

## Appendix A

### Policies in the West Midlands Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for the West Midlands. It comprises policies contained in The West Midlands Plan published in January 2008.

#### The West Midlands Plan

##### **POLICY CC1: Climate Change**

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

- A. Exploit opportunities to both mitigate and adapt to the worst impacts of climate change by:
  - (i) developing and using renewable energy;
  - (ii) reducing the need to travel; and
  - (iii) reducing the amount of biodegradable waste going to landfill;
- B. Enhance and extend natural habitats so that the opportunities for species migration are not precluded and biodiversity can adapt to climate change and hence help to mitigate its affects by reducing ‘heat islands’, acting as carbon ‘sinks’, absorbing flood water and providing renewable energy; and
- C. Require all new development to:
  - (i) minimise resource demand and encourage the efficient use of resources, especially water, energy and materials;
  - (ii) encourage the construction of climate-proofed developments and sustainable buildings to help ensure their long-term viability in adapting to climate change;
  - (iii) avoid development in areas at risk of flooding and direct development away from areas at highest risk;
  - (iv) promote the use of sustainable drainage techniques;
  - (v) facilitate walking, cycling and public transport;

(vi) facilitate effective waste management; and

(vii) protect, conserve, manage and enhance environmental and natural, built and historic assets;

D. Regularly monitor progress and review policies accordingly.

### **POLICY UR1: Implementing Urban Renaissance – the MUAs**

A. Throughout the MUAs, local authorities, Regional agencies and partnerships should work together to:

i) restructure land use and transport networks to create employment growth, new residential environments, improved environmental quality, integrate transport and join up centres;

ii) undertake environmental improvements (QE Areas of Enhancement diagram<sup>1</sup>) including greening programmes (QE4) and conservation of the historic environment (QE5);

iii) maximise the use of the existing housing and business stock where economically and socially viable;

iv) raise the quality of urban design, architecture and public art and spaces (QE3,4);

v) rejuvenate urban centres to act as a focus for regeneration; and

vi) increase accessibility particularly for those currently disadvantaged in accessing jobs (T1).

B. These objectives should be achieved using techniques such as:

i) establishing local urban renaissance visions through effective participation of residents, businesses and other stakeholders;

ii) introducing neighbourhood management techniques;

iii) establishing innovative forms of delivery partnerships and mechanisms; and

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iv) sharing best practice through demonstration projects.

C. Targeted action should be taken in areas of greatest need and areas of opportunity to create growth and new choices. Partnership working should be prioritised towards:

i) developing integrated renewal strategies for the most deprived communities;

ii) housing market improvements combined with improved services, such as health and education in the market renewal areas and housing renewal areas (CF 1);

iii) concentrated action within the urban regeneration zones, including business support, skills training, access improvements, land assembly and environmental improvement (PA2, QE3,4);

iv) developing strategies to provide for employment growth and creation of new residential environments in areas of opportunity; and

v) identification of the complementary roles and identities of centres within the MUAs as catalysts for urban renaissance (UR3).

#### **POLICY UR1A: Black Country Regeneration Priorities**

A. In the Black Country the primary focus for regeneration activity, development and investment will be the four strategic centres and growth corridors on the revised spatial strategy diagram<sup>2</sup>. The centres and corridors will be defined in the Black Country Joint Core Strategy and local development documents.

B. Development and environmental enhancement should also be planned for and encouraged in other locations across the Black Country which:

(i) support the network of local centres and communities;

(ii) take advantage of the availability of suitable sites; and

(iii) which are accessible by public transport.

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### **POLICY UR1B: Housing and Employment Land**

- A. Within the growth corridors the Black Country Joint Core Strategy and Local Development Documents will define the Employment Land Investment Corridors shown on the revised spatial strategy diagram<sup>3</sup>.
- B. Within the growth corridors and the Employment Land Investment Corridors, local authorities through the Joint Core Strategy and LDDs will:
- (i) identify and protect those sites most suitable for employment purposes to ensure the provision of subregional employment sites (10ha - 20 ha) and a portfolio of employment land,
  - (ii) identify sites, including through the transfer of employment land, for housing and mixed uses to ensure that the housing requirements in policy CF3 are met,
  - (iii) work towards the balanced development of both uses, and
  - (iv) produce water cycle strategies to ensure the quantity and quality of surface and ground water produced by developments does not exceed the capacity of supply and treatment infrastructure.

### **POLICY UR1C: Strategic Office Development in the Black Country**

Growth totalling up to 845,000m<sup>2</sup> gross of B1(a) office floorspace (including commitments) will be provided in the Black Country in the period 2004 to 2021. Of this total, growth of up to 745,000m<sup>2</sup> is to be planned for in the four strategic centres of Walsall, West Bromwich, Wolverhampton and Brierley Hill.

### **POLICY UR1D: Retail Floorspace**

In the period 2004 - 2021 local authorities will plan for growth in comparison retail floorspace of 236,000m<sup>2</sup> gross including commitments:

Wolverhampton	54,000m <sup>2</sup>	Brierley Hill	51,000m <sup>2</sup>
Walsall	45,000m <sup>2</sup>	West Bromwich	35,000m <sup>2</sup>
Non-strategic centres	51,000m <sup>2</sup>		

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## **POLICY UR2: Towns and Cities Outside Major Urban Areas**

- A. Local authorities and other agencies should seek to improve prospects in the following local regeneration areas by bringing forward local regeneration policies and programmes. Where possible access should be improved between concentrations of local deprivation and need within these towns and areas of economic opportunity, in line with policy T1. Any support for local regeneration programmes should not prejudice the need to focus resources within the MUAs.

Biddulph	Kidderminster	Rugby	Tamworth
Burton upon Trent	Leek	Rugeley	Telford
Cannock	Redditch	Stafford	Worcester

- B. The changing pattern of deprivation will continue to be monitored and the above list of local regeneration areas kept under review.

## **POLICY UR3: Enhancing the role of City, Town and District Centres**

City, town and district centres and in particular those centres identified in the network of town and city centres in PA11, should be enhanced to play a leading role in urban renaissance programmes in order to provide services for local communities, a sense of identity and as drivers of economic growth. This will be achieved through:

- i) maintaining and enhancing the pattern of urban centres according to their function and role in the Region;
- ii) developing strategies to maintain and enhance the underpinning role of all urban centres to serve their local communities in terms of retail provision, access to services and cultural/leisure activities;
- iii) developing strategies to promote a sense of identity and local distinctiveness;
- iv) identifying and creating opportunities for development, particularly for business, retail, leisure, tourism, cultural, educational and other services which are accessible to all;
- v) adopting strategies to encourage more people to live in or close to centres through the reuse of sites, development of mixed-use schemes, the conversion of property and initiatives such as “living over the shop”;
- vi) ensuring the highest standards of design are adopted, building on the existing character and identity of centres; and

vii) enhancing urban centres as the primary nodes of the public transport network.

#### **POLICY UR4: Social Infrastructure**

- A. Service providers should work with local authorities and community organisations, in partnerships and through Local Strategic Partnerships, to demonstrate how their activities contribute to the delivery of urban renaissance consistent with the Spatial Strategy. Local authorities should facilitate the co-ordination of land use and investment decisions of providers with improved service delivery to:
- i) ensure that new social infrastructure is developed in or on the edge of an appropriate level of existing centre and is accessible by all modes by potential users;
  - ii) co-ordinate decisions on schools investment and the provision of new facilities with residential renewal;
  - iii) provide a range of educational facilities and services across all tiers to promote urban renaissance;
  - iv) facilitate the modernisation of local health services, informed by partnership working with Primary Care Trusts on local delivery plans and addressing inequalities in health;
  - v) provide support for a range of business development and education and training services, targeted at linking local people and businesses to economic opportunities, including Education Action Zones;
  - vi) promote the provision of other facilities necessary for local communities and maximise the potential of existing community buildings and other facilities wherever there is the potential for mixed use;
  - vii) concentrate development and investment in areas where there is the greatest need;
  - viii) support the creation of new quality residential environments in areas of opportunity; and
  - ix) encourage the creation of safer neighbourhoods.
- B. Local authorities should take account of the impact of proposed developments on the health of local communities based on an assessment carried out in liaison with Strategic Health Authorities and Primary Care Trusts.

## **POLICY RR1: Rural Renaissance**

- A. Rural areas of the West Midlands will be regenerated through the improvement of choice in housing; the diversification of the rural economy; better transport links both within rural areas and between urban and rural areas; improving health, education, skills training, social, shopping, community facilities and other services, the sustainable use of environmental assets, and the prudent use of natural resources.
- B. Policy priorities will vary according to a number of factors, including the quality of the environment, local character and distinctiveness, need for new employment, need for additional housing, including affordable housing, to meet local needs and stem population decline, and access to services and facilities.
- C. In preparing their development plans, local authorities will need to have regard to the inter-relationship between urban and rural areas and to draw a general distinction between:
- i) rural areas which are subject to strong influences from the MUAs and which are relatively prosperous and have generally good access to services. For these, the main priority will be to manage the rate and nature of further development to that required to meet local needs, whilst ensuring that local character is protected and enhanced; and
  - ii) rural areas which may be remote from the MUAs, with generally sparse and in some cases declining population, poor access to jobs and services. Here the main priorities should be economic diversification (PA14-15), affordable housing, better services and improved public transport.
- D. Significant incidences of low income and social exclusion occur throughout the rural areas and should be addressed wherever they occur, although the most severe problems tend to be in the most remote areas.

## **POLICY RR2: The Rural Regeneration Zone**

- A. In order to encourage the renaissance of those parts of the Region where rural communities are under greatest threat from economic change and other associated pressures, local authorities, AWM and other partnerships should focus investment within the Rural Regeneration Zone as identified on the Spatial Strategy Diagram<sup>4</sup>. The RRZ will be the primary focus for rural regeneration in the West Midlands.

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- B. Priority should be given to improvements in traffic management and public transport within the A49 transport corridor and any other parts of the Zone where they are necessary to support economic and social regeneration and to improve accessibility.
- C. Local authorities should work with the RRZ Partnership Board to identify initiatives which have spatial implications and to develop policies in their development plans to facilitate those initiatives. In particular, emphasis will be given to the following measures:
- i) supporting existing businesses and attracting appropriate new economic activity. Incubator and starter units and serviced employment land will be provided where necessary to attract appropriate economic activity to existing settlements;
  - ii) strengthening the range and quality of services available to residents through the establishment of a network of rural service centres. Where possible services should be based on market towns and large villages, but in the more sparsely populated areas they may need to be more widely dispersed or mobile, reflecting the settlement pattern;
  - iii) improving accessibility to jobs and services, including for education, training and learning, through improved transport (particularly public transport), better facilities such as multi-purpose centres and outreach facilities, and radical improvement of ICT infrastructure including access to the broadband network;
  - iv) providing affordable housing to meet local needs, in existing settlements wherever possible, and making full use of the existing housing stock (in line with policy CF5);
  - v) promoting rural diversification, particularly in association with environmental improvement, the enhancement of biodiversity and the development and marketing of local food and other products; and
  - vi) maintaining and enhancing the landscape (especially the three AONBs), natural, built and historic environment and distinctive character of the Zone and particular areas within it, and minimising the negative effects of any new development.

### **POLICY RR3: Market Towns**

- A. Market towns have a key role in helping to regenerate rural areas (RR1), as a focus for sustainable economic and housing development and by providing



services and other facilities to their rural hinterlands. In fulfilling these roles, it is important that the distinctiveness and character of each individual town is maintained and where possible enhanced. Market towns which are to have a role in rural regeneration should be identified in development plans; having regard to the following characteristics:

- i) a close and interdependent relationship with the population and economy of a rural hinterland, whether or not the settlement has ever had a traditional agricultural market;
- ii) an existing focus for and reasonable balance between employment opportunities, housing provision, community facilities and services, or potential to provide this;
- iii) existing or potential for a planned and co-ordinated local transport network;
- iv) generally, although not exclusively, a population of less than 20,000 and above 2,000; and
- v) the capacity to accommodate new growth in terms of its character and setting, and the potential to develop as a sustainable community.

B. The mixture of action required will vary from town to town. Development plans and other plans and programmes should normally prioritise, for each town, policies to:

- i) provide sites and premises to support the expansion of existing businesses and, where necessary, the generation of new ones;
- ii) improve the natural, built and historic environment (QE3-6);
- iii) provide additional housing to maintain viable communities and meet local needs, including the provision of affordable housing (CF2,CF5);
- iv) develop shopping and other key services and facilities within the town centre in accordance with PA11 where suitable sites exist; where no such sites are available, shopping development should be subject to the key tests and in particular the sequential test in PPG6;
- v) develop the accessibility of the town from its rural hinterland, for example by improving public transport facilities and services (also see policy T1);
- vi) develop ICT infrastructure to assist the local economy, including increased potential for home working and better access to local services;

- vii) facilitate the developing role of higher and further education, for example through the development of local centres and the use of shared facilities;
- viii) improve access to health facilities and enable their integration with social and other service provision; and
- ix) encourage the multi-purpose use of land and buildings for community facilities, leisure and service provision.

#### **POLICY RR4: Rural Services**

- A. Improving the range and quality of services available to rural communities is a key component of rural renaissance. Some services will be improved by bringing them closer to where people live, some may need to be concentrated in towns and other centres accessible from the surrounding area, and some can be provided jointly. Where possible, centres should develop complementary roles in service delivery.
- B. Development plan policies for housing and other forms of development should take into account the likely implications for the provision of services and facilities for the particular communities concerned, including the extent to which new development may help support the provision of local services.
- C. Development plans should set out how services will be provided for in rural areas, taking full account of the need to retain essential community services and to facilitate and provide for appropriate new and innovative forms of service delivery.
- D. Local Transport Plans should identify where improved public transport services are required to support rural services.

#### **POLICY CF1: Housing within the Major Urban Areas**

- A. In order to create a variety and choice of good quality housing within the MUAs, local authorities (through their development plans and housing strategies) should work with the private sector as the major provider of new housing, and the Housing Corporation, to:
  - i) significantly improve the quality of the existing housing stock both through enhanced renovation programmes and increased rates of redevelopment;
  - ii) increase the scale and range of new housing development opportunities in appropriate locations;

- iii) create attractive urban communities and living environments (QE3-4) within which more people will wish to live and invest by mixing housing types, tenures and densities; and
  - iv) ensure the provision of affordable social and low-cost market housing in accordance with policy CF5.
- B. This approach should be adopted across all parts of the MUAs in order to retain economically active households, provide support for local services and to create and maintain sustainable communities.
- C. Significant action and investment, including where appropriate large scale redevelopment, should be targeted within those parts of the MUAs where the housing market is particularly weak, particularly in the two market renewal/low demand pathfinder areas of west and north Birmingham/east Sandwell, and Stokeon-Trent/Newcastle under Lyme.
- D. Action to renew and redevelop neighbourhoods should also be focused in those areas where there is a risk of problems of decline spreading to adjoining housing areas, particularly in parts of Birmingham, Coventry, Dudley, Solihull, Walsall and Wolverhampton. The Regional Housing Strategy provides a framework for action in these areas, which are shown as Housing Renewal Areas on the Communities for the Future Diagram<sup>5</sup>. The intervention levels will be defined according to local needs, studies for the 'Black Country and South Telford' and 'East Birmingham/North Solihull' have already commenced.
- E. Both Market and Housing Renewal Areas should be reflected in local authority development plans together with details of where initiatives to rehabilitate the existing housing stock will be concentrated and where clearance and redevelopment is expected.

## **POLICY CF2: Housing beyond the Major Urban Areas**

- A. Beyond the MUAs, longer-term strategic housing development should be in those locations which are capable of balanced and sustainable growth. The five towns identified in the Spatial Strategy (Worcester, Telford, Shrewsbury, Hereford and Rugby) will fulfil this role as sub-regional foci for development. These towns:
- i) act as sub-regional service centres;

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- ii) have the opportunity of balancing new housing and employment developments that will be consistent in terms of affordability and job skills;
  - iii) avoid the congested parts of the Regional transport network and have good accessibility by public transport;
  - iv) have the capacity to accommodate additional development without harm to local communities; and
  - v) have the potential to link areas of need with areas of opportunity.
- B. The function that each of the foci would be expected to fulfil should be determined through further study.
- C. Elsewhere the function of the other large settlements identified on the Spatial Strategy Diagram<sup>6</sup> and the Region's market towns should not generally be to accommodate migration from the MUAs.
- D. In rural areas, the provision of new housing should generally be restricted to meeting local housing needs and/or to support local services, with priority being given to the reuse of previously developed land and buildings within existing villages enhancing their character wherever possible.
- E. "Local housing needs" constitute needs arising from the immediate area, excluding migration from elsewhere.

### **POLICY CF3: Levels and distribution of housing development**

- A. Development plans should make provision for additional dwellings to be built at the annual rates specified in Table 1 below. These rates are to be applied as minima for the MUAs and maxima elsewhere.
- B. The following environmental safeguards will be applied in order to ensure that the aim of making the MUAs attractive places to live in is not undermined. In particular:
- i) the levels of housing provision are to be subject to testing by detailed housing capacity studies;
  - ii) there should be no added pressure on urban open space/playing fields and greenspace consistent with PPG17;

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- iii) any provision above the Table 1 rates within the MUAs should be on previously developed land, consistent with PPG3 and any strategies arising from policy CF1C;
- iv) compliance with locally adopted design guidelines consistent with PPG3; and
- v) protecting other uses of land that will be critical to achieving urban renaissance (such as employment).

C. Within the MUAs, the most efficient use should be made of previously developed land and conversions, consistent with raising the quality of the environment in accordance with policy QE3. Locations which extend the boundaries of the MUAs will not be acceptable as they would run counter to the approach taken throughout the Spatial Strategy and the policies set out within this document. Outside the MUAs, new development should be allocated in accordance with policy CF2.

**TABLE 1: Housing**

<i>Planning Area</i>	<i>Annual Average Rate of Housing Provision</i>		
	<i>to 2007</i>	<i>2007–2011</i>	<i>2011–2021</i>
Birmingham	2300	3000	3000
Coventry	650	650	830
Dudley	600	700	975
Herefordshire	800	600	600
Sandwell	900	900	975
Shropshire	1300	900	900
Solihull	400	400	470
Staffordshire	2900	2500	1600
Stoke-on-Trent	600	600	600
Telford & Wrekin	1330	1330	700
Walsall	500	500	825
Warwickshire	2000	1500	1350
Wolverhampton	500	500	825
Worcestershire	1900	1200	1000
MUAs (approx)	6450	7250	8500
Other Areas	10230	8030	6150
<b>Total</b>	<b>16680</b>	<b>15280</b>	<b>14650</b>
Ratio MUA: Other	1:1.6	1:1.1	1:0.7

#### **POLICY CF4: The reuse of land and buildings for housing**

- A. Local planning authorities should optimise the opportunities for recycling land and buildings for new housing development through contributing to the achievement of a Regional target of at least 76% of future housing provision being on previously developed land between 2001-2011.
- B. The RPB should, through its overall monitoring, assess the progress being made on achieving the above percentages, and, where necessary, should advise where development plan reviews should seek to increase the scale of achievement in order to support the Spatial Strategy. In giving this advice, the RPB should take particular account of:
- i) the opportunities for the reuse of redundant employment land and premises in urban areas;
  - ii) the opportunities for increasing the scale of housing provision in areas where high quality public transport services are available in urban areas, such as city and town centres, or can be planned into new development; and
  - iii) the action taken by local authorities to reduce vacancy rates (e.g. by using Empty Homes Strategies) and the Government's target to reduce them.

#### **POLICY CF5: Delivering affordable housing and mixed communities**

- A. Local authorities, developers and social housing providers should co-operate to create more balanced and mixed communities through the provision of a range of housing types and tenures within new housing developments and sites across all parts of the Region.
- B. Local authorities should keep under review the need for affordable housing in their area, based on local housing needs assessments, using a broadly consistent approach, the production of which will be coordinated by the RPB. Both social and low cost market housing should contribute to meeting the need for affordable housing. Opportunities should be sought within the existing housing stock where this would help the creation of mixed communities, as well as through new build.
- C. The Regional Housing Partnership should facilitate partnership approaches to the assessment and delivery of affordable housing across common local housing market areas.
- D. Local planning authorities in their development plans should:

- i) indicate how many affordable homes need to be provided throughout the plan area;
- ii) in rural areas specify the balance of affordable housing to be achieved between market towns and villages where there is a need to retain or strengthen services; and
- iii) consider the need to prevent the unjustified use of affordable housing provision for general market housing purposes.

E. Local authorities should also consider whether there is a need for affordable housing to be sought on sites below the thresholds set out in national guidance in areas where low income households have particular difficulty in affording local general market house prices. Where local authorities can demonstrate that local circumstances, particularly the likely viability of developments, justify adopting a lower threshold, they should bring forward proposals through the development plan process. This applies especially in the south and east of the Region, in the corridor extending from the Malvern Hills to the Warwickshire border with the South East Region, and in some rural areas where appropriate thresholds should be set for settlements with populations of 3,000 or less.

F. Development plans should ensure that adequate provision is made for suitable sites to accommodate gypsies and other travellers. Such provision should reflect the order of demand in the area as indicated by the trends shown by the ODPM annual count and any additional local information.

#### **POLICY CF6: Managing housing land provision**

A. Development plans should incorporate policies which:

- i) allow for the managed release of new housing land, so as to secure the development of previously developed land and conversions taking account of the need for any new infrastructure and ground preparation; and
- ii) take account of potential housing land provision and the policy framework in adjoining local authority areas so as not to undermine urban renaissance in other districts.

B. Development plans should include measures to manage the release of housing land in a manner consistent with the implementation of the Spatial Strategy of RPG and at the rates set out in Table 1.

## **POLICY PA1: Prosperity for All**

- A. Economic growth should, wherever possible, be focused on the Major Urban Areas (MUAs), with an emphasis on creating greater opportunities for development and support for existing economic activities within agreed regeneration areas.
- B. In the development of related (but essentially non-land-use) policies and programmes, local authorities, AWM and other agencies should:
- i) ensure that conditions in ‘areas of need’ are addressed so that they also become ‘areas of opportunity’. Particular emphasis in this approach should be given to the Regeneration Zones (PA2, RR2). To the extent that needs and opportunities cannot be matched, then beneficial economic linkages should be developed between areas of economic opportunity and more economically vulnerable areas of employment need;
  - ii) maintain and improve transport accessibility – both of goods and people – by all modes into, within and through all parts of the Region;
  - iii) ensure that the environmental and cultural assets are maintained and enhanced to help attract and develop business activity; and
  - iv) develop the skills and abilities of the West Midlands people by improving access to training, higher education and employment opportunities.
- C. Where growth opportunities are provided outside the MUAs, emphasis should be given to locating development where:
- i) it can help meet the needs of the MUAs and promote positive economic linkages with them in areas accessible by sustainable forms of transport;
  - ii) it can help meet the needs of rural renaissance, especially of market towns;
  - iii) it can serve the needs of the local regeneration areas; and
  - iv) it can help create more sustainable communities by generally providing a better balance between housing and employment and limit the need for commuting.
- D. Any development proposed on the edge of the MUAs or on other greenfield sites should meet the following criteria:
- i) there are no suitable alternatives available on previously developed land and buildings within built up areas;



- ii) the development should be capable of being served by rail or high quality public transport within easy access of centres and facilities; and
- iii) the development respects the natural environment, built environment and historic heritage in accordance with policies QE1-9.

### **POLICY PA2: Urban Regeneration Zones**

In order to encourage urban renaissance and help reverse long-standing trends of decentralisation of economic activity and population and to encourage the regeneration of economies, policies and programmes of local authorities, AWM, local economic partnerships and other agencies should focus investment within the following Regeneration Zones:

- i) East Birmingham and North Solihull;
- ii) North Black Country and South Staffs (Future Foundations);
- iii) North Staffordshire;
- iv) Coventry and Nuneaton; and
- v) South Black Country and West Birmingham (Arc of Opportunity).

### **POLICY PA3: High-Technology Corridors**

A. In order to encourage the diversification of the Regional economy, three High-Technology Corridors (HTC) are identified within which cluster developments, closely linked to the Region's critical research and development capabilities and advanced technologies, will be promoted:

- i) Birmingham to Worcestershire (Central Technology Belt);
- ii) Coventry, Solihull and Warwickshire; and
- iii) Wolverhampton to Telford.

B. In land-use terms, new developments within the HTCs should be focused on the MUAs and at specific nodes shown on the Prosperity for All Diagram<sup>7</sup>.

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- C. In order to reduce pressure for the development of greenfield sites, it is particularly important that scarce land resources within the HTCs should be used for developments which will reinforce the potential of the particular corridor. Development plans should consider the use of appropriate conditions, legal agreements, or other implementation mechanisms, such as landlord control, to help achieve this.

#### **POLICY PA4: Development related to Higher/Further Education and Research Establishments and incubator units**

- A. Development plans should facilitate the needs of higher/further education institutions and research facilities to grow and expand. They should facilitate the development of businesses supportive to the Regional Economic Strategy cluster priorities that are linked to higher/further education institutions and research facilities by the provision of sites, premises and supporting infrastructure, taking into account:

- i) the locational and operational requirements of the businesses;
- ii) the likely scale and rate of growth;
- iii) providing employment opportunities, particularly for disadvantaged groups and communities;
- iv) existing or proposed sustainable forms of transport, particularly good quality public transport; and
- v) the opportunities to develop previously developed land and the need to protect and enhance the environment.

- B. Sites identified to serve a particular higher/further education institution or research establishment should be reserved for that use through specific designation and the imposition of appropriate conditions or the use of legal agreements.

#### **POLICY PA5: Employment Areas in Need of Modernisation and Renewal**

- A. Local authorities, AWM, local economic partnerships and other agencies should work together at a local level to improve significantly and maintain the physical and business environment of the Region's established employment areas.
- B. To assist in this process local planning authorities should consider the designation of those employment areas within their areas which are in particular need of improvement. These areas should then be reflected in development plans and

backed up by implementation plans drawing on relevant powers and funding regimes.

- C. Existing companies should be especially encouraged to participate in the revival of their local business ‘communities’ and to establish local partnerships. Where appropriate, local authorities and AWM should use their powers of land assembly in order to encourage the renewal process through such partnerships.

### **POLICY PA6: Portfolio of Employment Land**

A. Local authorities, AWM, local economic partnerships and other agencies should aim to provide and maintain a range and choice of readily available employment sites to meet the needs of the Regional economy. This portfolio should be developed in accordance with the Spatial Strategy and will include the following hierarchy of sites:

i) First tier sites/locations of Regional significance including:

- Regional Investment Sites (RIS) – see policy PA7;
- Major Investment Sites (MIS) – see policy PA8;
- Regional Logistics Sites (RLS) – see policy PA9.

ii) Second tier, locally-significant employment for which development plans should establish the level and distribution for their areas within the following categories:

- Sub-regional Employment Sites – high-quality attractive sites, generally 10 to 20 hectares in size in sustainable urban locations – including market towns – with potential to meet both cluster priorities and local needs. Sites in this category should be suitable to attract clients with an international/national/regional choice of location. Land in this category would usually need to be located on or have a direct link to the strategic highway network and be, or proposed to be, well served by public transport.
- Good Quality Employment Sites – good quality sites suitable for locally based investment. Sites in this category are likely to exceed 0.4 hectares in size. This category may include larger sites which are some distance from the strategic highway network as well as sites within rural areas.
- Other Employment Sites – land likely to be of interest only to local investors. Sites in this category are likely to be either very small (less than 0.4

hectares in size) or only likely to be suitable for marginal or 'bad neighbour' activities. This category may also include small sites within rural areas.

- B. In undertaking this task, local authorities, in conjunction with AWM, should identify:
- i) future land needs, working closely with existing businesses and taking account of the needs of inward investors;
  - ii) the strategic priority given to Regeneration Zones in meeting employment needs within the Region;
  - iii) the potential for the maximum use of recycled land for employment purposes to meet these needs but to recognise that the use of some greenfield land will be required, albeit as a last resort;
  - iv) that in all cases land allocations should take account of the need to protect and enhance the Region's natural, built and historic environment;
  - v) a classification of employment sites within their areas according to the above hierarchy both in development plans and for the purposes of regional monitoring through the RELS database;
  - vi) any deficiencies in the supply of land, especially within the MUAs, and action required to remedy this; and
  - vii) the extent to which office developments should be restricted on certain sites (in accordance with PA11).
- C. As part of the review of development plans local planning authorities should review all existing employment sites within their area to establish their continued suitability for employment development. This assessment should take account of:
- i) the physical suitability of the use of the land for employment purposes;
  - ii) a realistic assessment of the market attractiveness of the site for employment purposes, irrespective of the attractiveness of the land for alternative, higher-value uses;
  - iii) whether the site is or can be served by high-quality public transport; and
  - iv) the likely level of employment land required over the plan period.

D. Where the above review establishes that existing employment sites have no realistic prospect of development under current market conditions in their current physical state within the plan period, careful consideration should be given to:

- i) what remedial action/infrastructure works will be required to justify the retention of the site within the portfolio; and
- ii) identification/re-allocation of the site for an alternative use or uses.

### **POLICY PA7: Regional Investment Sites**

A. Within the portfolio of employment sites, provision should be made for a series of Regional Investment Sites (RIS) the purpose of which will be to support:

- i) the diversification and modernisation of the Region's economy; and in particular
- ii) the development of the Region's cluster priorities as identified in the Regional Economic Strategy.

B. Regional Investment Sites will be identified within development plans. The RPB should be consulted on such proposals. Sites should generally be:

- i) between 25-50 hectares;
- ii) high-quality sites attractive to national and international investors;
- iii) served or capable of being served by multi-modal transport facilities and broadband IT infrastructure;
- iv) well related to the motorway and trunk road network;
- v) located within, or close to, the areas of greatest need; and
- vi) accessible to effective education and training opportunities to ensure that the employment benefits are available to the local workforce.

C. In identifying such sites, account should be taken of provision of existing Premium Employment Sites (PES), the needs of the High Technology Corridors (PA3), and the potential of existing major sites to fulfil this role.

D. Taking account of current PES (set out below), at least one RIS should be made available within or linked by public transport to:

- i) each of the Urban Regeneration Zones; and

- ii) each of the High-Technology Corridors.
- E. In some circumstances, a particular RIS may serve the needs of more than one Zone/Corridor.
- F. New RIS will be required to meet the needs of the following High-Technology Corridors/Regeneration Zones:
- i) Birmingham to Worcestershire HTC;
  - ii) Coventry and Nuneaton RZ; and
  - iii) South Black Country and West Birmingham RZ
- G. Additional provision may be required in the Coventry, Solihull and Warwickshire HTC.
- H. The potential for bringing forward proposals within the Regeneration Zones should be considered first. Development proposed on the edge of MUAs or on other greenfield sites should meet the criteria set out in policy PA1.

#### **POLICY PA8: Major Investment Sites**

- A. Within the portfolio of employment sites, provision should be made for two Major Investment Sites (MIS) the purpose of which will be to meet the need for accommodating very large-scale investment by single users with an international choice of locations in order to help diversify and restructure the Regional economy.
- B. The MIS will be identified within development plans. The RPB should be consulted on such proposals. Sites should generally be:
- i) in the order of 50 hectares;
  - ii) high-quality sites;
  - iii) served or capable of being served by multi-modal transport facilities and broadband IT infrastructure;
  - iv) well related to motorway and trunk road network, but avoiding sites immediately adjacent to motorway junctions where this is likely to exacerbate congestion problems;
  - v) located in areas close to a large pool of labour with employment needs;

vi) accessible to effective education and training opportunities to ensure that the employment benefits are available to the local workforce; and

vii) supported by the RPB.

C. The Region should at all times have two sites readily available for development in order to respond quickly to demand. Development proposed on the edge of MUAs or on other greenfield sites should meet the criteria set out in policy PA1.

D. Three MIS have already been identified in development plans at Peddimore (Birmingham), Wobaston Road (north of Wolverhampton), and Ansty (to the north east of Coventry) and the Regional priority will be to direct suitable investments to these locations.

### **POLICY PA9: Regional Logistics Sites**

A. Within the portfolio of employment sites, provision should be made for Regional Logistics Sites (RLS) the purpose of which will be to provide opportunities for the concentrated development of warehousing and distribution uses.

B. RLS will be identified within development plans. The RPB should be consulted on such proposals. Sites should generally:

i) be in the order of 50 hectares or more;

ii) possess good quality access to the Regional rail and highway networks and public transport links, or capable of having such links provided;

iii) be served or proposed to be served by multi-modal transport facilities and broadband IT infrastructure;

iv) have easy access to an appropriate labour supply and education and training opportunities; and

v) aim to minimise compromise to the local environment.

C. The Region should have a choice of RLS available at any point in time and consideration and priority should be given to bringing forward previously developed sites in North Staffordshire and Telford. Development proposed on the edge of MUAs or on other greenfield sites should meet the criteria set out in policy PA1.

## **POLICY PA10: Tourism and Culture**

A. Development plans should generally encourage both the improvement of existing provision as well as the creation of new facilities, subject to the capacity of infrastructure and the environment to accommodate the new facilities and visitors associated with them. They should include policies that support the further development and success of key Regional tourism and cultural assets such as:

- The National Exhibition Centre.
- Birmingham International Airport.
- The International Convention Centre and Eastside regeneration in Birmingham.
- Historic town and city centres such as Ludlow, Shrewsbury, Worcester and Lichfield.
- Stratford-upon-Avon and Shakespeare Country.
- Warwick Castle.
- The Region's network of live theatre and music venues.
- The Malvern Hills and the Marches and the small parts of the Peak District National Park (covered by RPG for the East Midlands) and the Cotswolds that lie within the West Midlands Region.
- Black Country Heritage Attractions in particular Dudley Town Centre and its surroundings.
- Ironbridge Gorge World Heritage Site, the Severn Valley Steam Railway and West Midlands Safari Park.
- Alton Towers and Drayton Manor Park.
- Stoke and the ceramics and pottery heritage.
- The canal network.
- The Region's significant historic sites, buildings and gardens.
- The Region's registered museum collections, major libraries and archive collections.



- Indoor and outdoor sports stadia and venues of all types.

- B. Where large-scale, innovative projects can contribute to the overall “offer” of the Region, these should also be encouraged in suitable locations well served by public transport and where this can make an appropriate contribution to urban or rural regeneration. In this respect it is important that development plans take forward and carefully consider the long-term potential of the National Forest.
- C. Within development plans, local authorities should identify those areas where the development of sustainable tourism can be encouraged to the benefit of the local economy and employment without damaging local environment or character. In doing so, they should assess the cumulative impact of tourism on the environmental assets (including biodiversity), character, infrastructure and local economy of each area, and on the needs of local residents. In the light of these factors, it may be necessary to limit development to particular types or scales of tourism. Plans should also include proposals to mitigate any problems caused by existing tourism.

### **POLICY PA11: The Network of Town and City Centres**

- A. A network of strategic town and city centres will be developed across the Region as set out below:

Birmingham	Kidderminster	Shrewsbury	Walsall
Brierley Hill	Leamington Spa	Solihull	West Bromwich
Burton-upon-Trent	Lichfield	Stafford	Wolverhampton
Cannock	Newcastle-under-Lyme	Stratford-upon-Avon	Worcester
Coventry	Nuneaton	Sutton Coldfield	
Hanley (Stoke-on-Trent)	Redditch	Tamworth	
Hereford	Rugby	Telford	

- B. This network of 25 town and city centres will be the focus for:
- major retail developments (i.e. those of more than 10,000m<sup>2</sup> gross floorspace, excluding floorspace dedicated to the retailing of convenience goods);
  - uses which attract large numbers of people including major cultural, tourist, social and community venues (see also PA10 and UR3); and
  - large scale leisure and office (Class B1a) developments (i.e. those of 5,000m<sup>2</sup> or more gross floorspace).

C. There are many other centres within the Region that meet local needs and development plans should identify and develop policies for such centres within their respective areas which best meet local needs. Local authorities should be proactive in encouraging appropriate development to maintain and enhance their function as town centres (UR3, RR3).

#### **POLICY PA11A: Brierley Hill and Dudley**

- A. A new strategic town centre is designated at Brierley Hill, to include Brierley Hill High Street, the commercial centre at the Waterfront and Merry Hill shopping centre. The new town centre will play an important role in the regeneration of the Black Country and will develop as part of a balanced network of four strategic town and city centres in the sub-region with the centres of Walsall, Wolverhampton and West Bromwich.
- B. Development at the new Brierley Hill will be guided by an Area Action Plan for the whole area which will define the extent of the centre, to combine the three elements of the High Street, Waterfront and Merry Hill. It will provide a clear framework for phased development and regeneration to create a sustainable town centre. It will provide for mixed use development, including residential and employment uses, public transport and improved accessibility to and within the centre. The Area Action Plan will define a northern limit to development south of the SSSI surrounding the SAC Fens Pool to ensure supporting habitats outside the site are not compromised.
- C. Retail development at the new Brierley Hill within the allocation of 51,000m<sup>2</sup> gross\* in the period 2004 to 2021 will be carefully controlled so that no new comparison retail floorspace is brought into operation until all the following conditions are met:
- a) adoption by the Local Planning Authority of the Area Action Plan for Brierley Hill; and
  - b) implementation of improvements to public transport, including completion of initiatives of equivalent quality and attractiveness to the proposed Metro extension from Wednesbury to Brierley Hill, and improvements to bus services connecting the centre with other locations in the Black Country and beyond, and other measures to improve accessibility to and circulation within the centre by non-car modes; and
  - c) introduction of a car parking management regime including the use of parking charges compatible with those in the region's network of major centres.

- D. Once these conditions have been met any further retail development at the new Brierley Hill strategic town centre will be subject to review and assessment of the progress of the strategy for regeneration and balanced growth.
- E. Dudley will continue to perform an important role as a non-strategic town centre in the Black Country. Its future renaissance will be founded upon the town's unique tourism and cultural assets and major residential development as well as retail and other uses appropriate to a non-strategic centre.

\* Subject to revision as a result of the RSS Phase Two Revision.

### **POLICY PA12: Birmingham's Role as a World City**

- A. Birmingham should continue to be developed as a major Regional capital of European and international standing by providing further development opportunities and supporting infrastructure, including telecommunications, and by:
- i) the further expansion and development of Birmingham City Centre as a focus for international financial and business services;
  - ii) the development of Birmingham as a major centre for business tourism and major cultural, sporting and other tourist activities;
  - iii) maintaining and enhancing the provision of a network of supporting facilities and activities across the wider Region (examples include the Regional cultural and tourism assets identified in policy PA10) maintaining Birmingham City Centre's role as the Regional shopping centre in line with policy PA11;
  - iv) maintaining the accessibility of the City within the Region and strengthening its international links by air and rail;
  - v) significantly improving major transport interchange facilities and overcoming capacity constraints at Birmingham New Street Station; and
  - vi) the provision of high-quality residential environments, with supporting high-quality health and education services, promoting the attractions and benefits of "city centre living".
- B. Policies and proposals in development plans across the Region should support this policy, whilst having regard to policies QE3 and QE4.

### **POLICY PA13: Out-of-Centre Retail Development**

It is not envisaged that any further large-scale (10,000m<sup>2</sup> gross) out-of-centre retail developments or extensions to existing developments will be required during the period covered by this RPG. Smaller-scale out-of-centre retail proposals should be considered in the light of policies and proposals in development plans and take full account of Government guidance including the requirement to demonstrate ‘need’ and the sequential test. No existing out-of-centre developments should be redefined as town centres.

### **POLICY PA14: Economic Development and the Rural Economy**

- A. Development plans and other strategies should support the sustainable diversification and development of the rural economy through the growth of existing businesses and the creation of new enterprise. This should be undertaken in ways that meet local employment needs, maintain viable and sustainable local communities, conserve and enhance environmental assets and respect local character and distinctiveness.
- B. Development plans should ensure that, subject to policy PA15, most economic development is concentrated in towns and other large settlements accessible to their rural hinterlands. Development should be consistent with the character and environment of the settlement.
- C. Priority should be given to: economic activity with strong links to the rural area, including for example food and drink processing, tourism and leisure, the environmental economy and businesses ancillary to farming and forestry; and to sustainable new activity which will strengthen the Region’s rural economy.
- D. Encouragement will be given to the provision of affordable broadband services in rural areas to aid the development of businesses using ICT, including increased opportunities for home working.

### **POLICY PA15: Agriculture and Farm Diversification**

Development plans and other strategies should recognise the continuing importance of the agricultural sector in the Region. Development plans should include positive policies to promote agriculture and farm diversification through the development of innovative business schemes including sustainable tourism, environmentally sustainable farming, forestry (QE8) and land management, new and innovative crops, on-farm processing adding value to existing production and the promotion of local marketing and supply chains. Any development should be appropriate in scale and nature to the environment and character of the locality.

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## **POLICY QE1: Conserving and Enhancing the Environment**

- A. Environmental improvement is a key component of the Spatial Strategy in order to underpin the overall quality of life of all areas and support wider economic and social objectives.
- B. Local authorities and other agencies in their plans, policies and proposals should:
- i) support regeneration, by restoring degraded areas, conserving existing environmental assets, including the reuse of redundant and under-used buildings of merit, and creating new, high quality, built and natural environments, particularly within the MUAs;
  - ii) conserve and enhance those areas of the Region, where exceptional qualities should be reinforced by sustainable use and management, including the Peak National Park, the five Areas of Outstanding Natural Beauty, the European wildlife sites, and the World Heritage Site (see Environmental Assets Diagram<sup>8</sup>);
  - iii) protect and where possible enhance other irreplaceable assets and those of a limited or declining quantity, which are of fundamental importance to the Region's overall environmental quality, such as specific wildlife habitats (Annex B), historic landscape features and built heritage, river environments and groundwater aquifers;
  - iv) protect and enhance the distinctive character of different parts of the Region as recognised by the natural and character areas (Figure 4)<sup>9</sup> and associated local landscape character assessments, and through historic landscape characterisation.
- C. In bringing forward development, all agencies and developers should adopt high standards for sustainable natural resource use and management in line with policies such as QE3, QE9, EN1-2 and M3.

## **POLICY QE2: Restoring degraded areas and managing and creating high quality new environments**

- A. Local authorities, other agencies and local communities should work together to develop strategies and programmes that optimise the contribution that the natural, built and historic environment can make to the physical, economic and social

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<sup>8</sup> Page 102 of the RSS for the West Midlands

<sup>9</sup> Page 79 of the RSS for the West Midlands

regeneration of the West Midlands. Regeneration schemes should capitalise on the quality and distinctiveness of the Region's urban and rural environment.

B. Development plans and other strategies should:

- i) contain policies that promote environmental improvements as a means of regenerating areas of social, economic and environmental deprivation;
- ii) promote the restoration and remediation of derelict and contaminated sites and reuse of buildings, having regard to the Region's biodiversity and historic assets;
- iii) initiate programmes of physical regeneration in areas suffering from inadequate investment in the built and natural environment; and
- iv) aim to provide measures which reduce the impact of the environmental problems associated with transport growth and bring forward environmental improvements particularly along major transport routes.

C. In implementing this policy the need to make the most efficient use of previously developed land should take into account the need to preserve buildings of historic value (QE5) and preserve and create open spaces for recreation, community health and natural habitats (QE4, QE7-9).

### **POLICY QE3: Creating a high quality built environment for all**

A. Development Plans and other strategies should promote the creation of high quality built environments as part of urban and rural renaissance and the regeneration strategies for the Region's cities, towns and villages.

B. Particular attention should be given to:

- i) securing a high quality of townscape, urban form, building design and urban spaces, through the use of architecture, urban design and landscape design, which respects Regional and local character, culture and history;
- ii) promoting public art;
- iii) incorporating sustainability considerations such as energy and water efficiency, use of renewable energy, sustainable construction and drainage, building orientation, use of recycled materials, minimisation of waste, construction materials, and prolonging the lifespan of buildings;
- iv) assessing and minimising the impacts of noise and light pollution as a result of development;

v) creating safer environments which discourage crime; and

vi) promoting community safety.

C. Regard should be had to how land and buildings could be reused to achieve this objective.

#### **POLICY QE4: Greenery, Urban Greenspace and Public Spaces**

A. Local authorities and other agencies should undertake assessments of local need and audits of provision, and develop appropriate strategies for greenspace to ensure that there is adequate provision of accessible, high quality urban greenspace with an emphasis on:

i) significantly improving the overall quality of public space, especially in city and town centres;

ii) enhancing the setting of local residential neighbourhoods in built up areas;

iii) increasing the overall stock of urban trees;

iv) improved accessibility and community safety; and

v) maintaining and enhancing sports, playing fields and recreation grounds.

B. Development plan policies should create and enhance urban greenspace networks by:

i) ensuring adequate protection is given to key features such as parks, footpaths and cycleways, river valleys, canals and open spaces;

ii) identifying the areas where new physical linkages between these areas need to be forged; and

iii) linking new urban greenspace to the wider countryside to encourage the spread of species.

C. Local authorities and others should also encourage patterns of development which maintain and improve air quality and minimise the impact of noise upon public space. Artificial lighting should be used sensitively to aid safety whilst minimising pollution.

**POLICY QE5: Protection and enhancement of the Historic Environment**

- A. Development plans and other strategies should identify, protect, conserve and enhance the Region's diverse historic environment and manage change in such a way that respects local character and distinctiveness.
- B. Of particular historic significance to the West Midlands are:
- i) the historic rural landscapes and their settlement patterns;
  - ii) historic urban settlements, including market towns and cathedral cities;
  - iii) listed buildings, scheduled and unscheduled ancient monuments, conservation areas, historic parks and gardens, all in their settings, and battlefields;
  - iv) areas of industrial heritage such as the Birmingham Jewellery Quarter;
  - v) the historic transport network;
  - vi) strategic river corridors (Severn, Wye, Trent, and Avon); and
  - vii) Ironbridge Gorge World Heritage Site.
- C. Development plans and other strategies should recognise the value of conservation led regeneration in contributing to the social, spiritual and economic vitality of communities and the positive role that buildings of historic and architectural value can play as a focus in an area's regeneration.
- D. In particular, strategies should explore the regeneration potential of:
- i) redundant or under-used industrial and commercial buildings;
  - ii) rural settlements and market towns outside the MUAs;
  - iii) Victorian and Edwardian commercial centres particularly in the MUAs;
  - iv) traditional buildings of the countryside;
  - v) existing church buildings and their potential community uses;
  - vi) 19th and early 20th century urban housing; and
  - vii) the canal network.



### **POLICY QE6: The conservation, enhancement and restoration of the Region's landscape**

Local authorities and other agencies, in their plans, policies and proposals should conserve, enhance and, where necessary, restore the quality, diversity and distinctiveness of landscape character throughout the Region's urban and rural areas by:

- i) ensuring that a consistent approach is taken to landscape and character issues, particularly where they cross local planning authority boundaries;
- ii) establishing a positive and integrated approach to the use, management and enhancement of the urban fringe;
- iii) supporting the Community Forest and National Forest programmes;
- iv) protecting and, where possible, enhancing natural, man-made and historic features that contribute to the character of the landscape and townscape, and local distinctiveness;
- v) considering other factors that contribute to landscape character including tranquillity and the minimisation of noise and light pollution; and
- vi) identifying opportunities for the restoration of degraded landscapes including current and proposed minerals workings and waste disposal sites.

### **POLICY QE7: Protecting, managing and enhancing the Region's Biodiversity and Nature Conservation Resources**

All the plans and programmes of local authorities and other relevant agencies should:

- i) encourage the maintenance and enhancement of the Region's wider biodiversity resources, giving priority to:
  - the protection and enhancement of specific species and habitats of international, national and subregional importance as identified in the West Midlands Regional Biodiversity Audit, Local Biodiversity Action Plans (LBAPs) and other BAPs;
  - those that receive statutory protection; and

- the biodiversity enhancement areas shown on the QE Areas of Enhancement Diagram<sup>10</sup>.
- ii) include policies and proposals which enable the West Midlands to achieve its minimum share of the UK Biodiversity Action Plan (UKBAP) targets as set out in Annex B and the targets of local partnerships and other BAPs;
- iii) take a common approach to biodiversity and nature conservation issues which cross local planning authority and Regional boundaries, especially those relevant to:-
- the strategic river corridors and tributaries of the Severn, Trent, Avon and Wye, river catchments, and issues in current local Environment Agency plans; and
  - priorities derived from English Nature’s Natural Areas Framework and associated Area Profiles and the West Midlands Biodiversity Audit.

### **POLICY QE8: Forestry and Woodlands**

- A. Development plans, other strategies and programmes should encourage tree cover in the Region to be increased, where it is appropriate to the character of the area, taking account of the Regional Forestry Framework, and in ways that reinforce and support the Spatial Strategy by:
- i) designing new planting and woodland expansion so as to maintain and enhance the diversity and local distinctiveness of landscape character within the Region, ensuring that new planting does not adversely impact on the biodiversity of a site;
  - ii) replacing woodland unavoidably lost to development with equivalent areas of new woodland preferably in the same landscape unit;
  - iii) realising the potential for creating larger multi-purpose woodlands, woodlands along transport corridors and reducing fragmentation of ancient woodlands;
  - iv) encouraging the development of forestry and woodland industries where they can contribute to the rural economy particularly where suitable facilities are available, or can be provided, for local processing;

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<sup>10</sup> Page 101 of the RSS for the West Midlands

- v) ensuring that woodland expansion and management, and the development of any associated facilities, observe sustainable development principles and minimise environmental impacts;
- vi) promoting urban and community forestry, including the continuing development of the National Forest, the Forest of Mercia and the Black Country Urban Forest;
- vii) promoting, where appropriate, opportunities for short rotation coppice as a raw material and where this can provide a renewable energy resource; and
- viii) involving local communities wherever possible.

B. Development plans and other strategies should seek to conserve and protect woodlands, especially ancient and semi-natural woodlands, by:

- i) prohibiting the conversion of semi-natural woodland (as defined in the UK Forestry Standard Notes) to other land uses unless there are over-riding conservation benefits;
- ii) increasing the protection of ancient woodland sites or ancient semi-natural woodland through consultation with the Forestry Commission over any planned application within 500m; and
- iii) exercising a general presumption against the conversion of any woodland to other land uses unless there are overriding public benefits.

## **POLICY QE9: The Water Environment**

A. Development plan policies and plans of the Environment Agency and other agencies should be coordinated, where necessary across local authority and Regional boundaries, to:

- i) protect or improve water quality and where necessary significantly reduce the risk of pollution especially to vulnerable surface and groundwater in order to improve health and well-being;
- ii) manage demand, conserve supply, promote local recycling of water and the multiple use of water resources;
- iii) protect and enhance wetland species and habitats, particularly those subject to local biodiversity partnerships;

- iv) ensure that abstraction from watercourses and aquifers does not exceed sustainable levels;
- v) reduce any adverse effects of development on the water environment by encouraging consideration of sustainable drainage systems where appropriate at an early stage in the design process;
- vi) ensure the timing and location of development respects potential economic and environmental constraints on water resources; and
- vii) maintain and enhance river and inland waterway corridors as key strategic resources, particularly helping to secure the wider regional aims of regeneration, tourism and the conservation of the natural, built and historic environment.

B. Development that poses an unacceptable risk to the quality of groundwater or surface water in this or other regions should therefore be avoided.

### **POLICY QE10: Transforming the Environment of the Black Country**

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

- (i) giving physical expression to the concept of the ‘Black Country as Urban Park’ through identification of Beacons, Corridors and Communities;
- (ii) preparing and implementing a joint Black Country Landscape Action Plan (incorporating a Canal Management Plan) based on the West Midlands’ Green Infrastructure approach to define and deliver an integrated network of open spaces, waterways and canals; to protect and enhance topographical, biodiversity and historic assets; and to promote walking and cycling;
- (iii) supporting the promotion of World Heritage Status for the Black Country Canal Network and its environs;
- (iv) ensuring appropriate policies are included in the Joint Core Strategy to facilitate the above.

### **POLICY EN1: Energy Generation**

Local authorities in their development plans should:

- i) encourage proposals for the use of renewable energy resources, including biomass, onshore wind power, active solar systems, small scale hydro-electricity

schemes and energy from waste combustion and landfill gas, subject to an assessment of their impact using the criteria in iii) below. Specific policies should be included for technologies most appropriate to the particular area;

- ii) provide locational guidance through supplementary guidance as necessary on the most appropriate locations for each renewable energy technology, having regard to resource potential, the desirability of locating generation sites close to or within areas of demand, and landscape character assessment where appropriate;
- iii) identify the environmental and other criteria that will be applied to determining the acceptability of such proposals including:
  - a) impact on the landscape, visual amenity and areas of ecological or historic importance;
  - b) impact on surrounding residents and other occupiers;
  - c) traffic implications, and proximity to transport infrastructure;
  - d) the environmental impact of any additional transmission requirements;
  - e) the extent to which the proposal helps to achieve wider environmental benefits such as reducing harmful emissions to the atmosphere;
  - f) the way in which the proposal assists in achieving national targets of new electricity generating capacity from renewable energy sources;
  - g) the extent to which there has been community involvement in developing the proposal; and
  - h) the extent to which the proposal supports other policies in the development plan; and
- iv) facilitate, where proposals come forward, the construction and upgrading of fossil fuel power stations that incorporate clean coal technology, the dual use of fossil and renewable resources, good quality combined heat and power or significant emissions abatement technologies in line with national policies for abatement at source.

## **POLICY EN2: Energy Conservation**

Development plans should include measures to:

- i) minimise energy demands from development, redevelopment and improvement by encouraging the use of sustainable construction techniques, best practice in energy efficient design , and orientation of all building types to maximise passive solar gain; and
- ii) encourage the use of good quality combined heat and power systems and district heating schemes for developments, particularly major new mixed use developments.

### **POLICY M1: Mineral Working for Non-Energy Minerals**

A. Appropriate provision should be made in the West Midlands for the supply of nationally and Regionally significant minerals. In making this provision, account will be taken of the following:

- i) the need to secure the best balance of community, social, environmental and economic interests, consistent with the principles of sustainable development;
- ii) the need to maintain landbanks of permitted reserves of non-energy minerals;
- iii) the contribution that alternative sources of material or imports from outside the Region should make;
- iv) other national and Regional policies; and
- v) the provision made for aggregates in policy M2.

B. Development plans should:

- i) identify and safeguard mineral resources to ensure that appropriate levels of planned and future supplies can be maintained, including reviewing the continued appropriateness of unpermitted allocations in mineral local plans;
- ii) indicate sites/areas where future mineral working would or would not be appropriate having regard to the environmental capacity of the area and the impact on the local community;
- iii) include policies to indicate the circumstances under which mineral working might be permitted;
- iv) identify and safeguard opportunities for the transportation of minerals by rail or water, including the maintenance of existing, and the provision of new, railhead facilities;

- v) include policies to safeguard mineral resources from other forms of development;
- vi) subject to Green Belt policies, identify and safeguard sites on the periphery of and within MUAs for the development of integrated material supply facilities; and
- vii) protect and seek improvements to biodiversity during the operational life of workings and include policies requiring that the restoration of mineral workings should contribute to local/regional biodiversity targets.

### **POLICY M2: Minerals – Aggregates**

Mineral planning authorities should continue to work together to make provision for land won primary aggregates to 2016 on the basis of the apportionment agreed by the RPB, taking into account the National and Regional Guidelines for Aggregates Provision in England 2001 – 2016 (June 2003) as set out below:

Apportionment of the Regional Guidelines 2001 – 2016 (million tonnes)			
	Annual Apportionment 2001-2016	Annual Apportionment 2001-2005	Annual Apportionment 2006-2016
	Sand and Gravel	Crushed Rock	Crushed Rock
Hereford	0.283	0.424	0.424
Worcestershire	0.871	0.163	0.163
Shropshire	0.820	2.662	2.949
Staffordshire	6.602	1.395	1.395
Warwickshire	1.043	0.593	0.88
West Midlands County	0.506	0.575	0
Regional Total	10.125	5.812	5.812
Regional Total 2001-2016	162	93	

Source : WMRAWP sub-regional apportionment October 2003

### **POLICY M3: Minerals -The Use of Alternative Sources of Materials**

- A. Local authorities, minerals and construction industries, the West Midlands Regional Aggregates Working Party and the West Midlands Regional Technical Advisory Body should work together to reduce the reliance on land won primary aggregates by increasing the contribution of alternative sources of material in meeting the Region’s requirements by:

- i) developing better systems to monitor the level of usage and the way in which alternative sources of materials are used in construction projects;
- ii) developing targets for local authorities and for the construction industry to increase the use of alternative sources of materials in construction projects; and
- iii) encouraging local authorities and developers to recycle and reuse materials on site in construction projects having regard to the environmental implications of any proposed operations and their overall acceptability.

B. Development plans should:

- i) identify sites or policy criteria to secure an appropriate provision of recycling plants in appropriate locations for example on the fringes of MUAs; and
- ii) include policies to increase the contribution of alternative sources of material, including adopting methods of operations that will assist reuse and recycling in construction projects.

#### **POLICY M4: Energy Minerals**

Development plans should include policies which:

- i) recognise that energy minerals are of national and Regional importance;
- ii) recognise the contribution that the exploitation and utilisation of energy minerals can make to meeting the Region's future energy needs in the medium to long term;
- iii) recognise the development and role of new technologies in releasing sources of energy from worked and unworked coal resources in the Region for local use; and
- iv) take account of existing national guidance in relation to coal mining, emerging guidance on oil and gas and new technologies and revisions to national energy policy.

#### **POLICY WD1: Targets for Waste Management in the Region**

Development plans should include proposals which will enable the following Regional targets to be met:



- i) to recover value from at least 40% of municipal waste by 2005; 45% by 2010; and 67% by 2015;
- ii) to recycle or compost at least 25% of household waste by 2005; 30% by 2010; and 33% by 2015; and
- iii) to reduce the proportion of industrial and commercial waste which is disposed of to landfill to at the most 85% of 1998 levels by 2005

### **POLICY WD2: The Need for Waste Management Facilities – by Sub-Region**

- A. The type and precise location of waste management and treatment facilities to be provided within the Region in order to meet the National Waste Strategy targets and the future waste management needs of all major waste streams are matters to be determined in development plans and through Waste Management Strategies.
- B. Regarding municipal waste produced in the Region, additional facilities will be required to recycle, compost or in other ways recover value from at least 47.9 million tonnes, and landfill capacity will be required for approximately 40 million tonnes, between 1998/99 and 2020/21.
- C. Landfill capacity with planning permission exists in the West Midlands to satisfy the identified need to dispose of approximately 75 million tonnes of industrial and commercial waste, and 29 million tonnes of construction and demolition waste, between 1998/99 and 2020/21.
- D. In preparing development plans, local planning authorities should take into account the needs outlined in Table 4 – for waste treatment and landfill capacity generated by each sub-region.
- E. Where necessary, and in accordance with the principles of best practicable environmental option and proximity, local authorities should seek agreement with neighbouring authorities to make provision in their plans to meet these needs (including those in neighbouring regions).

**TABLE 4: Needs for Waste Management Facilities by Sub-Region**

Sub Region	Municipal waste recycling and composting facilities	Municipal waste recovery	Cumulative landfill void capacity required for all waste streams taking into account the target reductions in the National Waste Strategy 1998/99 – 2020/21		
	Annual throughput capacity required by 2020/21 ('000 tonnes)	Annual throughput capacity required by 2020/21 ('000 tonnes)	Municipal ('000 tonnes)	Industrial & commercial ('000 tonnes)	Construction & demolition ('000 tonnes)
Herefordshire	44	45	1,227	1,693	
Metropolitan area	845	1,020	16,616	31,709	
Shropshire, Telford & Wrekin	150	155	4,216	7,562	
Staffordshire, Stoke on Trent	364	383	7,837	18,010	
Warwickshire	172	173	4,479	9,379	
Worcestershire	159	164	4,414	6,883	
West Midlands Region	1,734	1,940	38,789	75,236	28,700*

\* data not available to enable a sub-regional assessment

**TABLE 5: Additional Municipal Waste Management Facilities Required by 2021**

Sub Region	Recycling and Composting		Recovery – either EfW or MRF		
	Additional capacity required by 2021 (annual throughput capacity in '000 tonnes)	Equivalent number of facilities @ 50,000 tonnes pa capacity	Additional capacity required by 2021 (annual throughput capacity, '000 tonnes)	Equivalent number of EfW facilities required at 300,000 tonnes pa	Equivalent number of MRFs required at 50,000 tonnes pa
Herefordshire	38	0.5	45	-	1
Metropolitan Area	781	16	382	1	8
Shropshire, Telford & Wrekin	136	2.5	155	0.5	3
Staffordshire, Stoke on Trent	284	5.5	187	0.5	4
Warwickshire	151	3	173	0.5	3
Worcestershire	134	2.5	164	0.5	3
West Midlands Region	1,524	30	1,106	3-4	22

Note: Tables 4 and 5 contain targets for each waste planning authority or group of authorities where figures are aggregated in the Environment Agency's Strategic Waste Management Assessment, to meet the targets in the National Waste Strategy. These targets are set out in a way that meets the requirements of PPG10 with regard to the preparation of waste strategies by waste planning authorities<sup>11</sup>.

### **POLICY WD3: Criteria for the Location of Waste Management Facilities**

- A. In their development plans, appropriate planning authorities should include policies and proposals for all major waste streams to:
- i) guide the location and siting of waste treatment and recycling facilities to appropriate locations, having regard to the proximity principle and other environmental and amenity principles as identified elsewhere in this guidance;
  - ii) wherever possible and consistent with the principles of Best Practicable Environmental Option and Proximity, encourage the use of rail and water transport in preference to road transport; and
  - iii) require the submission of a waste audit and provision for in-house or on-site recycling and treatment of wastes, in the case of major development proposals.
- B. Where possible, site-specific proposals for new waste management facilities should be included in development plans. Consideration should be given to the potential advantages of making provision for waste management in the form of small-scale facilities that may be more easily integrated into the local setting.
- C. Development plans should restrict the granting of planning permission for new sites for landfill to proposals which are necessary to restore despoiled or degraded land, including mineral workings, or which are otherwise necessary to meet specific local circumstances. The depletion of landfill capacity will be the subject of regular monitoring.

### **POLICY T1: Developing accessibility and mobility within the Region to support the Spatial Strategy**

- A. Access within and across the Region will be improved in a way that supports the RPG's Spatial Strategy, reduces the need for travel, expands travel choice, tackles congestion, improves safety and protects the environment.
- B. This will be achieved by:
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<sup>11</sup> See paragraph 8.88 of the RSS for the West Midlands

- i) measures to improve significantly accessibility and mobility within the MUAs, including the development of high quality sustainable and public transport, so that they are able to accommodate greater levels of development, retain population and attract new jobs;
- ii) measures to improve accessibility and mobility in other urban areas, market towns and rural areas so that more sustainable means of travel are encouraged and local regeneration initiatives are supported;
- iii) measures to improve national road and rail networks to ensure that strategic links to external markets are maintained and the Region does not become a transport bottleneck undermining national economic growth;
- iv) measures to encourage behavioural change across the entire Region; and
- v) measures to improve the safety and security of the transport system.

## **POLICY T2: Reducing the need to travel**

Local authorities, developers and other agencies should work together to reduce the need to travel, especially by car, and to reduce the length of journeys through:

- i) encouraging those developments which generate significant travel demands to be located where their accessibility by public transport, walking and cycling is maximised, including close to rail and bus stations and Metro stops. High-density development will be supported in such locations in accordance with policy CF4;
- ii) promoting patterns of development which reduce the need for travel (UR4), including a more balanced provision of different uses in larger settlements including the sub-regional foci;
- iii) encouraging those developments which generate significant freight and commercial movements to locate close to suitable inter-modal freight terminals, rail freight facilities, or roads designed and managed as traffic distributors;
- iv) encouraging the use of telecommunications for the purposes of business and for other service provision; and
- v) supporting the retention and enhancement of local service provision, especially where public transport provision is poor.

### **POLICY T3: Walking and cycling**

Development plans and local transport plans should provide greater opportunities for walking and cycling by:

- i) developing safe, secure, direct, convenient and attractive networks which connect town centres, local facilities, educational premises, public transport interchanges, residential and employment areas;
- ii) giving pedestrians and cyclists priority in residential areas and town centres;
- iii) providing links between smaller settlements and centres and development of greenways and quiet roads;
- iv) developing the National Cycle Network;
- v) making the most effective use of canal towpaths;
- vi) expanding 'cycle & ride' and cycle carriage on public transport; and
- vii) ensuring that new developments and infrastructure proposals improve walking and cycling access.

### **POLICY T4: Promoting travel awareness**

A. Local authorities and transport operators should work together and with schools, businesses and other appropriate organisations to develop travel and transport strategies and plans that increase the awareness of alternative travel choices and reduce current levels of car use. Strategies should be implemented in a coordinated way across the Region.

B. Development plans should support this approach by requiring all planning applications involving significant travel demands to include transport assessments in line with the advice in PPG13 and provide proposals for travel plans.

C. Authorities should include in their next local transport plans targets for work and school travel plans in accordance with the targets in this RPG.

### **POLICY T5: Public Transport**

A. The development of an integrated public transport network where all people have access to high quality and affordable public transport services across the Region is a key element of the Regional vision.

- B. Local authorities, transport operators and other agencies, including the Strategic Rail Authority, should work together towards achieving this vision thereby providing attractive and reliable alternatives to the use of the private car.
- C. An integrated hierarchy of public transport services will be developed with the highest priority being given to investment in infrastructure and services to support the regeneration of the MUAs. This will include investment in:
- i) the development of high quality public transport systems, building upon the existing Metro system within Birmingham, Solihull and the Black Country;
  - ii) improved rail services on key routes, including new rolling stock and capacity enhancements;
  - iii) the development of integrated networks of high quality bus services, including the further extension of bus quality partnerships and the introduction of bus lanes and priority measures, re-allocating roadspace where necessary, with road and junction widening where there is no other practicable solution; and
  - iv) improved interchange facilities both within and between different modes of travel, including the provision of further 'park & ride' facilities (T6).
- D. Outside the MUAs, an integrated hierarchy of public transport services should be developed with priority given to the improvement of services and interchanges within urban areas, and the development of links with catchment areas. In rural areas, priority should be given to the development of community and public transport services, particularly those providing links from rural hinterlands to key local service centres.
- E. In all cases, the aim will be to achieve a frequent, reliable, affordable, secure and attractive public transport service which takes into account the needs of all users, including disabled people and others with reduced mobility. Local authorities, the PTE and transport providers should work towards the provision of integrated public transport services with an emphasis on travel information and ticketing arrangements, particularly across boundaries and modes.

#### **POLICY T6: Strategic Park & Ride**

- A. Local authorities, other agencies and key representative Regional organisations should work together to develop a network of Strategic Park & Ride sites to reduce congestion in major centres.

- B. One site has been identified at Brinsford, north of Wolverhampton. Proposals are also currently being developed for a Worcester Parkway station at the crossing of the Worcester/Oxford and Birmingham/Cheltenham lines. Any further broad locations agreed by the RPB should be included in a future review of this RPG.
- C. Locations should be considered against the following criteria:
- i) the frequency, capacity and quality of the Ride element;
  - ii) the environmental and traffic impacts at the Park location;
  - iii) the potential for interchange with other public transport;
  - iv) the potential relief to routes into the target destination; and
  - v) the implications of the Park & Ride on the railway network and other services.
- D. The Spatial Strategy acknowledges that there may be circumstances in which Green Belt locations for Strategic Park & Ride may be the most sustainable option, and regard should be had to the guidance set out in paragraph 3.17 of PPG2 (as revised by PPG13).

## **POLICY T7: Car Parking Standards and Management**

### **Maximum Standards**

- A. Local authorities should work within maximum standards for parking associated with new development in line with those given in PPG13 and reflecting the approach set out in PPG3. All local authorities should work together to identify, before the next review of RPG:
- i) those town centres and heritage areas to which more restrictive standards should be applied, because of their public transport accessibility, higher densities and/or sensitive character; and
  - ii) a broad indication of more restrictive maximum standards for relevant land use categories.
- B. These areas and standards should then be incorporated into development plans. Care should be taken to avoid deterring investment in town centres, particularly those judged to be vulnerable (PA11).

### **Management of Car Parking**

- C. Local authorities, working together, should manage their car parking to reduce congestion and encourage more sustainable forms of travel by:
- i) managing the supply, location, and price of parking in town and city centres to limit the provision of longstay spaces, where this is necessary to reduce congestion;
  - ii) co-operating with each other to avoid using car parking charges as a tool for competition between centres;
  - iii) using additional income to support the development of more sustainable forms of travel;
  - iv) securing an adequate supply of car parking at railway stations and other transport interchanges;
  - v) securing local Park & Ride sites as an alternative to town centre parking; and
  - vi) developing a network of strategic Park & Ride sites, generally at railway stations, to meet the needs of the Region (T6).
- D. Local authorities should work with private sector operators to encourage a consistent approach within centres. Where car parking is provided it should be safe and secure with appropriate provision for people with disabilities. Local authorities should also consider the adoption of decriminalised parking enforcement powers in order to secure more effective management of car parking and demand management measures.

#### **POLICY T8: Demand Management**

- A. Local authorities, other agencies and key representative Regional organisations should work together to identify the measures needed to manage peak demand on congested parts of the highway network, including motorways and trunk roads, town and city centres in the context of other policies in this RPG.
- B. Initially local authorities and others should consider the restriction and management of car parking, including development of the strategic Park & Ride network (T6,T7), and the management and re-allocation of highway space (T9).
- C. Local authorities should be encouraged to bring forward local charging schemes in the more congested city centres, such as Birmingham, before 2011 to ensure hypothecation of charges. Local authorities considering schemes should take account of the:



- i) potential impact on the economy of the area concerned;
- ii) availability and quality of public transport alternatives;
- iii) needs of commercial and delivery vehicles in urban areas;
- iv) potential of any charging scheme to encourage decentralisation;
- v) impact of any traffic reassignment on other parts of the network; and
- vi) the impact on residents.

D. Further guidance should be developed for inclusion in the next review of this RPG to ensure a consistent approach across the Region to the introduction of road user charging schemes.

### **POLICY T9: The Management and Development of National and Regional Transport Networks**

- A. The Primary Route Network (PRN) within the Region will consist of motorways, trunk roads and other primary routes as identified on Figure 6<sup>12</sup>.
- B. Local authorities and the Highways Agency will give high priority to investment in the maintenance, management and selective improvement of this network in order to maintain accessibility for essential movements, including freight, within and through the Region. This includes those parts of the Trans European Road Network which pass through the Region.
- C. Local authorities, the Highways Agency, transport operators and other agencies should work together to provide and maintain a strategic transport system which:
  - i) enhances the competitiveness of the Region by providing journey time reliability;
  - ii) provides improved links and accessibility both within the Region and to other UK and European regions and beyond; and
  - iii) supports the Spatial Strategy, particularly by providing improved accessibility in those parts of the Region in greatest need of regeneration.

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<sup>12</sup> Page 119 of the RSS for the West Midlands

D. In bringing forward detailed policies, proposals and programmes, consideration should be given to:

- i) optimising the use of existing infrastructure across all modes;
- ii) ensuring capacity is safeguarded by appropriate selection of development location, minimising the need for local movements to use the strategic network (T1);
- iii) adopting the priorities for investment in strategic networks (T12) to support the objectives and policies of RPG, and ensuring the investments are not undermined by inappropriate development;
- iv) ensuring that motorways and trunk roads are managed and improved to operate effectively as part of the national transport network, including the use of appropriate demand management techniques to improve journey time reliability;
- v) road building only after all other solutions have been examined and where proposals support other objectives of the RPG; and
- vi) ensuring the Region is provided with an improved and integrated rail network to encourage greater use of rail, particularly for longer distance travel both within the Region and beyond.

E. New accesses on the PRN will not be encouraged and should not inhibit the strategic function of these routes. Where development proposals impact on the PRN, local planning authorities should ensure that transport and environmental impact assessments are undertaken to ensure that the function of the network is maintained and appropriate financial contributions to improvements are made.

## **POLICY T10: Freight**

A. The reliable movement of goods and services is the lifeblood of the West Midlands economy. Development plans, local transport plans and the economic strategy should aim to improve the efficiency of freight movement and support the development of Regional Logistics Sites (PA9), by:

- i) addressing problems for freight vehicles on the Primary Route Network to improve reliability of journeys;
- ii) addressing delivery and servicing problems through traffic management;

- iii) encouraging the development of local and Regional Freight Quality Partnerships;
- iv) encouraging the use of rail and inland waterways for freight;
- v) safeguarding existing and disused railway lines and sidings which could be used for rail traffic in the future;
- vi) encouraging the development of new rail freight terminals and improving access to existing terminals;
- vii) encouraging developments that generate significant amounts of freight in locations that have good access to the rail network; and
- viii) encouraging local sourcing.

B. Local authorities and other agencies should co-operate to develop a Regional Freight Strategy covering all forms of freight transport, i.e. road, rail, water and air taking into account the Regional Rail Freight Strategy.

**POLICY T11: Airports (To be reviewed following the Air Transport White Paper, December 2003, as part of a future revision of this RPG)**

- A. Birmingham International Airport (BIA) will continue to be developed as the West Midlands' principal international airport with appropriate facilities in order to increase the extent to which it serves a wider range of global destinations to meet the Region's needs.
- B. The planning permission for expansion of BIA has a target to achieve a public transport mode share of 20% (passengers, employees and visitors) by 2005 or 10 mppa whichever is the later.
- C. To accommodate future significant levels of growth additional passenger terminal facilities would be required. Also, to serve more distant international destinations an extension to the main runway would be required. Development plans in Solihull and neighbouring authorities should include policies to provide for the assessment of proposals for the expansion of the airport to meet the demand. Criteria for development proposals should include the requirement that they be subject to rigorous environmental assessment and must demonstrate:
  - i) that both economic benefits and harmful environmental impacts have been assessed, in line with the principles of sustainable development;

- ii) that unavoidable harm be reduced through mitigation; and
  - iii) where harm cannot be avoided or mitigated, it should be compensated for.
- D. Satisfactory provision should also be required for improved surface access including:
- i) improvements where necessary to the M42; and
  - ii) an increase in the percentage public transport mode share for passengers, employees and visitors – supported as necessary by improved public transport services.
- E. Consideration should also be given to the provision of remote check-in and or parking facility to serve BIA and the need for bus-based Park & Ride facilities to serve BIA/NEC.
- F. Coventry Airport, as primarily a freight airport, provides a complementary service to those at BIA. Development plans for Warwick District and neighbouring authorities should include policies for the assessment of proposals for the expansion of Coventry Airport. Criteria should require the approach to environmental assessment and impacts set out for BIA above; and any proposals for use of Coventry Airport by charter or scheduled passenger flights should be subject to the availability of public transport to serve the airport.
- G. The further development of other airports and airfields in the Region providing complementary services to those at BIA, will be supported providing that proposals can be justified following rigorous environmental assessment; mitigation or compensation can be provided for unavoidable, harmful environmental impacts; and any proposals for charter or scheduled passenger services are subject to the availability of public transport.
- H. Local transport plans and the Airport Surface Access Strategies should aim to ensure that improvements to strategic and local transport networks and interchanges are provided in order to ensure continued access by all modes to airports is maintained. Within these plans and strategies, challenging targets should be set to encourage a greater percentage of trips, by passengers, visitors and staff, by more sustainable modes.
- I. The Region should also work with other regions to develop improved public transport access to other key airports beyond the Region, as appropriate.

# Appendix A – SEA of the Revocation of the West Midlands Regional Strategy

<b>POLICY T12: Priorities for Investment</b>						
Scheme	Key Policy Links	Status as of June 2004	Delivery Mechanism	Key Delivery Role	Support Delivery	Implementation Period 2001-2005 2006-2010 2011-2015 Post 2015
<b>National and Regional Priorities</b>						
A programme of measures aimed at achieving behavioural change, including: travel awareness, walking/cycling networks, quality public transport, access to regeneration sites	T1, T2, T3, T4, T5, UR2, RR2, PA11	Various, co-ordination required	LTP and operators (mainly)	LA, operators	Other agencies and operators	
West Coast Mainline Strategy	T5, T10	C, part constructed	West Coast Mainline Strategy	SRA	NR	
Upgrading rail freight routes to Felixstowe and Southampton	T10	FA, scoping underway	SP	SRA	NR	
M6 widening J11a – J19	T9	FA decision on TPI entry expected summer 2004	TPI	HA		
M40 J15 Longbridge Improvement	T9	C, in preparation	TPI	HA		
M42 Active Traffic Management Pilot	T9	C, due to commence summer 2004		HA		
M42 widening J3-7	T9	FA, decision on TPI entry post analysis of ATM pilot results	TPI	HA		
M54 – M6/M6 Toll link	T9	FA decision on TPI entry expected 2005	TPI	HA		
Active Traffic Management for M5/M6/M42 motorway box	UR1A	PI	HA	HA		
A5 Weeford – Fazeley Improvement	T9	C, under construction	TPI	HA		
A38 Streethay – A50 Improvements	T9	UI, W2EMMMS	TPI	HA		
A45/A46 Tollbar End Improvement	T9	C, in preparation	TPI	HA		
A483 Pant & Llanyrnech Bypass	T9	C, in preparation	TPI	HA		
A500 City Road & Stoke Road Junctions	T9	C, under construction	TPI	HA		
Various route management strategies, including the A46	T9	UI	HA			
West Midlands Rail Short and Medium term capacity and performance enhancement schemes	5, UR2	UI	SP/NRBP	SRA	NR	
Passenger capacity enhancement Birmingham New Street	T5, UR2	UI	SP/NRBP	SRA	NR	
West Midlands Rail Strategy – long term capacity needs	T5, T10	PI, SRA/WM partners	SP	SRA	NR	
Local congestion charging studies	T8, UR2	PI, study to be commissioned	LTP	LA		
West to East Midlands MMS (W2EMMS) Recommendations	T5, T9	Study reported				
BIA, development of services and improved surface access, especially by public transport	T11	Ongoing	BIA, LTP, TPI, SP	BIA, Centro, HA, LA, SRA	LA, SRA, NR, Operators	

# Appendix A – SEA of the Revocation of the West Midlands Regional Strategy

POLICY T12: Priorities for Investment – continued							
Scheme	Key Policy Links	Status as of June 2004	Delivery Mechanism	Key Delivery Role	Support Delivery	Implementation Period 2001- 2006- 2011- Post 2005 2010 2015 2015	
<b>Sub-regional Priorities – Within MUAs</b>							
Bus showcase / Quality busnetworks development	T5, UR2	Ongoing	LTP	Centro LA, Operators	LA, Operators	█	
Bus Super Showcase / High Quality bus networks	T5, UR2	UI	LTP	Centro LA, Operators	LA, Operators	█	
Red Route network development	T5, T9, UR2	UI	LTP	LA		█	
Metro extension thro' B'ham CC to Five Ways	T5, UR2	C, TWA orders to be obtained	LTP	Centro	LA, Operators	█	
Metro extension Wednesbury to Brierley Hill	UR1A, T5, UR2 PA11A	UI	TIF/LTP	Centro	LA, Operators	█	
Further Metro extensions in the Black Country and Birmingham	UR1A T5, UR2	UI TWA orders to be obtained	TIF/LTP	Centro	LA, Operators, Developers	█	
A50 Trentham Lakes Junction	T9	C, in preparation	Developer	HA	Developer	█	
Strategic Park & Ride – Brinsford	T6	FA	LTP, Developer	Centro, LA	SRA, Operators	█	
Strategic Park & Ride – Other sites – Centro Study	T6	PI	LTP	Centro, Developer	LA, SRA, Operators	█	
Improved transport networks within the Black Country	T9, T5, UR2	UI (BCS)	Various	LA, Centro	Various	█	
Improved public transport network in North Staffordshire	T5, UR2	UI (NSITS)	Various	LA, Operators	Various	█	
<b>Sub-regional Priorities – Outside MUAs</b>							
Improved access to regeneration sites	PA7-9	Ongoing	LTP, Development		LA, Developers	█	
M5 Junc 1-2 improvements	UR1A	PI	HA	LA/HA		█	
M6 Junc 9-10 improvements	UR1A	PI	HA	LA/HA		█	
Improved transport networks to facilitate access to centres of Walsall, West Bromwich, Wolverhampton, and Brierly Hill	UR1A	UI	LTP	LA	LA	█	
Improved transport networks to facilitate improved access to the four Employment Land Investment Corridors; Black Country North, Central, East and West	UR1A	UI	LTP	LA	LA	█	
Retention and development of local services, including links between Local Regeneration Areas and areas of opportunity	T5, RR2, CF2	Ongoing	LTP, refranchising	SRA	LA, Operators	█	
Enhancement and development of rural public and community transport, particularly links between market towns and their hinterlands	T5, RR2, CF2	Ongoing	LTP, RBG	LA	Operators	█	
Development of improved road network management and prioritisation, including between nodes in High Technology Corridors	T9	Ongoing	LTP, HABP	LA, HA		█	
Worcester Parkway Strategic Park & Ride	T6	UI	LTP	LA, Developer	SRA, Operators	█	
Improved access to regeneration sites	PA7-9	Ongoing	LTP, Development	LA, Developers		█	

## Appendix A – SEA of the Revocation of the West Midlands Regional Strategy

### NOTES

BCS Black Country Study

NSITS North Staffordshire Integrated Transport Study

#### Status

C (Committed)

schemes approved by the SoS and included in the relevant programme, eg SRA Strategic Plan, HA Targeted Programme of Improvements, although powers may still be required.

FA (Further Appraisal Work Needed)

schemes identified in a MMS or the Strategic Plan but requiring further appraisal work.

UI (Under Investigation)

appraisal work is underway, eg MMS.

PI (Proposed for Investigation)

schemes or studies necessary to deliver the spatial strategy, but not yet clearly defined.

TF (Transport Innovation Fund)

LTP (Local Transport Plan)

Sidelined schemes (Phase 1 revision)

Status as of Nov 2007

#### Organisations

HA Highways Agency

LA Local Transport Authorities

NR Network Rail

SRA Strategic Rail Authority

#### Delivery Mechanism

HABP HA Business Plan

NRBP NR Business Plan

FBG Rural Bus Grant

SP SRA Strategic Plan

TPI HA Targeted Programme of Improvements

#### Studies

W2EMMS West to East Midlands MMS