td>1</td></tr> <tr><td>1</td><td></td></tr> </table> Train frequency from nearest station (Mon-Sat daytime) <table> <tr><td>30 mins or less</td><td>3</td></tr> <tr><td>30 - 59 mins</td><td>2</td></tr> <tr><td>Hourly or less</td><td>1</td></tr> </table>			15 mins or less	5	30 mins or less	3	>30 minutes	1	Localities served	5	4 or more	3	3	2	2	1	1		30 mins or less	3	30 - 59 mins	2	Hourly or less	1
15 mins or less	5																									
30 mins or less	3																									
>30 minutes	1																									
Localities served	5																									
4 or more	3																									
3	2																									
2	1																									
1																										
30 mins or less	3																									
30 - 59 mins	2																									
Hourly or less	1																									
		Drive to nearest station <table> <tr><td>Facilities on site or within 100m that reduce the need to travel:</td><td></td></tr> <tr><td>Food shop/café</td><td>1</td></tr> <tr><td>Newsagent</td><td>1</td></tr> <tr><td>Creche</td><td>1</td></tr> </table>			Facilities on site or within 100m that reduce the need to travel:		Food shop/café	1	Newsagent	1	Creche	1														
Facilities on site or within 100m that reduce the need to travel:																										
Food shop/café	1																									
Newsagent	1																									
Creche	1																									

<b>Accessibility Assessment</b>		<b>Accessibility Level</b>		
		<b>High: 30 - 21</b>		
		<b>Medium: 20 - 11</b>		
<b>Access Type</b>	<b>Criteria</b>	<b>Criteria Scores</b>	<b>Score</b>	<b>Sub Score</b>
		Other	1	

### National Planning Policy Framework

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.*

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.

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.

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.

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.

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.

In assessing development sites, proposals should ensure 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.

The 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; this relies on analysis, best practice, previous inspector rulings and local evidence to be used to instigate discussions between developers and the local authority.

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 J – Transport Proposals

Acronyms	
<b>LNIP</b>	Local Network Improvement Fund
<b>CRSTS</b>	City Region Sustainable Transport Settlement
<b>TBD</b>	To be determined
<b>FBC</b>	Full Business Case
<b>OBC</b>	Outline Business Case
<b>DfT</b>	Department for Transport
<b>MRNF</b>	Major Roads Network Fund
<b>LLMF</b>	Large Local Majors Fund
<b>RIS</b>	Roads Investment Strategy
<b>BSIP</b>	Bus Service Improvement Plan
<b>LCWIP</b>	Local Cycling & Walking Infrastructure Plan
<b>TfWM</b>	Transport for West Midlands

**Table 20 - Transport Proposals**

Project	SLP Transport Policies	Details	Delivery Body	Status at October 2024	Funding	Anticipated Delivery Period
A4123 Birchley Island / M5 Junction 2 Improvement	STR1 STR2 STR4 STR5	Major junction improvement at Birchley Island to reduce congestion, improve road safety and provide dedicated walking and cycling facilities. Includes some works to adjacent M5, J2.	Sandwell MBC	Full Business Case	Fully funded - DfT MRNF, SMBC	2025 - 2028
M5 Junction 1 Improvement	STR1 STR2 STR4 STR5	Major junction improvement M5, J1 to reduce congestion, improve road safety and provide bus priority, along with dedicated walking and cycling facilities.	Sandwell MBC / National Highways	Feasibility	Subject to approval - DfT LLMF / RIS, SMBC	Post 2028
Wednesbury to Brierley Hill Extension, Phase 1 (Wednesbury to Dudley)	STR1	Extension to West Midlands Metro linking existing Birmingham to Wolverhampton Line with Dudley town centre via Dudley Port railway station. Phase 2 (see below) will continue the route to Brierley Hill / Merry Hill.	TfWM	Under construction	Fully funded	Anticipated completion - late 2024
A34 / A45 SPRINT, Phase 2	STR1	Completion of Bus Rapid Transit highways improvement works consisting of bus lanes and other bus priority measures on the corridor between Walsall and Solihull / Birmingham Airport via Great Barr and Birmingham city centre.	TfWM	Under construction	CRSTS	Anticipated completion - early 2025
Wednesbury to Brierley Hill Extension Sustainable Access Measures	STR1 STR5	Walk and cycle routes to link local neighbourhoods with new Metro stops in Sandwell and Dudley on the Wednesbury to Brierley Hill Extension.	Sandwell MBC / Dudley MBC	Under construction	CRSTS	2024 - 2027
Wednesbury to Walsall Rapid Transit	STR1	Rapid Transit link from Wednesbury to Walsall - The actual mode is to be determined through a feasibility study, but an existing rail corridor is	TfWM	Feasibility	Feasibility - CRSTS Delivery - TBD	Post 2032

Project	SLP Transport Policies	Details	Delivery Body	Status @ October 2024	Funding	Anticipated Delivery Period
		available.				
A4123 Bus, Cycle & Walking Corridor	STR1 STR2 STR4, STR5	Bus priority measure, segregated cycling and walking improvements on the A4123 (Birmingham New Road, New Birmingham Road, Wolverhampton Road) between Wolverhampton city centre and Hagley Road.	Sandwell MBC / Dudley MBC / City of Wolverhampton	Full Business Case	CRSTS & (subject to approval) CRSTS2	Phase 1: 2025-27 Phase 2: 2027-32
A461 Bus, Cycle & Walking Corridor	STR1, STR2, STR4, STR5	Bus priority measures, segregated cycling and walking improvements on the A461 (Horseley Heath, Dudley Port, Burnt Tree, Birmingham Road) between Great Bridge and Castle Gate in Dudley.	Sandwell MBC / Dudley MBC	Full Business Case	CRSTS & (subject to approval) CRSTS2	Phase 1: 2025-27 Phase 2: 2027-32
Smethwick to Birmingham Inclusive Growth Corridor Transport Package	STR1, STR2, STR4, STR5	Highway measures to provide bus priority, segregated walking and cycling routes in support of housing growth in Grove Lane/Midland Metropolitan University Hospital area. Cycle route includes a section within the boundary of Birmingham City Council to link with its route to the city centre.	Sandwell MBC / Birmingham CC	Full Business Case	CRSTS	2025 - 2027
West Midlands LCWIP Programme	STR5, STR6	Package of works to deliver West Midlands LCWIP projects across the Black country.	Sandwell MBC / TfWM	Varies	Active Travel Fund CRSTS & (subject to approval) CRSTS2	2025-32
Black Country LCWIP Programme	STR5, STR6	Package of works to deliver cycling & walking projects across the Black country.	Black Country Local Authorities	Varies	Active Travel Fund CRSTS & (subject to approval)	2025-32

Project	SLP Transport Policies	Details	Delivery Body	Status @ October 2024	Funding	Anticipated Delivery Period
					CRSTS2	
Sandwell LCWIP Programme	STR5, STR6	Package of works to deliver Sandwell LCWIP projects across the Black Country.	Sandwell MBC	Varies	Active Travel Fund CRSTS & (subject to approval) CRSTS2	2025-32
West Midlands Bus Service Improvement Plan infrastructure programme	STR1, STR2, STR5, STR6, STR7	Bus priority measures on the West Midlands Core Bus Network. Covers numerous corridors in Sandwell.	TfWM / West Midlands Local Authorities	Varies - early delivery routes at FBC stage, later routes are at Feasibility	BSIP Fund, CRSTS (subject to approval) CRSTS2	2024-32
Black Country EV Infrastructure Programme	STR9	Introduction of Electric Vehicle Charge Points on-street and in public car parks.	Black Country Local Authorities	Full Business Case First round in delivery	ORCS, CRSTS & (subject to approval) CRSTS2	2024-25
Blackheath Interchange	STR1, STR6	Modifications to town centre street pattern to enable improved interchange between bus services, road safety measures and upgraded public realm.	Sandwell MBC	Full Business Case	Towns Fund	2024-25
Dudley Port Integrated Transport Hub, Phase 1A	STR1	Improvements at the station at concourse level to integrate bus stops and the metro stop, including step-free access. Introduction of improved lighting, security and EV chargers.	TfWM / Network Rail / SMBC	Full Business Case	CRSTS	2025-2027
Dudley Port Integrated Transport	STR1	Major alterations at platform level to improve passenger shelter, enable longer trains, step-	Network Rail /	Feasibility	TBD	Post 2027

Project	SLP Transport Policies	Details	Delivery Body	Status @ October 2024	Funding	Anticipated Delivery Period
Hub, Phases 1B and 2		free access between platforms and concourse. May be delivered in sub-phases.	TfWM			
Stourbridge to Walsall Freight Line Re-opening	STR4	Reinstatement of heavy rail freight services between Stourbridge Junction and Bescot. Involves an element of track sharing with metro, so subject to approval of tram-train technology.	Network Rail / TfWM	Feasibility	TBD	Post 2041
A41 Albion Junction (Carters Green) Improvement	STR1, STR2, STR4, STR5	Junction improvement improve capacity, provide bus priority and improved active travel provision.	Sandwell MBC	Feasibility	CRSTS2 (subject to approval)	2027-32
A4100, Lower High Street / Forge Lane / Woods Lane Junction Improvement, Cradley Heath	STR1, STR2, STR4	Junction improvement to improve road safety.	Sandwell MBC	In Design	CRSTS - LNIP	2025-27
Greets Green Road / Ryders Green Road Junction Improvement, West Bromwich	STR1, STR2, STR4	Junction improvement	Sandwell MBC	Under review	LNIP	TBD
Lower Church Lane Improvement, Tipton	STR1, STR2, STR4	Carriageway re-alignment	Sandwell MBC	Under review	LNIP	TBD
Oldbury Road / Albion Road Junction Improvement, West	STR1, STR2, STR4	Junction improvement	Sandwell MBC	Under review	LNIP	TBD

Project	SLP Transport Policies	Details	Delivery Body	Status @ October 2024	Funding	Anticipated Delivery Period
Bromwich						

**Table 21 - Proposals outside Sandwell that directly support the Spatial Strategy**

Project	Transport Policies	Details	Delivery Body	Status at October 2025	Funding	Anticipated Delivery Period
Wednesbury to Brierley Hill Extension, Phase 2 (Dudley to Brierley Hill)	STR1	Completion of West Midlands Metro Extension from Dudley Town Centre to Brierley Hill via Merry Hill Centre.	TfWM	Full Business Case	TBC	2025-27
Stourbridge to Brierley Hill Rapid Transit	STR1	Rapid Transit link from Brierley Hill to Stourbridge - The actual mode is to be determined through a feasibility study, but an existing rail corridor is available.	TfWM	Feasibility	Feasibility - CRSTS Delivery - TBD	Post 2032
Midlands Rail Hub	STR1	Major package of works to increase capacity on lines into Birmingham including Bordesley Cords, Snow Hill Platform 4, reinstatement and increased use of Moor Street Station.	Network Rail	Outline Business Case	DfT	Post 2032
Walsall to Aldridge Line Re-opening	STR1	Re-introduction of passenger services on current freight-only line.	Network Rail / TfWM	Feasibility	TBD	2027-32
Wolverhampton to Shrewsbury Railway Line Upgrade	STR1	Electrification of line between Wolverhampton and Shrewsbury via Telford. Provides increased capacity through improved headways.	Network Rail	Feasibility	TBD	Post 2032

## APPENDIX K – Sandwell’s Historic Environment Designations

(Policy SHE2, paragraph 4.131)

Table 22 - Archaeological Priority Areas

ID	Name	Designation
3	All Saints Church	Archaeological Priority Area
30	Birmingham Mainline Canal	Archaeological Priority Area
28	Bromford Mill	Archaeological Priority Area
0	Cradley Forge Millpond	Archaeological Priority Area
14	Crown Iron Works Site	Archaeological Priority Area
21	Friary and moated site (possible), Carrington Road	Archaeological priority Area
29	Hedges Mill	Archaeological Priority Area
27	Lyndon Mill site	Archaeological Priority Area
22	Oak House	Archaeological Priority Area
31	Old Birmingham Mainline Canal	Archaeological Priority Area
18	Oldbury Medieval Town	Archaeological Priority Area
1	Peak House Farm Moated Site	Archaeological Priority Area
4	River Tame	Archaeological Priority Area
10	Sheepwash Mill and Iron Works	Archaeological Priority Area
16	Smethwick Corporation Cemetery	Archaeological Priority Area
25	Smethwick Old Church	Archaeological Priority Area
2	Sot's Hole Stream	Archaeological Priority Area
13	St Bartholomew's Church Yard, Wednesbury	Archaeological Priority Area
8	St Giles Church Yard, Rowley	Archaeological Priority Area
24	St Nicholas Chapel Site	Archaeological Priority Area
17	St Pauls Cemetery	Archaeological Priority Area
11	Thimble Mill and Pool	Archaeological Priority Area
15	Tipton Cemetery	Archaeological Priority Area
20	Tipton Green, Medieval settlement	Archaeological Priority Area
7	Victoria Park, possible moated site	Archaeological Priority Area
6	Warren's Hall Park, possible moated site	Archaeological Priority Area
19	Wednesbury	Archaeological Priority Area
12	Wednesbury Municipal Sports Centre	Archaeological Priority Area
9	Wellington Pit Iron Work	Archaeological Priority Area
23	Wesleyan chapel and burial ground, Oldbury	Archaeological Priority Area
5	West Bromwich Manor House	Archaeological Priority Area

ID	Name	Designation
26	Windmill site at Hall Green Road	Archaeological Priority Area

**Table 23 - Designed Landscapes of High Historic Value**

ID	Name	Designation
7	Barnford Hill Park	Designed Landscape of High Historic Value
12	Farley Park	Designed Landscape of High Historic Value
9	Haden Hill Park	Designed Landscape of High Historic Value
8	Harry Mitchell Park	Designed Landscape of High Historic Value
6	Heath Lane Cemetery, Wednesbury	Designed Landscape of High Historic Value
13	Lightwoods Park	Designed Landscape of High Historic Value
2	Red House Park	Designed Landscape of High Historic Value
1	Sandwell Park	Designed Landscape of High Historic Value
3	Smethwick Hall Park	Designed Landscape of High Historic Value
4	Victoria Park, Smethwick	Designed Landscape of High Historic Value
10	West Smethwick Park	Designed Landscape of High Historic Value
5	Wood Green Cemetery, Wednesbury	Designed Landscape of High Historic Value

**Table 24 - Areas of High Historic Townscape Value**

ID	Name	Designation
10	Bearwood	Area of High Historic Townscape Value
20	Birmingham Mainline Canal	Area of High Historic Townscape Value
6	Blackheath	Area of High Historic Townscape Value
2	Broadwaters Extension, Walsall Canal	Area of High Historic Townscape Value
4	Cradley Heath	Area of High Historic Townscape Value
17	Crosswells Brewery	Area of High Historic Townscape Value
18	Golds Green Iron Foundry	Area of High Historic Townscape Value
13	Izons Industrial Estate	Area of High Historic Townscape Value
7	Langley	Area of High Historic Townscape Value
12	Nut and Bolt Works, Park Lane East	Area of High Historic Townscape Value
5	Old Hill	Area of High Historic Townscape Value
21	Park Rose Industrial Estate	Area of High Historic Townscape Value
15	Providence Street Industrial Estate	Area of High Historic Townscape Value

ID	Name	Designation
19	Rushall Canal	Area of High Historic Townscape Value
11	Soho Foundry and area industry	Area of High Historic Townscape Value
1	Tame Valley Canal	Area of High Historic Townscape Value
16	Tiger Works	Area of High Historic Townscape Value
3	Titford Canal and Pool	Area of High Historic Townscape Value
9	Wednesbury Canal	Area of High Historic Townscape Value
8	West Bromwich High Street	Area of High Historic Townscape Value
14	Woods Lane Industrial Estate	Area of High Historic Townscape Value

**Table 25 - Areas of High Historic Landscape Value**

ID	Name	Designation
12	Brandhall Ridge and Furrow	Area of High Historic Landscape Value
3	Bury Hill Park	Area of High Historic Landscape Value
6	Chambers Wood	Area of High Historic Landscape Value
7	Codsall Coppice	Area of High Historic Landscape Value
8	Dartmouth Golf Course Wood	Area of High Historic Landscape Value
10	Galton Valley	Area of High Historic Landscape Value
5	Haden Cross Wood	Area of High Historic Landscape Value
1	Peak House Farm Field System	Area of High Historic Landscape Value
15	River Stour Corridor	Area of High Historic Landscape Value
11	Sheepwash Local Nature Reserve	Area of High Historic Landscape Value
13	Tibbington Colliery	Area of High Historic Landscape Value
9	Warley Rack	Area of High Historic Landscape Value
4	Warren Hill Nature Reserve	Area of High Historic Landscape Value
16	Wednesbury Oak Works and Colliery	Area of High Historic Landscape Value
14	Wednesbury Old Canal disused segment	Area of High Historic Landscape Value
2	Wigmore Farm Ridge and Furrow	Area of High Historic Landscape Value

## APPENDIX L – Superseded Policies<sup>110</sup> and Plans

Table 26 - Policies of the Black Country Core Strategy (2011) and the Sandwell Site Allocations and Delivery Document (2012) superseded by the Sandwell Local Plan

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
<b>Introduction</b>	Text	Text	New Vision, Spatial Strategy and Objectives
<b>Vision</b>	Vision	Vision	
<b>Spatial Strategy and objectives</b>	Text	Text	
<b>Spatial Strategy</b>	CSP1 The Growth Network	No equivalent	Policy SDS1 – Spatial Strategy for Sandwell Policy SDS3 – Regeneration in Sandwell Policy SDS7 – Sandwell's Green Belt
	CSP2 – Development Outside the Growth Network	No equivalent	Policy SDS4 – Towns and Local Areas
	CSP3 Environmental Infrastructure	SAD EOS 5 - Environmental Infrastructure	Policy SDS8 - Green and Blue Infrastructure in Sandwell
	CSP4 Place Making	SAD EOS 9 - Urban Design Principles	Policy SDS2 – Increasing efficiency and resilience Policy SDS5 - Achieving Well-designed Places Policy SDS6 – Cultural and Community Facilities and the Visitor Economy
	CSP5 Transport Strategy	No equivalent	Policy STR1 – Priorities for the Development of the Transport Network
	GB1 – The Black Country Green Belt	SAD EOS 2 - Green Belt	Policy SDS7 – Sandwell's Green Belt
	GB2 – Extensions and Replacement Buildings in the Green Belt	SAD EOS 2 - Green Belt	Policy SDS7 – Sandwell's Green Belt

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
<b>Infrastructure &amp; Delivery</b>	DEL1 – Infrastructure Provision	No equivalent	Policy SID1 – Infrastructure Provision and Viability Assessments
	DEL2 – Balance between employment land and housing		Policy SDS1 – Spatial Strategy for Sandwell Policy SDS3 – Regeneration in Sandwell Policy SHO1 - Delivering Sustainable Housing Growth Policy SEC1 – Providing for Economic Growth and Jobs
<b>Housing</b>	HOU1 Delivering Sustainable Housing Growth	SAD H1 - Housing Allocations	Policy SHO1 - Delivering Sustainable Housing Growth
	HOU2 – Housing Density, Type and Accessibility	No equivalent	Policy SHO3 - Housing Density, Type and Accessibility
	HOU3 – Delivering Affordable Housing	SAD H3 – Affordable Housing	Policy SHO4 - Affordable Housing
		SAD H4 – Housing for People with Specific Needs	Policy SHO5 - Delivering Accessible and Self / Custom Build Housing
	HOU4 – Accommodation for Gypsies and Travellers and Travelling Show People	No equivalent	Policy SHO10 - Housing for people with specific needs
	HOU5 – Education Facilities	No equivalent	Policy SHO8 – Education Facilities
	No equivalent	SAD H2 – Housing Windfalls	Policy SHO2 – Windfall developments
<b>The Borough Economy</b>	EMP1 Providing for Economic Growth	SAD EMP 1 – Employment Land Development Sites	Policy SEC1 – Providing for Economic Growth and Jobs

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
	EMP2 Actual and Potential Strategic High Quality Employment Areas	SAD EMP 1 - Employment Land Development Sites	Policy SEC2 – Strategic Employment Areas
	EMP3 Local Quality Employment Areas		Policy SEC3 – Local Employment Areas
	EMP4 Maintaining a Supply of Readily Available Employment Land		Policy SEC4 – Other Employment Sites
	EMP5 – Improving Access to the Labour Market	SAD EMP 2 – Training & Recruitment	Policy SEC5 – Improving Access to the Labour Market
	EMP6 Cultural Facilities and the Visitor Economy	No equivalent	Policy SDS6 - Cultural and Community Facilities and the Visitor Economy
	No equivalent	SAD EMP 3 – Design of New Waste Management Facilities	Policy SWA4 – Locational Considerations for New Waste Facilities
		SAD EMP 4 – Relationship between Industry and sensitive Uses	Policy SEC6 – Relationship between Industry and Sensitive Uses
The Borough's Centres	CEN1 The Importance of the Black Country Centres for the Regeneration Strategy	SAD CEN 1 – Non-retail Uses in Town Centres	Policy SCE1 - Sandwell's Centres Policy SCE3 - Town Centres (Tier-Two centres)
	CEN2 Hierarchy of Centres 98	No equivalent	Policy SCE3 - Town Centres (Tier-Two centres) Policy SCE4 - District and Local Centres (Tier-Three centres)
	CEN3 Growth in the Strategic Centres 102	SAD CEN 1 - Non Retail uses in Town Centres	West Bromwich Policy SCE2 - Non-E Class Uses in Town Centres

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
	CEN4 Regeneration of Town Centres 105	SAD CEN 1 - Non Retail uses in Town Centres	Policy SCE3 - Town Centres (Tier-Two centres) Policy SCE2 - Non-E Class Uses in Town Centres Town Centre Profiles
	CEN5 District and Local Centres 108	SAD CEN 1 – Non-retail Uses in Town Centres	Policy SCE4 - District and Local Centres (Tier-Three centres) Town Centre Profiles
	CEN6 Meeting Local Needs for Shopping and Services 109	SAD CEN 1 – Non-retail Uses in Town Centres	Policy SCE4 - District and Local Centres (Tier-Three centres) Policy SCE5 - Provision of Small-Scale Local Facilities not in Centres Town Centre Profiles
	CEN7 Controlling Out-of-Centre Development 111	No equivalent	Policy SCE6 - Edge of Centre and Out of Centre Development
	CEN8 Car Parking in Centres	SAD TRAN 3 - Car Parking	Town Centre Profiles, Policy STR8 and Appendix L
	Town Centre Insets	No equivalent West Bromwich Masterplan and SAD Regen Corridors	West Bromwich chapter Town Centre Profiles
Transport	TRAN1 Priorities for the Development of the Transport Network	SAD TRAN 2 - Road Improvement	Policy STR1 – Priorities for the Development of the Transport Network
			Policy STR2 – Safeguarding the Development of the Key Route Network (KRN)
	TRAN2 Managing Transport Impacts of New Development 122		Policy STR7 – Network Management Policy STR3 – Managing Transport Impacts of New Development

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
	TRAN3 The Efficient Movement of Freight 123	No equivalent	Policy STR4 – The Efficient Movement of Freight and Logistics
	TRAN4 Creating Coherent Networks for Cycling and for Walking 127		Policy STR5 – Creating Coherent Networks for Cycling and Walking
	TRAN5 Influencing the Demand for Travel and Travel Choices		Policy STR6 – Influencing the Demand for Travel and Travel Choices
	No equivalent	SAD TRAN 1 - Hackney Carriages / Private Hire Vehicles	No equivalent
Environmental Transformation and Climate Change	ENV1 Nature Conservation	SAD EOS 5 - Environmental Infrastructure	Policy SNE1 – Nature Conservation Policy SNE2 – Protection and Enhancement of Wildlife Habitats Policy SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows
	ENV2 Historic Character and Local Distinctiveness	SAD HE 1 - Listed Buildings SAD HE 2 - Conservation Areas SAD HE 3 - Buildings and Structures of Local Historic / Architectural Importance SAD HE 4 - Registered Parks and Gardens and other undesignated green spaces SAD HE 5 - Archaeology & Development Proposals SAD HE 6 – Areas of Townscape Value	Policy SHE1 – Heritage Assets Policy SHE2 – Development in the Historic Environment Policy SHE3 – Non-designated Heritage Assets Policy SHE4 - Archaeology Policy SDS5 - Achieving Well-designed Places
	ENV3 Design Quality	SAD EOS 9 - Urban Design Principles	Policy SDS5 - Achieving Well-designed Places Policy SDM1 – Design Quality

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
		SAD EOS 10 - Design Quality & Environmental Standards	Policy SDM2 – Development and Design Standards
	ENV4 Canals	SAD EOS 8 - Water Sports and Recreation Uses SAD DM 7 - Residential Moorings	Policy SNE6 – Canals
	ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island	No equivalent	Policy SDS2 – Increasing efficiency and resilience Policy SCC1 – Reducing operational carbon in new build residential development Policy SCC2 – Reducing operational carbon in new build non-residential development Policy SCC3 – Climate-adapted Design and Construction Policy SCC4 - Embodied carbon and waste Policy SCC5 – Flood Risk Policy SCC6 - Sustainable drainage
	ENV6 Open Space, Sport and Recreation	SAD EOS 1 - The Green Space Hierarchy SAD EOS 3 - Rowley Hills Strategic Open Space SAD EOS 4 - Community Open Space SAD EOS 6 - Allotments SAD EOS 7 - Floodlighting, Synthetic Turf Pitches and Multi Use Games Areas SAD EOS 8 - Water Sports and Recreation Uses	Policy SHW4 – Open Space and Recreation Policy SHW5 – Playing Fields and Sports Facilities Policy SHW6 - Allotments
	ENV7 Renewable Energy	No equivalent	Policy SDS2 – Increasing efficiency and resilience

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
	ENV8 Air Quality	No equivalent	Policy SHW3 – Air Quality
<b>Waste</b>	WM1 Sustainable Waste and Resource Management	No equivalent	Policy SWA1 – Waste Infrastructure Future Requirements
	WM2 Protecting and Enhancing Existing Waste Management Capacity		Policy SWA1 – Waste Infrastructure Future Requirements
	WM3 Strategic Waste Management Proposals		Policy SWA2 – Waste Sites
	WM4 Locational Considerations for New Waste Management Facilities		Policy SWA4 – Locational Considerations for New Waste Facilities
	WM5 Resource Management and New Development		Policy SWA3 – Preferred Areas for New Waste Facilities Policy SWA5 – Resource Management and New Development
<b>Minerals</b>	MIN1 Managing and Safeguarding Mineral Resources		Policy SMI1 - Minerals Safeguarding Policy SMI2 - Managing the Effects of Mineral Development
	MIN2 Production of Aggregate Minerals		Policy SMI1 - Minerals Safeguarding Policy SWA5 – Resource Management and New Development
	MIN3 Maintaining Supplies of Brick Clay		Policy SMI1 - Minerals Safeguarding Policy SWA5 – Resource Management and New Development
	MIN4 Exploitation of Other Mineral Resources		Policy SWA5 – Resource Management and New Development

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
	MIN5 New Proposals for Mineral Development		Policy SWA5 – Resource Management and New Development
<b>Development Constraints</b>	No equivalent	SAD DC 1 - Areas affected by Abandoned Limestone Mines	Policy SCO3 - Land contamination and instability
		SAD DC 2 - Zones Around Hazardous Installations	Policy SCO1 - Hazardous Installations and Substances
		SAD DC 3 - New Developments and Hazardous Substances	Policy SCO1 - Hazardous Installations and Substances
		SAD DC 4 - Pollution Control	Policy SCO2 - Pollution Control
		SAD DC 5 - Land Affected by Tipped Material Generating Landfill Gas	Policy SCO3 - Land contamination and instability
		SAD DC 6 - Land Affected by Contaminants, Ground Instability, Mining Legacy, Land of Unsatisfactory Load Bearing Capacity or Other Constraints	Policy SCO3 - Land contamination and instability
<b>Telecommunications</b>	No equivalent	SAD TEL 1 - Telecommunications Antenna and Masts	Policy SID2 – Digital Infrastructure Policy SID3 – 5G Network Infrastructure Policy SID4 - Communications Infrastructure / Equipment
		SAD TEL 2 - Telephone Kiosks	No equivalent
<b>Development Management</b>	No equivalent	SAD DM 1 - Access for Disabled People	No equivalent
		SAD DM 2 - Poster Panels	Policy SDM4 - Advertisements
		SAD DM 3 - Amusement Arcades	Policy SDM7 - Gambling Activities and Alternative Financial Services

Theme/Topic	Black Country Core Strategy (2011)	Sandwell Site Allocations and Delivery Document (2012)	Proposed Sandwell Local Plan Policy
		SAD DM 4 - Car Parking for Disabled People and People with Mobility Difficulties	No equivalent
		SAD DM 5 - The Borough's Gateways	Policy SDM3 – Tall Buildings and Gateway Sites
		SAD DM 6 - Community Facilities including Places of Worship and/or Religious Instruction	Policy SDM8 - Community Facilities
		SAD DM 7 - Residential Moorings	Policy SNE6 – Canals
		SAD DM 8 – Design and Installation of Shop Front Roller Shutters	Policy SDM5 - Shop Fronts and Roller Shutters
		SAD DM 9 - Hot Food Take-Aways	Policy SDM6 - Hot Food Takeaways

**Table 27 - Other Superseded Documents**

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
Area-based documents				
Dudley Port SPD (2017)	Superseded	Regen Corridor 9 CSP3 Environmental Infrastructure CSP4 Place Making DEL1 – Infrastructure Provision DEL2 – Balance between employment land and housing CEN4 Regeneration of Town Centres CEN5 District and Local Centres HOU1 Delivering Sustainable Housing Growth HOU3 – Delivering Affordable Housing EMP3 Local Quality Employment Areas EMP4 Maintaining a Supply of Readily Available Employment Land TRAN1 Priorities for the Development of the Transport Network TRAN5 Influencing the Demand for Travel and Travel Choices ENV1 Nature Conservation ENV2 Historic Character and Local Distinctiveness ENV4 Canals WM2 Protecting and Enhancing Existing Waste Management Capacity	SAD EOS 5: Environmental Infrastructure SAD H1: Housing Allocations SAD H3 – Affordable Housing SAD EMP 1: Employment Land Development Sites SAD CEN 1: Non Retail uses in Town Centres SAD TRAN 2: Road Improvement SAD EOS 5: Environmental Infrastructure SAD HE1 – HE6 various historic environment policies SAD EOS 8: Water Sports and Recreation Uses SAD DM 7: Residential Moorings	Vision for Sandwell SDS3: Regeneration in Sandwell SDS5: Achieving Well-designed Places SNE1: Nature Conservation SNE2: Protection and Enhancement of Wildlife Habitats SNE3: Provision, Retention and Protection of Trees, Woodlands and Hedgerows SNE6: Canals SHE1: Heritage Assets SHE2: Development in the Historic Environment SHE3: Non-designated Heritage Assets SHE4: Archaeology SHO1: Delivering Sustainable Housing Growth SHO4: Affordable Housing SHO5: Delivering Accessible and Self / Custom Build Housing SHO10: Housing for people with specific needs SEC1: Providing for Economic Growth and Jobs SCE1: Sandwell's Centres SCE3: Town Centres (Tier-Two centres)

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				STR3: Managing Transport Impacts of New Development SWA1: Waste Infrastructure Future Requirements
Black Patch Interim Planning Statement and Masterplan (2018)	Superseded	Regen Corridor 12 CSP1 The Growth Network DEL1 Infrastructure Provision DEL2 Balance between employment land and housing EMP3 Local Quality Employment Areas TRAN2 Managing Transport Impacts of New Development HOU1 Delivering Sustainable Housing Growth HOU2 Housing Density, Type and Accessibility HOU3 Delivering Affordable Housing ENV3 Design Quality ENV5 Flood Risk, Sustainable Drainage Systems and Urban Heat Island ENV6 Open Space, Sport and Recreation CSP3 Environmental Infrastructure	SAD EMP 1: Employment Land Development Sites SAD EMP4: Relationship between Industry and sensitive Uses SAD H1: Housing Allocations SAD H3 – Affordable Housing SAD H4 – Housing for People with Specific Needs SAD EOS4 Community Open Space SAD EOS5: Environmental Infrastructure SAD EOS9 Urban Design Principles SAD EOS 10: Design Quality & Environmental Standards SAD TRAN 2: Road Improvement	Vision for Sandwell SDS2: Increasing efficiency and resilience SDS3: Regeneration in Sandwell SDS5: Achieving Well-designed Places SDS8: Green and Blue Infrastructure in Sandwell SCC2: Reducing operational carbon in new build non-residential development SCC3: Climate-adapted Design and Construction SCC4: Embodied carbon and waste SHW4: Open Space and Recreation SHW6: Allotments SHO1: Delivering Sustainable Housing Growth SHO3: Housing Density, Type and Accessibility SHO4: Affordable Housing SHO5: Delivering Accessible and Self / Custom Build Housing SHO10: Housing for people with specific needs SEC3: Local Employment Areas

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SEC6: Relationship between Industry and Sensitive Uses</p> <p>STR3: Managing Transport Impacts of New Development</p> <p>STR4: The Efficient Movement of Freight and Logistics</p> <p>STR6: Influencing the Demand for Travel and Travel Choices</p> <p>SDM1: Design Quality</p> <p>SDM2: Development and Design Standards</p>
Smethwick to Birmingham Corridor Framework and Grove Lane Masterplan (2022)	Extant	<p>CSP1 The Growth Network</p> <p>Oldbury – West Bromwich – Smethwick Regeneration Corridor</p> <p>HOU2 Housing Density, Type and Accessibility</p>	<p>Regen Corridor 12: Oldbury – West Bromwich – Smethwick</p> <p>Area 7: Smethwick High Street and Environs</p> <p>Area 8 – North Smethwick Canalside</p> <p>Area 9: Cranford Street.</p> <p>SAD H1 – Housing Allocations</p> <p>SAD CEN 1 – Non-retail Uses in Town Centres</p>	<p>Appendix B – Masterplans</p> <p>Vision</p> <p>Cape Hill Profile</p> <p>SDS1: Spatial Strategy for Sandwell</p> <p>SDS2: Increasing efficiency and resilience</p> <p>SDS3: Regeneration in Sandwell</p> <p>SDS4: Towns and Local Areas</p> <p>SDS5: Achieving Well-designed Places</p> <p>SDS6: Cultural and Community Facilities and the Visitor Economy</p> <p>SDS8: Green and Blue Infrastructure in Sandwell</p> <p>SNE2: Protection and Enhancement of Wildlife Habitats</p> <p>SNE6: Canals</p> <p>SHE1: Heritage Assets</p> <p>SHE2: Development in the Historic Environment</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SHE3: Non-designated Heritage Assets</p> <p>SHE4: Archaeology</p> <p>SHW2: Healthcare Infrastructure</p> <p>SHW4: Open Space and Recreation</p> <p>SHO1: Delivering Sustainable Housing Growth</p> <p>SHO2: Windfall developments</p> <p>SHO3: Housing Density, Type and Accessibility</p> <p>SHO4: Affordable Housing</p> <p>SHO5: Delivering Accessible and Self / Custom Build Housing</p> <p>SHO7: Houses in Multiple Occupation</p> <p>SHO8: Education Facilities</p> <p>SHO9: Accommodation for Gypsies, Travellers and Travelling Showpeople</p> <p>SHO10: Housing for people with specific needs</p> <p>SEC1: Providing for Economic Growth and Jobs</p> <p>SEC2: Strategic Employment Areas</p> <p>SEC3: Local Employment Areas</p> <p>SEC4: Other Employment Sites</p> <p>SEC5: Improving Access to the Labour Market</p> <p>SEC6: Relationship between Industry and Sensitive Uses</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SCE1: Sandwell's Centres</p> <p>SCE2: Non-E Class Uses in Town Centres</p> <p>SCE3: Town Centres (Tier-Two centres)</p> <p>SCE4: District and Local Centres (Tier-Three centres)</p> <p>SCE5: Provision of Small-Scale Local Facilities not in Centres</p> <p>SCE6: Edge of Centre and Out of Centre Development</p> <p>SID1: Infrastructure Provision and Viability Assessments</p> <p>SID2: Digital Infrastructure</p> <p>SID3: 5G Network Infrastructure</p> <p>SID4: Communications Infrastructure / Equipment</p> <p>STR1: Priorities for the Development of the Transport Network</p> <p>STR2: Safeguarding the Development of the Key Route Network</p> <p>STR3: Managing Transport Impacts of New Development</p> <p>STR4: The Efficient Movement of Freight and Logistics</p> <p>STR5: Creating Coherent Networks for Cycling and Walking</p> <p>STR6: Influencing the Demand for Travel and Travel Choices</p> <p>STR8: Parking Management</p> <p>STR9: Planning for Low Emission Vehicles</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				STR10: Transport Innovation and Digital Connectivity SCO3: Land contamination and instability SDM1: Design Quality SDM2: Development and Design Standards SDM3: Tall Buildings and Gateway Sites SDM8: Community Facilities
West Bromwich Town Centre Masterplan (2022)	Extant	CSP1 The Growth Network HOU1 Delivering Sustainable Housing Growth EMP6 Cultural Facilities and the Visitor Economy CEN1 The Importance of the Black Country Centres for the Regeneration Strategy CEN2 Hierarchy of Centres CEN3 Growth in the Strategic Centres TRAN1 Priorities for the Development of the Transport Network Town Centre insets	Corridor 12: Oldbury /West Bromwich /Smethwick West Bromwich Masterplan SAD TRAN 3: Car Parking	Appendix B – Masterplans Vision SWB1: West Bromwich Town Centre SWB2: Development in West Bromwich
West Bromwich Interim Planning Statement (2022)	Superseded	CSP1 The Growth Network HOU1 Delivering Sustainable Housing Growth EMP6 Cultural Facilities and the Visitor Economy CEN1 The Importance of the Black Country Centres for the Regeneration Strategy	Corridor 12: Oldbury /West Bromwich /Smethwick West Bromwich Masterplan SAD TRAN 3: Car Parking	Appendix B – Masterplans SLP Vision SWB1: West Bromwich Town Centre SWB2: Development in West Bromwich

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
		CEN2 Hierarchy of Centres CEN3 Growth in the Strategic Centres TRAN1 Priorities for the Development of the Transport Network Town Centre insets		
Rolle Street Masterplan (2023)	Extant	Regeneration Corridor 12: Oldbury/ West Bromwich/ Smethwick CSP1 The Growth Network HOU2 Housing Density, Type and Accessibility	Corridor 12: Oldbury/ West Bromwich/ Smethwick	Appendix B – Masterplans Vision Appendix I SDS2: Increasing efficiency and resilience SDS3: Regeneration in Sandwell SDS4: Towns and Local Areas SDS5: SDS8: Green and Blue Infrastructure in Sandwell SNE6: Canals SHE1: Heritage Assets SHE2: Development in the Historic Environment SHE3: Non-designated Heritage Assets SHE4: Archaeology SCC1: Energy Infrastructure SCC2: Reducing operational carbon in new build non-residential development SCC3: Climate-adapted Design and Construction SCC4: Embodied carbon and waste SHW4: Open Space and Recreation

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SCE1: Sandwell's Centres</p> <p>SCE2: Non-E Class Uses in Town Centres</p> <p>SCE4: District and Local Centres (Tier-Three centres)</p> <p>SID1: Infrastructure Provision and Viability Assessments</p> <p>STR1: Priorities for the Development of the Transport Network</p> <p>STR3: Managing Transport Impacts of New Development</p> <p>STR4: The Efficient Movement of Freight and Logistics</p> <p>STR5: Creating Coherent Networks for Cycling and Walking</p> <p>STR6: Influencing the Demand for Travel and Travel Choices</p> <p>STR8: Parking Management</p> <p>STR9: Planning for Low Emission Vehicles</p> <p>SCO2: Pollution Control</p> <p>SCO3: Land contamination and instability</p>
Friar Park Urban Village Masterplan (2023)	Extant	No equivalent	SAD HOC8 Friar Park	No equivalent
Wednesbury Masterplan (2024)	Extant	<p>Regeneration Corridor 8 – Hill Top – proposals:</p> <ul style="list-style-type: none"> <li>• Rapid transit: Wednesbury – Brierley Hill. Metro based park and ride extensions.</li> <li>• Protection of historic buildings</li> </ul>	<p>Regen Corridor 8 Area H8.6 – Wednesbury Town Centre</p> <p>SAD TRAN 3: Car Parking</p> <p>SAD HE 1: Listed Buildings</p>	<p>Wednesbury Town Centre Profile</p> <p>SDS1: Spatial Strategy for Sandwell</p> <p>SDS2: Increasing efficiency and resilience</p> <p>SDS3: Regeneration in Sandwell</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
		on Wednesbury Town Centre. TRAN3 The Efficient Movement of Freight ENV2 Historic Character and Local Distinctiveness CEN2 Hierarchy of Centres CEN3 Growth in the Strategic Centres	SAD HE 2: Conservation Areas SAD HE 3: Buildings and Structures of Local Historic/Architectural Importance SAD HE 4: Registered Parks and Gardens and other undesignated green spaces	SDS4: Towns and Local Areas SDS5: Achieving Well-designed Places SDS6: Cultural and Community Facilities and the Visitor Economy SDS8: Green and Blue Infrastructure in Sandwell SNE1: Nature Conservation SNE2: Protection and Enhancement of Wildlife Habitats SNE3: Provision, Retention and Protection of Trees, Woodlands and Hedgerows SHE1: Heritage Assets SHE2: Development in the Historic Environment SHE3: Non-designated Heritage Assets SHE4: Archaeology SHW4: Open Space and Recreation SHO3: Housing Density, Type and Accessibility SEC1: Providing for Economic Growth and Jobs SEC2: Strategic Employment Areas SEC3: Local Employment Areas SEC4: Other Employment Sites SEC5: Improving Access to the Labour Market

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SEC6: Relationship between Industry and Sensitive Uses:</p> <p>SCE1: Sandwell's Centres</p> <p>SCE2: Non-E Class Uses in Town Centres</p> <p>SCE3: Town Centres (Tier-Two centres)</p> <p>SCE4: District and Local Centres (Tier-Three centres)</p> <p>SCE5: Provision of Small-Scale Local Facilities not in Centres</p> <p>SCE6: Edge of Centre and Out of Centre Development</p> <p>STR1: Priorities for the Development of the Transport Network</p> <p>STR3: Managing Transport Impacts of New Development</p> <p>STR5: Creating Coherent Networks for Cycling and Walking</p> <p>STR6: Influencing the Demand for Travel and Travel Choices</p> <p>STR8: Parking Management</p> <p>SDM1: Design Quality</p> <p>SDM2: Development and Design Standards</p> <p>SDM3: Tall Buildings and Gateway Sites</p> <p>SDM4: Advertisements</p> <p>SDM5: Shop Fronts and Roller Shutters</p> <p>SDM6: Hot Food Takeaways</p> <p>SDM7: Gambling Activities and</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				Alternative Financial Services SDM8: Community Facilities

Given their age, issues raised in the following documents are deemed to have been addressed in previous local plans before the Sandwell Local Plan emerged:

Brades Village SPD (2006)	Grove Lane SPD (2011)
Hill Top SPD (2006)	West Bromwich Civic Quarter SPD (2011)
The Lyng SPD (2006)	Windmill Eye Neighbourhood Plan SPD (2011)
Brindley II Planning and Design Brief SPD (2007)	Eastern Gateway Masterplan

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
		UD3: Security and Safety DC12 – Roller Shutters DC14 – Shopfront Design <b>BCCS:</b> CSP4 Place-Making CSP5 Transport Strategy HOU4 Accommodation for Gypsies and Travellers and Travelling Showpeople TRAN1 Priorities for the Development of the Transport Network TRAN2 Managing Transport Impacts of New Development ENV3 Design Quality	SAD TRAN 3: Car Parking SAD DC 1: Areas affected by Abandoned Limestone Mines	SHW4 – Open Space and Recreation SCE1: Sandwell's Centres SCE2: Non-E Class Uses in Town Centres SCE3: Town Centres (Tier-Two centres) SCE4: District and Local Centres (Tier-Three centres) SCE5: Provision of Small-Scale Local Facilities not in Centres STR5: Creating Coherent Networks for Cycling and Walking SCO3 - Land contamination and instability SDM1: Design Quality Policy SDM4 - Advertisements SDM5: Shop Fronts and Roller Shutters SDM7: Gambling Activities and Alternative Financial Services SDM8: Community Facilities
The Preparation of Transport Assessments and Travel Plans SPD (2006)	Superseded in part by SLP policies – also requires update	CSP5 Transport Strategy TRAN2 Managing Transport Impacts of New Development Appendix 5 The Transport Assessment and Travel Plan Process	No equivalent	STR2: Safeguarding the Development of the Key Route Network STR3: Managing Transport Impacts of New Development Appendices I and J
Developing and Managing	Superseded in part by SLP policies	ENV2 Historic Character and Local Distinctiveness	SAD HE 3: Buildings and Structures of Local Historic/Architectural Importance	SHE2: Development in the Historic Environment

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
Local Lists SPD (2012)				SHE3: Non-designated Heritage Assets
Black Country Air Quality SPD (2016)	Superseded by SLP	ENV8 Air Quality	No equivalent	<p>The following policies all have direct or indirect positive benefits for air quality in Sandwell:</p> <p>SDS1 Spatial Strategy for Sandwell</p> <p>SDS2 Increasing efficiency and resilience</p> <p>SDS3 Regeneration in Sandwell</p> <p>SDS4 Towns and Local Areas</p> <p>SDS5 Achieving Well designed Places</p> <p>SDS6 Cultural and Community Facilities and the Visitor Economy</p> <p>SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows</p> <p>SNE6 Canals</p> <p>SHW2 Health Infrastructure</p> <p>SHW3 Air Quality</p> <p>SHW4 Open Space and Recreation</p> <p>SHW5 Playing Fields and Sports Facilities</p> <p>SHO3 Housing Density, Type and Accessibility</p> <p>SHO9 Education Facilities</p> <p>SEC5 Improving Access to the Labour Market</p> <p>SCE1 Sandwell's Centres</p> <p>SCE5 Provision of Small-Scale Local Facilities not in Centres</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
				<p>SCE6 Edge of Centre and Out of Centre Development</p> <p>SWB1 West Bromwich Town Centre</p> <p>SWB2 Development in West Bromwich</p> <p>STR1 Priorities for the Development of the Transport Network</p> <p>STR2 Safeguarding the Development of the Key Route Network</p> <p>STR3 Managing Transport Impacts of New Development</p> <p>STR4 The Efficient Movement of Freight and Logistics</p> <p>STR5 Creating Coherent Networks for Cycling and Walking</p> <p>STR6 Influencing the Demand for Travel and Travel Choices</p> <p>STR7 Network Management</p> <p>STR8: Parking Management</p> <p>STR9: Planning for Low Emission Vehicles</p> <p>STR10: Transport Innovation and Digital Connectivity</p> <p>SCO2: Pollution Control</p> <p>SDM3: Tall Buildings and Gateway Sites</p>
Hot Food Takeaway SPD (2016)	Superseded by SLP	No equivalent	SAD DM 9: Hot Food Take-Aways	<p>SHW1: Health Impact Assessments</p> <p>SHW2: Healthcare Infrastructure</p> <p>SDM6: Hot Food Takeaways</p>

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
Residential Intensification SPD (2007)	Superseded in part by SLP policies – also requires update. To be replaced by Sandwell Design Guide on adoption	HOU1 Delivering Sustainable Housing Growth	SAD H2 – Housing Windfalls	SHO2: Windfall Developments SHO7: Houses in Multiple Occupation
Building for Life SPD (2011)	Superseded by SLP To be replaced by Sandwell Design Guide on adoption	ENV3 Design Quality	SAD EOS 9: Urban Design Principles SAD EOS 10: Design Quality & Environmental Standards SAD DM 1: Access for Disabled People	SDS2: Increasing efficiency and resilience SDS5: Achieving Well-designed Places SDS8: Green and Blue Infrastructure in Sandwell SNE2: Protection and Enhancement of Wildlife Habitats SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows SCC1: Energy Infrastructure SCC2: Reducing operational carbon in new build non-residential development SCC3: Climate-adapted Design and Construction SCC4: Embodied carbon and waste SCC5: Flood Risk SCC6: Sustainable drainage SHO5: Delivering Accessible and Self / Custom Build Housing SHO10: Housing for people with specific needs SDM1: Design Quality SDM2: Development and Design Standards SDM3: Tall Buildings and Gateway Sites

Title	Status	Black Country Core Strategy	Adopted SAD Policy	NEW SLP Policy
Residential Design Guide SPD (2014)	Extant – due for review. To be replaced by Sandwell Design Guide on adoption	ENV3 Design Quality	SAD EOS 9: Urban Design Principles SAD EOS 10: Design Quality & Environmental Standards SAD DM 1: Access for Disabled People	SDS2: Increasing efficiency and resilience SDS5: Achieving Well-designed Places SDS8: Green and Blue Infrastructure in Sandwell SNE2: Protection and Enhancement of Wildlife Habitats SNE3 – Provision, Retention and Protection of Trees, Woodlands and Hedgerows SCC1: Energy Infrastructure SCC2: Reducing operational carbon in new build non-residential development SCC3: Climate-adapted Design and Construction SCC4: Embodied carbon and waste SCC5: Flood Risk SCC6: Sustainable drainage SHO5: Delivering Accessible and Self / Custom Build Housing SHO10: Housing for people with specific needs SDM1: Design Quality SDM2: Development and Design Standards SDM3: Tall Buildings and Gateway Sites
Planning Obligations SPD (2015)	Extant – due for review	DEL1 Infrastructure Provision	No direct equivalent	SID1: Infrastructure Provision and Viability Assessments

## APPENDIX M – List of strategic and non-strategic policies

Policy Reference	Policy Heading	Strategic / Non-Strategic
Policy SDS1	Spatial Strategy for Sandwell	Strategic
Policy SDS2	Increasing efficiency and resilience	Strategic
Policy SDS3	Regeneration in Sandwell	Strategic
Policy SDS4	Towns and Local Areas	Strategic
Policy SDS5	Achieving Well-designed Places	Strategic
Policy SDS6	Cultural <b>and Community</b> Facilities and the Visitor Economy	Strategic
Policy SDS7	Sandwell's Green Belt	Strategic
Policy SDS8	Green and Blue Infrastructure in Sandwell	Strategic
Policy SNE1	Nature Conservation	Strategic
Policy SNE2	Protection and Enhancement of Wildlife Habitats	Non-Strategic
Policy SNE3	Provision, Retention and Protection of Trees, Woodlands and Hedgerows	Non-Strategic
Policy SNE4	Geodiversity and the Black Country UNESCO Global Geopark	Strategic
Policy SNE5	The Rowley Hills	Non-Strategic
Policy SNE6	Canals	Non-Strategic
Policy SHE1	<del>Listed Buildings and Conservation Areas-Heritage Assets</del>	Non-Strategic
Policy SHE2	<del>Development in the Historic Environment-Non-Designated Heritage Assets</del>	Strategic
Policy SHE3	Locally Listed Buildings	Non-Strategic
Policy SHE4	Archaeology	Non-Strategic
Policy SCC1	<del>Energy Infrastructure Reducing operational carbon in new build residential development</del>	Strategic
Policy SCC2	Reducing Operation Carbon in New Build Non-residential Development	Non-Strategic
Policy SCC3	Climate-adapted Design and Construction	Non-Strategic
Policy SCC4	Embodied Carbon and Waste	Non-Strategic

Policy Reference	Policy Heading	Strategic / Non-Strategic
Policy SCC5	Flood Risk	Non-Strategic
Policy SCC6	Sustainable Drainage	Non-Strategic
Policy SHW1	Health Impacts Assessments	Non-Strategic
Policy SHW2	Healthcare Infrastructure	Non-Strategic
Policy SHW3	Air Quality	Non-Strategic
Policy SHW4	Open Space and Recreation	Non-Strategic
Policy SHW5	Playing Fields and Sports Facilities	Non-Strategic
Policy SHW6	Allotments	Non-Strategic
Policy SHO1	Delivering Sustainable Housing Growth	Strategic
Policy SHO2	Windfall developments	Strategic Non-Strategic
Policy SHO3	Housing Density, Type and Accessibility	Strategic
Policy SHO4	Affordable Housing	Strategic
Policy SHO5	Delivering Accessible and Self/Custom Build Housing	Strategic Non-Strategic
Policy SHO6	Protecting Family Housing (Use Class C3)	Non-Strategic
Policy SHO7	Houses in Multiple Occupation	Non-Strategic
Policy SHO8	Education Facilities	Strategic Non-Strategic
Policy SHO9	Accommodation for Gypsies, Travellers and Travelling Showpeople	Strategic
Policy SHO10	Housing for People with Specific Needs requirements	Non-Strategic
Policy SEC1	Providing for Economic Growth and Jobs	Strategic
Policy SEC2	Strategic Employment Areas	Strategic
Policy SEC3	Local Employment Areas	Strategic Non-Strategic
Policy SEC4	Other Employment Sites	Strategic Non-Strategic
Policy SEC5	Improving Access to the Labour Market	Strategic Non-Strategic
Policy SEC6	Relationship between Industry and Sensitive Uses	Strategic

Policy Reference	Policy Heading	Strategic / Non-Strategic
Policy SCE1	Sandwell's Centres	Strategic
Policy SCE2	Non-E Class Uses in Town Centres	Non-Strategic
Policy SCE3	Town Centres (Tier-Two Centres)	Strategic
Policy SCE4	District and Local Centres (Tier-Three Centres)	Strategic Non-Strategic
Policy SCE5	Provision of Small-Scale Local Facilities not in Centres	Non-Strategic
Policy SCE6	Edge of Centre and Out of Centre Development	Non-Strategic
Policy SWB1	West Bromwich Town Centre	Strategic
Policy SWB2	Development in West Bromwich	Strategic
Policy STR1	Priorities for the Development of the Transport Network	Strategic
Policy STR2	Safeguarding the Development of the Key Route Network (KRN)	Strategic
Policy STR3	Managing Transport Impacts of New Development	Non-Strategic
Policy STR4	The Efficient Movement of Freight and Logistics	Strategic Non-Strategic
Policy STR5	Creating Coherent Networks for Cycling and Walking	Strategic Non-Strategic
Policy STR6	Influencing the Demand for Travel and Travel Choices	Strategic Non-Strategic
Policy STR7	Network Management	Strategic Non-Strategic
Policy STR8	Parking Management	Non-Strategic
Policy SID1	Infrastructure Provision and Viability Assessments	Strategic
Policy SID2	Digital Infrastructure	Strategic
Policy SID3	5G Network Infrastructure	Strategic
Policy SID4	Communications Infrastructure / Equipment	Non-Strategic
Policy SWA1	Waste Infrastructure Future Requirements	Strategic
Policy SWA2	Waste Sites	Strategic
Policy SWA3	Preferred Areas for New Waste Facilities	Strategic
Policy SWA4	Locational Considerations for New Waste Facilities	Strategic
Policy SWA5	Resource Management and New Development	Non-Strategic

Policy Reference	Policy Heading	Strategic / Non-Strategic
Policy SMI1	Minerals Safeguarding	Strategic Non-Strategic
Policy SMI2	Managing the Effects of Mineral Development	Strategic Non-Strategic
Policy SCO1	Hazardous Installations and Substances	Non-Strategic
Policy SCO2	Pollution Control	Non-Strategic
Policy SCO3	Land Contamination and Instability	Non-Strategic
Policy SDM1	Design Quality	Strategic
Policy SDM2	Development and Design Standards	Non-Strategic
Policy SDM3	Tall Buildings and Gateway Sites	Non-Strategic
Policy SDM4	Advertisements	Non-Strategic
Policy SDM5	Shop Fronts and Roller Shutters	Non-Strategic
Policy SDM6	Hot Food Takeaways	Non-Strategic
Policy SDM7	Management of Hot Food Takeaways	Non-Strategic
Policy SDM7	Gambling Activities and Alternative Financial Services	Non-Strategic
Policy SDM8	Community Facilities	Non-Strategic
Policy SDM9	Telecommunications	Non-Strategic

## APPENDIX N – Glossary

Word / Phrase	Acronym	Meaning
Active Design	-	<p>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.</p> <p>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.</p> <p>It is promoted by Sport England and Public Health England.</p>
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	<p>A type of Development Plan Document focused upon a specific location or an area subject to conservation or significant change (for example major regeneration).</p> <p>These have now been replaced by <b>Supplementary Plans</b>, as part of the Government's changes to planning guidance and legislation in 2023.</p>
biodiversity net gain	BNG	<p>An approach to development and land management that aims to leave the natural environment in a measurably better state than it was beforehand.</p> <p>The 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.</p>
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	<p>Shared strategic plan covering the four Black Country districts.</p> <p>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 provided the framework for various Site Allocation Documents and Area Action Plans, which set out local policies and site allocations for individual authority areas</p>
Black Country Employment Area Review	BEAR	<p>Study produced by the Black Country authorities to assess the suitability of existing employment land across the Black Country for continued business and industrial use. The study:</p> <ul style="list-style-type: none"> <li>• reviews the stock of existing operational employment land that is already in use;</li> </ul>

Word / Phrase	Acronym	Meaning
		<ul style="list-style-type: none"> <li>identifies the best quality Strategic Employment Areas that should be safeguarded primarily for manufacturing and logistics activity;</li> <li>identifies those employment areas that have a key role in meeting more local needs, where a wider range of uses can be supported;</li> <li>identifies those employment areas that have a more limited economic role and could be suitable for release for alternative uses such as housing.</li> </ul>
Black Country Plan	BCP	The intended replacement for the <b>Black Country Core Strategy</b> . Work was undertaken on it by the four Black Country authorities between 2016 and 2022, when production of the BCP ceased for political reasons.
brownfield land / site (see also <b>previously developed land</b> )	-	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<sup>22</sup>. 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 emitters<sup>23</sup>.</p>
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 a piece of land. This can include any buildings on it as well.

<sup>22</sup> <https://www.metoffice.gov.uk/weather/climate-change/what-is-climate-change#:~:text=Climate%20change%20refers%20to%20a,greenhouse%20gases%20into%20the%20air>

<sup>23</sup> <https://www.un.org/en/climatechange/what-is-climate-change>

Word / Phrase	Acronym	Meaning
		Those 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 were prepared by local planning authorities and outlined the key development goals of the local development framework. They included the core strategy and, where needed, area action plans. There was also an adopted proposals map, which illustrated the spatial extent of policies, that was prepared and maintained to accompany all DPDs.</p> <p>These are now replaced by <b>supplementary plans</b>, as part of the Government's 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>Schedule 7 of the Levelling Up and Regeneration Act 2023 includes a provision that will make changes to the plan making process in England, including the repeal of the Duty to Co-operate.</p> <p>The Schedule is not yet enacted and will need secondary legislation.</p>
Economic Development Needs Assessment	EDNA	<p>The Black Country EDNA is a study that advises on the overall demand for employment land to 2040, 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 <b>Duty to Cooperate</b> engagement with neighbouring local authorities by confirming the gap between demand and supply.</p>
flood risk assessment	FRA or SFRA (Strategic 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	<p>FEMAs are used to highlight the spatial level at which economies operate, which can be beyond the levels of political jurisdictions.</p> <p>The Black Country FEMA primarily comprises the four Black Country Local Authorities (BCLAs), based on well-established socio-economic, market and administrative relationships between the four authorities, and also drawing on the strong economic interactions of the four authorities with Birmingham and South Staffordshire.</p>

Word / Phrase	Acronym	Meaning
green belt (not to be confused with the term <b>greenfield</b> )	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.</p> <p>The purposes of the green belt are to:</p> <ul style="list-style-type: none"> <li>• check the unrestricted sprawl of large built-up areas</li> <li>• prevent neighbouring towns from merging</li> <li>• safeguard the countryside from encroachment</li> <li>• preserve the setting and special character of historic towns</li> <li>• assist urban regeneration by encouraging the recycling of derelict and other urban land</li> </ul> <p>Green Belts are defined in a local planning authority's development plan. There are strict rules over what can be built in a green belt. Most types of development are considered inappropriate, with a few identified exceptions.</p>
green / blue infrastructure	GI / GBI	<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>
greenfield land / site (not to be confused with the term <b>green belt</b> )	-	Land (or a defined site) that has never been developed / built on. It may be located within or outside a built-up area and can be of any size.
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 high-speed rail project linking London and the West Midlands.
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.
Historic Environment Record	HER	<p>Historic Environment Records are information services that provide access to comprehensive and dynamic resources relating to the archaeology and historic built environment of a defined geographic area.</p> <p>HERs contain details on local archaeological sites and finds, historic buildings and historic landscapes and are regularly</p>

Word / Phrase	Acronym	Meaning
		<p>updated. This information is usually held in a database with a digital mapping system (Geographic Information System).</p> <p>Most HERs maintain three types of record dealing with:</p> <ul style="list-style-type: none"> <li>• Monuments (these can define any type of heritage feature, including buildings)</li> <li>• Events (fieldwork such as excavation or building survey)</li> <li>• Sources and archives</li> </ul> <p>These are combined into a single database with monuments and events linked to layers in a Geographical Information System (GIS).</p> <p>In addition to all known non-designated archaeological sites, HER records may cover:</p> <ul style="list-style-type: none"> <li>• Non-designated buildings and standing structures of historic interest, and where a Local List is held, those identified as locally significant</li> <li>• Designated Heritage Assets (e.g. listed buildings, scheduled monuments, protected wrecks, registered parks and gardens and registered battlefields)</li> <li>• Conservation areas</li> <li>• Sites with known paleo-environmental interest</li> <li>• Historic landscape character studies including urban surveys</li> <li>• Regional and local thematic studies of archaeological sites or historic buildings</li> <li>• Finds recorded under the Portable Antiquities Scheme</li> </ul>
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; e.g., roads, electricity, sewerage, water, education, health facilities, and public service infrastructure and facilities (including emergency services).
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	-	<p>This is usually the first stage in the production of a new local plan, when the Council brings possible issues and options into the public domain to generate responses, gauge public feeling on various topics and inform the development of a preferred strategy.</p> <p>Sandwell Council undertook an Issues and Options stage at the end of 2022. In February – March 2023, the Council held a public consultation on the issues facing Sandwell and some possible options for addressing these challenges. The responses from the</p>

Word / Phrase	Acronym	Meaning
		<p>Issues and Options consultation and a large amount of technical evidence were used to produce the draft local plan. Some of the information used to prepare the Black Country Plan remained relevant and it was reused for the new local plan.</p> <p>The issues and options stage is an opportunity for early consultation that will eventually result in the preparation of a proposed submission document for the statutory public representation period (<b>Regulation 18, 19 and 20 stages</b>).</p>
Limestone Consideration Zones	-	<p>These have been defined around areas that would be seriously affected by surface subsidence in the event of the collapse of an abandoned limestone mine. If new development is to be allowed within a Consideration Zone, the developer will be required to demonstrate that a collapse in the mine would not prejudice public safety or compromise the structural integrity of the proposed structures.</p>
Local Enterprise Partnership	LEP	<p>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 is now closed (as of 2023), with its operations moving to the West Midlands Combined Authority (WMCA).</p>
local nature reserve	LNR	<p>Non-statutory habitats of local significance designated by local authorities where protection and public understanding of nature conservation is encouraged.</p>
Local Nature Recovery Strategy	LNRS	<p>Local nature recovery strategies are a nationwide system of spatial strategies for nature and environmental improvement required by law under the Act. Each strategy must:</p> <ul style="list-style-type: none"> <li>• agree priorities for nature's recovery;</li> <li>• map the most valuable existing areas for nature; and</li> <li>• map specific proposals for creating or improving habitat for nature and wider environmental goals (adopting nature-based solutions).</li> </ul> <p>Together, the strategies will cover the whole of England with no gaps or overlaps. The main purpose of the strategies is to identify locations and opportunities to create or improve habitat types most likely to provide the greatest benefit for nature and the wider environment.</p> <p>The strategies do not require the owners and managers of the land identified to make any changes. Instead, the government is encouraging action through, for example, opportunities for funding and investment. Having both actions for nature recovery and nature-based solutions will help join up work to improve how land is managed for different environmental reasons and find activities that have multiple benefits.</p> <p>Responsible authorities will work with other organisations and partners in their area to agree what should be included in their local nature recovery strategy. The responsible body for the West Midlands is the <b>WMCA</b>.</p>

Word / Phrase	Acronym	Meaning
		<p>Each local nature recovery strategy is specifically tailored to its area. The responsible authorities and people involved in preparing the strategy can choose how they want it to look, but every strategy must contain:</p> <ul style="list-style-type: none"> <li>• A local habitat map.</li> <li>• A written statement of biodiversity priorities.</li> </ul>
Master plan / masterplan	-	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. It is designed 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.

Word / Phrase	Acronym	Meaning
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 network operating between Birmingham, Dudley 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 following extensions opened in 2015 and 2019, it now runs into Birmingham City Centre to terminate in Centenary Square. Further extensions to Edgbaston and Wolverhampton opened 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 are expected to consider when developing local design codes and guides, and when determining planning applications.
National Planning Policy Framework	NPPF	The National Planning Policy Framework sets out the UK Government's policies for planning, along with information on how those 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 can 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.

Word / Phrase	Acronym	Meaning
net zero / zero carbon	-	<p>Net zero<sup>24</sup> means that the UK's total greenhouse gas emissions are equal to or less than the emissions the UK removes from the environment. This can be achieved by a combination of emission reduction and emission removal.</p> <p>Reaching net zero would require continuing to reduce emissions from the energy generation industry, households and from other industries, particularly those with the highest associated emissions such as transport, manufacturing and agriculture.</p>
Park Mark	-	<p>The Safer Parking Scheme is a national standard for UK car parks that have low crime and measures in place to ensure the safety of people and vehicles. Each car park undergoes a rigorous assessment by specially trained police assessors and a Park Mark is awarded to each car park that achieves the challenging standards.</p> <p>A Park Mark is awarded to parking facilities that have met the requirements of a risk assessment conducted by the Police, meaning the operator has put in place measures that deter criminal activity and anti-social behaviour.</p>
playing field	-	<p>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.</p>
previously developed land (see also <b>brownfield land</b> )	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. This excludes:</p> <ul style="list-style-type: none"> <li>• land that is or has been occupied by agricultural or forestry buildings;</li> <li>• 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;</li> <li>• land in built-up areas such as private residential gardens, parks, recreation grounds and allotments;</li> <li>• 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</li> </ul>
regeneration areas	-	<p>Regeneration is the long-term upgrading of existing urban, industrial and commercial areas to bring about social and economic change. Regeneration can involve the investment of public money to encourage and direct private finance into an area. Governments often define regeneration as being a supportive measure in areas of economic and social decline where market forces have failed.</p>

<sup>24</sup> Taken from ONS article

<https://www.ons.gov.uk/economy/environmentalaccounts/articles/netzeroandthendifferentofficialmeasuresoftheuksgreenhousegasemissions/2019-07-24>

Word / Phrase	Acronym	Meaning
• Regulation 18 • Regulation 19 • Regulation 20 of the Town and Country Planning (Local Planning) Regulations 2012	-	<p>(See also <b>Issues and Options</b>)</p> <p><b>Regulation 18</b> requires that various bodies and stakeholders, including the public, be notified that the Council is preparing a plan. Public consultation is undertaken on the Council's proposed draft plan, which includes detailed policies and allocations. People are invited to comment on the policies and allocations the draft plan 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 <b>Regulation 19</b> Submission Local Plan update is not itself 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 the responses to the earlier consultation and engagement.</p> <p>It will however seek representations under <b>Regulation 20</b>. This stage sets out the final draft version of the local plan prior to its submission to the Secretary of State and involves a public consultation on the legal compliance and 'soundness' of the plan. Any subsequent representations to it will be considered by the Inspector directly, rather than by the council.</p>
renewable and low carbon energy	-	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Sandwell Local Plan	SLP	This is the proposed 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.
Secured by Design	SBD	<p>Secured by Design is the official police security initiative, owned by the UK Police Service, with the specific aim of reducing crime and helping people live safer lives. The aim is to improve the physical security of buildings using products, such as doors, windows, locks and walling systems that meet SBD security requirements. In addition, the initiative includes proven crime prevention techniques and measures to be incorporated into the layout and landscaping of new developments, such as maximising natural surveillance and limiting excessive through movement.</p> <p>Through SBD, the Police work closely with builders, developers, local authorities and registered housing associations to incorporate police crime prevention standards from initial concept and design through to construction and completion. West Midlands Police have specially trained Designing Out Crime Officers (DOCOs) who offer police designing out crime and Secured by Design advice free of charge</p>

Word / Phrase	Acronym	Meaning
sequential approach / sequential test	-	A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites.
Site of Special Scientific Interest	SSSI	<p>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).</p> <p>SSSI land is protected by the provisions of the Wildlife and Countryside Act. The Act gives legal protection to SSSIs against damaging activities undertaken by owners, occupiers, public bodies and any persons.</p>
Sites of Importance for Nature Conservation	SINC	<p>Sites of Importance for Nature Conservation (SINCs) are areas that are recognised for the value of their geology, wildlife and biodiversity.</p> <p>These areas are given a high level of protection within the local planning system and have been used as a hard constraint when considering site allocations for the SLP – any proposed site containing a SINC that would be affected by development has been excluded from further consideration / allocation.</p> <p>Natural England and the local Wildlife Trust are consulted on any development that may affect them.</p>
Sites of Local Importance for Nature Conservation	SLINC	<p>Sites of Local Importance for Nature Conservation (SLINCs) were introduced in the 1980s. They provide protection for places of geological and ecological interest.</p> <p>These sites are protected by planning policy – only where sufficient mitigation can be provided will proposals for development impacting on a SLINC be allowed.</p> <p>They are identified by council officers, the Wildlife Trust and local stakeholder groups, as well as Natural England, who are consulted on any development likely to affect a SLINC.</p>
Special Area of Conservation	SAC	<p>A Special Area of Conservation is land designated under Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora, which has been given special protection as an important conservation site.</p> <p>There are significant restrictions on development affecting a SAC. The authority is required to undertake an appropriate assessment of any plan or project that is likely to have a significant effect on an SAC. This is known as a Habitats Regulations assessment (HRA) in England and Wales.</p> <p>Importantly, if a plan or project has a negative assessment and there is no alternative solution, it can only be undertaken if it is for "imperative reasons of overriding public interest", including those of a social or economic nature.</p>

Word / Phrase	Acronym	Meaning
		Local SACs include the Cannock Extension Canal in Walsall and Fens Pools in Dudley. In some cases, development in Sandwell may be considered to have a potential impact on those sites, depending on its nature and location.
statement of common ground	SCG	<p>A written statement containing 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 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	-	In the Sandwell context, this refers to 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 to accommodate 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.</p> <p>A SHLAA is <b>not</b> a site allocations exercise and does not mean that a site will be allocated / developed for housing.</p> <p>It includes sites that may already be under construction but that still have further dwellings to be delivered, and those that have planning permission or a resolution to grant planning permission. Also included are housing allocations in the Local Plan that do not yet have planning permission, and other sites without permission that have been identified by the authority or promoted by landowners, agents or developers, and are considered suitable for development.</p>
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	Supplementary Planning Documents are used to add further detail to the policies in the Local Plan. They provide further guidance for development on specific sites, or on issues such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Word / Phrase	Acronym	Meaning
Supplementary Plan	SP	<p>SPDs are now replaced by Supplementary Plans. The Levelling Up and Regeneration Act provides for the creation of new supplementary plans. These plans are intended to be produced quickly to enable planning authorities to react and respond positively to unanticipated changes in their area separate from the local plan preparation process. This could include allocating and shaping an unexpected regeneration opportunity or introducing new site-specific policies including in relation to design, infrastructure or affordable housing.</p> <p>Supplementary Plans are not intended to be used routinely; planning authorities should prioritise including all policies in their local plan or minerals and waste plan, leaving supplementary plans only for exceptional or unforeseen circumstances that need resolving between plans</p>
Sustainability Appraisal	SA	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process, to allow decisions to be made that accord with sustainable development.
Tests of soundness	-	<p>The soundness of the local plan is measured against four tests, which the Inspector appointed to scrutinise it will consider when making their decision:</p> <ul style="list-style-type: none"> <li>• Positively prepared – the plan should be prepared based on a strategy that seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;</li> <li>• Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;</li> <li>• Effective – the plan should be deliverable over its period (in Sandwell's case, by 2041) and based on effective joint working on cross-boundary strategic priorities; and</li> <li>• Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.</li> </ul>
Unitary Development Plan	UDP	An old-style development plan prepared by a metropolitan council and some unitary local authorities. It 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) 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

Word / Phrase	Acronym	Meaning
		class to another, subject to conditions, limitations and / or a prior approval process.
viability	-	An individual development can be said to be viable if, after taking account of all costs, including central and local government policy and regulatory costs and the costs and availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place and generates a land value sufficient to persuade a landowner to sell the land for the development proposed. If these conditions are not met, a scheme will not be delivered.
West Midlands Combined Authority	WMCA	The WMCA 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 and is led by an elected mayor.
white land	-	Land within an area that may be either developed, undeveloped and / or in use, but which is not specifically allocated for anything in the SLP.
windfall sites	-	Sites for housing or other forms of development not specifically identified in the development plan when it was adopted.

