APPENDIX E:

Review of Baseline Evidence by SA Topic

SA Topic 1: Air Quality					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Air Quality – compliance with National Air Quality Objectives	**Walsall:** 2 AQMAs declared: NO_2 – Borough-wide PM_{10} - Chuckery **(April 2012)**	**West Midlands Metropolitan Area:** AQMAs for NO_2 cover most of the Metropolitan area, and the only authority without a district-wide AQMA for NO_2 is Solihull. AQMAs for PM_{10} declared in Walsall and Wolverhampton; Walsall AQMA is localised (Chuckery), but Wolverhampton AQMA is borough-wide. **(April 2012)**	All major urban areas in the UK are in breach of the limit values for NO_2 - as part of plans for bringing emissions nationally into line with Air Quality Directive limit values by 2015, air quality management areas have been declared in urban areas where there is failing air quality including the West Midlands agglomeration. **(April 2012)**	Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide (NO2) in the UK http://uk-air.defra.gov.uk/library/no2ten/ 2011 Walsall Air Quality Progress Report for Walsall Council: http://cms.walsall.gov.uk/index/environment/pollution/air_quality/air_quality_review_assessment_managment_areas.htm	Breaches of nitrogen dioxide (NO_2) and particulate matter (PM_{10}) limit values have led to the declaration of two air quality management areas (AQMAs) in Walsall. The main source of NO_2 is emissions from road transport. In addition to the impact that this is having on the environment and on climate change (see SA Topic 3: Climate Change), reported adverse health effects from short and long-term exposure to air pollution range from premature deaths caused by heart and lung disease to worsening of asthmatic conditions, often leading to a reduced quality of life (for links to these health problems see SA Topic 8: Health and Well-Being). Monitoring has confirmed the exceedance of the national air quality objective for NO_2 in various locations across Walsall, and this has led to the declaration of a borough-wide AQMA for NO_2. This is not a problem unique to Walsall: NO_2 limit values are also exceeded in many other areas in the UK including other parts of the West Midlands Urban Area as well as adjoining parts of Staffordshire (the A5 corridor at Muckley Corner and Bridgetown in

					Lichfield and Cannock Chase Districts). The West Midlands Urban Area agglomeration zone identified by Defra has the highest rate of NO_2 emissions in the UK apart from Greater London, and is not expected to achieve the limit values required by the Air Quality Directive until 2020. An exceedence of the PM_{10} national air quality objective in Walsall was a localised issue identified during monitoring in 2005, linked to specific industrial operations in Chuckery. The most recent monitoring indicates that concentrations of PM_{10} within this AQMA are no longer exceeding the air quality objective therefore no further action is anticipated.
Areas Affected by Poor Air Quality - extent of authority area where nitrogen dioxide (NO_2) limit values* and particulate matter (PM_{10}) limit values have been breached** * NO_2 limit values: 200g/m^3 per hour not to be exceeded more than 18 times a calendar year, average during calendar year not to exceed 40µg/m^3 ** PM_{10} limit values: 50µg/m^3 per day not to be	**Walsall:** Exceedance of limit values for NO_2: Several areas of exceedance (annual mean) were identified in Walsall Borough during monitoring in the early 2000s, leading to the declaration of five AQMAs in 2002, which were superseded by a borough wide AQMA in 2006. Information on areas of current exceedance not currently available; Walsall Council	**West Midlands Metropolitan Area:** Exceedance of limit values for NO_2 : 37.5 km^2 of predicted (on behalf of the West Midlands authorities for LTP3) to exceed the NO_2 limit values[1] Borough-wide AQMAs declared in Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton; part of Solihull also covered by AQMA. **(2008 baseline)**	No comparator data available to that presented in West Midlands LTP3 on area of exceedance (hectares). National Air Quality Management Plans record km of road exceeding annual limit value @ 2008 in the UK. The baseline for the areas of greatest exceedance is as follows: Greater London: 1287 km	Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide (NO_2) in the UK http://uk-air.defra.gov.uk/library/no2ten/ Black Country Phase Two Infrastructure & Deliverability Study (2009) – TN11: Climate Change and Local Air Quality: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/	The West Midlands Metropolitan Authorities have adopted a third joint Local Transport Plan (LTP3), which has a policy (GT8) aimed at achieving a net reduction in area where NO_2 exceeds the national air quality objective by 2015. NO_2 emissions are therefore identified as a LTP performance indicator (see LTP3 Addendum). Walsall Council monitors levels of NO_2 at a number of locations throughout the Borough. The main areas in Walsall that have been exceeding the limit values are along transport corridors and at major transport nodes, most notably: • The M6 corridor, in particular around Junction 9; • St. Paul's Bus Station, Walsall Town Centre; • Ring Road, Walsall Town Centre.

[1] This is based on modelling work undertaken for Centro to inform the monitoring of emissions for the West Midlands Local Transport Plan 3 (LTP3). Walsall Council is carrying out its own more detailed modelling to identify the areas of exceedence in Walsall Borough, and the results are likely to differ from the predictions made in the LTP3 modelling.

exceeded more than 35 times a calendar year, average during calendar year not to exceed 40µg/ m^3	modeling is underway. **(April 2012)** Exceedence of limit values for PM_{10}: Area of exceedance (daily mean) identified in 2006 in vicinity of a foundry in Chuckery and AQMA declared in 2008. Subsequent monitoring indicates that limit values are no longer being breached in this location. **(April 2012)**	Exceedance of limit values for PM_{10}: Borough-wide AQMA declared in Wolverhampton in 2005 (in addition to AQMA in Chuckery in Walsall) **(April 2012)**	West Midlands: 265 km Greater Manchester: 261 km West Yorkshire: 110 km These areas are not expected to achieve Air Quality Directive limit values for NO2 until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015. Limit values for PM_{10} were also being exceeded in parts of Greater London in 2008, and air quality plans were prepared with the objective of achieving the limit values by June 2011.	West Midlands Local Transport Plan 3 (LTP3) – Addendum http://www.centro.org.uk/LTP/LTP.aspx 2011 Walsall Air Quality Progress Report for Walsall Council: http://cms.walsall.gov.uk/index/environment/pollution/air_quality/air_quality_review_assessment_managment_areas.htm	Monitoring during 2010 (reported in the 2011 Air Quality Progress Report) did not record exceedence of emissions at St. Paul's Bus Station but due to concerns over performance of the equipment, this is not regarded as conclusive. Vandalism of equipment located on the ring road (Town Centre Transport Package) has also meant that insufficient data was available to report results for 2010. Indications were that air quality was failing in this locality, and monitoring will shortly resume. As noted above, recent monitoring has also shown that action taken under pollution control legislation to address breaches of PM_{10} limit values in the Chuckery AQMA have been effective, and that the limit values are no longer being exceeded.
Summary of Current Baseline Sustainability Conditions – Air Quality					
Although air quality management is subject to a separate regulatory regime, the planning system has a role to play in reducing air pollution, by preventing development from contributing to, being put at risk from, or being adversely affected by, unacceptable levels of pollutants (NPPF, paragraphs 17 and 109-110).					

The West Midlands Urban Area, of which Walsall is part,[2] currently suffers from high emissions of nitrogen dioxide (NO_2), the main cause of which is emissions from road transport. While road transport is also a significant generator of carbon dioxide (CO_2) (see SA Topic 3: Climate Change) this is not contributing significantly to air pollution at present. However, monitoring has shown that levels of NO_2 in parts of Walsall are exceeding the national air quality objective (limit values) for this pollutant set by the Air Quality Standards Regulations. This led to the declaration of a Borough-wide Air Quality Management Area (AQMA) for NO_2 in 2006, and the publication of an Air Quality Action Plan in 2009, setting out measures to reduce emissions.

Monitoring has shown that the West Midlands Urban Area has the greatest exceedence of the NO_2 national air quality objective of any urban area in the UK outside Greater London. This is also affecting adjoining parts of Staffordshire (AQMAs have also been declared in the A5 corridor at Muckley Corner in Lichfield District and at Bridgetown in Cannock Chase District). The West Midlands Metropolitan authorities, including Walsall, must therefore take action to reduce levels of emissions to below the prescribed limit values, to meet the requirements of the National Air Quality Plans published by Defra in 2011 (and avoid the possibility of fines being imposed for failure to comply with the Air Quality Directive).

The West Midlands Metropolitan authorities are currently working jointly on a Low Emissions Strategy, which will identify a range of measures – some planning related, some not - aimed at bringing NO_2 emissions into conformity with the national air quality objectives. **This strongly suggests that impacts from generation of significant emissions of nitrogen dioxide (NO_2) should be a SA indicator.** It also suggests that major traffic-generating options under consideration for the SAD and AAP should include appropriate mitigation measures in accordance with related plans and programmes, such as measures that will reduce the need to travel and encourage people to make low emission transport choices. It also suggests a need to consider specific options for mitigation within the SAD and AAP where appropriate, for example, Low Emission Zones.

The main air quality "hot spots" within Walsall Borough which are particularly adversely affected by high emissions of NO_2 are along the M6 corridor (particularly at Junction 9), and other major roads and road junctions. Monitoring of NO_2 in Walsall Town Centre is ongoing to establish whether exceedance of the national air quality objective is still occurring at St. Paul's Bus Station and the Ring Road. In previous years exceedance has been recorded or projected as likely in these locations. The results will be reported in future air quality progress reports.

NO_2 is not a significant element of the "greenhouse gases" that contribute towards climate change, and carbon dioxide (CO_2) accounts for more

[2] This mainly comprises the urban areas of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.

than 80% of UK emissions (see SA Topic 3: Climate Change). However, NO_2 is potentially harmful to health, and there appears to be some correlation between the areas of Walsall where limit values are exceeded and areas with high incidences of cardiovascular and respiratory disease (see SA Topic 8: Health and Wellbeing). **This suggests that SA indicators should include impacts from exposure to high levels of NO_2 in areas where limit values are exceeded.**

The Black Country Core Strategy already requires proposals likely to generate significant amounts of traffic to include an air quality assessment (Policy ENV8), and this has been made a requirement on the Local Validation Checklist. Whilst the SAD will not be able to influence the amount of traffic on the motorway, it may be able to influence traffic flows elsewhere on the highway network, by steering major traffic generating development towards areas where emissions are relatively low, where this does not conflict with other policy objectives (for example, the spatial strategy in Core Strategy Policies CSP1 – CSP5, see also SA Topics 4: Communities and Population and 6: Economy and Centres).

Although the Council is no longer actively monitoring pollutants other than NO_2 (with the exception of ozone as part of a national monitoring programme), they could be generated by particular land uses or by developing particular sites. If levels of other pollutants breach the limit values set for them in the regulations, the Council may have to consider declaring another AQMA. For example, an AQMA was declared in Chuckery in 2008, in relation to a breach of the limit values for particulate matter (PM_{10}), and action was taken to reduce concentrations of this pollutant so that it now meets the air quality objective. **This suggests a need for a SA indicator relating to impacts on air quality from pollutants other than NO_2.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Air Quality

Breaches of the national limit values for NO_2 are likely to continue, and may even begin to affect other areas not currently affected, if no action is taken to prevent the causes and effects. As the main cause of NO_2 emissions is road transport, most of the actions identified in the Council's current Air Quality Action Plan (2009) are related to reducing emissions from this source. There are also planning-related actions such as encouraging mixed-use development and ensuring that air quality is taken into account in planning decisions.

The experience of the Chuckery AQMA shows that the current pollution control regime is effective in dealing with localised emissions of pollutants such as particulate matter (PM_{10}) from a specific source. These controls will still be in place without the SAD and AAP. However, the pollution control regime is less effective in tackling diffuse emissions from transport, which are better addressed through sub-regional plans and programmes such as the West Midlands Local Transport Plan (LTP3) and the emerging West Midlands Low Emissions Strategy. The SAD and AAP will have a complementary role by making provision for low emission transport infrastructure identified in these existing and emerging plans

and programmes, such as freight rail routes and rail freight terminals, and sites where electric vehicle charging points should be provided.

The Black Country Core Strategy already defines the spatial strategy for Walsall, indicating in broad terms where different types of development should go. The main role of the SAD and AAP in addressing air quality problems is likely to be ensuring that site allocations are consistent with the spatial strategy, for example, that they are located where the need to travel is minimised, and there is a genuine choice over transport modes, so that low emission modes are an option, and the need to move people and goods around by road is reduced as far as possible (see SA Topics 3 and 13). The SAD and AAP can also help minimise exposure of local communities to harmful air pollutants by ensuring that land allocated for new housing and social infrastructure is not in an area where limit values are exceeded (see SA Topic 8).

However, there is a limit to what a land use plan can achieve. Trend data indicates that nationally, traffic on motorways is increasing (see SA Topic 13). As the Council does not control this, there is little that the SAD and AAP can do to reduce current levels of emissions within the M6 corridor, which is the one of the main areas in Walsall where NO_2 limit values are being breached. This situation is likely to continue even with the SAD and AAP in place, without other measures outside the planning system being put into place to reduce emissions, such as the measures identified in the LTP3 and emerging Low Emissions Strategy to increase use of low emission fuels and vehicles, particularly HGVs.

The baseline suggests that air quality – both at a Borough-wide level and at a neighbourhood level – is likely to get worse if the Council does not prepare the SAD and AAP, as the other plans and programmes in place (e.g. Black Country Core Strategy) combined with measures outside of the planning system are less likely to be effective in reducing NO_2 emissions without the certainty provided by the specific site allocation policies in these plans. Without the SAD and AAP there is also likely to be a greater risk that people will be exposed to harmful air pollutants as a result of unplanned development that does not take into account existing air quality problems. Opportunities to promote low emission transport infrastructure through new developments are also likely to be missed.

SA Topic 2: Biodiversity and Geodiversity					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Number of "European" (Natura 2000) Sites	**Walsall:** 1 SAC (Cannock Extension Canal) partly within Walsall Borough (January 2012)	**West Midlands and adjacent counties:** 11 sites covering 5,588 ha. (Within 15 miles of Walsall Borough there are 6 sites covering 81ha). **Black Country**: 2 SACs covering 25.87ha. (January 2012)	N/A Comparing the national resource is not an appropriate comparison as SACs in lowland inland areas tend to be smaller than coastal or upland sites.	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	The Habitats Directive seeks to protect a network of the most important sites for biodiversity across Europe. These "European Sites" are protected by being designated as Ramsar sites, Special Areas of Protection (SPAs) or Special Areas of Conservation (SACs) and together they form the "Natura 2000" network. There is only one such site in Walsall, the Cannock Extension Canal SAC, which is partly in Walsall but mainly in Staffordshire. The canal has been designated as a SAC because it supports the rare floating water-plantain (*Luronium natans*). SACs within a 15 miles radius of Walsall tend to be relatively small sites each designated to protect a specific species or habitat. Cannock Chase is the local exception in that it is a large site protecting a wider range of habitats and species. It is questionable whether any development resulting from emerging planning policies will have an adverse impact on any SAC, although research is continuing to ascertain the extent to which visitors potentially causing disturbance to the Cannock Chase SAC originate from Walsall and this will be explored further through the HRA. Potential impacts on the Cannock Extension Canal SAC from canal restoration proposals in Staffordshire and from a clay and coal extraction proposal at Yorks Bridge, which has

					come forward through the "call for sites," will also have to be evaluated. However, many of the impacts affecting local SACs are not caused by factors readily influenced through the operation of the planning system.
Number and area of SSSIs	**Walsall:** 8 sites covering 103ha **(January 2012)**	**West Midlands Metropolitan Area:** 24 sites covering some 1142ha **(January 2012)**	N/A Comparing the national resource is not an appropriate comparison as SSSIs in lowland inland areas tend to be smaller than coastal or upland sites.	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	Walsall's Sites of Special Scientific Interest (SSSIs) have been designated for a variety of reasons. Walsall is notable for its wet grasslands and wet and dry heathland communities. Four of its SSSIs relate to the protection of these habitats. Of the rest, two are designated for their geological interest (see footnote below regarding the status of geological sites). SSSIs in Birmingham and the Black Country are often designated for broadly similar reasons. For example, Sutton Park NNR contains many of the heathy habitats found in Walsall SSSIs while some of Dudley's SSSIs are designated for geological reasons.
Number of SSSIs in "favourable" or "recovering" condition	**Walsall:** 86.43% of SSSIs "favourable" or "recovering" **(December 2011)**	**West Midlands Metropolitan Area:** 94.79% of SSSIs "favourable" or "recovering" **(December 2011)**	**England:** 96.67% "favourable" or "recovering" SSSIs **(December 2011)**	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf Sites of Special Scientific Interest Reports and Statistics 2011 – Whole of England and County Reports (August 2011), Natural England http://www.sssi.naturalengland.org.uk/Speci	The problems facing SSSIs across the whole of the West Midlands Metropolitan area relate to neglect, overgrazing, poor management and pollution rather than loss due to development requiring planning permission or controllable through planning policy.

				al/sssi/report.cfm?category=N	
Number and area of LNRs	**Walsall:** 12 sites covering 271ha **(January 2012)**	**Birmingham and the Black Country:** 41 sites covering 1012ha **(January 2012)**	Birmingham and the Black Country is a very large urban area so wider comparisons are not useful.	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	The Local Nature Reserve (LNR) provision in Walsall meets the Natural England accessible natural greenspace standard (ANGSt) of 1ha of LNR land for every 1,000 people in the Borough's population. In Birmingham and the Black Country, Sandwell has also achieved the target and Dudley is very close. Birmingham is below the target, even if Sutton Park which is a large National Nature Reserve (NNR) is included. Wolverhampton still has a low level of provision.
Number and area of SINCs	**Walsall:** 38 sites covering 503ha **(January 2012)**	**Birmingham and the Black Country:** 228 sites covering 2268ha **(January 2012)**	There are many Local Sites systems in operation in the UK so wider comparisons are not useful.	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	Walsall's Sites of Importance for Nature Conservation (SINCs) cover the range of semi-natural and post industrial habitats found in the borough as well as important geological exposures. Walsall has important heathlands and wetlands and all are represented in the SINC series. For example, Brownhills Common SINC shows the habitats present prior to industrialization and agricultural 'improvement' while Lady Pool has the most extensive area of reed bed in Birmingham and the Black Country. Post industrial sites at places like Mill Lane show how diverse habitats can colonise former developed land. Sites may also be designated for their protected species populations, e.g. great crested-newts at Willenhall Memorial Park. Exposures of Triassic sandstones in the west of the borough and a dolerite intrusion at Pouk Hill are also protected through SINC designation.
Number and area of SLINCs	**Walsall:** 70 sites covering	**Birmingham and the Black Country:**	There are many Local Sites systems in	Walsall Annual Monitoring Report	Walsall's Sites of Local Importance for Nature Conservation (SLINCs) cover a range of semi-

	456ha (January 2012)	291 sites covering 2052ha **(January 2012)**	operation in the UK so wider comparisons are not useful.	(AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	natural and post industrial sites found in the borough but of a lesser quality than the SINCs. Many of the borough's important hedgerows are designated as SLINCs but there are no geological sites represented.
Up-to-date ecological and geological information: age of surveys of SINCs and SLINCs **Up-to-date ecological and geological information: all records held by EcoRecord**	SINCs 86% of the total number of sites or 73% of the total area have been surveyed within the last 10 years. SLINCs 81.4% of the total number of sites or 66.1% of the total area have been surveyed within the last 10 years. 101288 records held by EcoRecord relating to Walsall (January 2012)	Data not collected by other Birmingham and Black Country authorities. 501,616 records held by EcoRecord relating to Birmingham and the Black Country (January 2012)		Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf 'Ecorecord Email' enquiries@ecorecord.org.uk	EcoRecord is the ecological database for Birmingham and the Black Country and is supported financially by the local authorities to maintain up-to-date records for the sub-region. It is important that planning decisions are taken using up-to-date information available. Ecological survey work is expensive and Walsall Council has the most up-to-date information on its SINCs and SLINCs as any of the Birmingham and Black Country authorities. The numbers of records held by EcoRecord shows the scale of information available. Walsall occupies considerably less than 20% of the land area but accounts for 20% of all records held by EcoRecord. The data held shows that some sites have deteriorated since they were last surveyed. Often as a result of natural succession, lack of management, overgrazing or neglect. Others have been damaged by their owners probably concerned that the designation will prevent their development. In some cases the intended damage has led to an increase in the sites' diversity. A few sites have been lost through development requiring planning permission.
BAP Habitats: national priorities	22 out of the 56 habitats of principle importance listed in the NERC Act 2006 occur in Walsall.	22 out of the 56 habitats of principle importance listed in the NERC Act 2006 occur in Birmingham and the Black Country.	Birmingham and the Black Country is a very large urban area so wider comparisons are not useful.	Birmingham and Black Country Biodiversity Action Plan 2010	Walsall has examples of all priority habitats occurring in Birmingham and the Black Country. While key sites are protected through various designations, a lack of detailed inventories on some of the habitats means that the picture is less clear, For example on ponds and

					eutrophic standing waters.
BAP Habitats: local priorities	All local priority habitats occur in Walsall	All local priority habitats occur Birmingham and the Black Country.			The following local priority habitats have been identified: ancient woodland, canals, parks and open spaces, allotments and gardens. All occur within the borough. Ancient woodlands and canals are protected through SAC, SSSI, SINC or SLINC designation. Few of the other sites receive such protection and the development and implementation of planning policy will be important in enhancing these local priority habitats.
Geodiversity - sites of importance[3]	The following types of site are present in Walsall: • Exposures of key geological formations. • Key formations recorded through memoirs and maps. • Geomorphologic features. • Building and paving stones both occurring locally and secured from a wider area. • Material relating to industrial processes, e.g. slag.	Much the same applies to all other Birmingham and Black Country boroughs.	No comparator data available	Black Country Geodiversity Action Plan (2006), Black Country Geodiversity Partnership: http://www.dudley.gov.uk/environment-planning/countryside/countryside-action-plans/	The geology of Walsall has provided the raw materials for the town's economic development and influenced the habitats and species present. Sand and clay are still quarried. Most of the important geological features present are former quarries. The following are the key sites: • Daw End Railway Cutting SSSI. (Wenlock Shale and Limestone). • Hay Head Quarry SSSI. (Barr limestone and Wenlock Shale). • Branton Hill Quarry SINC (Kidderminster Conglomerate) • Pinfold Lane SINC/LNR. (Hopwas Breccia and Kidderminster Conglomerate). • Pouk Hill Quarry SINC. (Basalt/ dolerite intrusion into shales and mudstones). • Shire Oak Quarry SINC/LNR.

[3] In Birmingham and the Black Country Regionally Important Geological Sites (RIGS) also have biodiversity value and are therefore covered by nature conservation designations such as Sites of Special Scientific Interest (SSSIs) and Sites of Importance for Nature Conservation (SINCs). However, there is no published information indicating where the RIGS sites are.

					(Kidderminster Conglomerate). In addition to these there are many sites where local building stone may be found. For example, Church Hill (Gritstone from the Coal Measures) or dolerite kerb stones in many locations. There are also slag formations at Pelsall North Common and Moorcroft Wood SINC/LNRs) Much of the resource is within Council ownership and conservation can be achieved as much through built conservation as nature conservation.
Extent of Ancient Semi-Natural Woodland	14 sites covering 50.63ha. (Excluding unconfirmed sites.)	89 sites covering 318.81ha (Excluding unconfirmed sites.)	No comparator data available	Birmingham and Black Country Ancient Woodland Inventory (Interim) (2008) Wildlife Trust	Ancient Semi-Natural Woodland is woodland which has been present (in theory) since at least 1600 but in practice it is woodland that appears on the earliest known maps of the area. This habitat is considered irreplaceable. Walsall's resource is broadly as expected for the area of the Borough. It is broadly similar to that of Dudley's and well above that of Sandwell or Wolverhampton. Large woodlands in Sutton Park comprise much of Birmingham's resource. All Walsall's sites are protected through SINC or SLINC designation.
Extent of natural greenspace	**Walsall:** 64 natural and semi-natural greenspace sites covering 685.9 hectares 14 green corridors covering 31.7 hectares **(2009/10)**	No comparator data available	**England:** Natural England's accessible natural greenspace standard (ANGSt) is commonly used to assess accessibility to natural greenspace but not quantity or quality of greenspace	Table 12, Walsall Council Open Space, Sport & Recreational Facilities PPG17 Audit & Assessment: Final Report & Appendices (2011), URS Scott Wilson: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_developmen	Walsall has good coverage of natural and semi-natural greenspace, and a number of green corridors providing linkages between sites. However, much of Walsall's greenspace is concentrated in certain parts of the Borough, particularly the north and east. This means access deficiencies to this type of greenspace exist in other parts of the Borough. The latest open space audit suggests that the quality of natural and semi-natural greenspace is "below average," and the quality of green corridors is "poor." The nature of these sites

				t_framework/evidence.htm	makes creation of natural and semi-natural greenspace difficult through planning policy in heavily built up areas such as the west of the Borough. Therefore quality of and accessibility to a variety of green space sites is important to address through new development proposals. A current review of site data for this type of open space (and other PPG17 typologies) will inform new standards for accessibility to natural greenspace to inform the production of the Site Allocations DPD.

Summary of Current Baseline Sustainability Conditions – Biodiversity and Geodiversity

Walsall has a diverse and important natural environment. It is comprised of old habitats which have somehow avoided development and more recently established habitats on abandoned land. The resource is concentrated in the north and east of the Borough. Good recent baseline data exists, particularly for plants and habitats and for the extent, distribution and quality of natural and semi-natural greenspace and green corridors within the Borough. Geological data is reasonable but data relating to animals is variable in coverage. **This suggests that impacts on protected species should be a SA monitoring indicator so that where there is evidence they are likely to be present, this is taken into account when evaluating potential options.**

The most important habitats present in Walsall and the adjacent areas of Staffordshire are as follows:

- **Wetland** such as canals and other inland waterways, which support protected species, for example floating water plantain (Cannock Extension Canal SSSI/ SAC);
- **Grassland**, for example, areas of marshy grassland at King's Hayes SINC near Shire Oak and calcareous grasslands at Park Lime Pits SINC;
- **Wet and dry heathland** such as Brownhills Common SSSI and Pelsall North Common SINC/LNR;
- **Mire**, the main surviving example being at Stubbers Green SSSI (although it has largely been lost due to lack of management and encroachment of willow scrub); and
- **Woodland and hedgerows**, including ancient woodlands, the best examples of which are at Hay Head Wood/ Cuckoo's Nook and the Dingle SINC complex between Walsall and Aldridge.

Designated sites at all levels have largely been protected from development requiring planning permission but there have been recent losses amongst the SLINCs which have not resulted in adequate compensatory provision. Former mineral and industrial sites can also develop a distinctive flora, and can support important species, but these are under threat from regeneration projects. However, the biggest threat to the Borough's biodiversity and geodiversity resource is the lack of management, inappropriate management and willful destruction of sites. This applies to sites at all levels. There have also been difficulties in imposing planning agreements and securing measures through planning conditions. Conflicts can arise between policy objectives to protect the natural environment, and the need to provide social infrastructure and support economic growth, where this involves new development proposals on land with biodiversity or geodiversity value (see SA Topics 6: Economy and Centres and 10: Material Resources).

While some of these matters cannot be addressed directly through the SAD and AAP, the need for development must be balanced against the requirement to protect biodiversity and geodiversity. National policy guidance expects the planning system to contribute towards the protection and enhancement of the natural environment and the improvement of biodiversity, and advises that appropriate weight should be given to the role of designated sites affected by development proposals, including their role as part of a wider ecological network (NPPF, paragraphs 7, 17 and 113). **This suggests that the impacts of options on designated sites and priority habitats identified in the Birmingham and Black Country Biodiversity Action Plan should be a SA indicator.**

Unfortunately, planning policy has not been effective in protecting the network of wildlife corridors, and the latest open space audit (2010) suggests that the Borough's "green corridors" are generally of "poor" quality. The Council has been reluctant to refuse planning permission because severance or harm would be caused to the wildlife network. However, the creation of a robust multi-use green infrastructure network (as part of the environmental infrastructure network proposed in the Core Strategy) is essential to avoid the further fragmentation of the natural resource, and this approach is recommended in national policy guidance (NPPF, paragraphs 17, 109, 114 and 117). This will require habitat creation as well as the protection of the network. **This suggests that impacts on the development the environmental infrastructure network, in particular, wildlife habitats and other natural greenspace, should be a SA monitoring indicator.**

The greatest need for accessible natural green space is in the densely urban south and west of the Borough, but there is limited room to provide or retain such space in this area and sites are often under pressure to accommodate built development. However, urban greenspace is expected to be multi-functional, which has potential for conflicts between uses that are not compatible (for example land that is suitable for sports and recreation may have limited value for biodiversity). Going forward, climate change will also affect natural greenspace. For example, wetland habitats could be affected by drought, particularly in areas with free-draining soils, and species more tolerant to the changing conditions are likely to increase at the expense of those not so well adapted (see SA Topics 3: Climate Change and 12: Soil and Ground Conditions). To maintain biodiversity we will need to identify opportunities to replace habitats likely to be lost, where feasible. **This suggests that the impact on existing**

urban greenspace and priority habitats/ creation of new urban greenspace and priority habitats should be a SA monitoring indicator.

Walsall's natural environment does not exist in a vacuum, and the habitats in Walsall are characteristic of similar habitats to be found in adjoining areas of Birmingham, the Black Country and Staffordshire. For example, there are extensive areas of heathland at Sutton Park (in Birmingham) and Cannock Chase (in Lichfield and Cannock Chase Districts), and similar areas of wetlands, grasslands, woodlands and hedgerows in the adjacent Green Belt areas within Lichfield and Cannock Chase Districts in Staffordshire.

There is a potential issue relating to visitor pressure from Black Country people on the Cannock Chase SAC in Staffordshire, as populations increase as a result of planning policy and housing growth. There is also a potential issue regarding impacts on the Cannock Extension Canal SAC (partly within Walsall) from proposals to restore the Lichfield and Hatherton Canals, and from a mineral working proposal at Yorks Bridge which has be put forward following the "call for sites" in 2011 (see SA Topics 9: Landscape and townscape and 10: Material Resources). The potential impacts of options for the SAD and AAP on these and other "European Sites" will be considered in more detail through the Habitats Regulations Assessment (HRA), which is also being carried out in accordance with the Habitats Directive, in parallel with the SA. **However, potential impact on European Sites within or outside the Borough should be a SA indicator so that where potential issues can be identified, they may inform the HRA as well as the SA.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Biodiversity and Geodiversity

The erosion of Walsall's biodiversity and geodiversity resource is likely to continue and may even get worse without an effective strategy in place to protect the most valuable areas from further loss or encroachment, and ensure that any unavoidable losses are mitigated by replacement habitats or geological features of equivalent quality.

Monitoring shows that the plans currently in place (i.e. the Walsall UDP "saved" policies, Conserving Walsall's Natural Environment SPD) have been reasonably effective in protecting losses of sites of national and regional importance. It has proved to be more difficult to protect sites of local importance and there has been a net reduction in the extent of the Borough's biodiversity and geodiversity resource as a result of recent losses of sites of this quality without adequate compensation. There have also been cases where development has been allowed to sever important links between sites, thereby eroding their contribution towards wider biodiversity networks. There is also a need to update the local policy framework in the light of the Black Country Core Strategy, which identifies the broad extent of the proposed "environmental infrastructure network" but does not define this in detail.

The most important requirement for the SAD and AAP will be to ensure that new development proposals will not harm the integrity of European sites – whether they are in Walsall or elsewhere. They must also ensure that further loss of other sites of national, regional and local importance is avoided wherever possible, and that important linkages between sites are maintained. Their main role in this will be to define the "environmental infrastructure network" in Walsall, which includes and protects sites of national, regional and local importance for biodiversity and geodiversity and important linkages between them, such as wildlife corridors and "greenways." The SAD and AAP will also have a role to play in allocating land for new open space, and identifying opportunities for biodiversity and geodiversity enhancement through the "environmental infrastructure network" and through site allocation policies for other development.

However, there is a limit to the extent that a land use plan can protect, enhance and improve biodiversity and geodiversity. Many of the pressures affecting areas of value cannot be controlled through the planning system, for example, incremental changes through unavoidable climate change, land management and agricultural practices.

The baseline evidence indicates that without the SAD and AAP, there is likely to be a further reduction in the quantity and quality of Walsall's biodiversity and geodiversity resource, as a result of unplanned new development impacting on important sites not currently protected by UDP policies. Opportunities to improve linkages between sites and across boundaries, and to co-ordinate initiatives aimed at improving the quality of the resource and access for local communities, are also likely to be missed because there will be no "environmental infrastructure framework" in place. It is also less likely that the potential effects of new development in Walsall on sites of biodiversity and geodiversity importance outside the Borough will be addressed.

SA Topic 3: Climate Change					
Indicator	**Quantified Data for Walsall**	**West Midlands Region Comparator Data**	**UK Comparator Data**	**Source**	**Commentary**
Total emissions of CO_2 and other greenhouse gases[4] Total net carbon dioxide (CO_2) emissions **-** million tonnes	**Walsall:** 2009 - 1.4 MT	**West Midlands Region:** **WM Region:** 2009 - 38.7 MT **Black Country:** 2009 - 6.1 MT	**United Kingdom:** 2009 - 477.8 MT 2010 – 495.8 MT 2011 – 458.6 MT	DECC 2009 Local Authority Greenhouse Gas Figures (05.02.13): https://www.gov.uk/government/publications/final-uk-emissions-estimates DECC Statistical Release 28.03:13: 2012 UK Greenhouse Gas Emissions Provisional Figures 2011 UK Greenhouse Gas Emissions Final Figures by Fuel Type and End User: https://www.gov.uk/government/publications/provisional-uk-emissions-estimates	Net emissions of all "greenhouse gases" in the UK have declined since 1990, from 766.4 million tonnes in 1990 to 552.6 million tonnes in 2011. Between 2009 and 2010 emissions increased, but fell in 2011. The latest provisional figures indicate another rise to 571.6 MT during 2012, which is attributed to a significant switch in fuel at power stations from gas to coal. Carbon dioxide (CO_2) is the main greenhouse gas generated in the UK, accounting for around 83% of total emissions in 2011. Walsall's CO_2 emissions in 2009 (the latest local data available) were 1.4 tonnes compared to the 2005 baseline of 2.8 tonnes, representing around 22.9 % of total emissions in the Black Country. Emissions of CO_2 in Walsall and the rest of the Black Country (and indeed the rest of the West Midlands region) declined between 2005 and 2009, broadly in line with national trends.
Total other greenhouse gas emissions(weighted by CO_2 equivalent) - million tonnes	No comparator data available	No comparator data available	2009 – 91.8 MT 2010 – 92.1 MT 2011 – 90.7 MT		
Total greenhouse gas emissions ("Kyoto basket") - million tonnes	No comparator data available	No comparator data available	2009 - 572.5 MT 2010 – 590.4 MT 2011 - 552.6 MT		

[4] Note: the UK greenhouse gas emissions and local authority carbon dioxide emissions data sets are not directly comparable. Figures for UK net CO_2 emissions and other greenhouse gas emissions (weighted) also do not add up to total "Kyoto basket" figure due to differences in the definitions used in the underlying data. National, regional and sub-regional figures given in the above table have all been rounded to the nearest 0.1 million tonnes.

Breakdown of carbon dioxide emissions by source Estimated emissions of carbon dioxide (CO_2) by source (2011) – million tonnes	**Walsall:** No directly comparable data available – see local authority data below	**West Midlands Region:** No directly comparable data available – see local authority data below	**United Kingdom:** Energy supply – 182.2 MT (39.7%) Business – 117.4 MT (25.6%) Transport – 75.6 MT (16.5%) Public – 7.1 MT (1.5%) Residential – 66.4 MT (14.5%) Agriculture – 4.2 MT (0.9%) Industrial Process – 9.5 MT (2.1%) Land Use Change – -3.9 MT (-0.9%) Waste Management – 0.3 MT (0.1%)	DECC 2010 UK Greenhouse Gas Emissions data and Statistical Release: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/uk_emissions/2010_final/2010_final.aspx	Energy supply is the main generator of carbon dioxide (CO_2) emissions by source in the UK, followed by transport, residential uses and businesses. Nationally, energy accounts for around 40% of total CO_2 emissions, mostly generated by power stations. The only sectors that generate significant amounts of greenhouse gases other than CO_2 are agriculture and waste management. The main gases generated by these sectors are methane and nitrous oxide, which are the other main contributors to the "Kyoto basket." When energy is factored into the other sectors to generate data on emissions by end user, businesses and residential uses are the biggest CO_2 generators (39.7% and 30.4% respectively), followed by transport (27.7%). Land use change is the only sector that has generated a net reduction in carbon emissions, suggesting that the planning system may be having some effect (albeit very limited). A breakdown of emissions by fuel types shows that gas generates more emissions than other fuels (around 42.1% of total emissions in 2011), followed by petroleum (31.6%) and coal (22.0%). Trend data shows that the proportion of total fuel emissions arising from gaseous fuels has fallen slightly since 2008, when it was around 44%, and that over the same period there has been a corresponding slight increase in the proportion of emissions from coal and petroleum based fuels.
Estimates of net carbon dioxide emissions by sector – regional and local authority level data				Refresh of the Walsall State of the Environment Report, focusing on Climate	The Local Authority Carbon Dioxide data (2009) suggests that the industry and commercial sector is the UK's biggest end user generator of CO_2 emissions, accounting

(2010) – million tonnes					
CO_2 emissions – all sectors – total (million tonnes) and per capita (tonnes)[5]	**Walsall:** Total – 1.400 MT Per Capita – 5.6 T	**West Midlands Region**: Total - 38.651 MT Per Capita – 7.1 T	**United Kingdom:** Total – 454.969 MT Per Capita – 7.4 T **England:** Total – 371.951 MT Per Capita – 7.2 T	Change and Carbon Emission Reduction (2009), Walsall Partnership: http://cms.walsall.gov.uk/index/environment/climatechange.htm DECC 2009 Local Authority Carbon Dioxide data: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/uk_emissions/2009_laco2/2009_laco2.aspx	for about 44% of total emissions. However, this sector generates only around 38% of the West Midlands region's end use emissions, and only around 35% of Walsall's. The biggest generator of CO_2 in Walsall is the domestic sector, which accounts for nearly 38% of total emissions in the Borough, compared to around 30% nationally and regionally. Road transport is also a significant contributor, generating nearly 27% of total emissions in Walsall, similar to the proportion nationally but lower than in the West Midlands region as a whole. Per capita emissions in Walsall in 2009 were estimated to be 5.6 tonnes – in other words, 5.6 tonnes of CO_2 for every person resident in Walsall (based on ONS 2009 mid year estimates). Although this sounds a lot, it was significantly lower than national and regional per capita emissions across all sectors except the domestic sector, which was around the same. Trend data shows that total and per capita emissions from the industry and commercial sector fell steadily between 2005 and 2009 in Walsall, as it did nationally and regionally. While the industry and commercial sector was the biggest source of emissions in Walsall in 2006, according to a report published by Walsall Partnership in 2009, by 2009 it had been overtaken by the domestic sector. There has also been a steady decline in emissions from the domestic and transport sectors. Rising energy prices is likely to have been a key driver of behavioural change, and at a local level, energy efficiency improvements aimed at addressing fuel poverty may have
Industry and commercial	**Walsall:** Total - 0.494 MT Per Capita – 1.9 T (35.3% of total)	**West Midlands Region**: Total - 14.792 MT Per Capita – 2.7 T (38.3% of total)	**United Kingdom:** Total - 198.727 MT Per Capita - 3.2 T (43.6% of total) **England:** Total - 156.050 MT Per Capita – 3.0 T (42.0% of total)		
Domestic	**Walsall:** Total - 0.529 MT Per Capita – 2.1 T (37.8% of total)	**West Midlands Region:** **Total -** 11.543 MT Per Capita – 2.1 T (29.9% of total)	**United Kingdom:** Total - 136.522 MT Per Capita – 2.2 T (30.0% of total) **England:** Total - 110.275 MT Per Capita – 2.1 T (29.6% of total)		
Road Transport	**Walsall:**	**West Midlands**	**United Kingdom:**		

[5] Per capita data are based on ONS 2009 mid-year population estimates.

Land Use, Land Use Change and Forestry (LULUCF)	Total 0.377 MT Per Capita – 1.5 T (26.9% of total) **Walsall:** Total - 0.001 MT Per Capita – N/A (0.1% of total)	**Region:** Total - 12.053 MT Per Capita – 2.2 T (31.2% of total) **West Midlands Region:** Total - 0.264 MT Per Capita – N/A (0.7% of total)	Total - 124.510 MT Per Capita – 2.0 T (27.4% of total) **England:** Total - 103.376 MT Per Capita – 2.0 T (27.8% of total) **United Kingdom:** Total - -4.789 MT Per Capita – N/A (-1.1% of total) **England:** Total - 2.261 MT Per Capita – N/A (0.6% of total)		also helped to reduce emissions from the domestic sector.
Climate Change Trends - Temperature	No comparator data available at local level	No comparator data readily available at regional or sub-regional level. Maps in UK report show a net change in temperature across the West Midlands area of +0.2 - +0.4ºC between the 1961–1990 **UKCP09 baseline period and the period** 1971–2000, and change in	**Central England Temperature (CET):** Average (mean) seasonal temperature 2011 (ºC) - Winter (DJF) 3.1ºC Spring (MAM) 10.2ºC Summer (JJA) 14.8ºC Autumn (SON)12.4ºC Annual - 10.7ºC **(compared to 1961 - 1990 UKCP09**	DECC data on Temperature, also online report on The Climate of the UK and Recent Trends (2009 updated 2010), Met Office Hadley Centre: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/impacts_cc/impacts_cc.aspx http://ukclimateprojections.defra.gov.uk/cont	Average global temperatures have risen by nearly 0.8ºC since the late 19th century and by about 0.2ºC per decade over the past 25 years. Central England Temperature (CET) appears to be rising at a faster rate, and has increased on average by around 1ºC since the 1980s, with 2006 being the warmest on record so far. CET Average (mean) temperature in 2011, the latest year for which full data is available, was 10.7ºC, compared to an average of 9.5ºC over the 30-year baseline period used in monitoring. Maps published in the UK climate change trends report appear to show that average daily temperatures in the

		average daily mean temperature of +1.4ºC - +1.8ºC between 1991 and 2006	**baseline period: Annual average (mean) – 9.5 ºC)**	ent/view/229/500/ UKCP09 UK Climate Change Projections (2009): http://ukclimateprojections.defra.gov.uk/content/view/516/500/ Hadley Centre Central England Temperature (HadCET) datasets: http://www.metoffice.gov.uk/hadobs/hadcet/	West Midlands area have risen significantly since 1991.
Climate Change Trends - Precipitation (Rainfall)	No comparator data available at local level	**Central Area Precipitation (includes West Midlands) :** Winter (DJF) 114.4 mm Spring (MAM) 43.3 mm Summer (JJA) 156.8 mm Autumn (SON) 89.1 mm Annual total 443.9 mm **(2011)*** *N.B. 2011 data set may be subject to further quality control	**England and Wales : Precipitation (EWP)**: Winter (DJF) 289.9 mm Spring (MAM) 80.4 mm Summer (JJA) 238.6 mm Autumn (SON) 178.3 mm Annual total 787.1 mm **(2011)*** *N.B. 2011 data set may be subject to further quality control	DECC data on Precipitation, also online report on The Climate of the UK and Recent Trends (2009 updated 2010), Met Office Hadley Centre: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/impacts_cc/impacts_cc.aspx http://ukclimateprojections.defra.gov.uk/content/view/229/500/ Hadley Centre UK Precipitation (HadUKP) datasets: http://www.metoffice.	The England and Wales Precipitation (EWP) data set records average monthly rainfall at a number of monitoring stations across the country. Although this suggests that average (mean) annual rainfall has not changed over the past 50 years, there appears to be a trend of decreasing precipitation during the summer, and increasing precipitation during the winter. Maps published in the UK climate change trends report appear to show that rainfall patterns in the West Midlands vary significantly, but in broad terms the seasonal patterns reflect national trends.

				gov.uk/hadobs/hadukp/data/download.html	
Climate Change Effects – Thermal Growing Season	**No local data available.**	**No regional data available.**	**UK:** **Recorded length of growing season – 255 days** (2010)	DECC data on Thermal Growing Season: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/impacts_cc/impacts_cc.aspx	DECC monitors changes in the thermal growing season as a key indicator of climate change effects. The latest release (2010) indicates that there has been an increase in growing season length since 1980, largely due to the earlier onset of spring. The earliest start of the thermal growing season was in 2002 when it began on 13 January. The longest growing season in the 239-year series was 330 days, in 2000. The shortest growing season was 181 days in 1782 and 1859. In 2010 the thermal growing season was 255 days, down from 298 days in 2009 and above the 1961-1990 average of 252 days.
Vulnerability to Climate Change Effects – Flood Risk and Soil Types, Urban Heat Island Effects	**Walsall:** Flood Risk - Areas falling within Zones 2 and 3a include land adjacent to the River Tame, the Ford Brook, and the Sneyd Brook Soil Types - Soilscape identifies 10 different types of soils, mostly loams and clays to the west and sandy soils to the east Urban Heat Island Effects – the urban area of Walsall	**Black Country:** Flood Risk - Areas falling within Zones 2 and 3a include land adjacent to the River Tame in Sandwell and land adjacent to the Smestow Brook in Wolverhampton and land adjacent to the River Stour in Dudley, as well as the parts of Walsall referred to in this table Soil Types - Other parts of the Black Country have similar soil types to those in Walsall	**England and Wales:** Flood Risk - One in six properties is at risk of flooding; 14% of electricity infrastructure and 55% of water infrastructure is also at risk **(2009)** Soil Types - Soilscape identifies 28 different types of soils across the whole country	See SA Topics 12: Soil and Ground Conditions and 14: Water Environment	The climate trends noted above are likely to result in more extreme weather events, including hotter and drier summers, flooding, drought, and changes to the natural environment. Development plans are expected to support adaptation to these effects, through minimising vulnerability (e.g. avoiding areas at risk of flooding), and providing resilience (e.g. ensuring that developments consider and manage risks and that infrastructure is adaptable) – see NPPF, paragraphs 93 – 104. Parts of Walsall are known to be at risk from flooding from rivers and from other sources (see SA Topic 14: Water Environment). Other potential risks to consider include pressure on water resources and on the natural environment from drought and risks to the urban areas from “urban heat island” effects - the tendency for built-up areas to become hotter than their rural surroundings during prolonged periods of sunshine because roofs and hard-standing areas heat up more quickly

	covers around two-thirds of the total land area of the borough, including the Town Centre and the southern, western and central wards.	Urban Heat Island Effects – the urban areas of the Black Country cover most of the land area of the sub-region, the only extensive rural areas being the Green Belt areas located in the southern fringes of Dudley and the northern and eastern fringes of Walsall.			and release heat more slowly - with consequent impacts on health and well-being of communities. Soil type also affects climate change resilience, for example, loams and clays retain moisture and could become more waterlogged in winter if there is more rain, whereas sandy soils are much more free-draining and may be more vulnerable to drought in the summer. The Core Strategy identifies some potential measures to address these effects, through the management of flood risk and the development of a resilient environmental infrastructure network. It will be necessary to consider the potential risks to options for the SAD and AAP from climate change effects and whether any adaptation measures are required over and above what is in the Core Strategy and other plans and programmes already in place such as the Council's Climate Change Strategy and Action Plan.

Summary of Current Baseline Sustainability Conditions – Climate Change

Carbon dioxide (CO_2) is the main greenhouse gas generated in the UK, accounting for around 83% of total emissions in 2011. Other important greenhouse gases are methane, (CH_4) which is mainly generated by landfill waste and agriculture, and nitrous oxide (N_2O) which is mainly generated by agriculture – these are the only sectors that generate significant amounts of greenhouse gases other than CO_2. Although emissions have been falling since 1990, there was a slight increase in emissions nationally between 2009 and 2010 followed by a fall in 2011. National policy guidance requires the planning system to play its part in reducing emissions, by supporting the transition to a low carbon future (NPPF paragraph 17). **This suggests that potential impacts from generation of carbon dioxide (CO_2) and other greenhouse gases should be a SA indicator.**

Energy supply is the main source of carbon dioxide (CO_2) emissions in the UK, and gas – on which the UK is becoming increasingly more reliant – generates more emissions than other energy types, although petroleum and coal are also significant generators. The next biggest sources of CO_2 emissions are domestic sources and businesses, followed by transport. Consumption of gas in Walsall by households and businesses is high, suggesting a need to increase take-up of energy from alternative low carbon sources (see SA Topic 11: Renewable Energy).

When CO_2 emissions are broken down by end user (including energy supply and consumption), we find that the industry and commerce sector is the biggest generator of CO_2 nationally (responsible for 43.6% of total UK emissions in 2010), followed by the domestic sector (30.0%) and road transport sector (27.4%). Railways and agriculture generate relatively little CO_2 in comparison, although as noted above, agriculture generates other greenhouse gases. However, in Walsall and the rest of the Black Country, there has been a significant fall in emissions from the industry and commercial sector since 2006 (see below), and the domestic sector is now the biggest generator of CO_2 (generating around 38% of the Borough's total emissions in 2009), followed by the industry and commercial sector (35%) and the road transport sector (27%).

While road transport is a major generator of CO_2, the emission of nitrogen dioxide (NO_2) from the same source is also an important issue in Walsall. Although NO_2 is not included in the Kyoto "basket" of greenhouse gases, it is a harmful pollutant, and the statutory objectives (limit values) for this pollutant are currently being exceeded at several locations within the Borough (see SA Topic 1: Air Quality). However, initiatives to reduce harmful emissions of NO_2 and CO_2 from road transport are being pursued in parallel across the West Midlands Metropolitan Area through a joint Low Emissions Strategy, with the objective of improving air quality and health, as well as reducing emissions of greenhouse gases (see SA Topics 8: Health and Wellbeing and 13: Transport and Accessibility).

Trend data shows that CO_2 emissions have fallen significantly since 1990 nationally, regionally and locally, although there appears to have been a slight increase of around 3.1% nationally between 2009 and 2010, attributed to a rise in residential gas use, combined with fuel switching away from nuclear power and towards coal and gas for electricity generation. Provisional UK data for 2011 suggest that emissions have since fallen back. In the Black Country, total and per capita (per head of population) emissions of CO_2 declined overall between 2005 and 2009, broadly in line with the national average for local authorities in the UK, although the rate of decrease has been variable, with Walsall experiencing a greater decline across all sectors than the UK, and a greater decline in emissions from the industry and commercial and road transport sectors than other Black Country authorities.

The fall in CO_2 emissions from the industry and commercial sector has been particularly dramatic in Walsall: per capita emissions declined by 32.1% between 2005 and 2009 compared to a 15.9% decline nationally over the same period. Possible factors influencing this decline are rising energy costs driving a reduction in energy use and improved energy efficiency, and the rate of businesses closures (see SA Topic 6: Economy and Centres). It is difficult to attribute the reductions in emissions from the domestic sector over the same period to home improvement programmes aimed at reducing fuel poverty with confidence, though they may have had some effect.

Climate change is already having an effect on the growing season for crops in the UK, which has increased since 1980, largely due to the earlier

onset of spring. Recent climatic trends and predictions suggest that average temperatures will continue to rise. We can expect to see wetter winters, drier summers, and more heavy precipitation events rather than steady rainfall across the UK as a whole, including in the West Midlands. However, localized effects are likely to be more difficult to predict, and recent experience suggests that weather patterns generally may be a lot less predictable than they have been in the recent past, and there will be consequential changes to the natural environment. In Walsall, the main effects from climate change are most likely to include more extreme weather events such as storms, hotter and drier summers are likely to increase drought, particularly if winter rain has not replenished groundwater, periods of intensive wet weather in autumn and winter or at other times may cause flooding and waterlogging of soils. If this surplus water could be captured and stored it would help to reduce the risk of flooding as well as helping to alleviate the effects of drought.

The Council's Climate Change Mitigation and Adaptation Plans (which form part of the Climate Change Strategy and Action Plan 2010 – 2014) identify various targets and actions to reduce energy use and carbon emissions, and to adapt to climate change effects. These have already been partly addressed through the Core Strategy, which promotes a pattern of land use aimed at reducing the need to travel and encouraging "smarter" transport choices such as walking and cycling, in line with the West Midlands Local Transport Plan (see SA Topic 13: Transport and Accessibility). The strategy requires large-scale developments to assess their impacts on air quality and demonstrate that a proportion of their energy will be generated from renewable sources, and also sets targets to divert more waste away from landfill (e.g. Policies CSP1 – CSP5, HOU2, CEN, TRAN1 – TRAN5, and WM1 – WM5).

The main areas of vulnerability in the Borough are the locations identified as being at risk of flooding in flood risk assessments, urban areas which may experience "heat island effects, and areas of landscape that may be vulnerable to water-logging or drought (see SA Topics 9: Landscape and Townscape, 12: Soil and Ground Conditions and 14: Water Environment). The Core Strategy suggests that environmental infrastructure network should include flood water "sinks" and other features to improve resilience to flood risk, "urban heat island" effects, and changes to the natural environment (see spatial strategy, Policies CSP3, CSP4, ENV1 and ENV5 and SA Topic 2: Biodiversity and Geodiversity and SA Topic 9: Landscape and Townscape). **This suggests that impacts on the development of the environmental infrastructure network, in particular, measures to improve resilience to climate change, should be a SA monitoring indicator.**

The Council will need to consider how options for the SAD and AAP may impact on climate change mitigation and adaptation, over and above what is in the Core Strategy and other plans and programmes already in place. **The SA framework should therefore include indicators relating to vulnerability to climate change effects, such as impacts of options on the vulnerability of existing infrastructure and development as well as vulnerability of potential new site options themselves.**

However, further requirements towards carbon reduction could increase development costs significantly, during a period of difficult economic conditions, and in a deprived area where development costs are often already abnormally high (see SA Topics 4: Communities and Population, 6: Economy and Centres and 12: Soil and Ground Conditions). This could therefore conflict with social and economic objectives.

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Climate Change

Trend data indicates that emissions of carbon dioxide (CO_2) – the main greenhouse gas responsible for climate change – have been falling nationally, regionally and locally since 1990, and much of this has been due to a reduction in electricity, gas and fuel consumption (see SA Topic 11).

As CO_2 is the main greenhouse gas we produce, current plans and programmes focus on reducing emissions of this gas. Emissions of other harmful greenhouse gases such as methane, (CH_4) which is mainly generated by landfill waste and agriculture, and nitrous oxide (N_2O) which is mainly generated by agriculture, are mainly controlled by the environmental permitting regime. While land use plans have a role in identifying sites suitable for landfilling operations, they do not control how a landfill operation is managed on a day-to-day basis, and have only very limited influence over agricultural practices as agriculture itself is not considered "development."

Monitoring shows that the plans and programmes currently in place in Walsall, such as the Council's Carbon Management Plan (2010) and Climate Change Strategy and Action Plans 2010 – 2014 (2011) have been effective in reducing the "CO_2 footprint" of the Council's estate, and in reducing the energy consumption of many homes in the Borough. Many of the land use planning actions identified in the Climate Change Action Plans have already been addressed through the Black Country Core Strategy and the Designing Walsall and Conserving Walsall's Natural Environment SPDs although as the Core Strategy has only been in place for a relatively short time its impact to date is unlikely to have been significant. The SAD is identified in the Climate Change Action Plans as having an important role in climate change mitigation and adaptation, but the AAP is not referred to as the decision to prepare it post-dates the Strategy.

The Black Country Core Strategy already defines the spatial strategy for Walsall, indicating in broad terms where different types of development should go. The main ways in which the SAD and AAP are likely to help reduce CO_2 emissions will be ensuring that site allocations are consistent with the spatial strategy, for example, that they are located where the need to travel and the need to consume gas, oil and electricity generated from fossil fuels is minimised (see also SA Topics 1, 11 and 13). For example, new development sites can be allocated where there is a genuine choice over transport modes, including low carbon transport options, and in areas where there are opportunities to make use of energy generated from low carbon and renewable sources. The SAD and AAP will also have an important role to play in anticipating and planning for the potential effects of climate change on new developments. In defining the "environmental infrastructure network" they will also consider the role

urban green spaces can play in reducing the vulnerability of existing development to climate change effects.

However, evidence from national CO_2 statistics suggests that land use changes have only had limited impacts on emissions, and that other drivers such as technological advances are likely to have accounted for most of the reductions seen since 1990. There are indications in the latest DECC statistical releases that the recession could have been a factor in the increase in emissions between 2009 and 2010, but there has been a further reduction between 2010 and 2011, so it is difficult to know what impact the recession might have going forward. While rising energy and fuel costs are likely to drive down overall energy and fuel consumption and therefore CO_2 emissions, there is also a risk that emissions might increase if switching from high carbon to low carbon options is unaffordable.

Trend data on rainfall also gives strong indications that the climate is already changing. Land use plans cannot do anything to prevent changes already underway, and can only help us to adapt to the unavoidable effects. Effects such as more extreme and less predictable weather patterns, leading to increased flood risk and periods of drought, are likely to have greater impacts on the economy, society and environment, if we do not plan to manage these effects. Outside of the planning system, local authorities such as Walsall Council, other infrastructure providers, and many businesses have already been considering how climate change is likely to affect their land and property, have assessed the potential risks, and have been putting into place measures to reduce their vulnerability and prepare for effects they may not be able to prevent. However, in a recession, the added costs of adaptation may be difficult to bear for some people and organisations.

The baseline evidence suggests that without the SAD and AAP, CO_2 emissions are likely to continue to fall at a national, regional and local level, but it also indicates that the climate is already changing, and that some changes will be unavoidable. Even if CO_2 emissions do continue to fall, we do not know whether they will reduce quickly enough to prevent the most extreme climate change scenarios. It is uncertain what effects the recession might have on climate change mitigation and adaptation if it is prolonged. It could cause emissions to go up or down, depending on whether low carbon options are affordable compared to the alternatives, and the cost of adapting to the unavoidable effects of a changing climate may be prohibitive for some. However, if we do not have a SAD and AAP to identify the most appropriate sites for new development, there are likely to be fewer opportunities to link development with low carbon infrastructure and to plan effectively for the mitigation measures needed to cope with the unavoidable effects of a changing climate.

SA Topic 4: Communities and Population					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Population – total estimated number of people resident (change over previous 10 years): **1971** **1981** **1991** **2001** **2011**	**Walsall:** 239,729 (+14.2%) 273,794 (+14.21%) 265,908 (-2.97%) 253,399 (-4.94%) 269,300 (+6.28%)* *compared to 2010 mid-year estimate of 256,898 (+1.34%)	**West Midlands Metropolitan Area:** 2,632,776 (+4.96%) 2,793,337 (+6.10%) 2,628,403 (-6.28%) 2,628,499 (0%) 2,738,100 (+4.17%)* * compared to 2010 mid-year estimate of 2,655,121 (1.01%)	**England:** 45, 978,080 (+0.58%) 45,767,974 (-0.46%) 48,197,672 (+5.31%) 49,138,831 (+1.95%) 53,012,500 (+7.88%)* * compared to 2010 mid-year estimate of 52,234,000 (+6.30%)	Census data, also ONS Mid-Year Estimates for 2010 - www.ons.gov.uk also NHS central register data (via Mott Macdonald) ONS Census Release: 2011 Census, Population and Household Estimates for England and Wales (July 2012): http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414	The population of Walsall grew rapidly until the early 1980's, but then entered a period of decline as a result of out-migration due to residents moving to the surrounding areas. The decline has begun to reverse since 2001 and recent population projections anticipate that the population of the Borough will grow in the next 20 years, independent of any changes in planning policy. However, the largest element of this growth is expected to be the result of natural growth, which will counter-balance continuing out-migration. The recent 2011 Census release indicates that the national and Borough population is much higher than anticipated in previous estimates. The population of Walsall in 2011 was around 10,000 higher than the 2010-based estimate predicted it to be. However, ONS have suggested that a major reason for this discrepancy at national level is that the 2001 Census under-recorded residents and households rather than there being any dramatic increase in population between 2001 and 2011, although international migrations have also been under-recorded. ONS have advised that an explanation of the reasons for the differences at local authority level will be published in September 2012. This will allow population

					and household projections to be revised.
Households – number of households with at least one resident **2001** **2011**	**Walsall:** 101,333 107,800	**West Midlands Region:** 2,153,672 2,294,900	**England:** 20,451,427 22,063,400	ONS Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk ONS Census Release: 2011 Census, Population and Household Estimates for England and Wales (July 2 012): http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414	Data on households also indicates that the number of households has grown since 2001, nationally, regionally and locally. In Walsall there are now nearly 5,500 more households than there were ten years ago. Unlike the population figures, the number of occupied households in Walsall recorded in the 2011 Census is similar to previous estimates. However, this means that the number of persons per household is greater so there might be more overcrowding than previously thought.
Quality of the Environment - total amount of derelict previously-developed land (hectares)* ***N.B. This data only includes sites of 0.1 hectare and over.**	**Walsall:** 209 hectares of derelict land **(March 2009)** 67.9 hectares of derelict land **(March 2011)**	**West Midlands Region:** 3,320 hectares of derelict previously-developed land **(March 2009)**	**England:** 33,390 hectares of derelict previously-developed land **(March 2009)**	See SA Topic 12: Soil and Ground Conditions	The overall quality and appearance of neighbourhoods (e.g. the amount of dereliction), can affect general amenity, health and well-being (see also SA Topic 8: Health and Well-Being). Walsall has a significant amount of land that is classified as “derelict” according to the definition currently used in the National Land Use Database (NLUD), mainly concentrated in older industrial areas such as Darlaston and Willenhall. The difference between the 2009 and 2011 figures for Walsall is due to improvements in recording and changes in definitions rather than any significant reduction in the actual amount of derelict land. Neither the 2009 nor the 2011 figures provide a full picture of the amount of poor quality land and buildings that can contribute to the amenity of an area.

					Much under-utilised land and buildings do not qualify for inclusion in NLUD.
Amenity – exposure to air pollution and noise Exposure to Air Pollution - Areas where nitrogen dioxide (NO_2) limit values*and particulate matter (PM_{10}) limit values** have been breached * NO_2 limit values: 200g/m^3 per hour not to be exceeded more than 18 times a calendar year, average during calendar year not to exceed 40µg/ m^3 ** PM_{10} limit values: 50µg/m^3 per day not to be exceeded more than 35 times a calendar year, average during calendar year not to exceed 40µg/ m^3	**Walsall:** Exceedence of limit values for NO_2: Several areas of exceedence (annual mean) were identified in Walsall Borough during monitoring in the early 2000s, leading to the declaration of five AQMAs in 2002, which were superseded by a borough wide AQMA in 2006. Information on areas of current exceedence not currently available; Walsall Council modeling is underway. **(April 2012)** Exceedence of limit values for PM10: Area of exceedence (daily mean) identified in 2006 in vicinity of a foundry in Chuckery and AQMA declared in 2008. Subsequent	**West Midlands Metropolitan Area:** Exceedence of limit values for NO_2 : 37.5 km^2 of predicted (on behalf of the West Midlands authorities for LTP3) to exceed the NO_2 limit values[6] Borough-wide AQMAs declared in Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton; part of Solihull also covered by AQMA. **(2008 baseline)** Exceedence of limit values for PM10: Borough-wide AQMA declared in Wolverhampton in 2005 (in addition to AQMA in Chuckery in Walsall) **(April 2012)**	No comparator data available to that presented in West Midlands LTP3 on area of exceedence (hectares). National Air Quality Management Plans record km of road exceeding annual limit value @ 2008 in the UK. The baseline for the areas of greatest exceedence is as follows: Greater London: 1287 km West Midlands: 265 km Greater Manchester: 261 km West Yorkshire: 110 km These areas are not	See SA Topic 1: Air Quality. Noise Action Plan: West Midlands Agglomeration (March 2010), Defra: http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/ Strategic Noise Maps showing Important Areas and First Priority Locations (Maps 74 and 75): http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/important-first-priority/ Interactive strategic noise maps showing areas with high exposure to noise are available on the "Noise Mapping England" website:	Exposure to poor air quality and high levels of noise can have important effects on amenity, quality of life, health and well-being (see also SA Topic 8: Health and Well-Being). Other potential nuisances arising from existing and new development, such as vibration, odour and light pollution, can also impact on amenity and well-being. Parts of Walsall are known to be affected by pollution from nitrogen dioxide (NO_2), the main source of which is emissions from traffic (see SA Topic 1: Air Quality). The main areas in Walsall that have been exceeding the limit values are the M6 corridor, in particular around Junction 9, and St. Paul's Bus Station and the Ring Road in Walsall Town Centre. Monitoring also showed that an area around a foundry in Chuckery was affected by exceedence of limit values for particulate matter (PM_{10}) in 2005, but more recent monitoring has shown that the limit values are no longer being exceeded. The Strategic Noise Maps and Noise Action Plan for the West Midlands "agglomeration" identify the areas worst affected by noise from roads, railways, industry and airports, where a strategy for mitigation is required. These include sections of the M6 corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road), sections of the Birmingham – Walsall railway line around Bescot and Pleck in Walsall, and

[6] This is based on modelling work undertaken for Centro to inform the monitoring of emissions for the West Midlands Local Transport Plan 3 (LTP3). Walsall Council is carrying out its own more detailed modelling to identify the areas of exceedence in Walsall Borough, and the results are likely to differ from the predictions made in the LTP3 modelling.

	monitoring indicates that limit values are no longer being breached in this location. **(April 2012)**		expected to achieve Air Quality Directive limit values for NO2 until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015. Limit values for PM_{10} were also being exceeded in parts of Greater London in 2008, and air quality plans were prepared with the objective of achieving the limit values by June 2011.	http://www.defra.gov.uk/noisemapping	"Hotspots" of exposure to noise from industry in Pleck, Willenhall, Darlaston, Bloxwich, Aldridge, Brownhills and Walsall Wood.
Exposure to noise from roads, railways and industry: Numbers of dwellings in "Important Areas" and "First Priority Areas" (noise from roads and railways) identified on Defra Strategic Noise Maps Areas of exposure to industrial noise identified on Defra interactive noise maps	**Walsall:** Important Areas – Road:1,000 dwellings (2,100 people) Rail: less than 50 dwellings (less than 100 people) First Priority Locations – Road: 300 dwellings (600 people) Rail: none identified Areas of exposure to industrial noise (>55	**West Midlands Agglomeration:** Important Areas – Road: 12,600 dwellings (26,700) Rail:350 dwellings (900 people) First Priority Locations - Road: 2,150 dwellings (4,750 people) Rail: less than 50 dwellings (less than 100 people)*	**England:** Strategic Noise Maps and Noise Action Plans have been prepared for 23 "agglomeration areas" including the West Midlands. We have been unable to find a summary or overview document indicating how many dwellings and people are within Important Areas and First Priority Locations elsewhere.		

	dB(A) L_{den} and >50 dB(A) L_{night})[7] identified on Defra interactive maps: Aldridge (various locations including Middlemore Lane, Stubbers Green Road, Brickyard Road and environs) Bloxwich (Leamore) Brownhills (Coppice Side Industrial Estate and Gatehouse Trading Estate) Darlaston (off A462) Pleck (off A4038) Willenhall (Owen Road) Walsall Wood (Vigo Utopia former Landfill, Coppice Lane, Hall Lane and Barons Court Trading Estate) **(2010)**	Areas of exposure to industrial noise: Various employment areas throughout the Metropolitan area, including those indicated in Walsall **(2010)** * Includes those in Walsall identified in the preceding column.			
Proportion of residents who are satisfied with local area as a place to live	**Walsall:** 71.4%	**West Midlands Region:** 78.1%%	**England:** 79.7%%	Place Survey England 2008 http://www.communities.gov.uk/publications/corporate/statistics/places	Residents of Walsall are generally less satisfied with their local area than residents elsewhere

[7] The term dB(A) is a measure of continuous sound pressure in decibels, as specified in British Standard BS EN 61672-2:2003. L_{den} is annual average noise throughout the day but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A). L_{night} is annual average noise at night over the period 2300 – 0700, local time. These terms are explained in more detail in the Glossary of the West Midlands Noise Action Plan.

				urvey2008	
Community Safety – number of persons per recorded crime Total notifiable offences recorded by the police Violent crime – violence against the person Criminal damage including arson	**Walsall:** 17,631 (equivalent to 1 crime per 15.3 persons) **(2010/11)** 3,951 (1 crime per 68.1 persons) **(2010/11)** 3,702 (1 crime per 72.7 persons) **(2010/11)**	**West Midlands Region:** 338,224 (equivalent to 1 crime per 16.6 persons) **(2010/11)** 79,717 (1 crime per 70.3 persons) **(2010/11)** 68,809 (1 crime per 81.4 persons) **(2010/11)**	**England:** 3,183,705 (equivalent to 1 crime per 16.7 persons) **(2010/11)** 765,618 (1 crime per 69.2 persons) **(2010/11)** 652,587 (1 crime per 81.2 persons) **(2010/11)**	ONS Neighbourhood Statistics for 2010-11, compared with population figures in 2011 Census: www.neighbourhood.statistics.gov.uk http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414	Crime and anti-social behaviour can have a detrimental effect on communities, either directly where areas are affected, or through fear and stigma. Crime is therefore one of the seven "domain indices" of the Indices of Multiple Deprivation. Until recently, the crime rate in Walsall was lower than the national and regional average, but in 2010/11, the number of offences reported to the police per person was slightly higher than the national and regional average. Incidents involving arson are significantly higher in Walsall than elsewhere. This is not simply a reflection of the high profile fires that have affected prominent buildings in the Town Centre.
Indices of Deprivation – proportion of Super Output Areas (SOAs) in the 10% "most deprived" (overall) in England	**Walsall :** 2004 – 17% 2007 – 20% 2010 – 24%	**Black Country:** 2004 – 17% 2007 – 20% 2010 – 22%	**England:** 2004 – 10% 2007 – 10% 2010 – 10%	The English Indices of Deprivation (http://www.communities.gov.uk/publications/communities/indiciesdeprivation07 http://www.communities.gov.uk/publications/corporate/statistics/indices2010	Walsall, in common with the rest of the Black Country, has high relative levels of poverty and this has worsened in recent years, with ranking varying from 92nd to 31,771st out of 32,482 SOAs across England as a whole. However, there are significant differences between various parts of the Borough - see Area Partnership data in the Evidence Base Technical Report, and also the figure in the main SA Scoping Report. There are pockets of extreme deprivation in some areas – almost a quarter of Walsall's neighbourhoods (41 of 169) are amongst the most deprived 10% in England. This is worse than 2007 when there were only 33 neighbourhoods in this category. These

					LSOAs are located in Blakenall, Birchills Leamore, Pleck, Palfrey, St Matthew's and Bloxwich West wards. Darlaston and Willenhall also have widespread multiple deprivation. While there is a general trend for areas of high deprivation to be concentrated towards the centre and west of the Borough, there is not a straightforward divide – pockets of deprivation exist across Walsall[8].The figures are relative, so they do not record changes in absolute levels of deprivation. Walsall is less deprived overall than its neighbouring authorities of Birmingham, Sandwell and Wolverhampton. However it is more deprived than the other unitary authorities of Coventry, Dudley and Telford and Wrekin, and much more deprived than neighbouring district authorities of Staffordshire[9].
House Prices – average house price – July 2012	**Walsall :** £108,716	**West Midlands Region** £130,124	**England & Wales:** £162,900	HM Land Registry Data http://www.landregistry.gov.uk/public/house-prices-and-sales	These figures evidence the continued trend where the average house price in Walsall has historically been lower than the regional and national averages, but even so, affordability is a main issue in the Borough, as incomes are also relatively low (see below).
Incomes – gross disposal income per household - 2011	**Walsall:** £12,368	**West Midlands Region:** £14,021	**England:** £15,931	ONS Regional Household Income Data, March 2012: http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-250794	Incomes in Walsall are significantly below the national average, which is reflected in the levels of poverty (see above) and access to housing (see below).

[8] Walsall State of the Borough Report 2011 (unpublished)
[9] Walsall State of the Borough Report 2011 (unpublished)

Housing Affordability – proportion of households unable to afford monthly costs of market housing	**Walsall:** 27% of total households **(2010)**	No comparator data available	No comparator data available	Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	See above and below. Affordability affects the range of dwelling types that will need to be provided, as well as the ability of developers to make residential developments viable. The house price to earnings ratio in Walsall in central Walsall is significantly lower than the national average (6.40 compared with 9.06), but homes to purchase remain unaffordable to a significant proportion of the community, because of low incomes, which are only 78.5% of the national average (source: Regional Trends online, data for 2009). This is reflected in the high proportion of social rented housing in Walsall.
Housing Conditions and Need – proportion of non-decent homes, overcrowding and under-occupancy, households in housing need Proportion of private sector homes not meeting the "decent homes standard" [13]	**Walsall:** **Walsall:** Percentage of "non decent" private sector homes - 23.4% **(2007)**	**West Midlands:** **Birmingham:** Percentage of "non decent" private sector homes – 37.4% **(2010)** **Wolverhampton:*** Percentage of "non decent" private sector homes - 27.8%	**England:** **England:** Percentage of "non decent" private sector homes - 35.8% **(2007)**	English House Condition Survey 2007 (2010), CLG: http://www.communities.gov.uk/housing/housingresearch/housingsurveys/englishhouseconditionehcsreports/ Survey of English Housing 2007/08 (2008), CLG: http://www.communities.gov.uk/publications/corporate/statistics/housingengland2006-07 English Housing	The latest national house condition survey (English Housing Survey for 2010-11) suggests that the proportion of "non decent" private homes in England is decreasing, and has fallen from 35.8% in 2007 to 27.8% in 2010/11. The reasons for this decrease are not clear, but the recent demolition of a significant amount of older private housing stock particularly in the "Pathfinder" areas) is likely to have been a factor. Certainly, a significant number of dwellings in Walsall were demolished between 2006 and 2012 (approximately 1,500 dwellings, mostly social sector housing that did not meet the required standards), and further demolitions are also expected to take place between now and 2026. The latest national survey has also identified an increase in the proportion of households experiencing overcrowding within the private

[13] The Decent Homes Standard defines a "decent home" as one that meets the current statutory minimum standard under the Housing Health and Safety Rating System (HHSRS), is in a reasonable state of repair, has reasonably modern facilities and services, and provides a reasonable degree of thermal comfort. Within the HHSRS, Category 1 hazards identified in the Walsall housing stock include crowding and space, excess cold, risk of falls, structural failure and dampness and mould.

Proportion of overcrowded and under-occupied households	**Walsall:** Proportion of overcrowded households – 4.1% Proportion of under-occupying households – 34.6% **(2007)** Proportion of overcrowded households – 4.4% Proportion of under-occupying households – 34.1% **(2010)**	Percentage of "non decent" private sector homes – 32.6% **(2006)** *None of the other Black Country authorities' surveys are available online **West Midlands Region:** Proportion of overcrowded households - 2.8% Proportion of under-occupying households – 38.0% **(2007/08)**	**(2010-11)** **England:** Proportion of overcrowded households - 2.7% Proportion of under-occupying households – 36.6% **(2007/08)** Proportion of overcrowded households – 3.0% Proportion of under-occupying households – 37.1% **(2010-11)**	Survey 2010-11: Headline Report (2012), CLG: http://www.communities.gov.uk/publications/corporate/statistics/ehs201011headlinereport Wolverhampton Private Sector House Condition Survey 2006 (2006), Wolverhampton City Council and Professional Partnership Services Group: Birmingham Private Sector Housing Condition Survey 2010 (2010), Birmingham City Council and City Housing Partnership: http://www.birmingham.gov.uk/cs/Satellite?c=Page&childpagename=Housing%2FPageLayout&cid=1223092721893&pagename=BCC%2FCommon%2FWrapper%2FWrapper	rented and social rented sectors, which has been noted as part of a long-term upward trend. Under-occupation is much higher in the owner occupied sector than other sectors - 49% of owner occupied homes are under-occupied compared to only 10% of social rented homes and 17% of private rented homes. The energy efficiency of homes is also increasing, particularly within the social rented sector (see SA Topic 12: Renewable and Low Carbon Energy). The latest private housing condition survey in Walsall was carried out in 2007, and found that just over three-quarters of homes in the Borough meet the "decent homes" standard. The proportion of private homes in Walsall meeting the standard in 2007 was higher than the national average, and also higher than the average reported in the latest surveys for Birmingham and Wolverhampton. Of the 23.4% "non decent" homes in Walsall, 13% failed the standard because they had "Category 1 hazards" as defined in the Housing Health and Safety Rating System (HHSRS), 8% failed because they required major repair works, and 7.7% failed to provide effective insulation and/ or efficient heating. The 2007 survey found that elderly households, low-income households, economically vulnerable households,[10] households of Asian origin, households living in pre-1919 housing, households living in private rented sector housing, and

[10] Economically vulnerable households are defined as those in receipt of the following benefits: Income support, Income-based Job Seekers Allowance, Housing Benefit, Council Tax Benefit, Working Families Tax Credit, Disabled Persons Tax Credit, Disability Living Allowance, Industrial Injuries Disablement Benefit, War Disablement Pension, Attendance Allowance, Child Tax Credit, Working Tax Credit and Pension Credit.

Total number of households in housing need – homeless households, households in temporary accommodation, overcrowded and concealed households	**Walsall:** 4,194 **(2010)**	No comparator data available	No comparator data available	Walsall Private Sector House Condition Survey 2007 (2008), David Adamson & Partners for Walsall Council: http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/surveys_research_and_statistics.htm Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm Walsall Overcrowding and Under-Occupancy Strategy 2010-11 (2010), Walsall Council: http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/overcrowding_and_under-occupancy_strategy_2010__2011.htm	households living in the central wards of the Borough are disproportionately affected by poor housing conditions and "non decent" housing. It was also estimated that more than 2,600 households with children were living in overcrowded conditions in "non decent" homes (see also SA Topic 7: Equality and Diversity). The survey identified considerable variation in the distribution of "non decent" homes across the Borough, with the highest proportion being found in the central and southern wards included in the former Local Neighbourhood Partnership areas of Palfrey and Pleck (37.6%) and St. Matthews and Birchills Leamore (31.4%), and the lowest proportion in Willenhall (17.8%) and Pelsall and Rushall Shelfield (17.5%). Walsall has a high level of housing need, with average incomes well below the level needed to sustain a mortgage (see above). The 2010 Housing Needs Assessment update found that general housing need has increased by 14.7% since 2007, and that the amount of affordable housing required to meet the identified needs exceeds the total annual number of new dwellings completed in all tenures.The areas with the greatest housing needs are in Partnership Areas 3: Birchills Leamore/ Blakenall/ Bloxwich East/ Bloxwich West (4.0%) and 4: Paddock/ Palfrey/ Pleck/ St. Matthew's (5.5%). These areas also have amongst the highest numbers and percentages of overcrowded households in the Borough (see below). There is an imbalance between the type of housing available and housing need,

					nationally, regionally and locally. Whereas some households are overcrowded,[11] others are under-occupying[12] – living in homes that are bigger than they need. The English Housing Survey (2010-11) (EHS) indicates that around 3% of households in England (all tenures) live in overcrowded conditions, whereas 37.1% of households are under-occupying. The rate of overcrowding represents an increase on the 2.7% in 2007/08 reported in the Survey of English Housing (SEH), which was similar to the average for the West Midlands region reported the SEH (2.8%). The EHS also reports that the rate of under-occupation is much higher in the owner occupied sector than in the rental sectors – 49% of owner-occupying households are under-occupied compared to 17% of private renters and only 10% of social housing renters. By comparison, 4.4% of households in Walsall were reported as being overcrowded in 2010, compared to 4.1% in 2007, according to the Housing Needs Assessment (2007) and Housing Needs Assessment Update (2010), suggesting that in line with the national situation, overcrowding in Walsall is on the increase. By contrast, 34.1% of households in Walsall were under-occupying in 2010, a slight fall on the proportion reported in the 2007 assessment (34.6%) and slightly lower than the proportion of households under-occupying nationally.

[11] Overcrowding is defined as having fewer bedrooms than the nominal requirement (the "bedroom standard") for people of the relevant age/ sex/ marital status, needed to avoid undesirable sharing. The "bedroom standard" is as follows: one bedroom per married or cohabiting couple, one bedroom per other adult aged 21 and over, one bedroom per pair of adolescents aged 10 – 20 of the same sex, one bedroom per pair of children aged under 10 of the same sex, and one bedroom per unpaired person or child aged 0 - 20.

[12] Under-occupying is defined as having at least two bedrooms more than are needed according to the "bedroom standard" (see note above on overcrowding for an explanation of the standard).

					Overcrowded and under-occupying households are not evenly distributed across the Borough. Partnership Areas 3: Birchills Leamore/ Blakenall/ Bloxwich East/ Bloxwich West, 4: Paddock/ Palfrey/ Pleck/ St. Matthew's and 5: Darlaston/ Bentley have the highest proportion of overcrowded households (6.4%, 6.1% and 6.3% respectively), whereas the highest proportion of under-occupying households are in Partnership Areas 1: Brownhills/ Pelsall/ Rushall/ Shelfield (38.2%) and 2: Aldridge/ Streetly/ Pheasey/ Walsall Wood (44.0%).
Social Rented Housing – Demand and Supply (March 2010) **Total households on local authority register –** **of which requirement is for –** **2 bedrooms** **3 bedrooms** **> 3 bedrooms** **unspecified**	Walsall 12,327 10,688 (86.8%) 1354 (11.0%) 274 (2.2%) 0 (0%)	West Midlands Region 157,052 125,592 (80.0%) 22,442 (14.3%) 7,580 (4.8%) 1,437 (0.9%)	England 1,751,982 1,407,173 (80.3%) 239,469 (13.7%) 61,876 (3.5%) 43,466 (2.5%)	ONS Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	The amount of affordable housing required to meet needs exceeds the total number of new dwellings expected to be completed over the remaining period of the SAD and AAP in all tenures. However, some of the demand relates to requests to move from existing homes: if granted, these moves would free up those homes for others to occupy. Also, the provision of affordable housing has to be balanced against the need to ensure development sites remain viable. In respect of the dwelling sizes, the range of demand in Walsall is not significantly different to the regional or national figures.
Housing Stock – dwellings by Council Tax and size bandings Dwellings by Council Tax Band:	**Walsall:** 110,573	**West Midlands Region:** 2,367,401	**England:** 22,947,500	ONS Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk English Housing	Council Tax bandings give a general indication of dwelling size, although this is not the only factor influencing Council Tax bandings, as the amenities present and the location can also affect valuation and therefore the banding. The most useful data on dwelling sizes would

Total Band A Band B Band D (not all bands are shown, but the other bands each only account for a small proportion of total dwelling stock)	49,634 (44.89%) 25,364 (22.94%) 9,834 (8.89%) **(March 2011)**	738,131 (31.8%) 596,773 (25.21%) 262,127 (11.07%) **(March 2011)**	5,701,030 (24.84%) 4,494,194 (19.58%) 3,513,171 (15.31%) **(March 2011)**	Survey 2010-11: Headline Report (2012), CLG: http://www.communities.gov.uk/publications/corporate/statistics/ehs201011headlinereport Walsall Housing Needs Assessment Update (December 2010), Table 3.7, Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	refer to the number of bedrooms. Data from the English Housing Survey (2010-11) (EHS) gives an overview of the general size of properties in England across all tenures. While there are caveats attached to this data (as it is based on sample surveys over a three-year period), it suggests that nearly 70% of the existing housing stock in England has 2 or 3 bedrooms, and nearly 20% has 4 bedrooms or more. When we compare this with the bedroom size data from the local Housing Needs Assessment Update (2010) covering an approximately similar time period, we can see that Walsall has a higher proportion of 1, 2 and 3 bedroom homes, and a much lower proportion of homes with 4 bedrooms or more. When combined with the Council Tax data, this suggests that homes in Walsall are generally smaller than the national and regional averages. The EHS data also suggests that owner occupied homes tend to be bigger than private rented and social rented homes. Of the households surveyed during 2010 – 2011, a much higher proportion of those in owner occupied dwellings had 3 or more bedrooms (75.2%), compared to the proportion of households occupying social rented homes (34.3%) and private rented sector homes (41.0%). Unfortunately, the Walsall Housing Needs Assessment Update of 2010 does not provide a breakdown of the Walsall housing size data by tenure, so we cannot tell whether the same is true at a local level.
Dwellings by size banding – percentage of 1 bedroom, 2 bedroom, 3 bedroom, 4 bedroom plus dwellings as a proportion of total stock	1 bedroom – 16.0% 2 bedroom – 30.4% 3 bedroom – 47.4% 4+ bedroom – 6.2% **(2010)**	No comparator data available	1 bedroom – 10.6% 2 bedroom – 26.9% 3 bedroom – 42.9% 4+ bedroom – 19.5% **(2010-11)**		
Dwellings – Total Dwelling Stock (April 2010) by Tenure	**Walsall :**	**West Midlands Region:**	**England:**22,693,000 2,242,657 (9.9%) 1,859,900 (82.0%)	ONS Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk	The latest ONS data indicates that Walsall has a much higher proportion of social housing than the national or regional average (24.6% in Walsall compared to 10.2% regionally and 9.9% nationally). The latest

Total **RSL** **Owner Occupied and Private Rented**	108,120 26,558 (24.6%) 81,530 (75.4%) **(April 2010)**	2,348,300 239,755 (10.2%) 1,892,000 (80.6%) **(April 2010)**	**(April 2010)**	Walsall Private Sector House Condition Survey 2007 (2008), David Adamson & Partners for Walsall Council: http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/surveys_research_and_statistics.htm Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	Housing Needs Assessment Update for Walsall (2010) breaks this down further, indicating that 66.5% of all homes in Walsall are owner-occupied (either with or without an outstanding mortgage), compared to 8.7% private rented and 24.8% social rented. While there is a slight difference in the split between private and social housing reported in the local housing needs assessment and in the ONS data for April 2010, the difference is not significant. The 2007 Private Sector House Condition Survey for Walsall shows that most of Walsall's private housing stock is post-War in date, with around 32.6% of homes of pre-1945 construction. Most of Walsall's private homes in 2007 were houses or bungalows (92%) and only 8% were flats, although the proportion of private flats may have increased slightly since then as a result of new housing completions (see below).
Total Housing Completions – net additional dwellings developed per annum	**Walsall:** 1,700[14] **(2009/10)** 825 **(2010/11)**	**West Midlands Region:** 10,440 **(2009/10)**	**England:** 128,680 **(2009/10)**	CLG data on net supply of housing: http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/netsupplyhousing/livetablesnet/ Walsall Housing Needs Assessment Update (December 2010),	In 2010/11, the latest year for which published data is available, 825 new dwellings (net) were completed in Walsall. This was significantly lower than the number of net completions recorded in 2009/10, which were exceptionally high due to under-counting of completions in previous years, which were added to the 2009/10 figures. The latest data set is more typical of the average rate achieved in recent years, which is around 600 – 700 new dwellings (net) per annum. Continuation of the Walsall average annual

[14] This includes some completions that were not recorded in previous years in error. Typical gross annual completion rates in Walsall have been approximately 600-700 dwellings for many years.

				Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm Annual Monitoring Report (AMR) 2010/11, Walsall Council: http://cms.walsall.gov.uk/amr_2010-11_final.pdf	completion rate over the remaining period of the BCCS and SAD would achieve the target in the BCCS. However, the high level of completions in recent years may be difficult to repeat in future years because of the economic downturn. The BCCS target of 14,184 new homes (gross) over the period 2006-26 would only equate to 12% of the current housing stock, so the existing stock will continue to be required to meet the majority of housing needs and it is anticipated that a high proportion of this will be retained in use. The existing stock will also continue to account for the majority of demand for services. The SAD and AAP will therefore only have a limited effect on housing conditions and meeting housing needs, as they are primarily concerned with the provision of new housing. A high proportion of the dwellings completed recently in Walsall have been flats rather than houses. However, a significant proportion of Walsall's housing stock comprises 1-bedroom dwellings, almost all of which are likely to be flats (see above). The Housing Needs Assessment Update (2010) identified that most long-term housing demand is likely to be for 2-bedroom market homes and 3- and 4- bedroom affordable/ social rented homes, rather than for 1-bedroom flats. Of the 825 dwellings completed in 2010/11, 485 were flats (almost all 1- and 2-bedroom), and 339 were houses. More than half of the houses completed (177) had 3 bedrooms, although a significant number of 2-bedroom houses (96) and 4-bedroom houses (64) were also completed, which more closely reflects the demand identified in the needs assessment.

Affordable Housing Completions – net affordable homes developed per annum	**Walsall:** 330 **(2009/10)** 540 **(2010/11)**	**West Midlands Region:** 5,160 **(2009/10)**	**England:** 57,730 **(2009/10)**	CLG data on affordable housing supply: http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/affordablehousingsupply/livetables/ Annual Monitoring Report (AMR) 2010/11, Walsall Council: http://cms.walsall.gov.uk/amr_2010-11_final.pdf	Nearly two-thirds of the total net dwellings completed in 2010/11 in Walsall (540 out of 825) were affordable homes. The high number of affordable housing completions in recent years in Walsall has been largely the result of financial support from the Homes and Communities Agency. Reductions in this support in future, combined with viability issues on many housing sites, will challenge the ability to continue this rate of development in the future.
Access to open space	**Walsall:** Accessible open space (all types): 7.34 ha per 1,000 population Parks and Gardens: 1.08 ha per 1,000 population Natural and semi-natural greenspace: 2.70 ha per 1,000 population Amenity Greenspace: 0.73 ha per 1,000 population	No comparator data available – there has been insufficient time to review the audits of the other Black Country authorities	No comparator data available – the audit only compares the recommended standards with those applying in other areas	Table 12, Walsall Council Open Space, Sport & Recreational Facilities PPG17 Audit & Assessment: Final Report & Appendices (2011), URS Scott Wilson: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/evidence.htm	Walsall meets the Natural England standard for Local Nature Reserves (1 ha per 1,000 population). Walsall has a significant quantity of accessible open space, but sites are not distributed evenly across the Borough. The latest audit shows that some areas have relatively poor provision, and that the spaces available are not easily accessible to some households. While 98% households are within 1,000m of an outdoor sports facility, 68% are within 600m of a children's play area, and 60% are within 400m of amenity greenspace, only 39% meet the accessibility standards for natural and semi-natural greenspace recommended in the study.[15] Partnership Areas 5 and 6 (Darlaston/ Bentley and Willenhall/ Short Heath) have

[15] The study recommends local accessibility standards for natural and semi-natural greenspace which are different to the accessible natural greenspace standards (ANGSt) applied by Natural England. The study recommendations are based on a "hierarchy" of sites: for "borough" sites (there are 4 in total), the recommended standard is for all households to be within 1,200m, for "neighbourhood" sites (there are 12 in total) the recommended standard is for all households to be within 600m, and for "local" sites (there are 48 in total), the recommended standard is for all households to be within 400m. A similar "hierarchy" of sites has also been identified for parks and gardens.

	Children's Play: 0.17 ha per 1,000 children (0-19 years) Outdoor Sports: 1.57 ha per 1,000 population **(2011)**				significantly less open space overall than other areas of the Borough, and these contain some of the most deprived and least healthy neighbourhoods in Walsall (see SA Topic 8: Health and Well-Being). Accessibility is also very poor for some open space types in some areas: only 9% of households in Area 3 (Birchills Leamore/ Blakenall/ Bloxwich East) are within reasonable access of natural and semi-natural greenspace, and only 23% of households in Area 2 (Aldridge North and Walsall Wood/ Aldridge Central and South/ Pheasey Park Farm/ Streetly) are within 400m of amenity greenspace. The quality of open space in the Borough is also a major concern, and may be a factor discouraging people from using it. The latest audit found that many open spaces in Walsall are of "below average" quality and some are rated as "poor."
Access to key public services by walking: **Percentage of households within a 400m walking distance to local district centre** **Percentage of households within a 400m walking radius to a GP** **Percentage of households within a 400m walking distance to a library**	**Walsall :** 59.7% **(1998-2001)** 52.6% **(1998-2001)** 34.9% **(1998-2001)**	No comparator data available but see below	No comparator data available but see below	Walsall Partnership Fact Sheets http://www.walsallpartnership.org.uk/wp-index/shared_intelligence.htm Walsall Local Accessibility Action Plan (2007), Walsall Borough Strategic Partnership: http://www.walsall.com/index/local_accessibility_action_plan.htm	This is old information but the only information of this type available. Similar, but not exactly comparable information could be derived from mapping data, which could measure how distances change in future. However, the BCCS accessibility standards in policy HOU2 are based on travel time rather than distance. They also refer to particular services (doctor's, schools and fresh food) rather than just centres, and only apply to new developments rather than all existing developments. The Local Accessibility Action Plan produced by the Walsall Borough Strategic Partnership in 2007 has also highlighted a number of potential barriers to accessibility (see SA Topic 13: Transport and Accessibility).

Access to key public services by public transport: average minimum travel time to key services by public transport	**Walsall:** Average travel time to the seven key facility types (employment, primary school, secondary school, higher education, GP, hospital, foodstore and town centre) combined: 11 mins **(2010)** The latest accessibility Core Output Indicator data reported in a Walsall AMR indicates the percentage of new residential development within 30 minutes' travel by public transport of key facilities as follows: GP - 100% Hospital - 59% Primary School - 95% Sec. School - 95% Areas of Employment - 95% Major Retail Centres - 81% **(2006/07)**[16]	**West Midlands Region:** Employment – 10 mins Prim. School: 9 mins Sec. School: 14 mins Higher Ed:15 mins GP: 10 mins Hospital: 27 mins Foodstore: 9 mins Town Centre: 17 mins Average travel time to the seven key facility types combined: 13 mins **(2010)**	**England – Urban Areas:** Employment – 9 mins Prim. School: 8 mins Sec. School: 12 mins Higher Ed: 14 mins GP: 9 mins Hospital: 24 mins Foodstore: 7 mins Town Centre: 14 mins Average travel time to the seven key facility types combined: 12 mins **(2010)**	Walsall 2007 Annual Monitoring Report http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Accessibility Statistics 2010, Tables 0102, 0104 and 0107(June 2011), DfT: http://www.dft.gov.uk/statistics/releases/accessibility-2010	The Department for Transport publishes data on accessibility to key services. The latest statistical release (2010) suggests that nationally and regionally, a high proportion of people are within 15 minutes' travel time by public transport of key facilities and services, and that on average, access to such facilities in Walsall even better - see SA Topic 13: Transport and Accessibility for further details. Between 2005 and 2007, the proportion of new residential development within 30 minutes' public transport time of key services was a Core Output Indicator (COI) which all planning authorities were expected to record in their annual monitoring report (AMR). Since the COI was dropped, the Council has not reported on this and the 2007 AMR was the last one to provide information. However, the latest available data set for 2007 suggests that a very high proportion of housing completions have access to these services.

[16] Data from Table E4 of 2011 AMR; please note this shows data for arrival and departure, and where the percentages vary between arrival and departure, the lowest percentage is quoted above.

Summary of Current Baseline Sustainability Conditions – Communities & Population

The vision of the Black Country Core Strategy is to create a network of cohesive, healthy and prosperous communities. These three objectives are similar to the Council's priorities as stated in the Corporate Plan. This approach is also supported by national policy guidance, which sees planning as having a critical role in contributing to the achievement of social sustainability (NPPF, paragraphs 7 and 46 -55). The SA indicators for the Walsall SAD and AAP therefore need to relate to these themes, although some of these are addressed under other SA Topics (e.g. SA Topic 6: Economy & Centres, SA Topic 7: Equality and Diversity, SA Topic 8: Health and Well-being).

The Metropolitan Borough of Walsall is home to just over a quarter of a million people. Walsall has a diverse population, with a significant number of people of minority ethnic origin, and a higher proportion of children and older people than the national and regional average (see SA Topic 7: Equality and Diversity for further details). For administrative purposes, Walsall is divided into 21 local government wards. Service delivery by Walsall Council and its key partners is based on 6 larger "Partnership Areas," each comprising a number of wards.

The population of Walsall now appears to have stabilized, following a period of decline between 1981 and 2001. The population fell from 273,794 in 1981 to 253,499 in 2001, largely due to out-migration to the surrounding areas, particularly by more prosperous residents. A similar trend has been observed in the rest of the West Midlands Metropolitan area. This has resulted in a high proportion of the remaining residents in Walsall having relatively low incomes, poor health and living in poor quality housing (see SA Topic 8: Health and Well Being).The latest population projections expect the population of the Borough to grow in the next 20 years, independent of any changes in planning policy, from 256,900 in 2010 to 265,000 in 2020 and 273,000 in 2030. However, the recent reduction in population decline and projected future growth are largely based on natural growth rather than any significant net in-migration.

An important objective of the West Midlands Regional Spatial Strategy, which has been incorporated into the Black Country Core Strategy, is to continue the renaissance of the urban area by reducing out-migration, and encouraging people to remain and move back into the urban area. A measure of the success of the Core Strategy, and the SAD and AAP, will be whether this renaissance actually occurs. Success will depend on regenerating significant amounts of derelict and vacant land (see SA Topic 12: Soil and Ground Conditions for evidence on this). **The extent to which options would improve the attractiveness of Walsall as a place to live in, work in and visit, and therefore encourage people to stay or move into the Borough, will therefore be an important SA indicator.**

Quality of life can also be affected by "bad neighbour" development near to residential areas and existing environmental problems such as noise.

Strategic noise mapping carried out by Defra has identified the parts of Walsall Borough which are exposed to particularly high levels of ambient noise from roads and railways. These areas include sections of the M6 corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road), and sections of the Birmingham – Walsall railway line around Bescot and Pleck. Noise mapping also shows that all the main roads in Walsall are affected by noise to some degree, and identifies "hotspots" of exposure to noise from industry in Pleck, Willenhall, Darlaston, Bloxwich, Aldridge and Brownhills. **This suggests that the SA framework should include indicators relating to direct impacts of development on the amenity, quality of life and wellbeing of local communities.**

The high levels of deprivation in Walsall are shared with the rest of the Black Country and Birmingham. However, there is a distinct variation between different parts of the Borough, with the west being much less prosperous than the east. The Black Country Core Strategy proposes that the majority of new housing development is expected to be in the west. A challenge for the SAD will be whether it can do anything about this deprivation: if deprivation is not addressed, many existing residents will not be able to afford the new housing which will affect the deliverability of the document. **This suggests that potential impacts on poverty and deprivation – direct or indirect – should be a SA indicator.**

A significant proportion of private sector homes in the Borough (24.3%) were deemed not to meet the Decent Homes Standard in 2007, which was lower than the average for England. The highest proportion of "non decent" homes in the Borough were located in the central and southern wards, within the former Local Neighbourhood Partnership areas of Palfrey and Pleck (37.6%) and St. Matthew's and Birchills Leamore (31.4%). While the SAD and AAP will not be able to do anything to improve the quality of existing private sector housing stock likely to remain in place, the housing targets set in the Core Strategy assume that some of Walsall's future housing requirements will be met through redevelopment of existing stock. The Core Strategy assumes that around 2,200 dwellings in Walsall will be demolished to make way for new housing between 2006 and 2026. At April 2012, around 1,500 of these had already been demolished.

The available data suggest that homes in Walsall tend to be smaller than the national average: the Borough has a significantly higher proportion of 1 bedroom properties and a slightly lower proportion of properties with 4 bedrooms or more. There is also a mismatch between Walsall's housing stock in terms of dwelling size, and the types of housing required by households in Walsall to avoid undesirable sharing of bedrooms. Around 4.4% of households in Walsall were estimated to be living in overcrowded conditions in the 2010 housing needs assessment update, compared to around 3.0% nationally according to the English Housing Survey 2010 - 11. The same data sets indicate that 34.1% of Walsall households were estimated to be under-occupying in 2010 compared to 37.1% nationally in 2010 - 11. Overcrowded and under-occupied homes are not distributed evenly within the Borough: the central and southern parts of the Borough have the highest proportion of overcrowded households and the highest levels of under-occupancy are found in the peripheral northern and eastern areas, which tend to be more affluent.

The large difference between average incomes and house prices across the Borough means that there will also be a continued need for a high number of affordable homes. Walsall's Housing Needs Assessment was updated in late 2010 and provides data on the likely mix of house types that will be needed in future based on different possible future scenarios for the Borough's economy. It suggests that the long-term demand for market housing is likely to be mainly for 2 bedroom properties, whereas the main demand for affordable homes will be for 3 and 4 bedroom properties. However, much of the base data used for the HNA is derived from the 2001 Census and other information that is becoming increasingly out of date. The BCCS states that SADs will identify the densities and house types to be sought in new developments. Walsall is considering whether to commission a Strategic Housing Market Assessment (SHMA) to update information on housing needs. **This suggests that the impact of options on delivery of sufficient affordable and market housing to meet Core Strategy targets and local housing needs should be a SA indicator.**

Other factors influencing population retention are likely to include the quality of jobs and services available in the area. Raising average prosperity levels will require improvements in the quality of the environment and in services such as schools and retailing, as well as the provision of more aspirational housing and good quality open spaces, to encourage more prosperous households to remain in the Borough. For further details, see the Black Country AB Social Group Ecotec paper on the BCCS web site http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/.

The Black Country Core Strategy sets accessibility standards for new housing (Policy H2), and identifies that new convenience shopping may be needed in areas of housing growth to ensure these standards are maintained. Access to shopping and other key facilities within the Borough by walking, cycling or public transport is generally good at present, as evidenced by previous accessibility monitoring, and the relatively high level of public transport patronage in the Borough (see SA Topic 13: Transport and Accessibility). While Walsall has extensive areas of open space, the quality and accessibility of what is available is a concern. Open spaces are not evenly distributed (parts of Bloxwich, Darlaston, Willenhall and the Town Centre have significantly less than other areas), so not all communities have good access to recreational facilities, a factor which may be affecting their health (see SA Topics 8: Health and Wellbeing and 9: Landscape and Townscape). New housing developments therefore need to be located in places that are accessible to the jobs and social infrastructure needed by the communities who will live there. **This suggests that the SA framework should include an indicator relating to the location of housing options and whether they are accessible to jobs, shops, open spaces and other essential social infrastructure**.

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Communities & Population

The latest population figures from the 2011 Census indicate that the population is greater than previously estimated but the number of occupied dwellings in Walsall is similar to that predicted for 2011 by earlier estimates. The number of small homes remains greater than the national

average whilst the number of large homes is less. Taken together, these figures suggest that the population is growing and that overcrowding is greater than previously believed.

The major element of population growth over the last 10 years has been natural growth, which has exceeded the loss of population due to out-migration. The people who remain in the borough do so for a wide range of reasons, which may include family ties and access to jobs as much as the availability of suitable housing. However, in some cases, people remain in Walsall because they cannot afford to move – particularly those living in the less affluent central and southern wards of the borough, where overcrowding and "non-decent" housing tends to be concentrated. People living in these areas are therefore less likely to have a choice over where they live or the type of accommodation they live in than people living elsewhere in the borough, because they are less likely to be able to afford the cost of market housing.

If the current trend towards population growth continues without action being taken to provide new housing to accommodate existing unmet needs as well as likely future household growth, the proportion of residents living in over-crowded housing who are unable to afford to move to more suitable accommodation will continue to grow. A key objective of the SAD is to regenerate derelict land and other brownfield sites by redeveloping them for housing and employment uses. As well as the impact on individual households, the failure to provide sufficient homes on brownfield sites at a price that residents can afford to buy or rent will result in these sites remaining derelict. The failure to provide sufficient employment land will lead to fewer jobs and even lower incomes.

Without the opportunities provided by the SAD to plan pro-actively for new housing development, it is likely that there will be fewer opportunities to accommodate existing housing needs and future household growth. The needs of those who require affordable housing or special needs housing are also less likely to be met, because the housing that is provided is likely to be mainly market housing. The housing opportunities that do arise will come forward in an ad-hoc manner, and not always in the most appropriate locations, where they are or can be served by public transport, giving the residents a genuine choice over how they travel to work, to shop, and to the other key facilities they need. Housing is also likely to take place on greenfield land or land that would be better used for other purposes, such as employment development, transport projects or the development of other essential infrastructure. It is also less likely that opportunities to incorporate urban green spaces that will contribute to a coherent environmental infrastructure network can be identified and implemented.

SA Topic 5: Cultural Heritage					
Indicator	**Quantified Data for Walsall**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Landscape Character Areas – Historic Landscape Characterisation	14 character areas have been defined in Walsall in the Black Country Historic Landscape Characterisation **(2009)**	51 character areas have been defined in the Black Country in the Black Country Historic Landscape Characterisation **(2009)**	Not applicable	Black Country Historic Landscape Characterisation (2009) http://archaeologydataservice.ac.uk/archives/view/blackcountry_hlc_2009/ Designing Walsall SPD (2008) http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_supplementary_planning_documents.htm	The Black Country Historic Landscape Characterisation (2009) identifies character areas based on geology, land-use and building age. It may provide baseline data and useful insights to help inform design decisions for development in Walsall's built and natural environments. It is probable that the resolution of the information used in the study is better suited to landscape scale design issues rather than more intimate small to medium scale development. It is uncertain whether the survey will be updated. The Designing Walsall SPD (2008) gives design guidance based both on land use and distinct geographical areas in Walsall. It is likely to be of greatest practical use when designing buildings and landscapes on a small or medium scale within the Borough. An overview of Walsall's historic environment and settlement pattern is set out in the Evidence Base Technical Report (Technical Report 2). This describes the historic settlement pattern within the borough, the key types of historic asset present, and the pressures affecting them.
Historic Countryside	A study of rural/ open land in Walsall was undertaken in 1989.	No comparator data available	No comparator data available	Rural Landscape Survey Debois Landscape Survey Group 1989	This key baseline data gives details on the history of Walsall's countryside, describing the landscape features, their origins and present condition. Unfortunately no countryside further west than the Goscote wedge is covered.

					There are no plans to update this study.
Historic Environment Record System (HES)	Approximately 1500 records exist for Walsall.		No comparator data available	Maintained by Wolverhampton City Council on behalf of Walsall.	Formerly Sites and Monuments Record and now includes records of all known heritage assets in the Borough. The data base is constantly updated.
Heritage at Risk	Listed buildings at risk: Grade II* and above. 1 (Great Barr Hall) **(2011)**	Listed buildings at risk: Grade 2* and above. 31 in Birmingham and the Black Country **(2011)**	Listed buildings at risk: Grade 2* and above. 937 in England **(2011)**	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit	Listed buildings, Monuments and Conservation Areas are designations which protect nationally important buildings, ancient sites as well as more locally important historic townscapes. Walsall contains 155 Listed Buildings (including 5 Grade II*), 18 Conservation Areas, 5 Scheduled Monuments and 3 Registered Parks and Gardens. English Heritage compiles a list of 'Heritage at Risk' which provides evidence on how local heritage is being managed. The Conservation Areas are of most concern with a high proportion considered "at risk" due mainly to unsympathetic building alterations. Three of the conservation areas in Walsall Town Centre (Bradford Place, Bridge Street and Church Hill) are "at risk" and the condition of all three is described as "very bad" but the trends are either "no significant change" or "improving." However, the Bloxwich and Willenhall High Street conservation areas (covering parts of the District Centres) are "very bad" and "deteriorating" giving even more cause for concern. The deterioration of Great Barr Hall and Park has also been a long running problem due to the actions of successive landowners and not a lack of effort by Walsall Council or English Heritage. Walsall continues to lose listed buildings, often as a result of arson. Several buildings in the Town Centre have been lost in this way, most notably, Shannon's Mill in 2007. Three more buildings in the Town Centre were lost during 2012: the former Jabez Cliff leatherworks, William House, and most recently, the Boak building. 14 Grade II Listed Buildings were described as being 'at risk' in the most recent schedule compiled as a desk study by the Council in 2012. There are 284 Locally Listed buildings identified by the council as being of
	7 out of the Walsall's 18 Conservation Areas are at risk **(2011)**	12 out of the Black Country's 77 Conservation Areas are at risk **(2011)**	In England, 506 Conservation areas (out of the 7,841 surveyed) are at risk **(2011)**	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit	
	None of the Walsall's 5 Scheduled Monuments are currently at risk. **(2011)**	In Birmingham and the Black Country 5 Scheduled Monuments are as risk. **(2011)**	In England, 3,339 Scheduled Monuments are at risk **(2011)**	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit	
	Registered Parks and Gardens at risk: 1 (Great Barr Park) **(2011)**	No others at risk in Birmingham and the Black Country **(2011)**	In England, 103 Registered Parks and Gardens are at risk **(2011)**	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit	
	Locally Listed	No comparator data	No comparator data	Walsall Council	

	Buildings at Risk: – 8 buildings at risk on register **(2011)**	available	available	Buildings at Risk Register 2009.	local architectural and historical interest. 8 buildings on the Local List are identified as being 'at risk'.
Conservation Area Appraisals and Management Plans	16 of the 18 Conservation Areas in Walsall have recent Conservation Area Appraisals and Management Plans.	Data from Sandwell was not available but in the remainder of Birmingham and the Black Country: Birmingham has 30 Conservation Areas/ 7 with Conservation Area Appraisals and Management Plans. Dudley: 22/8. Wolverhampton: 30/9.		See individual Conservation Area Appraisals and Management Plans 2007-2009.	Conservation Area Appraisals and Management Plans are carried out to a methodology set by English Heritage and identify positive assets and how these could be preserved and any negative aspects where enhancement may be required. The Council's appraisal of the conservation area looks at historic buildings, open spaces, trees and streetscape. The management recommendations cover resources, decision-making policy, enforcement of policy, and area specific design guidance. The assessments provide baseline data on the condition of the Conservation Area between 2007 and 2009 when they were compiled. All Conservation Areas in Walsall have been appraised except Old Rushall which is very small and Great Barr which is large and mainly rural.

Summary of Current Baseline Sustainability Conditions – Cultural Heritage

There are significant overlaps between cultural heritage and "landscape" as defined by the Florence Convention, which includes townscape as well as areas of countryside and open spaces (see SA Topic 9: Landscape and Townscape).

Walsall has a diverse landscape and townscape reflecting the historic development of the Borough, which has itself been shaped by the availability of natural resources such as minerals. The presence of coal, ironstone, limestone and clay supported mining, quarrying and related industries. This stimulated the expansion of the historic settlements during the 18th and 19th century and the improvement of communications through the canal and rail networks. While some of the remaining historic buildings, townscapes and landscapes in Walsall are nationally important, much of the Borough's cultural heritage is commonplace and some is poor.

Evidence on historic landscapes is available through the Black Country Historic Landscape Characterisation but this is of limited value for establishing the baseline conditions for the SAD and AAP, as it does not provide sufficient detail to enable options for development to be evaluated in any meaningful way. Other sources (for example the Designing Walsall SPD), may provide better information for appraising options. Good baseline data exists for historic buildings and conservation areas, and all known heritage assets in the Borough are recorded on the Black

Country Historic Environment Record System (HERS). Museums and art galleries, which are the repository for cultural heritage records, are addressed under SA Topic 6: Economy and Centres.

The most important heritage assets in the Borough are identified and protected through statutory designations, such as listing in the case of individual historic buildings, or the designation of conservation areas covering landscapes and townscapes of special character. National policy guidance expects the planning system to give due weight to the importance of designated historic assets when considering development proposals (NPPF, paragraphs 17 and 126 - 141). In Walsall, statutory designations have largely protected important buildings and areas from the direct effects of development requiring planning permission, but there have been recent losses which have not resulted in adequate compensatory provision. The biggest threat to the resource is the lack of management, inappropriate alterations and willful neglect. This applies to historic buildings, townscapes and landscapes at all levels.

The “Heritage at Risk” Registers highlight the historic conservation priorities for the area. The Borough’s conservation areas require particular attention as nearly half of them are “at risk,” mainly from unsympathetic building alterations. This includes three of the conservation areas in Walsall Town Centre and the conservation areas in Bloxwich and Willenhall District Centres whose condition is described as “very bad.” Although in theory planning authorities have the power to control small-scale alterations that can erode character by removing permitted development rights under Article 4 of the General Permitted Development Order (as amended), in practice these powers are rarely used, because they are unpopular. Use of such powers also does nothing to prevent erosion of character due to neglect, vandalism or arson attacks.

Erosion of character incrementally through small-scale alterations is not a matter that can be addressed through the SAD or AAP. However, options involving larger-scale development in conservation areas could come forward. While the AAP may provide a stimulus for improving the condition of conservation areas in the Town Centre through major development schemes, it could equally well encourage potentially harmful schemes that have a detrimental effect on the character of the areas. **This suggests that the SA framework should include an indicator relating to impacts on the character, condition and management of conservation areas.**

Apart from the conservation areas, Great Barr Hall and Park are also identified as being “at risk” (the only listed building and registered park at risk in Walsall) and remain a priority, but intervention is largely dependent on the landowner. Various schemes to repair and conserve the building and convert it to a beneficial use have been proposed (and indeed approved by the Council), but none have proved viable so far. Further options may come forward through the SAD. Elsewhere within the Borough, there are 8 buildings on the “local list” (which do not enjoy the same protection) at risk of loss or erosion of character. **The SA framework should therefore include an indicator relating to impacts on the conservation and management of historic parks and gardens and the re-use of historic buildings “at risk.”**

Archaeological evidence shows that people have been living in the area that now comprises Walsall Borough since prehistoric times. The remnants of pre-industrial landscapes and settlements can still be seen in a few places where there are surviving landscape features or structures, such as mediaeval buildings, moats and field boundaries. Other evidence of previous activities may be recorded in documents but may not be obvious or visible now because it is hidden within or beneath buildings and structures, and can only be revealed through archaeological survey or investigation. It is important that opportunities to record archaeology are taken when development is likely to damage or destroy above or below-ground archaeological remains. **This suggests that the SA framework should include an indicator relating to impacts on the archaeological resource.**

Poor maintenance of buildings and poor quality alterations is the main factor affecting the erosion of character in the Borough's conservation areas. The erosion of the character of the Town and District Centre conservation areas is likely to be a symptom of wider economic decline. Many of these were designated to protect high quality buildings of the 18th and 19th centuries, when the area was much more prosperous. These buildings were often built as a "statement" to demonstrate the wealth of the owners, but economic conditions have changed for the worse, and this makes it more difficult to find new uses that conserve character or to meet the cost of repairs. The recession has made the conditions for optimum management of the built environment even more difficult.[17]

In normal economic conditions, historic buildings can provide a catalyst for regeneration, and there are examples of buildings that have been successfully re-used – in Walsall perhaps the best example is The Crossing at St Paul's in the Town Centre. However, where the cost of such projects is more than the economic value of the property on completion, it is clearly not viable without public funding, or cross-subsidy from related development that can generate sufficient profit to cover the loss. Creating the conditions that will support investment in the built environment in Walsall has always been a challenge and will be even more so in the current economic conditions (see SA Topic 6: Economy and Centres).

The development of the environmental infrastructure network can help to provide an effective framework for the protection and enhancement of the historic environment. For example, including the most important heritage assets within the network can help the Council to identify priorities where investment should be targeted, and improving public access and enjoyment of these assets may also encourage their continued use and maintenance. **This suggests that the SA monitoring indicators should include impacts on the ability of the environmental infrastructure network to support the conservation and management of heritage assets.** However, while the development of the network may encourage

[17]The Government's proposals are likely to make things even worse. In the 2012 Budget it is proposed that from 1 October 2012, the VAT "zero rating" of repairs to listed buildings will be removed, making repairs even more expensive and acting as a further disincentive to keep buildings in good repair.

historic assets to be better appreciated and managed, better access may also allow increased scope for arson and vandalism.

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Cultural Heritage

Outside of the mainstream planning system, legislation exists to protect and enhance the borough's historic and cultural environment, and proposals for the management of heritage assets such as conservation areas can be made outside of the remit of the SAD and AAP. However proposals likely to come forward through the SAD, and in particular the AAP, will provide an opportunity to consider the impact of new development in relation to historic environment designations.

One of the main problems affecting the historic environment in Walsall is lack of investment in the historic fabric of buildings and townscapes, leading to deterioration, vandalism, and in some cases, arson. This has led to the loss of several listed buildings, and has affected the character of several of the borough's conservation areas, including those in the Town Centre. Alongside this the main threat is incremental, inappropriate alterations to the fabric of historic buildings and structures, which in some cases cannot be controlled through the planning system. These trends are likely to continue into the future, irrespective of whether the SAD and AAP are prepared, while the current economic conditions prevail.

The only effective remedy to halt the erosion of the borough's cultural heritage and improve the protection and management of heritage assets is to create a climate where conservation is both desirable and economically viable. Some of the measures needed to achieve this are outside of the planning system or are only partly planning-related, for example, encouraging investment in the area through economic and environmental regeneration projects, training local people in the traditional skills needed to conserve historic buildings and landscapes, and educating local communities and businesses about the value of Walsall's historic environment – for example, the contribution that heritage assets make towards the borough's environmental infrastructure, local character and identity and the general attractiveness and appeal of the area.

The SAD and AAP have an important role to play in identifying opportunities for investment in Walsall. A primary focus of the SAD is to attract new investment into the borough to deliver new housing and employment opportunities. Likewise a primary focus of the AAP is to attract new investment into Walsall Town Centre to deliver new retail and office development, as well as other town centre uses such as leisure and community facilities. If this strategy is successful, over time it will help to create the conditions where the historic environment is valued by local communities and businesses, stimulating environmental enhancements, including investment in historic buildings, landscapes and townscapes, creating the conditions where effective conservation is possible.

The SAD and AAP present an opportunity to identify the most important heritage assets in the borough, including assets in need of investment

and positive interventions aimed at protecting and conserving them and securing their long-term future. The impact of new development delivered though the SAD and AAP will also be evaluated in terms of its impact on the historic environment generally as well as on specific heritage assets. Options considered for new development will be expected to respect the character of Walsall's most important historic landscapes and townscapes, and to secure the retention, conservation, and long-term protection of heritage assets of national and local importance. As well as designated sites and areas, wherever possible, this should include assets that do not currently enjoy statutory protection such as buildings and other structures on the "local list" and above- and below-ground archaeological remains that are not protected by scheduling.

Without statutory local plans such as the SAD and AAP, which can identify priorities for conservation and protection of heritage assets, declining standards in the protection of the historic environment are likely to continue unabated, and opportunities for positive intervention are likely to be more limited. An ad-hoc approach is more likely to allow developments that do not seek to enhance, or at the very least protect, historic buildings and their settings, conservation areas, historic parks and gardens, and other important heritage assets. It is also likely to be more difficult to evaluate the impacts of cumulative effects arising from more than one development in the same area on the historic environment. A piecemeal, unplanned approach is therefore likely to cause greater harm to cultural heritage than a planned approach through the SAD and AAP.

SA Topic 6: Economy and Centres					
Indicator	**Quantified Data for Walsall**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Employee Jobs by Type – total jobs, number of full-time and part-time jobs and percentage of total jobs by industry:	**Walsall:**	**West Midlands Region:**	**Great Britain:**	NOMIS Local Authority profile for Walsall (2008): http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx Walsall Local Economic Assessment (LEA) (2011) and associated Sectoral Analysis Reports by Ekosgen (2010): http://cms.walsall.gov.uk/wpo-local_economic_assessment	There has been no job growth in Walsall during the last fifteen years. The total number of employee jobs in Walsall has gone up and down, but has generally hovered around the 100,000 mark. The highest figure recorded since 1995 was 107,900 jobs in 2001 and the lowest 99,267 in the baseline year 1995. However, this is in contrast to the national and regional trends, where overall, the number of employee jobs has increased since 1995, and there has been little fluctuation. A high proportion of Walsall's jobs (nearly 20% in 2008) are in manufacturing compared to the proportion of jobs in this sector nationally and regionally, although the proportion of construction jobs is similar to the national and regional average. Walsall has less employment than Great Britain as a whole in service jobs, which includes jobs in distribution, hotels and restaurants, transport and communications, finance, IT and other business activities, the public sector and tourism. The proportion of full-time jobs is also slightly higher than the national and regional average.
Total Employee Jobs	Total Jobs - 99,400 FT – 71,400 (71.8%) PT – 28,000 (28.2%) **(2008)**	Total Jobs - FT – (69.4%) PT – (30.6%) **(2008)**	Total Jobs - FT – (68.8%) PT – (31.2%) **(2008)**		
Manufacturing	18,300 jobs 18.4% of total jobs **(2008)**	13.8% of total jobs **(2008)**	10.2% of total jobs **(2008)**		
Construction	4,800 jobs 4.9% of total jobs **(2008)**	4.9% of total jobs **(2008)**	4.8% of total jobs **(2008)**		
Services	75,900 jobs 76.3% of total jobs **(2008)**	79.7% of total jobs **(2008)**	83.5% of total jobs **(2008)**		
Employment – economic	**Walsall:**	**West Midlands Region:**	**Great Britain:**	NOMIS Local Authority profile for Walsall	Walsall is fairly close to the UK's economic participation rate. However, unemployment is

participation and unemployment rates **Percentage of population economically active** **Unemployment Rate**	 75.4% **(Jun 2010 – Jul 2011)** 10.9% **(Jun 2010 – Jul 2011)**	 73.8% **(Jun 2010 – Jul 2011)** 8.7% **(Jun 2010 – Jul 2011)**	 76.2% **(Jun 2010 – Jul 2011)** 7.7% **(Jun 2010 – Jul 2011)**	(2010/11): http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx Walsall Local Economic Assessment (LEA) (2011) and associated Sectoral Analysis Reports by Ekosgen (2010): http://cms.walsall.gov.uk/wpo-local_economic_assess+ment Walsall Single Equality Scheme 2010 – 2015 (2010): http://cms.walsall.gov.uk/index/council_and_democracy/equality_and_diversity-2/equality_documents/singleequalityscheme.htm	persistently higher than in Great Britain and the West Midlands Region. The average employment rate for the Borough is not representative, as there are significant variations at Ward/ neighbourhood level. There is a marked split between a largely low-unemployment eastern part, particularly Aldridge and Streetly Wards, and a high -unemployment central and western part, notably in the St Matthew's and Birchills Leamore wards. The Walsall Single Equality Scheme (2010) also highlights that youth unemployment in Walsall is higher than national average. Although the proportion of people aged 16 -18 out of work reduced from 12.4% in 2004 to 9.5% in 2007, it was still above the national average of 8.6% (see SA Topic 7: Equality and Diversity). The proportion of young people not in employment, education or training (NEET) in Walsall is also higher than the regional average (see below).
Education, Skills and Training Percentage of adults with no qualifications Percentage of adults with NVQ Level 2 and above	**Walsall:** 19.5% **(June 2010-July 2011)** 54.2% **(June 2010-July 2011)**	**West Midlands Region:** 15.1% **(June 2010-July 2011)** 62.5% **(June 2010-July 2011)**	**England:** 11.3% **(June 2010-July 2011)** 67.3% **(June 2010-July 2011)**	NOMIS Local Authority profile for Walsall (2007): http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx 2011 NEET data, Department for	The Walsall Local Economic Assessment (LEA) identified lack of skills as a potential barrier to economic growth. The current level of skills among Walsall's working population is generally low. The figures presented in this table are the latest available from NOMIS and the Department for Education, and differ slightly from those given in the LEA (and the situation in Walsall appears to have got worse). Although there have been significant educational improvements since 2006, nearly a fifth

Percentage of 16 – 18 year olds not in education, employment or training (NEETs)	7.4% **(2011)**	6.2% **(2011)**	9.6% **(Dec 2011)**[18]	Education: http://www.education.gov.uk/16to19/participation/neet/a0064101/16-to-18-year-olds-not-in-education-employment-or-training-neet Walsall Local Economic Assessment (LEA) (2011), Walsall Council: http://cms.walsall.gov.uk/wpo-local_economic_assessment Update on Development of Joint Strategic Needs Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	(19.5%) of adults living in Walsall has no qualifications, compared to 15.1% regionally and 11.3% nationally. Walsall also has below average rates of people with NVQ Level 2, 3 and 4 skills, and the rate has not improved since 2004, even though there have been improvements in NVQ attainment at a national and regional level. Levels of adult educational skills (e.g. literacy, numeracy and ICT skills) are also below the national and regional average, with some wards having significantly lower levels. In 2011, 7.4% of 16 – 18 year olds in Walsall were not in education, employment or training (NEET), compared to 6.2% in the West Midlands region, but it is lower than the national average (9.6%) and seems to be falling. Young people who are NEET are not distributed evenly across the Borough. The emerging Joint Strategic Needs Assessment (JSNA) for Walsall notes that the highest concentrations are found in the less prosperous northern and western Wards such as Birchills, Leamore, Blakenall, Palfrey, Brownhills, Darlaston South and St. Matthew's, and also points out that they are not a homogeneous group. Around 70% of the young NEET people in Walsall in October 2011 in Walsall have been identified as requiring some form of support to get them into work, and around 25% are in the group considered the "most complex/ challenging," which includes teenage mothers, looked-after children and care leavers, young offenders, and young people with learning difficulties and disabilities.
New Business Registrations	**Walsall:** New businesses	**West Midlands Region:**	**Great Britain:** New businesses	NOMIS Local Authority profile for Walsall (2007):	The amount of businesses registered and de-registered are key indicators of the general health of the Borough's economy. Only 9.7% of the

[18] National data on NEETs cannot be directly compared to the local and regional data as they use different data sets. The national data derives from the 2011 4th Quarter Statistical Release. The local and regional data only records young people known to the local authority to be NEET and consequently, the rates appear lower than the overall national rate.

	registered as a proportion of total business stock: 9.7% Businesses de-registered as a proportion of total business stock: 8.6% **(2007)**	New businesses registered as a proportion of total business stock: 9.4% Businesses de-registered as a proportion of total business stock: 7.2% **(2007)**	registered as a proportion of total business stock: 10.2% Businesses de-registered as a proportion of total business stock: 7.3% **(2007)**	http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx Walsall Local Economic Assessment (LEA) (2011) and associated Sectoral Analysis Reports by Ekosgen (2010): http://cms.walsall.gov.uk/wpo-local_economic_assessment	businesses registered in 2007 in Walsall were new businesses, lower than the proportion regionally and nationally. By contrast, de-registrations represented 8.6% of the business stock in Walsall – a higher proportion than nationally or regionally. The 2007 data is the latest available from NOMIS as this is no longer a national monitoring indicator so the Department for Business, Innovation and Skills (BIS) is not collating the data any more. However, the Walsall LEA has more up-to-date information and reports that in 2009, Walsall had a new business registration rate of 35.6 businesses per 1,000 population aged 16 and above, which was lower than the West Midlands region (41.7) and England (49.6). In 2009 there was also a net loss of 285 businesses in Walsall, with 720 new enterprise "births" but 1,005 enterprise "deaths." The source of this is the business demography dataset from ONS.
Total employment land (ha)[19]	**Walsall:** 810 ha **(April 2012)**	No comparator data available	No comparator data available	Walsall Council employment land monitoring	This is land and premises occupied by, and reserved for Class Bib, c, B2 and B8 uses (i.e. factories, light industry, logistics), and also for a variety of other types of use that are industrial in character such as certain types of waste management operations (e.g. reprocessing and material recovery), trade wholesalers, haulage depots, car showrooms/ repair etc.
Total vacant employment land (ha)	**Walsall:** 137 ha **(April 2012)**	No comparator data available	No comparator data available	Walsall Council employment land monitoring	The total is rising due in part to lapsing housing planning permissions on vacant land.
Readily available employment land (ha)	**Walsall:** 25.13 ha **(April 2012)**	No comparator data available	No comparator data available	Walsall Council employment land monitoring	This includes vacant premises. There is at present a 21ha deficit compared with the Core Strategy requirement of 46ha of readily-available employment land (at any one time) for the Borough.

[19] Data for total employment land, total vacant employment land and readily available employment land includes land and premises.

Employment land take-up	**Walsall:** Average (mean) of 11.24 ha per annum 1998/99 – 2011/12(**April 2012)**	No comparator data available	No comparator data available	Walsall Council employment land monitoring	Historically, take-up of employment land in Walsall has been low, but monitoring shows that it has been rising recently because of the manufacturing sector upturn. However, the future investment climate is increasingly uncertain.
Environmental Impacts of Business Development – air pollution and noise Air Pollution - Areas where nitrogen dioxide (NO_2) limit values* and particulate matter (PM_{10}) limit values** have been breached * NO_2 limit values: 200g/m^3 per hour not to be exceeded more than 18 times a calendar year, average during calendar year not to exceed 40µg/ m^3 ** PM_{10} limit values: 50µg/m^3 per day not to be exceeded more than 35 times a calendar year,	**Walsall** **Walsall:** Exceedence of limit values for NO_2: Several areas of exceedence (annual mean) were identified in Walsall Borough during monitoring in the early 2000s, leading to the declaration of five AQMAs in 2002, which were superseded by a borough wide AQMA in 2006. Information on areas of current exceedence not currently available; Walsall Council modeling is	**West Midlands** **West Midlands Metropolitan Area:** Exceedence of limit values for NO_2 : 37.5 km^2 of predicted (on behalf of the West Midlands authorities for LTP3) to exceed the NO_2 limit values[20] Borough-wide AQMAs declared in Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton; part of Solihull also covered by AQMA. **(2008 baseline)** Exceedence of limit values for PM10:	**England** No comparator data available to that presented in West Midlands LTP3 on area of exceedence of NO_2 (hectares) or PM_{10}. National Air Quality Management Plans record km of road exceeding annual limit value @ 2008 in the UK. The baseline for the areas of greatest exceedence is as follows: Greater London: 1287 km	See SA Topic 1: Air Quality for air quality information. Noise Action Plan: West Midlands Agglomeration (March 2010), Defra: http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/ Strategic Noise Maps showing Important Areas and First Priority Locations (Maps 74 and 75): http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/important-first-priority/ Interactive strategic noise maps showing areas with high	Business developments can have significant environmental impacts where operations give rise to air pollution, such as particulate matter (PM_{10}), and noise, and other potential nuisances such as vibration, odour and light pollution. The transportation of goods to and from business premises by road can also generate air pollution from nitrogen dioxide (NO_2) as well as noise. Movement of freight by rail also generates some noise, although it does not tend to generate air pollution. Air pollution and noise from businesses and freight transport can have significant effects on the amenity, health and well-being of communities living near to the premises or routes affected (see also SA Topics 1: Air Quality, 4: Communities and Population, 8: Health and Well-Being and 13: Transport and Accessibility). Walsall Council monitors air quality at a number of locations across the Borough where potentially polluting activities take place. In 2006, emissions of PM10 near a foundry in Chuckery were found to exceed the statutory limit values for this pollutant and an air quality management area (AQMA) was declared. Action was taken under pollution control legislation to reduce emissions and recent monitoring indicates that this has been effective and that the limit values are no longer being breached. However, tackling nitrogen dioxide (NO_2) is more difficult, as the main source of this is emissions from road traffic, in particular, road freight. Parts of

[20] This is based on modelling work undertaken for Centro to inform the monitoring of emissions for the West Midlands Local Transport Plan 3 (LTP3). Walsall Council is carrying out its own more detailed modelling to identify the areas of exceedence in Walsall Borough, and the results are likely to differ from the predictions made in the LTP3 modelling.

average during calendar year not to exceed 40µg/ m^3	underway. **(April 2012)** Exceedence of limit values for PM10: Area of exceedence (daily mean) identified in 2006 in vicinity of a foundry in Chuckery and AQMA declared in 2008. Subsequent monitoring indicates that limit values are no longer being breached in this location. **(April 2012)**	Borough-wide AQMA declared in Wolverhampton in 2005 **(April 2012)**	West Midlands: 265 km Greater Manchester: 261 km West Yorkshire: 110 km These areas are not expected to achieve Air Quality Directive limit values until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015. Limit values for PM_{10} were also being exceeded in parts of Greater London in 2008, and air quality plans were prepared with the objective of achieving the limit values by June 2011.	exposure to noise are available on the "Noise Mapping England" website: http://www.defra.gov.uk/noisemapping	Walsall are known to be affected by breaches of the limit values for NO_2, and a borough-wide AQMA was declared for this pollutant. The main areas in Walsall where recent monitoring shows that the limit values have been exceeded are the M6 corridor, in particular around Junction 9, and St. Paul's Bus Station and the Ring Road in Walsall Town Centre. The Strategic Noise Maps and Noise Action Plan for the West Midlands "agglomeration" identify the areas worst affected by noise from roads, railways, industry and airports, where a strategy for mitigation is required. These include sections of the M6 corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road) and sections of the Birmingham – Walsall railway line around Bescot and Pleck in Walsall. "Hotspots" of exposure to noise from industry in Pleck, Willenhall, Darlaston, Bloxwich, Aldridge, Brownhills and Walsall Wood.
Noise from roads, railways and industry: Numbers of dwellings in "Important Areas" and "First Priority	**Walsall:** Important Areas – Road:1,000 dwellings (2,100 people) Rail: less than 50	**West Midlands Agglomeration:** Important Areas – Road: 12,600 dwellings (26,700) Rail:350 dwellings	**England:** Strategic Noise Maps and Noise Action Plans have been prepared for 23 "agglomeration		

Areas"(noise from roads and railways) identified on Defra Strategic Noise Maps Areas of exposure to industrial noise identified on Defra interactive noise maps	dwellings (less than 100 people) First Priority Locations – Road: 300 dwellings (600 people) Rail: none identified Areas of exposure to industrial noise (>55 dB(A) L_{den} and >50 dB(A) Ln_{ight})[21] identified on Defra interactive maps: Aldridge (various locations including Middlemore Lane, Stubbers Green Road, Brickyard Road and environs) Bloxwich (Leamore) Brownhills (Coppice Side Industrial Estate and Gatehouse Trading Estate) Darlaston (off A462) Pleck (off A4038) Willenhall (Owen	(900 people) First Priority Locations - Road: 2,150 dwellings (4,750 people) Rail: less than 50 dwellings (less than 100 people)* Areas of exposure to industrial noise: Various employment areas throughout the Metropolitan area, including those indicated in Walsall **(2010)** * Includes those in Walsall identified in the preceding column.	areas" including the West Midlands. We have been unable to find a summary or overview document indicating how many dwellings and people are within Important Areas and First Priority Locations elsewhere.		

[21] The term dB(A) is a measure of continuous sound pressure in decibels, as specified in British Standard BS EN 61672-2:2003. L_{den} is annual average noise throughout the day but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A). L_{night} is annual average noise at night over the period 2300 – 0700, local time. These terms are explained in more detail in the Glossary of the West Midlands Noise Action Plan.

	Road) Walsall Wood (Vigo Utopia former Landfill, Coppice Lane, Hall Lane and Barons Court Trading Estate) **(2010)**				
Low Carbon Economy	**Walsall:** Only 17% of businesses surveyed in 2010 had either already identified low carbon business opportunities or were actively considering it. 53% of businesses surveyed said that energy prices were a business constraint, and 23% felt that waste management infrastructure did not meet their needs.	No comparator data available.	No comparator data available.	Walsall Business Survey (2010): http://cms.walsall.gov.uk/wpo-local_economic_assess+ment)	A recent survey of businesses in Walsall found a high degree of uncertainty and ignorance of potential opportunities in the low carbon sector. When asked if they had considered such opportunities, 61% of the businesses surveyed responded "don't know," 22% said they were aware of the low carbon sector but had not considered market opportunities, 4% said they were actively identifying low carbon opportunities and 13% said they had already done so. Of the businesses who felt there were constraints to exploiting low carbon opportunities, 19% identified financial constraints, and a further 19% identified insufficient knowledge, as the main challenges, followed by time constraints (13%). However, more than half of the businesses surveyed (53%) said that energy prices were a business constraint, and nearly a quarter (23%) felt that local waste management facilities were not sufficient to meet their needs. This suggests that at least some businesses are not well prepared for transition to a low carbon economy.
Hierarchy of Centres – number	Walsall: Strategic Centre –	Black Country: Strategic Centres –	No comparator data available	Black Country Core Strategy 2011:	Walsall is well provided with centres compared to the other Black Country authorities, and they are

and type of centres	Walsall Town Centre District/ Town Centres – 5 (Aldridge, Darlaston, Bloxwich, Brownhills, Willenhall) Local Centres – 34 local centres	Brierley Hill, West Bromwich, Walsall, Wolverhampton District/ Town Centres – 17 including the 5 in Walsall Local Centres – 17 in Dudley, 13 in Sandwell, 34 in Walsall, 28 in Wolverhampton		http://blackcountrycorestrategy.dudley.gov.uk/	well distributed across the Borough, with most neighbourhoods having access to a District or Local centre. The strategic centre for Walsall (Walsall Town Centre) is also accessible to all of the urban areas of the Borough via the main public transport route. However, as Walsall Town Centre is not centrally located and there are historic linkages between some parts of Walsall and places outside the Borough, some Walsall residents may visit other centres of a similar status, such as Wolverhampton City Centre and Sutton Coldfield Town Centre, or the regional shopping centre in Birmingham, in preference to Walsall Town Centre.
Town Centre Development – proportion of retail, leisure and office uses (Class A1, A2, B1a and D2) that take place within established centres/ within Walsall Town Centre	**Walsall:** Net additional retail, office and leisure floorspace delivered since April 2009 (2009/10–2010/11): In Town, District and Local Centres: Retail (A1) 7,664 sqm (40.9% of all retail development) Office (B1a) 642 sqm (12.3% of all office development) Leisure (D2) 0 sqm (0.0% of all office	No comparator data available	No comparator data available	Walsall's 2010/11 AMR, completions data and planning permissions: http://cms.walsall.gov.uk/amr_2010-11_final.pdf	The Core Strategy has specific requirement targets for development in Walsall Town Centre: 85,000 sqm of additional comparison retail floorspace and 220,000 sqm additional office floorspace to 2026. The strategy identifies the Primary Shopping Centre as the main focus for comparison retail development the Gigaport area as the main focus for office development, and Waterfront North as the main location for leisure development (Appendix 2). However, meeting these targets and aspirations will be a challenge for the AAP, given the overall health of the centre and the lack of investment in centres in recent years. Competition from out-of-centre and edge-of-centre locations is high. Recent completions reported in the AMR show that nearly 70% of all "town centre" development (i.e. retail, office and leisure floorspace) during 2009/10 and 2010/11 was in edge-of-centre or out-of-centre locations. When broken down by type, we can see that centres are attracting more retail floorspace than office and leisure floorspace, but even so, nearly 60% of the retail floorspace developed in Walsall since April 2009 took place in edge-of-centre or out-

	development) Total retail, office and leisure floorspace: 8,306 sqm (31.6% of all "town centre" development) In Edge-of-Centre and Out-of-Centre locations: Retail (A1) 11,056 sqm (59.1% of all retail development) Office (B1a) 4,560 sqm (87.7% of all office development) Leisure (D2) 2,341 sqm (100.0% of all leisure development) Total retail, office and leisure floorspace: 17,957 sqm (68.4% of all "town centre" development)				of-centre locations. Most of this floorspace was in the form of large supermarkets developed outside of established centres or on the edge of such centres. In some cases these have displaced in-centre stores, such as the Tesco store developed on the edge of the Town Centre during 2009/10, which replaced a store previously located in the Primary Shopping Centre. The proportion of office and leisure development taking place outside of centres is even higher: only just over 12% of the office floorspace developed since April 2009 has been in centres, and no leisure floorspace has been developed in centres. This indicates that the Council needs to focus regeneration in the Town Centre in order to achieve the targets set in the BCCS. Walsall therefore needs to secure significant investment in comparison retail and offices within its Town Centre to regenerate the Borough and strengthen the economy.
Vacancy Rates - amount of vacant	26.8%	19%	9.7%	Local Data Company 'End of year shop	The amount of vacant floorspace is high and has increased in recent years. Indicates that the health

floorspace in Walsall town centre (AAP Specific Indicator)	**(2011)**	**(2011)**	**(2011)**	Vacancy Report 2011	of the town centre is a potential issue.
Demand for retail floorspace in Walsall Town Centre (AAP Specific Indicator)	10 reported requirements **(2010)**	No comparator data available	Average of 19 **(2010)**	GVA Grimley (2010) St Matthew's Quarter, Walsall. Update of Evidence Base for Market Relocation.	Low demand for retail floorspace shows the challenge the Council faces in regenerating the Town Centre and delivering the BCCS targets.
Prime rents in the Walsall town centre (AAP Specific Indicator)	End of 2009, prime rents in the town were £95 per square foot per annum	No comparator data available	End of 2009 UK major town average of £123 per square foot per annum	GVA Grimley (2010) St Matthew's Quarter, Walsall. Update of Evidence Base for Market Relocation. Colliers Midsummer retail Report	The low rents reflect the type of office market and retail market the Town Centre currently has, there is a need to increase demand and quality to attract investment while ensuring the needs of local and new businesses are met.
Amount of footfall within Walsall town centre (AAP Specific Indicator)	Footfall in Walsall town centre was lower in 2010 than in 2009 by around 8%	No comparator data available	No comparator data available	GVA Grimley (2010) St Matthew's Quarter, Walsall. Update of Evidence Base for Market Relocation.	The decrease in footfall shows the increased competition the Town Centre has come under from out-of-centre, edge-of-centre, neighboring centers and the internet.
Cultural facilities and visitor attractions	Walsall Town Centre has the following cultural facilities and visitor attractions: Grange Playhouse Town Hall Central Library and Museum Gala Baths Leather Museum New Art Gallery	Birmingham City Centre is the regional centre and has a wide range of cultural, facilities and visitor attractions including the Hippodrome, Alexandra and Crescent Theatres, the City Museum and Art Gallery, Sea Life Centre, Millennium Point/ IMAX Cinema, Icon Gallery and	No comparator data available	Walsall Council website has details of libraries, leisure centres and museums in the Borough: http://cms.walsall.gov.uk/index.htm What's on Walsall (WOW) website has details of events: http://www.whatsonwalsall.co.uk/	The availability of cultural facilities is a key contributor to the health and vitality of centres and sustainability of a location. Walsall Town Centre has a range of cultural facilities and visitor attractions, including a small theatre, two museums and an art gallery, but has no cinema, and the only major venue that is available for public performances is Walsall Town Hall, although the Vine Centre and the College of Further Education (Wisemore Campus) also have smaller performance spaces. Each of the District Centres also has at least two cultural facilities, for example, Aldridge has a library, a small theatre (Aldridge Youth Theatre) and a large green, Bloxwich has a leisure centre, library, small theatre

	Walsall Arboretum Local History Centre Vine Centre **(2012)**	Odeon Cinema			(Bookmark Theatre), market, park and gardens, Brownhills has a library and nature reserve (Brownhills Common), Darlaston has a Town Hall, library, leisure centre and park (George Rose Park), and Willenhall has a library, market and one of the Borough's best parks (Willenhall Memorial Park). There are also out-of-centre leisure and visitor attractions in Walsall. For example, the Borough's only cinema is the Showcase at Junction 10 of the M6, and there is also the Forest Arts Centre in Leamore which is a centre for the performing arts, and the Oak Park Leisure Centre in Brownhills which has a pool, fitness centre and playing fields. As in other areas, many cultural facilities in Walsall Borough are contained in libraries, schools, religious buildings and other venues rather than in stand-alone premises. However, data on the number of such facilities is not readily available.

Summary of Current Baseline Sustainability Conditions – Economy and Centres

Prosperity and the economy are key themes of Walsall's current Sustainable Community Strategy (2008) and Corporate Plan 2011/12 – 2014/15, which identify a number of key challenges for the Borough, such as no business growth, poor economic performance compared to other areas, high unemployment rate, loss of full time jobs, poor quality employment land, and the impact of these problems on local communities (see also SA Topics 4: Communities and Population and 8: Health and Well-Being). Planning is also seen as having a critical role to play in contributing to the achievement of sustainable economic growth, including making sufficient land available to meet the needs of businesses, and coordinating other development requirements needed to support the economy (NPPF paragraphs 7, 17 and 18 - 27).

Walsall has around 7,500 businesses, and around 100,000 employee jobs. However, in contrast to the situation nationally and regionally, there has been no recent business growth and no job growth in Walsall during the last fifteen years – while the total number of employee jobs in Walsall has gone up and down and peaked at 104 – 107,000 between 1999 and 2002, it has generally hovered around the 100,000 mark and in 2008 was estimated to be 99,400. Business density (the number of businesses per 1,000 population aged 16 and above) and job density (the number of jobs per working age person) are also lower in Walsall than the national or regional average, and job density is also lower than in the rest of the Black Country. Walsall's unemployment rate is also higher, and wages are lower, than the national and regional average. A contributory factor is likely to be the relatively low level of skills within the working population of Walsall compared to the national and regional average, and in a recent survey of local businesses (2010) around two-thirds of the companies who reported skills gaps (around 18% of those

surveyed) said that this was affecting their business.

Although the number of manufacturing jobs in Walsall halved between 1995 and 2008 and is expected to continue to decline, a high proportion of the Borough's jobs are still in this sector (18.4% of total employee jobs in 2008 compared with the proportion of employee jobs in the West Midlands Region at 13.8% and Great Britain at 10.2%). The unemployment rate between June 2010 and July 2011 was 10.9% in Walsall, higher than the national and regional average (7.7% and 8.7% respectively). Unemployment among young people in Walsall, and the number of young people not in employment, education or training (NEET) were also reported to be higher than the national average in the Council's Single Equality Scheme (2010) and in the emerging Joint Strategic Needs Assessment (2012). Walsall's industry is based mainly on metal-manufacturing and engineering, with a large presence in the auto-component sector. Apart from waste management, new environmental technologies are not well represented (see SA Topic 10: Material Resources). By contrast, employment in services - especially public services - is under-represented, at 76.3% compared with 79.7% regionally and 83.5% nationally. Walsall has therefore failed to attract significant numbers of new jobs in the sectors that elsewhere have helped to compensate for the loss of manufacturing jobs. **This suggests the SA framework should include indicators relating to the retention of existing jobs and creation of new jobs, particularly in the sectors not currently well represented within Walsall Borough.**

A high unemployment rate and relatively low earnings have undoubtedly contributed towards poverty and social and economic deprivation within Walsall Borough (see also SA Topic 4: Communities and Population). However, deprivation is not evenly distributed across the Borough: the greatest concentrations can be found in the central, southwestern and northern parts, notably the communities of Darlaston, south Willenhall, Bloxwich and central Walsall. This picture is confirmed by the Walsall Local Economic Assessment (LEA), which states that the pattern of unemployment mirrors the housing market profile, with higher rates of deprivation found in areas where levels of social and rented accommodation are high and property values are low (Walsall LEA, paragraph 4.4.3).

To address these problems, Walsall must be able to provide sufficient readily-available employment land to meet the needs of businesses seeking to expand or locate in the area. Accordingly, the Black Country Core Strategy sets targets for employment land provision, requiring Walsall to have at least 46ha of readily available land available at any one time. However, the latest local employment monitoring data shows that only around 25ha of readily available land and premises could be identified in April 2012. This suggests there is a real danger that Walsall will run out of reasonably-sized readily available sites for industry, and could experience an outflow into other areas as businesses leave the Borough to find less constrained premises. This will worsen the economic position of the Borough and cause more disadvantage.

The quality and location of the employment land available is also an issue. The Borough's largest employment areas (Aldridge and Darlaston)

are not well located in relation to the national road network – a major factor in the relative attractiveness of a location for business (see SA Topic 13: Transport and Accessibility). Although there are plans to improve accessibility of Darlaston and stimulate investment through the Darlaston Strategic Development Area (DSDA) Access Project and the Enterprise Zone/ Local Development Order, the quality of the land available here is generally poor, and much of it requires remediation to deal with the legacy of previous industrial and mining activities (see SA Topic 12: Soil and Ground Conditions).

Another factor affecting Walsall's ability to retain employment land is the proposal in the Core Strategy that a certain amount of poorly located employment land within the "growth network" will be redeveloped with housing. There is a policy in place (Policy DEL2) to manage this process of change, and to minimise the risk that too much employment land could be lost too quickly. DEL2 also seeks to protect existing employment occupiers from speculative proposals. The Core Strategy has a target for Walsall to have an absolute minimum total employment land supply of 611ha remaining by 2026, so when evaluating options for the SAD, impacts on the employment land portfolio and employment land targets will be important considerations. **This suggests that the SA framework should include indicators relating to impacts on the employment land supply, both in terms of the overall quantity and quality and type of land.**

Business development can itself have significant effects on the environment, both from industrial processes and from the movement of goods and services. Air quality monitoring has shown that limit values for nitrogen dioxide (NO_2) are being breached in the M6 corridor, in particular around Junction 9, and St. Paul's Bus Station and the Ring Road in Walsall Town Centre in Walsall, and that the main cause of this is road transport, in particular road freight. Noise mapping has also shown that road corridors in Walsall – in particular the M6 corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road) are the areas with greatest exposure to noise. However, significant noise has also been identified along sections of the Birmingham – Walsall railway line around Bescot and Pleck, and in specific employment locations in Pleck, Willenhall, Darlaston, Bloxwich, Aldridge and Brownhills. **This suggests that the SA framework should include indicators relating to the environmental impacts of business development.**

Moving towards a low carbon economy will be important, not only to prevent further environmental problems, but also to enable Walsall's businesses to adapt to the challenges presented by climate change and pressures on resources. Businesses are already being affected by some of these changes, as evidenced by the recent Walsall Business Survey (2010), which identified significant concerns about rising energy costs, and in some cases, insufficient waste management infrastructure (see SA Topics 10: Material Resources and 11: Renewable and Low Carbon Energy). However, the survey also revealed a high degree of uncertainty and ignorance among local businesses about the low carbon sector, as well as concerns about the financial constraints preventing them from investing in new technology.

This suggests a need to invest in new infrastructure to generate cheaper, low carbon energy and fuel, and also possibly waste management infrastructure. Looking to the future, water conservation may also become necessary for businesses if there is more pressure on water supplies (see SA Topic 14: Water Environment). **This suggests that the SA framework should include indicators relating to impacts on transition to a low carbon economy.** However, while the SAD and AAP will have a role to play in bringing forward any new infrastructure required to support the transition to a low carbon economy, delivery will depend on a number of factors, such as whether it is possible to match the technologies available to the needs of the businesses, whether suitable locations can be identified to develop what is needed, and whether sufficient funding is available to meet the capital cost of investment.

The SAD and AAP will also be expected to promote economic growth and job creation through new retail, office and leisure development in established centres. The Core Strategy identifies network of centres across the Black Country, linked by key strategic routes. At the top of the "hierarchy" is Walsall Town Centre, the strategic centre for Walsall in the Core Strategy, where most of the retail, office and leisure development is expected to take place between now and 2026. Beneath it in the "hierarchy" are the five District Centres of Aldridge, Bloxwich, Brownhills, Darlaston and Willenhall, and thirty-four Local Centres. The centres are distributed fairly evenly across the Borough, so that most neighbourhoods are within easy access of a District or Local Centre, and can access the Town Centre directly by public transport.

The Core Strategy sets challenging targets for development of comparison retail floorspace and office floorspace in Walsall Town Centre, identifying the Primary Shopping Area as the preferred location for the former, and the Gigaport area as the main focus for the latter. It also proposes to improve the range of cultural, leisure and visitor facilities and identifies Waterfront North as the main location for this. However, attracting the levels of investment needed to improve its offer and maintain its status will be a challenge, as it has been difficult to attract investment into centres in recent years: since 2009, nearly 70% of the retail, office and leisure floorspace developed in the Borough has been in edge-of-centre or out-of-centre locations. Vacancy rates, footfall and rental levels, and the significant fall in the number of morning peak trips into the Town Centre since 2007 (see SA Topic 13: Transport and Accessibility) suggest that this diversion of investment away from the Town Centre is impacting on its overall health. **This suggests a need for SA indicators relating to impacts on investment in/ retention of key facilities in Walsall Town Centre.**

The lack of investment may have contributed towards the difficulties in managing unsympathetic change in conservation areas in the Town and District Centres (see SA Topic 5: Cultural Heritage). Despite this, the Town Centre is still a relatively attractive place, and retains many good quality buildings and spaces, a range of convenience and comparison shops (including major multiples such as Marks & Spencer, BHS and Debenhams) and an outdoor market. It also has a range of cultural and leisure facilities such as the Central Library and Museum, Town Hall, New Art Gallery, Leather Museum, Local History Centre, Gala Baths, Arboretum, Grange Playhouse, College of Further Education campuses and the Vine Centre for young people. However, there are some notable gaps in provision. For example, the Town Centre has no cinema or

major venue for the performing arts (though small venues are available in the College and Vine Centre). The AAP will be expected to address this gap.

The SAD is not expected to provide any detailed frameworks for development in the five District Centres, which are the next tier of centres in the retail "hierarchy." The Core Strategy does not identify any specific opportunities for investment in Walsall's District Centres either, but opportunities are identified in the UDP Inset Maps. Walsall's District Centres have a much smaller range of shops and cultural facilities than the Town Centre, but each one has at least one major "anchor" foodstore, plus smaller convenience and comparison shops, and cultural facilities such as libraries and places of worship. Some centres also have small theatres (Aldridge and Bloxwich), leisure centres (Bloxwich and Darlaston), and parks or other green spaces (Brownhills, Bloxwich, Darlaston and Willenhall), and Brownhills has one of the Borough's most notable pieces of public art: the Brownhills Miner. There are also some major out-of-centre leisure facilities, such as the Showcase Cinema at Junction 9 of the M6, the Oak Park Leisure Centre in Brownhills and the Forest Arts Centre in Leamore.

Out-of-centre retail, office and leisure development has wider social and environmental impacts than just diverting investment and visitors away from centres. A high proportion of journeys to out-of-centre destinations are likely to be made car, with consequent impacts on the highway network and air quality (see SA Topic 1: Air Quality and SA Topic 13: Transport and Accessibility). People without access to a car may therefore find it more difficult to access the services they need (see SA Topic 4: Communities and Population).

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Economy and Centres

The key sustainability problem in relation to the local economy is the lack of readily available land for industrial development, and the need to safeguard sufficient employment land of the right quality to meet the needs of existing businesses and inward investors into the long-term. While the BCCS provides a mechanism for managing the employment land supply, and identifies broad locations for employment development and for retention of land in employment use in the long-term (as well as areas that can change to housing use without compromising the overall employment land supply), the boundaries of the employment areas to be retained and safeguarded are to be defined in detail in the SAD and AAP. Without this certainty, there is a risk that employment land that should be retained in employment use could be lost to other uses.

An effective mechanism to protect existing employment land, and where necessary, to ensure that sufficient land of the right size and quality can be made available for employment development by allocating new sites where necessary, can only be provided by statutory land use plans such as the SAD and AAP. Without such plans in place, there is a real risk that Walsall will run out of readily available land for industry in the next few years. This would mean that inward investment is likely to decline and existing local businesses wishing to expand are likely to have to move out of the borough to find suitable readily available land. In consequence, this could result in an exodus of businesses and jobs, which

would mean that the unemployment rate – already higher than the national and regional average - would increase further. This would have a consequent adverse effect on service sector jobs that rely on consumer spending generated by the income from industrial jobs. This would in turn have harmful impacts on local communities who are likely to experience further social and economic deprivation, particularly in the central, south-western and northern parts of the borough which are already disproportionately affected (see SA Topics 4: Communities & Population and 7: Equality & Diversity).

Another important economic problem is the general lack of investment and the decline of centres within the Borough. Without an AAP identifying opportunities for investment in the Town Centre, the ability to attract inward investment into Walsall would be severely compromised. This investment is crucial to strengthening Walsall's overall economy and thus spending power, which plays a direct role in the strength of Walsall's centres. Also without a strong policy base in up-to-date plans like the SAD and AAP it is difficult to secure investment in Walsall's centres and protect against the negative impact of out-of-centre development. Furthermore without encouraging investment in centre uses within centres, it is possible that "town centre" uses such as retailing and commercial office and leisure developments will be diverted towards less accessible locations. This would be likely to result in less sustainable patterns of development through, for example, increased car journeys to access places of work, services and shops.

It is likely that without a positive and robust plan for the Town Centre that allocates space for retail, office and leisure development the centre would continue to struggle to attract investment and decline further. A key example of how the Borough would possibly evolve without the AAP is a continuation of the existing poor office market. The AAP will allocate land for offices and will look at possible delivery mechanisms for achieving this investment. Without this clear commitment to an office market it is likely that the Borough would continue to struggle to attract new businesses, service jobs and to diversify its economic base. This is also likely to have a knock on impact on the appearance and environment of the Town Centre, further discouraging people from visiting and investing in the Borough.

SA Topic 7: Equality and Diversity					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Population – total estimated number of people resident	**Walsall:** 269,300 **(2011 Census)*** *compared to 2010 mid-year estimate of 256,898	**West Midlands Metropolitan Area:** 2,738,100 **(2011 Census)*** * compared to 2010 mid-year estimate of 1,096,500 **Black Country:** 1,139,800 **(2011)*** * compared to 2010 mid-year estimate of 1,096,500	**England:** 53,012,500 **(2011 Census)** * compared to 2010 mid-year estimate of 52,234,000	ONS Census Release: 2011 Census, Population and Household Estimates for England and Wales (July 2012): http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414 ONS Mid-Year Estimates (2010) – available from NOMIS Official Labour Market Statistics https://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx Walsall Single Equality Scheme 2010 – 2015 (2010): http://cms.walsall.gov.uk/index/council_a	The population of Walsall is currently nearly 270,000, and the 2011 Census results indicate a population higher than was predicted in the 2010 mid-year estimates (see SA Topic 4: Communities and Population above for trend data). The latest population projections expect the population of the Borough to grow in the next 20 years, independent of any changes in planning policy. Although the Walsall Single Equality Scheme (2010) indicates that there has recently been an influx of migrants into the Borough, the growth in population observed in the Census and ONS mid-year estimates appears to be the result of natural growth. While this is counter-balancing continuing out-migration from the Borough, and Walsall's population is growing, it appears to be growing at a lower rate than the national growth rate. The recent growth suggests that the West Midlands Regional Spatial Strategy objective to halt out-migration, which has been incorporated into the Black Country Core Strategy, is being achieved. However, it is not clear whether this is entirely because more people are choosing to stay in the area or move into the area. Another possible factor may be that in a recession, fewer people can afford to move elsewhere.

				nd_democracy/equality_and_diversity-2/equality_documents/singleequalityscheme.htm	
Age Profile – Population by Broad Age Band	**Walsall:** 0-14: 52,700 (19.6%) 15-24: 35,200 (13.1%) 25-49: 89,400 (33.2%) 50-64: 46,400 (17.2%) 65+: 45,800 (17%) **(2011 Census)*** 0-15: 53,700 (20.9%) 16-24: 30,100 (11.7%) 25-49: 83,100 (32.4%) 50-64: 37,200 (14.5%) 65+: 52,800 (20.6%) **(Mid Year Statistics 2010)** *The age ranges in Census 2011 figures differ slightly for 15 and 16 year olds from the 2010 mid-year estimates.	**West Midlands Region:** 0-14: 1,022,700 (18.3%) 15-24: 750,200 (13.4%) 25-49: 1,876,900 (33.5%) 50-64: 1,006,100 (18%) 65+: 945,900 (16.9%) **(2011 Census)*** 0-15: 1,055,400 (19.3%) 16-24: 663,500 (12.2%) 25-49: 1,806,800 (33.1%) 50-64: 823,700 (15.1%) 65+: 1,105,700 (20.3%) **(Mid Year Statistics 2010)** *The age ranges in Census 2011 figures differ slightly for 15 and 16 year olds from the 2010 mid-year estimates.	**England:** 0-14: 9,372,000 (17.7%) 15-24: 6,935,600 (13.1%) 25-49: 18,474,900 (34.9%) 50-64: 9,569,400 (18.1%) 65+: 8,660,500 (16.3%) **(2011 Census)*** 0-15: 9,766,300 (18.7%) 16-24: 6,256,900 (12.0%) 25-49: 18,185,800 (34.8%) 50-64: 7,813,800 (15.0%) 65+: 10,211,200 (19.5%) **(Mid Year Statistics 2010)** *The age ranges in Census 2011 figures differ slightly for 15 and 16 year olds from the 2010 mid-year estimates.	ONS Census Release: 2011 Census, Population and Household Estimates for England and Wales (July 2012): http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414 2010 Resident Population Estimates by Broad Age Band – available from ONS Neighbourhood Statistics http://www.neighbourhood.statistics.gov.uk ONS Regional Profiles - Population and Migration - West Midlands - October 2011: http://www.ons.gov.uk/ons/taxonomy/sear	Despite a slight difference in the young age ranges, the 2011 Census figures correspond with the 2010 mid-year estimates where Walsall has a higher proportion of children aged between 0-14 (19.6% in 2011) than the regional or national average and a slightly higher than average proportion of older people aged 65+ (17% in 2011), However, the 2011 Census figures indicate that Walsall has a lower proportion of people over 65 than stated in the 2010 figures but a higher proportion of people aged 50-64. This seems to be consistent with regional and national figures. Walsall has the third highest proportion of children of any authority in the West Midlands region. Walsall therefore has comparatively fewer people in the middle age groups 25 – 64 (50.4% compared to 51.5% regionally and 53% nationally), and Walsall also has more males than females in the younger age groups.[22] The Council's Single Equality Scheme also highlights that the high proportion of young children under 4 years and older people aged 60 years and above contributes to Walsall's relatively large dependent population. Other age-related issues identified are very high teenage pregnancy rates (amongst the highest in the UK) and relatively high rates of young people not in employment, though in both cases, the trend does appear to be

[22] Mott MacDonald summary report of ONS mid-year population estimates 2010

				ch/index.html?nscl=People+and+Places&nscl-orig=People+and+Places&content-type=Summary&sortDirection=DESCENDING&sortBy=pubdate Walsall Single Equality Scheme 2010 – 2015 (2010): http://cms.walsall.gov.uk/index/council_and_democracy/equality_and_diversity-2/equality_documents/singleequalityscheme.htm Update on Development of Joint Strategic Needs Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	downwards. The number of children, younger people and older people is predicted to grow significantly, and these groups are likely to have particular housing, health and social care priority needs. For example, a high proportion of children and young people in Walsall are affected by obesity compared to the national and regional average. The draft Joint Strategic Needs Assessment (2012) highlights poverty and deprivation amongst children and young people as a key factor likely to affect life expectancy and healthy life expectancy, and the need to encourage young people to lead healthier lifestyles now, to prevent future problems. The Council's Single Equality Scheme (2010) and emerging JSNA (2012) also note that Walsall has higher than average rates of youth unemployment and young people not in employment, education, and training (NEET), who are concentrated mainly in the northern and western wards of the Borough. Although the rates are reducing, a high proportion of young NEET people require some form of support to get into employment (see SA Topic 6: Economy and Centres). Walsall's ageing population also indicates a potential need for specialist housing and social care (see SA Topics 4: Communities and Population and 8: Health and Wellbeing).
Ethnicity Profile – Ethnic Groups as a percentage of total population	**Walsall:** White: 83.35% Mixed: 2.07% Asian or Black British: 11.53%	**West Midlands Region:** White: 85.6% Mixed: 1.91% Asian or Black British: 8.48%	**England:** White: 87.46% Mixed: 1.85% Asian or Black British: 6.11%	ONS Neighbourhood Statistics http://www.neighbourhood.statistics.gov.uk Walsall Single	Walsall's population is ethnically mixed. Around 17% of people in Walsall are from a Black or Minority Ethnic background. Walsall has a higher proportion of people from Asian, Black, Black British and other Minority Ethnic groups (13.94%) than the West Midlands region (12.45%) or England (10.69%). The predominant ethnic groups in the Borough are

	Black or Black British: 2.34% Chinese & Other: 0.070% **(2010)**	Black or Black British: 2.68% Chinese & Other: 1.29% **(2010)**	Black or Black British: 2.94% Chinese & Other: 1.64% **(2010)**	Equality Scheme 2010 – 2013 (2010): http://cms.walsall.gov.uk/index/council_and_democracy/equality_and_diversity-2/equality_documents/singleequalityscheme.htm Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm Walsall Health Inequality Strategy 2008 – 2011 (2009), PMA Associates for NHS Walsall and Walsall Council: http://www2.walsall.gov.uk/CMISWebPublic/Binary.ashx?Document=7169	people of Asian origin. There is also a small settled refugee population and Gypsy and Traveller population. Although there has also been a more recent influx of migrants, it is not clear how many of those who have sought national registration in Walsall have actually settled in the Borough. Forecasts suggest that by 2026, 19% of the Borough's population will be from black and minority ethnic groups, rising to 21.2% of children and young people, and 23.8% of under - fives. According to the 2001 Census, Walsall's minority ethnic population is not equally distributed but is instead largely concentrated into a few areas of the Borough: Pelsall ward has a non-white population of around 2% while in Palfrey ward it is almost 50%. Within other wards (Birchills Leamore, Blakenall, St Matthews, Pleck and Bentley Darlaston North), the figure rises to between 40 – 85%.[23] The Walsall Health Inequality Strategy (HIS) (2009) has noted differences in the health experiences of certain ethnic groups, with people from South Asian and African Caribbean backgrounds tending to have higher rates of diabetes, strokes and coronary heart disease than white communities.
Disability - persons with a limiting long-term illness as a percentage of total	**Walsall:** 20.43% **(2001)**	**West Midlands Region:** 18.86% **(2001)**	**England:** 17.93% **(2001)**	ONS Neighbourhood Statistics http://www.neighbourhood.statistics.gov.	The 2001 Census data suggests that Walsall has a relatively high proportion of people with long-term illness, compared to England and the West Midlands. The Walsall Single Equality Scheme (2010), which covers

[23] Walsall State of the Borough Report 2011 (unpublished)

population				uk Walsall Single Equality Scheme 2010 – 2013 (2010): http://cms.walsall.gov.uk/index/council_and_democracy/equality_and_diversity-2/equality_documents/singleequalityscheme.htm Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	disability, identifies a relatively high dependent population in Walsall, including not only people with limiting long-term illness, but also a high proportion of young children and people aged over 60 years (see age profile above). The scheme also identifies significant health inequalities within the Borough, with the eastern areas being generally healthier than the western areas (see below and also SA Topic 8: Health and Well-Being). A significant number of households with illness and disability may also require special housing (see below).
Incapacity and Disabled Benefit Claimants	**Walsall:** ESA and incapacity benefits: 12,910 8.2% of working age population 16-64 Disabled: 2,120 1.3% of working age population 16-64 **(August 2011)**	**West Midlands Region:** ESA and incapacity benefits: 6.8% of working age population 16-64 Disabled: 1.2% of working age population 16-64 **(August 2011)**	**Great Britain:** ESA and incapacity benefits: 6.6% of working age population 16-64 Disabled: 1.1% of working age population 16-64 **(August 2011)**	NOMIS Local Authority profile for Walsall: http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx ONS Neighbourhood Statistics (Incapacity benefits and disability allowance):- http://www.neighbourhood.statistics.gov.	As at August 2011, 9.5% of Walsall residents of working age were claiming incapacity or disability benefits of some kind, a higher proportion than regionally or nationally (8.0% and 7.7% respectively). Neighbourhood statistics data for May 2011 provides further detail on why people are claiming benefits, and shows that the highest percentage of disability claims in Walsall were for mental disorders. This was slightly lower than the West Midlands and England figures (40%, 42% and 44% respectively). The vast majority of disability related claimants in the Borough have been claiming for 5 years and over. The claimants age ranges are generally in line with the West

				uk/dissemination/Info.do?page=news/newsitems/14-december-2011-benefits-data.htm	Midlands and England with the highest proportion falling within age range 25-49. The highest claimant counts in 2009 were in the Birchills Leamore and Willenhall South wards (130 claimants) and the least claimant counts took place in the Pheasey Park Farm ward (60 claimants).[24] This could suggest that there are higher numbers of disabled people within areas classed as some of the most deprived areas in Walsall. While it is difficult to make this assumption based on claimants alone because there is likely to be a number of disabled people who do not claim related benefits, other evidence suggest these areas do have a concentration of people with health problems (see SA Topic 8: Health and Well-Being).
Religion – people stating religion as Christian, Buddhist, Hindu, Jewish, Muslim, Sikh, Other, no religion, religion not stated	**Walsall:** Christian: 72.09% Buddhist: 0.09% Hindu: 1.60% Jewish: 0.03% Muslim: 5.37% Sikh: 3.14% Other: 0.16% No Religion: 10.14% Not Stated: 7.57% **(2001)**	**West Midlands Region:** Christian: 72.58% Buddhist: 0.19% Hindu: 1.08% Jewish: 0.09% Muslim: 4.10% Sikh: 1.97% Other: 0.21% No Religion: 12.30% Not Stated: 7.48% **(2001)**	**England:** Christian: 72.09% Buddhist: 0.28% Hindu: 1.11% Jewish: 0.52% Muslim: 3.10% Sikh: 0.67% Other: 0.29% No Religion: 14.59% Not Stated: 7.69% **(2001)**	ONS Neighbourhood Statistics http://www.neighbourhood.statistics.gov.uk	In the 2001 Census, the overwhelming majority of people living in Walsall declared themselves Christian, which is very similar to the percentage regional and nationally. The other main faiths represented in the Borough are Islam, Sikhism and Hinduism, and the Borough has a higher proportion of people of these faiths than nationally or regionally. More than 10% of people in Walsall stated they had no religion, which was lower than the proportion nationally and regionally.
Indices of Deprivation – proportion of Super Output Areas (SOAs) in the 10% "most	**Walsall:** 2004 – 17% 2007 – 20%	**Black Country:** 2004 – 17% 2007 – 20%	**England:** 2004 – 10% 2007 – 10%	The English Indices of Deprivation (http://www.communities.gov.uk/publicati	Walsall, in common with the rest of the Black Country, has high relative levels of poverty and this has worsened in recent years, with ranking varying from 92nd to 31,771st out of 32,482

[24] Mott MacDonald summary report of ONS mid-year population estimates 2010

deprived" (overall) in England	2010* – 24% *The 2010 figure may not be directly comparable with previous figures due to LSOA boundary changes in 2009.	2010* – 22% *The 2010 figure may not be directly comparable with previous figures due to LSOA boundary changes in 2009.	2010* – 10% *The 2010 figure may not be directly comparable with previous figures due to LSOA boundary changes in 2009.	ons/communities/indiciesdeprivation07 http://www.communities.gov.uk/publications/corporate/statistics/indices2010	SOAs across England as a whole. However, there are significant differences between various parts of the Borough - see Area Partnership data in the Evidence Base Technical Report, and also the figure in the main SA Scoping Report. There are pockets of extreme deprivation in some areas – almost a quarter of Walsall's neighbourhoods (41 of 169) are amongst the most deprived 10% in England. This is worse than 2007 when there were only 33 neighbourhoods in this category. These LSOAs are located in Blakenall, Birchills Leamore, Pleck, Palfrey, St Matthew's and Bloxwich West wards. Darlaston and Willenhall also have widespread multiple deprivation. While there is a general trend for areas of high deprivation to be concentrated towards the centre and west of the Borough, there is not a straightforward divide – pockets of deprivation exist across Walsall[25].The figures are relative, so they do not record changes in absolute levels of deprivation. Walsall is less deprived overall than its neighbouring authorities of Birmingham, Sandwell and Wolverhampton. However it is more deprived than the other unitary authorities of Coventry, Dudley and Telford and Wrekin, and much more deprived than neighbouring district authorities of Staffordshire[26].
Incomes – gross disposal income per household - 2009	**Walsall and Wolverhampton:** £12,041	**West Midlands County:** £12,440	**UK:** £15,350	ONS Regional Household Income Data, March 2011: http://www.ons.gov.u	Incomes in Walsall are significantly below the national average, which is reflected in the levels of poverty (see above) and access to

[25] Walsall State of the Borough Report 2011 (unpublished)
[26] Walsall State of the Borough Report 2011 (unpublished)

				k/ons/publications/re-reference-tables.html?edition=tcm%3A77-210819 The English Indices of Deprivation http://www.communities.gov.uk/publications/corporate/statistics/indices2010	housing (see below). Earnings in Walsall have consistently been less than regional figures going back to at least 1998[27]. Income levels also vary widely across the borough with the St Matthews ward ranked lowest in Walsall at 25 (with 1 being the most deprived in England) and Streetly ward ranking highest at 31,648 (out of highest national rank of 32,482). Income levels generally tend to increase in the north and east of the borough, with much of the low income concentrated to the west.
Housing Affordability – proportion of households unable to afford monthly costs of market housing	**Walsall:** 27% of total households **(2010)**	No comparator data available	No comparator data available	Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	See above and below. Affordability affects the range of dwelling types that will need to be provided, as well as the ability of developers to make residential developments viable. The house price to earnings ratio in Walsall is significantly lower than the national average (6.40 compared with 9.06), but homes to purchase remain unaffordable to a significant proportion of the community, because of low incomes, which are only 78.5% of the national average (source: Regional Trends online, data for 2009). This is reflected in the high proportion of social rented housing in Walsall. The key groups that are most unable to afford housing are the unemployed (88.4%) and lone parents (76.2%) followed by single non-pensioners (39.9%) and single pensioners (38.4%).[28] The highest percentage of population change over the next 12 years is

[27] Walsall Annual Monitoring Report 2010/11
[28] Walsall Housing Needs Assessment Update (December 2010), Fordham Research

					forecasted to occur in age ranges 80 – 90+ so the issue of affordability mentioned above will be a key issue that will need to be addressed[29].
Housing Conditions and Need – proportion of non-decent homes, overcrowding and under-occupancy, households in housing need Proportion of private sector homes not meeting the "decent homes standard" [30]	**Walsall:** Percentage of "non decent" private sector homes - 23.4% **(2007)** **Walsall:** Percentage of "non decent" private sector homes - 23.4% **(2007)**	**West Midlands Region:** Percentage of "non decent" private sector homes – 37.4% **(2010)** **Wolverhampton:*** Percentage of "non decent" private sector homes – 32.6% **(2006)** *None of the other Black Country authorities' surveys are	**England:** Percentage of "non decent" private sector homes - 35.8% **(2007)** Percentage of "non decent" private sector homes - 27.8% **(2010-11)**	English Housing Survey 2010-11: Headline Report (2012), CLG: http://www.communities.gov.uk/publications/corporate/statistics/ehs201011headlinereport Survey of English Housing 2007/08 (2008), CLG: http://www.communities.gov.uk/publications/corporate/statistics/housingengland2006-07 English Housing Survey 2010-11: Headline Report (2012), CLG: http://www.communities.gov.uk/publications/corporate/statistic	Walsall has a high level of housing need, with average incomes well below the level needed to sustain a mortgage (see above). General housing need has increased by 14.7% since 2007. The amount of affordable housing required to meet needs exceeds the total annual number of new dwellings completed in all tenures.The areas with the greatest housing needs are Partnership Areas 3: Birchills Leamore/ Blakenall/ Bloxwich East/ Bloxwich West (4.0%) and 4: Paddock/ Palfrey/ Pleck/ St. Matthew's (5.5%). The latest private housing stock survey for Walsall (2007) indicates that a higher proportion of the stock is "decent" than the national average, or that in Birmingham and Wolverhampton. Although we do not have up-to-date local information on the quality of the stock, the 2007 survey data suggests that some groups are more likely to be occupying "non decent" homes than others. For example, 34.4% of all households in "non decent" homes in the Borough were reported to be elderly households in 2007, and elderly households were also occupying 39.1% of all homes with "Category 1 hazards" as defined in the Housing Health and Safety Rating System (HHSRS) (see footnote). Households of Asian

[29] Walsall Housing Needs Assessment Update (December 2010), Fordham Research

[30] The Decent Homes Standard defines a "decent home" as one that meets the current statutory minimum standard under the Housing Health and Safety Rating System (HHSRS), is in a reasonable state of repair, has reasonably modern facilities and services, and provides a reasonable degree of thermal comfort. Within the HHSRS, Category 1 hazards identified in the Walsall housing stock include crowding and space, excess cold, risk of falls, structural failure and dampness and mould.

		available online		s/ehs201011headlinereport	origin were also more likely to live in "non decent" homes than might be expected, given the proportion of Asian households in the Borough. In 2007, 15.8% of the "non decent" homes in Walsall were occupied by Asian households, and Asian households were also occupying 22.4% of all homes with "Category 1 hazards." There were also more than 2,600 households with children living in overcrowded conditions in "non decent." The highest proportion of "non decent" homes were found in the central and southern wards of the Borough, which are also the areas worst affected by multiple deprivation (see SA Topic 4: Communities and Population).
Proportion of overcrowded and under-occupied households	**Walsall:** Proportion of overcrowded households – 4.1% Proportion of under-occupying households – 34.6% **(2007)** Proportion of overcrowded households – 4.4% Proportion of under-occupying households – 34.1% **(2010)**	**West Midlands Region:** Proportion of overcrowded households - 2.8% Proportion of under-occupying households – 38.0% **(2007/08)**	**England:** Proportion of overcrowded households - 2.7% Proportion of under-occupying households – 36.6% **(2007/08)** Proportion of overcrowded households – 3.0% Proportion of under-occupying households – 37.1% **(2010-11)**	Wolverhampton Private Sector House Condition Survey 2006 (2006), Wolverhampton City Council and Professional Partnership Services Group: Birmingham Private Sector Housing Condition Survey 2010 (2010), Birmingham City Council and City Housing Partnership: http://www.birmingham.gov.uk/cs/Satellite?c=Page&childpagename=Housing%2FPageLayout&cid=1223092721893&pagename=BCC%2FCommon%2FWrapper%2FWrapper Walsall Private Sector House Condition Survey 2007 (2008), David Adamson & Partners for Walsall Council:	There is also an imbalance between the existing housing stock in terms of the dwellings available compared to the type of housing required by households to avoid undesirable sharing, both nationally and locally. The latest English Housing Survey (2010-11) indicates that around 3% of households in England live in overcrowded conditions, whereas 37.1% of households are under-occupying (see SA Topic 4: Communities and Population for details and definitions). By comparison, 4.4% of households in Walsall were overcrowded and 34.1% were under-occupying in 2010, according to the latest local housing needs assessment update. The proportion of overcrowded households appears to be increasing both nationally and locally.
Total number of households in housing need – homeless households, households in temporary accommodation, overcrowded and concealed households	**Walsall:** 4,194 **(2010)**	No comparator data available	No comparator data available		Ethnicity has been identified as a significant factor in overcrowding nationally, with 10.7% of ethnic minority households being overcrowded, compared with only 1.9% of white households. The Black Country Gypsy and Traveller Accommodation Needs Assessment (2008) also reported that gypsy

				http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/surveys_research_and_statistics.htm Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm Overcrowding and Under-Occupancy Strategy 2010-11 (2010), Walsall Council: http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/overcrowding_and_under-occupancy_strategy_2010___2011.htm	and traveller sites were overcrowded and often in poor conditions, and that 7.8% of sites in the Black Country were overcrowded, compared to the national overcrowding average of 7.1%. The 2010 housing needs assessment update for Walsall found higher levels of housing needs among Asian (5.7%), Black (11.7%) and other Minority Ethnic Groups (11.5%) than white groups (2.4%), and that Black and Minority Ethnic (BME) groups were more likely than average to live in the private rented sector, occupying 21.9% of such dwellings compared to the overall proportion of BME households in the Borough (12.7%). It also found that elderly households were less likely to be in housing need than the average, and were much more likely to be under-occupying than other households - it was estimated that 54.4% of all elderly households in Walsall were under-occupying in 2010. The overwhelming majority of under-occupying elderly households in Walsall (84.5%) are living in owner occupied homes, suggesting that there is little scope for intervention through planning policy.
Affordable Housing Completions – net affordable homes developed per annum **2009-10**	**Walsall:** 330	**West Midlands Region:** 5,160	**England:** 57,730	CLG data on affordable housing supply: http://www.communities.gov.uk/housing/housingresearch/housingstatistics/housingstatisticsby/affordabl	The high number of affordable housing completions in recent years in Walsall has been largely the result of financial support from the Homes and Communities Agency. Reductions in this support in future, combined with viability issues on many housing sites, will challenge the ability to continue this rate of development in the future. Because the

				ehousingsupply/livetables/	amount of affordable housing required to meet needs already exceeds the total annual number of new dwellings completed in all tenures, any decline in provision of affordable housing is likely to impact the areas in most housing need (mentioned above).
Special Housing Needs – Households with Support Needs, Specialist Housing	**Walsall:** Households with support needs: 15,363 Specialist housing requirement 2010 – 2026: Around 470 units **(2010)**	No comparator data available	No comparator data available	Walsall Housing Needs Assessment Update (December 2010), Fordham Research http://cms.walsall.gov.uk/index/housing/surveys_research_and_statistics.htm	The latest Housing Needs Assessment (2010) estimated that there were more than 15,000 households - 14% of all households in the Borough – likely to have some support needs because of old age or physical, mental or sensory impairment or disability. Of these, it was estimated that nearly 10,000 (9.4% of all households) included people with physical disabilities and nearly 4,000 (3.7% of all households) included frail elderly people. It was estimated that out of the total housing requirement for Walsall 2010 - 2026, around 470 specialist housing units will be required.
Gypsies, Travellers and Travelling Showpeople– Number of Pitches/ Plots **(a) 2008** **(b) Target in BCCS for additional provision 2008-18**	**Walsall:** (a) 20 G & T, 56 Showpeople **(2008 baseline**) (b) 39 G & T, 35 Showpeople **(Target)**	**Black Country:** (a) 102 G & T, 149 Showpeople **(2008 baseline)** (b) 98 G & T, 10-12 transit pitches 56 Showpeople **(Target)**	No equivalent national data	Black Country Gypsy and Traveller Accommodation Needs Assessment (GTANA) http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/	See note below.
Gypsy, Traveller & Travelling Showpeople Provision – total caravans on authorised sites **January 2011**	**Walsall:** 61 G & T 102 Showpeople	**West Midlands Region:** 8G & T 174 Showpeople Black Country: 170 G & T	**England:** 8,332 G & T 2,177 Showpeople	CLG Gypsy and Traveller Caravan Counts and Travelling Showpeople Caravan Counts January 2011: http://www.communities.gov.uk/document	The national "caravan count" data is not directly comparable with the figures in the 2008 Black Country GTANA or the BCCS, as a pitch or plot equates to a family unit which typically comprises two caravans. The CLG caravan counts also exclude pitches and plots that were vacant at the time of the survey. However, it does provide comparator data at a national and regional level, which the GTANA

		132 Showpeople		s/statistics/xls/1932987.xls http://www.communities.gov.uk/documents/statistics/xls/1933000.xls	does not provide. The caravan count also provides data on unauthorized sites, which shows that in January 2011, 54.7% of the total Gypsy and Traveller caravans recorded in England were on unauthorized sites, whereas only around 9.7% of the total Travelling Showpeople caravans recorded in England were on unauthorized sites. The 2011 caravan count also clearly shows that a very high proportion of the travelling showpeople caravans on authorized sites in the Black Country (and indeed in the West Midlands region) are located in Walsall. This reflects the history of the area which has traditionally been a stronghold of travelling show communities.
Participation in Sport and Recreation - % of adults (people aged 16+) participating Participation in at least 30 minutes of sport at moderate intensity, for at least three days a week	**Walsall:** 10.5% of adult population **(Oct 2010–Oct 2011)**	**West Midlands Region:** 14.9% of adult population **(Oct 2010–Oct 2011)**	**England:** 16.3% of adult population Men – 20.5% Women – 12.4% Age 16-34 – 26.1% Age 35 – 55 – 16.2% Age 55+ - 7.7% White – 16.3% Non-White -16.3%	Sport England Active People Survey 5: http://www.sportengland.org/research/active_people_survey/aps5.aspx	Nationally, participation of women in sport was lower than men in 2010/11 (12.4% compared to 20.5%), and a higher proportion of younger people (aged 16 – 34) participate than other age groups, although there was no difference in the rate of participation between white and non-white people. While the rate of participation of men, non-white groups and people with disabilities has increased since 2007/08, participation of women and white groups has decreased. The proportion of people in lower socio-economic groups (NS SEC5-8) participating has also decreased, from 12.6% in 2007/08 to 12.4% in 2010/11. Participation in sport is lower in Walsall than the national and regional average. There is no demographic information on participation in sport at a local level, although there is information on participation in sport and active recreation (previously measured under National Indicator NI8). The rate of participation in sport and other active

Participation in sport and active recreation, at moderate intensity, for at least 30 minutes on at least 12 days out of the last 4 weeks (equivalent to 30 minutes on 3 or more days a week)	17.1% of adult population Men – 22.2% Women – 12.4% Age 16-34 – 21.7% Age 35 – 55 – 20.7% Age 55+ - 10.0% Limiting Illness or Disability – 7.1% No limiting illness or disability – 19.3% White – 17.4% Non-White – 14.9% **(Oct 2009–Oct 2011)**	Comparator data not published at regional level and not possible to determine with confidence from the published data West Midlands Metropolitan Area comparator data: Birmingham – 19.5% Coventry – 23.2% Dudley – 18.2% Sandwell – 13.7% Solihull – 23.2% W'ton – 20.7% (Oct 2009–Oct 2011)	**(Oct 2010 – Oct 2011)** Comparator data not published at national level and not possible to determine with confidence from the published data		recreation in Walsall was 17.1% in 2009 – 2011 – lower than in most neighbouring authorities. In Walsall, there is a significant difference in the rate of participation of different groups in sport and other active recreation. For example, a higher proportion of men than women participate, and fewer people over the age of 55 participate than younger people. Also, fewer people with a limiting illness or disability participate than people without, and fewer non-white people than white people.
Access to open space	**Walsall:** Accessible open space (all types): 7.34 ha per 1,000 population Parks and Gardens: 1.08 ha per 1,000 population Natural and semi-natural greenspace:	No comparator data available – there has been insufficient time to review the audits of the other Black Country authorities	No comparator data available – the audit only compares the recommended standards with those applying in other areas	Table 12, Walsall Council Open Space, Sport & Recreational Facilities PPG17 Audit & Assessment: Final Report & Appendices (2011), URS Scott Wilson: http://cms.walsall.gov.uk/index/environm	Open space provision is generally good, but accessible open space is not distributed evenly across the Borough. The latest audit shows that some areas have relatively poor provision, and that the spaces available are not easily accessible to some households. While 98% households are within 1,000m of an outdoor sports facility, 68% are within 600m of a children's play area, and 60% are within 400m of amenity greenspace, only 39% meet the accessibility standards for natural and

	2.70 ha per 1,000 population Amenity Greenspace: 0.73 ha per 1,000 population Children's Play: 0.17 ha per 1,000 children (0-19 years) Outdoor Sports: 1.57 ha per 1,000 population **(2011)**			ent/planning/planning_policy/local_development_framework/evidence.htm	semi-natural greenspace recommended in the study.[31] Partnership Areas 5 and 6 (Darlaston/ Bentley and Willenhall/ Short Heath) have significantly less open space overall than other areas of the Borough, and these contain some of the most deprived and least healthy neighbourhoods in Walsall (see SA Topic 8: Health and Well-Being). Accessibility is also very poor for some open space types in some areas: only 9% of households in Area 3 (Birchills Leamore/ Blakenall/ Bloxwich East) are within reasonable access of natural and semi-natural greenspace, and only 23% of households in Area 2 (Aldridge North and Walsall Wood/ Aldridge Central and South/ Pheasey Park Farm/ Streetly) are within 400m of amenity greenspace. The quality of open space in the Borough is also a major concern, and may be a factor discouraging people from using it. The latest audit found that many open spaces in Walsall are of "below average" quality and some are rated as "poor."
Access to key public services by walking: **Percentage of households within a 400m walking distance to local district centre**	**Walsall :** 59.7% **(1998-2001)**	No comparator data available	No comparator data available	Walsall Partnership Fact Sheets http://www.walsallpartnership.org.uk/wp-index/shared_intelligence.htm	This is old information but the only information of this type available. Similar, but not exactly comparable information could be derived from mapping data, which could measure how distances change in future. However, the BCCS accessibility standards in policy HOU2 are based on travel time rather than distance. They also refer to particular services (doctor's, schools and fresh food) rather than just

[31] The study recommends local accessibility standards for natural and semi-natural greenspace which are different to the accessible natural greenspace standards (ANGSt) applied by Natural England. The study recommendations are based on a "hierarchy" of sites: for "borough" sites (there are 4 in total), the recommended standard is for all households to be within 1,200m, for "neighbourhood" sites (there are 12 in total) the recommended standard is for all households to be within 600m, and for "local" sites (there are 48 in total), the recommended standard is for all households to be within 400m. A similar "hierarchy" of sites has also been identified for parks and gardens.

Percentage of households within a 400m walking radius to a GP **Percentage of households within a 400m walking distance to a library**	52.6% **(1998-2001)** 34.9% **(1998-2001)**				centres, and only apply to new developments rather than all existing developments.
Access to key public services by public transport: Amount of new residential development within 30 minutes public transport time of a GP, hospital, primary school, secondary school, areas of employment, and major retail centres	**Walsall:** GP - 100% Hospital - 59% Primary School - 95% Sec. School - 95% Areas of Employment - 95% Major Retail Centres - 81% **(2006/07)**[32]	CHECK OTHER BC AUTHORITIES' AMRS	No comparator data available.	Walsall 2007 Annual Monitoring Report http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	Between 2005 and 2007, this was a Core Output Indicator (COI) which all planning authorities were expected to record in their annual monitoring report (AMR). Since the COI was dropped, the Council has not reported on this and the 2007 AMR was the last one to provide information. The latest available data set for 2007 suggests that a very high proportion of housing completions have access to these services.

Summary of Current Baseline Sustainability Conditions – Equality and Diversity

The Equality Act 2010 imposes a general duty on all local authorities to eliminate discrimination, advance equality of opportunity and foster good relations between people who share a "protected characteristic"[33] and those who do not, and requires them to assess the impact of their policies and functions on equality through an Equality Impact Assessment (EqIA). As the EqIA of the SAD and AAP will be integrated with the SA, Equality and Diversity has been identified as a specific SA Topic, and **an indicator relating to potential for disproportionate impacts on people with "protected characteristics" is included in the SA framework**.

The Black Country Core Strategy, which provides the spatial framework for the development of options for the SAD and AAP, aims to create cohesive communities, as does the Council's Corporate Plan 2010/11 - 2014/15 (baseline evidence for local communities generally is set out under SA Topic 4: Communities and Population). National policy guidance also sees planning as having a role in helping to create sustainable,

[32] Data from Table E4 of 2011 AMR; please note this shows data for arrival and departure, and where the percentages vary between arrival and departure, the lowest percentage is quoted above.
[33] The "protected characteristics defined in the Act are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or faith, sex, sexual orientation.

inclusive and mixed communities (NPPF, paragraphs 50, 69).

The borough's population differs from the national "average" in a number of respects. For example, Walsall has a higher proportion of younger people than the national average and an ageing population with a higher than average proportion of older people over 65 (17% compared to 16.3% nationally). Walsall has comparatively fewer people in the middle age groups 25 – 64 (50.4% compared to 53% nationally), and Walsall also has more males than females in the younger age groups. Walsall has the third highest proportion of children of any authority in the West Midlands region.

Youth unemployment has been highlighted as an issue in the Council's Single Equality Scheme (2010) but is reducing, as is the overall percentage of young people not in employment, education or training (NEET), which is lower than the national average (see SA Topic 6: Economy and Centres). The emerging Joint Strategic Needs Assessment (JSNA) (2012) has also noted that Walsall has a higher rate of infant and perinatal deaths than the regional and national average, and that men living in the Borough have lower life expectancy than the regional and national average (see SA Topic 8: Health and Wellbeing). The highest percentage change in population forecasted to occur over the next 12 years in Walsall will be in age ranges 80 – 90+ which is likely to have implications for future specialist housing and social care requirements (see below).

Around a fifth of the people living in Walsall (including children and older people not of working age) have some form of long-term illness or disability. The last Census records that just over 20% of Walsall's population had a limiting long-term illness in 2001, a higher proportion than the national and regional average. In 2011, around 9.5% of the Borough's working age population (people aged 16-64) were claiming some kind of incapacity or disability benefit, also higher than the proportion of claimants nationally and regionally. The latest housing needs assessment (2010) also estimates that nearly 15,000 households (around 14% of all households) in Walsall are likely to have some support needs because of old age or physical, mental or sensory impairment or disability. The need to provide additional social care and support to meet the needs of the Borough's ageing population is also noted in the emerging JSNA (2012).

The Borough's population is also ethnically mixed. Around 17% of Walsall's population is of non-white ethnic origin. These include established communities of Black Caribbean, Black African, Indian, Pakistani, Bangladeshi, and other Asian origin, established communities of travellers and travelling showpeople, and small numbers of asylum seekers and other recent migrants. Whilst the large majority of the Borough's population considers itself of Christian faith, consistent with regional and national figures, Walsall has a higher proportion of people of Islamic, Sikh and Hindu faith than nationally or regionally, which reflects the ethnic profile. Forecasts suggest that by 2026, 19% of Walsall's population will be from black and minority ethnic groups, rising to 21.2% of children and young people, and 23.8% of under - fives. The need for family homes, schools,

and social and cultural infrastructure is therefore likely to increase in the areas where these growing populations live.

One of the main social roles of planning is delivery of housing to meet a range of different needs (NPPF, paragraphs 7, 17 and 50). The latest Private Sector House Condition Survey for Walsall (2007) indicates that a relatively high proportion of the "non decent" homes in the Borough are occupied by elderly households and that Asian households are more likely to be occupying "non decent" homes than the proportion of such households in the Borough would suggest. A significant number of "non decent "households are also occupied by overcrowded households with children. The latest information on overcrowding, under-occupancy and general housing need also indicates that nationally,

A significant proportion of Walsall residents already cannot afford market housing (decent or otherwise), due to low incomes, particularly in the west of the borough, and require some form of social or intermediate housing. The groups most likely to be affected by a lack of affordable homes are the unemployed, lone parents and single people, including single pensioners. Affordability for pensioners is likely to become a more important issue going forward, given the forecasted rise in the population of older people (see above). However, affordable housing provision is likely to decrease over the period of the SAD and AAP, due to reduced support from the Homes and Community Agency. It is unlikely that everyone's housing needs can be met, so it is essential that such housing as is provided is brought forward in a fair and equitable manner, and that no particular group is disadvantaged compared to others.

The SAD and AAP will only be able to plan to meet identified needs for housing, where suitable sites can be identified, which have a reasonable chance of being delivered. In some cases, the needs of particular groups have been quantified and targets have been set, such as the targets set in the Black Country Core Strategy for provision of caravan pitches for gypsies, travellers and travelling showpeople for the period 2008-18. The latest housing needs assessment for Walsall (2010) also suggests that around 470 new specialist homes may be required between 2010 and 2026 for people requiring support because of their age, disability or illness. Other specific needs may be identified in forthcoming technical work such as the refresh of the Strategic Housing Market Assessment (SHMA). **However, the SA framework should include an indicator relating to impacts on delivering the requirements already identified for specialist housing and caravan pitches.**

The evaluation of options for the SAD and AAP will also need to take account wider social and economic problems faced by Walsall's communities. Walsall is a deprived area, as evidenced by the housing affordability problems identified above. In 2010, the English Indices of Multiple Deprivation recorded that 41 out of the 169 Lower Super Output Areas (LSOAs) in Walsall (mainly within Blakenall, Birchills Leamore, Pleck, Palfrey, St Matthew's and Bloxwich West wards) were amongst the most deprived 10% in England. Incomes in the Borough are significantly below the national average and have consistently been below the regional figures since at least 1998, and there are relatively high levels of unemployment, particularly among young people (see SA Topic 6: Economy and Centres). Walsall also has significant health problems,

and there are major health inequalities within the Borough, with the eastern areas being generally healthier than the western areas (see SA Topic 8: Health and Well-Being).

There are variations in the mix of people in different parts of the Borough, and there is some correlation between the areas where poverty and deprivation is concentrated, areas affected by health inequalities, and the areas where young people who are NEET, people with disabilities and non-white people live. For example, there is considerable variation in life expectancy within the Borough, particularly among men, and a higher proportion of young people aged 16-18 in the western Wards are NEET than in the eastern Wards (see SA Topics 6: Economy and Centres and 8: Health and Wellbeing). Incapacity and disability benefit claimants also appear to be concentrated in the Birchills, Leamore and Willenhall South wards, suggesting a high proportion of people with long-term illness and disability living in these areas, and the wards with the highest proportion of non-white people are: Birchills, Leamore, Blakenall, St Matthews, Palfrey, Pleck and Bentley Darlaston North.

Differences in health – in part linked to poverty, deprivation and lifestyles - have also been identified within different ethnic groups, with people from South Asian and African Caribbean backgrounds having higher rates of diabetes, strokes and coronary heart disease than white communities. The Walsall Health Inequality Strategy (2008) and Interim Joint Strategic Needs Assessment (2009) have also identified a need to encourage children and young people to adopt more healthy lifestyles, to address health inequality and prevent health problems linked to lifestyles from getting even worse in the future (see SA Topic 8: Health and Wellbeing). **This suggests the SA framework should include indicators relating to impacts on poverty and deprivation for people with protected characteristics.**

Development in a particular neighbourhood or in a public place such as Walsall Town Centre or one of the District or Local Centres can affect people in different ways, and may affect people with some “protected characteristics” more than others. For example, people with visual or mobility or sensory disabilities and parents with small children in pushchairs may be disproportionately affected by a development that makes it more difficult for them to move around and get to the facilities and services they use. The objective of creating inclusive communities also means that the needs of everyone must be taken into account when planning the location of new developments, particularly facilities that are used by the public, so that people with protected characteristics are not disadvantaged or excluded from being able to access them.

The accessibility data we have suggests that access to key facilities is generally good, but some areas are less well provided than others, and this may be having disproportionate effects on people with protected characteristics (see SA Topic 4: Communities and Population). **This suggests that the SA framework needs to have an indicator relating to impacts on access to key facilities and services for people with protected characteristics.** However, in practice, the Council’s ability to address deficiencies in provision and to resist the loss/ relocation of existing facilities will be largely dependent on service providers. It is also likely to be a challenge to provide additional open space in areas where

there are deficiencies because of the built-up nature of these areas (see SA Topic 4: Communities and Population).

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Equality and Diversity

The cost of homes in Walsall is already out of the reach of some residents, and the people likely to be most affected by lack of decent housing at an affordable cost will be located in some of the most deprived areas in the borough and England. This problem is likely to worsen if sites are not allocated through a SAD and AAP to encourage the provision of housing that meets these needs due to uncertainties about the amount of government funding that will be available for affordable housing in the future, and because the levels of affordable housing provided by developers through Planning Obligations (Section 106) is often reduced due to the impacts of abnormal site costs in a former industrial borough like Walsall i.e. contaminated land, which impacts on the financial viability of new developments.

Whilst Policy HOU3 of the BCCS expects developments over 15 dwellings to include 25% affordable housing, likely to be focused in regeneration corridors that cover some parts of the West of the borough suffering high deprivation levels, these corridors do not cover the town centre (with the exception of a very small section to the West), are only indicative and do not specify exact locations for new development. Failure to allocate sites through a SAD and AAP could therefore result in a missed opportunity to locate affordable housing in the most suitable and most needed locations and would not therefore tackle the existing inequalities between people in poorer areas (generally the west of the borough) and people in wealthier areas (generally the East of the borough). Furthermore, without further testing of deliverability and viability of specific sites through a SAD and AAP, the more difficult sites may not become developed leaving previously developed land in areas of the borough that create poor visual landscapes for residents.

There are already people in Walsall whose accommodation and social infrastructure requirements will need to be addressed through new development. For example, a high proportion of people long-term illness and disability live in Birchills, Leamore and Willenhall South wards. Population forecasts also predict that by 2026, the number of children, younger people and older people will grow significantly, and these groups are likely to have particular housing, health and social care priority needs. It is also predicted that by 2026, 19% of the Borough's population will be from black and minority ethnic groups, rising to 21.2% of children and young people, and 23.8% of under – fives, indicating that the need for family homes, schools, and social and cultural infrastructure is likely to increase in the areas where minority ethnic families live.

There is considerable pressure on land from competing uses in the urban areas of Walsall, where many of these needs will be expected to be met, for example, in the southern, western and central wards of the borough. Without the SAD and AAP in place, it will not be possible to allocate land for employment, sites for essential social infrastructure to serve existing communities and areas of future population growth, or sites to meet

special needs such as accommodation for gypsies, travellers and travelling showpeople. This is likely to increase inequality.

Without any plans in place to bring land forward, it is less likely that suitable locations will be found to meet the needs of Walsall's changing population, or indeed, that some of their needs will be met at all. This is likely to have harmful effects on some communities, particularly those in the west of the borough which already have relatively high concentrations of young people not in education, employment or training, minority ethnic families whose housing and social infrastructure needs are likely to increase, gypsies, travellers and travelling showpeople, whose accommodation needs are currently not being met, older people, whose needs for specialist housing and social care facilities are likely to grow, and people with long-term illness and disabilities who might need improved access to key facilities.

SA Topic 8: Health and Wellbeing					
Indicator	**Quantified Data for Walsall**	**West Midlands Region Comparator Data**	**England Comparator Data**	**Source**	**Commentary**
Life Expectancy and Birth Indicators	**Walsall:**	**West Midlands Region:**	**England and Wales:**	ONS Neighbourhood Statistics 2007 – 2009 (Online) http://www.neighbourhood.statistics.gov.uk/dissemination/LeadAreaSearch.do?a=3&i=1001&m=0&s=1326150374579&enc=1&areaSearchText=walsall&areaSearchType=13&extendedList=false&searchAreas=	Life expectancy in Walsall for men is below the regional and national average, and for women is below the national average although overall, life expectancy is improving. There are differences in life expectancy between males and females, with male life expectancy estimated to be 76.3 years in Walsall compared to 81.9 years for females. Life expectancy for women is in line with the regional average but slightly lower than the national average. There are also significant differences in life expectancy in different parts of the Borough. Within the Partnership Areas, it ranges from 77.3 years (Area 3) to 80.4 years (Area 2) (see Evidence Base Technical Report).
Life expectancy at birth – years	All persons – 78.3 Males – 75.4 Females – 80.0 **(2003 – 2007)** Males – 76.3 Females – 81.9 **(2007 – 2009)**	All persons – 79.5 **(2003 – 2007)** Males – 77.5 Females 81.9 **(2007 – 2009)**	All persons – 80.2 **(2003 – 2007)** Males – 78.3 Females – 82.3 **(2007 – 2009)**		
Infant and perinatal mortality – deaths per 1,000 births	Infant deaths– 8.4 Perinatal deaths – 9.0 **(2005 – 2007)** Infant deaths – 8.5 **(2007 – 2009)** Infant deaths – 7.5 **(2008 – 2010)**	Infant deaths– 6.2 Perinatal deaths- 9.4 **(2005 – 2007)** Infant deaths – 6.1 **(2007 – 2009)** Infant deaths – 5.8 **(2008 – 2010)**	Infant deaths – 4.9 Perinatal deaths – 7.9 **(2005 – 2007)** Infant deaths – 4.6 **(2007 – 2009)** Infant deaths – 4.4 **(2008 – 2010)**	Walsall Health Profile 2011, Association of Public Health Observatories: http://www.apho.org.uk/default.aspx?RID=49802 Walsall Health Atlas: (no longer available online) Walsall Interim Summary Joint	These differences are even more pronounced at neighbourhood level, The Walsall Health Profile 2011 indicates that life expectancy is 11 years lower for men and 6.8 years lower for women in the most deprived areas of Walsall than in the least deprived areas (based on the Slope Index of Inequality published on 5th January 2011), and the Walsall Health Atlas indicates an eight-year difference in life expectancy between the most deprived and least deprived wards in the Borough in 2003-7, ranging from 74.9 years in Bloxwich East (the worst) to 82.9 years in Paddock (the best). The emerging Joint Strategic Needs Assessment (JSNA) for Walsall (Interim JSNA 2009 and draft JSNA 2012) indicates that while the gap in male life expectancy within the

Low weight births - percentage of births weighing less than 2500 g	9.9% **(2007)**	8.5% **(2007)**	7.2% **(2007)**	Strategic Needs Assessment (JSNA) (2009), NHS Walsall and Walsall Council: http://www.walsallpartnership.org.uk/wp-index/wp_useful_documents/wp_jsna.htm Update on Development of Joint Strategic Needs Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	Borough is reducing, the gap between average male expectancy in Walsall (Borough-wide) and average male life expectancy in England and Wales is widening. Walsall has a higher infant and perinatal mortality rate than the national and regional average. The gap has recently fallen to close to the regional average, and more recent ONS data on infant mortality confirms that the gap does appear to be closing. However, the Interim JSNA (2009) expresses the view that the gap may widen again in the future without the interventions already planned. There are also variations in infant and perinatal mortality within the Borough. Walsall also has a higher proportion of low birth weight babies than the national average. Low birth weight has an impact on survival rates and disability later in life. The Walsall Single Equality Scheme (2010) has noted that low weight births are a particular problem within black and minority ethnic communities.
General Health – Proportion of total population in good health, health profile and health inequalities	**Walsall:** 64.7% **(2001)**	**West Midlands Region:** 67.2% **(2001)**	**England:** 68.8% **(2001)**	ONS Neighbourhood Statistics: www.neighbourhood.statistics.gov.uk Walsall Health Profile 2011, Association of Public Health Observatories: http://www.apho.org.uk/default.aspx?RID=49802 Walsall Health Atlas: (no longer available	The 2011 Walsall Health Profile indicates that the health of people in Walsall is generally worse than the England average. The key indicators show that deprivation is higher than average, nearly 17,700 children live in poverty, and as indicated above, life expectancy for both men and women is lower than the England average and infant mortality is higher than average. While over the last 10 years mortality rates (all causes) have fallen, as have early death rates from cancer, heart disease and strokes, they remain worse than the national average, and are linked to unhealthy lifestyles (see below for further indicators on disease, obesity and lifestyle). The main health priorities for Walsall are identified as: infant mortality, male life expectancy, and child

				online) Walsall's Socially Excluded – Who are They? Annual Report of Walsall Director of Public Health (2008), NHS Walsall http://www.walsall.nhs.uk/Library/PublicHealth/DPH_AR_2008.pdf Walsall Health Inequality Strategy 2008 – 2011 (2009), PMA Associates for NHS Walsall and Walsall Council: http://www2.walsall.gov.uk/CMISWebPublic/Binary.ashx?Document=7169 Walsall Interim Summary Joint Strategic Needs Assessment (JSNA) (2009), NHS Walsall and Walsall Council: http://www.walsallpartnership.org.uk/wp-index/wp_useful_documents/wp_jsna.htm Update on Development of Joint Strategic Needs	and adult obesity. The Census data from 2001 – though it is now somewhat out-of-date - also correlates with the health data, indicating that a lower proportion of Walsall's population is in good health than the proportion nationally and regionally. The Borough-wide data on general health mask significant health inequalities within Walsall. There is a distinct "east-west" divide between the health experiences of those in the east and those in the west of the Borough (see life expectancy data above). The Walsall Health Inequality Strategy (HIS) (2009) notes the correlation between poor health and high levels of obesity and unhealthy eating, limited physical exercise, low incomes and general poverty and identifies poverty, employment, education and environment as the main underlying causes of poor health in the Borough. The HIS also notes differences in the pattern of health within different ethnic groups living in the Borough, with people from South Asian and African Caribbean backgrounds – who live mainly in the western and central Wards - having higher rates of diabetes, strokes and coronary heart disease than white communities. It also highlights that the proportion of young people not in employment, education or training (NEETs) – who are more likely to be leading inactive lifestyles - are unevenly distributed between the east and west of the Borough (see SA Topic 7: Equality & Diversity). These findings have been reflected in the emerging Joint Strategic Needs Assessment (JSNA) for Walsall. An interim JSNA was published in 2009, followed by an update in 2011, and a draft version of the JSNA which was considered by the Council's Health Scrutiny and

				Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	Performance Panel in April 2012. The draft JSNA is based on the "life course" approach recommended in the Marmot Review [34] and focuses on tackling deprivation and poverty, particularly among children and young people (including addressing related problems such as low educational attainment and obesity), reducing unemployment and improving employability, creating and developing healthy and sustainable places and communities (including addressing environmental factors affecting health), encouraging healthier lifestyles (such as promoting active recreation), and addressing the challenges presented by an ageing population (such as increasing rates of dementia and other factors that contribute towards illness and seasonal mortality and affect independence). It identifies the following recommendations that have potential implications for the Walsall SAD and AAP and the SA process: • Using planning mechanisms to limit the amount of fast food outlets/ takeaways in Walsall, particularly in the vicinity of schools; • Applying planning and transport policy in ways that create a "physical activity enhancing environment," and neighbourhoods likely to promote physical activity such as walking, cycling and active travel, particularly for school children; • Improving access to good jobs and the quality of jobs available across the

[34] Fair Society, Healthy Lives (2010) - the review examined how health inequalities affect people throughout their life course. It recognised that proportionate action across all social determinants of wellbeing, involving collaboration between Government, local authorities and the third and private sectors is essential to the delivery of wellbeing across society as a whole. It focused on the creation of an "enabling society" which maximizes individual and community potential, and ensures that social justice, health and sustainability are at the heart of policies to reduce inequality and improve wellbeing for all.

					social gradient; • Improving access to good quality housing and reducing overcrowding; • Applying measures to reduce air pollution, particularly in areas already affected by poor air quality; • Supporting remediation of land affected by contamination where there is potential to cause harm to health, and supporting developments that protect the health of end users; • Applying measures to protect residents from noise caused by traffic, particularly within road corridors identified as having excessive noise; • Using planning mechanisms to create and maintain an environment that promotes physical activity; Most of the measures identified above have been included as indicators in the SA framework. However, some are unlikely to be practicable. For example, restricting the number of fast food outlets/ takeaways cannot be achieved through the SAD, as it will not include development management policies, and experience has also shown that policies of this type are difficult to operate in practice. Even if such policy was introduced in Walsall, it could only be applied to new changes of use, and units that already have a lawful Class A5 use would not be affected.
Disease - Emergency admissions and mortality rates from smoking, heart disease and strokes, cancer	**Walsall:**	**West Midlands Region:**	**England:**	Walsall Health Atlas: (no longer available online) Walsall Health Profile	Hospital admissions in Walsall for COPD and CHD are higher than the national average. The Walsall Health Profile for 2011 also indicates that the rate of smoking related deaths and early deaths from heart disease, stroke and cancer in Walsall are higher than the national and regional

Emergency admissions for Chronic Obstructive Pulmonary Disease (COPD)	Emergency: 3,643 (2.92% of all emergency admissions) **(2005/06 – 2010/11)**	No readily available comparator data available	Emergency: (2.16% of all emergency admissions) **(2005/06 – 2010/11)**	2011, Association of Public Health Observatories: http://www.apho.org.uk/default.aspx?RID=49802 Walsall Health Inequality Strategy 2008 – 2011 (2009), PMA Associates for NHS Walsall and Walsall Council: http://www2.walsall.gov.uk/CMISWebPublic/Binary.ashx?Document=7169 Walsall Interim Summary Joint Strategic Needs Assessment (JSNA) (2009), NHS Walsall and Walsall Council: http://www.walsallpartnership.org.uk/wp-index/wp_useful_documents/wp_jsna.htm Update on Development of Joint Strategic Needs Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	rates. These are also identified in the emerging JSNA (2009 and 2012) as key indicators of health inequality, as is the increasing prevalence of diabetes within the population. Mortality data for 2006-2008 (Walsall Health Atlas) indicates that the highest proportion of deaths from cardiovascular disease (heart disease) were in St. Matthew's, Palfrey and Darlaston South wards, with relatively high rates also recorded in Willenhall South, Pleck, Birchills Leamore and Bloxwich East. The highest proportion of deaths from respiratory disease (diseases affecting breathing) were in Palfrey, Blakenall and Bloxwich East, and the proportion of deaths in Darlaston South (in the M6 corridor), Willenhall South, Birchills Leamore and Brownhills was also relatively high. Whilst in some cases people may have a genetic predisposition towards these diseases, they have also been linked to unhealthy lifestyles and poor environments. For example, the draft JSNA (2012) notes that respiratory disorders can be made worse by poor air quality and heart diseases and related illnesses by smoking, lack of exercise and unhealthy eating (see other indicators below).
Emergency and elective admissions for Coronary Heart Disease (CHD)	Emergency: 4,393 (3.52% of all emergency admissions) **(2005/06 – 2010/11)** Elec tive: 3,791 (2.02% of all emergency admissions) **(2005/06 – 2010/11)**	No readily available comparator data available	Emergency: (2.99% of all emergency admissions) **(2005/06 – 2010/11)** Elective: (1.75% of all elective admissions) **(2005/06 – 2010/11)**		
Smoking-related deaths - annual average number of deaths per 100,000 people aged 35+	256.48 **(2007 – 2009)**	216.75 **(2007 – 2009)**	216.05 **(2007 – 2009)**		
Early deaths from heart disease and stroke – annual average number of deaths per 100,000 people aged under 75 years	90.84 **(2007 – 2009)**	74.02 **(2007 – 2009)**	70.49 **(2007 – 2009)**		
Early deaths from cancer – mortality rates for all cancers, annual	122.78 **(2007 – 2009)**	114.78 **(2007 – 2009)**	112.07 **(2007 – 2009)**		

average number of deaths per 100,000 people aged under 75 years					
Healthy Lifestyles – obesity, binge drinking and healthy eating Proportion of adults classified as obese Proportion of children classified as obese	**Walsall:** 27.5% **(2003 - 2005)** 27.8% **(2006 - 2008)** In Reception: 8.9% **(2007/08)** 9.3% **(2008/09)** 10.6% **(2009/10)** 9.8% **2010/11)** In Year 6: 20.0% **(2007/08)** 21.9% **(2008/09)**	**West Midlands Region:** 26.5% **(2003 - 2005)** 26.4% **(2006 – 2008)** In Reception: 10.0% **(2007/08)** 10.1% **(2008/09)** 10.5%**(2009/10)** 10.1% **(2010/11)** In Year 6: 19.6% **(2007/08)** 19.8% **(2008/09)** 20.5%	**England:** 23.6% **(2003 - 2005)** 24.2% **(2006 - 2008)** In Reception: 9.6% (E&W) **(2007/08)** 9.6% **(2008/09)** 9.8% **(2009/10)** 9.4% **(2010/11)** In Year 6: 18.3% (E&W) **(2007/08)** 18.3% **(2008/09)**	NHS Walsall Public Health Report (2010) [online] Available from http://www.walsall.nhs.uk/Library/PublicHealth/Annual_Reports/Public%20health%20report%202010.pdf Walsall Health Atlas: (no longer available online) Walsall Health Profile 2011, Association of Public Health Observatories: http://www.apho.org.uk/default.aspx?RID=49802 National Child Measurement Programme, England, 2010/11: http://www.ic.nhs.uk/n	Data on adult obesity are 'experimental statistics'[35] and do not necessarily mirror the current status of obesity in the Borough. However, they do go some way to show that there is a higher percentage of the Borough's adult population that are classified as obese when compared to regional and national figures. This also supports the figures above that show how Walsall has a lower proportion of healthy residents than the West Midlands region or England. Data on child obesity is published in the National Child Measurement Profiles available from the NHS. The emerging JSNA (2012) identifies child obesity in Walsall as being of particular concern, because of the link between obesity in childhood and the risk of disease and death later in life. Furthermore, the strongest predictor of child obesity is parental obesity, creating a vicious circle, with children of obese parents more likely to grow up being obese themselves. The priority indicator is therefore identified as children in Reception year (aged 4-5 years). The proportion of obese children in Reception in Walsall was lower than the regional average in 2010/11, but higher than the national average, and although there has been a reduction since 2009/10 it is higher than it was in 2007/08. Walsall also has a higher percentage of obese children in Year 6 than the West Midlands region or England. The trend data suggests that

[35] 'Experimental Statistics' are statistics that do not meet the rigorous quality standards of National Statistics. The regional and local data on adult obesity are model based estimates generated by the National Centre for Social Research, based on the results of national health surveys. Local data for 2003 – 2005 also relates to the area served by the Walsall Teaching NHS Trust, which does not coincide with the administrative area of Walsall Borough.

	21.6% **(2009/10)** 22.4% **(2010/11)** Proportion of Binge Drinking Adults 16% **(2010/11)** Proportion of Healthy Eating Adults 21.8% **(2010/11)**	**(2009/10)** 20.5% **(2010/11)**	18.7% **(2009/10)** 19.0% **(2010/11)** 20% **(2010/11)** 28.7% **(2010/11)**	cmp Update on Development of Joint Strategic Needs Assessment (JSNA) for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	the prevalence of obesity in Year 6 children in Walsall is getting worse although it appears to have stabilized regionally, hence the need to target younger children to halt this trend. The Walsall Health Atlas provides further detail on the prevalence of child and adult obesity in different parts of the Borough. In 2007/08, the highest proportion of obese children in Year 6 were in the west of the Borough (Willenhall South, Birchills Leamore and Bloxwich East wards), but the highest proportion of obese children in Reception appear to be in the peripheral areas (Brownhills, Short Heath and Streetly) (Walsall Health Atlas). However, data from 2007/08 – 2009/10 presented in the draft JSNA (2012) contradicts this, indicating that the highest proportion of obese Reception year children is found in the western wards of the Borough. Walsall has a lower proportion of binge-drinking adults than the national average, but also has a lower proportion of healthy eating adults. The Walsall Health Atlas indicates that in 2005, the greatest concentration of binge-drinking adults were found in St. Matthew's, Willenhall South, and Bloxwich East wards, with high proportions also recorded in Pheasey Park Farm, Willenhall North, Birchills Leamore and Blakenall.
Economic Inactivity - percentage of population that is 'economically inactive' due to being long-term sick	**Walsall:** 28.3% of the working age population (16-64) is economically inactive and 21.8% of people who are economically inactive are inactive due to long-term illness	**West Midlands Region:** 26.2% of the working age population (16-64) is economically inactive and 21.7% of people who are economically inactive are inactive due to long-term illness	**Great Britain:** 23.8% of the working age population (16-64) is economically inactive and 21.8% of people who are economically inactive are inactive due to long-term illness **(Jul 2010–Jun 2011)**	NOMIS Local Authority profile for Walsall (2010/11): http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx	Poor health can affect people's ability to work. In 2011, a higher proportion of working age people in Walsall (i.e. people aged 16 – 64) was economically inactive than the regional or national average. 78.2% of economically inactive people in Walsall were not seeking a job, lower than the regional average (80.4%) but higher than the national average (76.2%). More than a fifth of economically inactive people in Walsall are inactive due to long-term illness, similar to

	(Jul 2010–Jun 2011)	**(Jul 2010–Jun 2011)**			the proportion nationally and regionally. However, as a higher proportion of people in Walsall are economically inactive overall, the proportion inactive due to illness will be higher in Walsall as a proportion of the total working population, than nationally or regionally.
Incapacity and Disabled Benefit Claimants	**Walsall:** ESA and incapacity benefits: 12,910 8.2% of working age population 16-64 Disabled: 2,120 1.3% of working age population 16-64 **(August 2011)**	**West Midlands Region:** ESA and incapacity benefits: 6.8% of working age population 16-64 Disabled: 1.2% of working age population 16-64 **(August 2011)**	**Great Britain:** ESA and incapacity benefits: 6.6% of working age population 16-64 Disabled: 1.1% of working age population 16-64 **(August 2011)**	NOMIS Local Authority profile for Walsall: http://www.nomisweb.co.uk/reports/lmp/la/2038431970/report.aspx ONS Neighbourhood Statistics (Incapacity benefits and disability allowance):- http://www.neighbourhood.statistics.gov.uk/dissemination/Info.do?page=news/newsitems/14-december-2011-benefits-data.htm	As at August 2011, 9.5% of Walsall residents of working age were claiming incapacity or disability benefits of some kind, a higher proportion than regionally or nationally (8.0% and 7.7% respectively). Neighbourhood statistics data for May 2011 provides further detail on why people are claiming benefits, and shows that the highest percentage of disability claims in Walsall were for mental disorders. This was slightly lower than the West Midlands and England figures (40%, 42% and 44% respectively). The vast majority of disability related claimants in the Borough have been claiming for 5 years and over. The claimants age ranges are generally in line with the West Midlands and England with the highest proportion falling within age range 25-49.
Indices of Multiple Deprivation – Health deprivation and disability score (2010) (the higher the score, the worse the level of deprivation relative to the national average)	**Walsall:** 0.54	**West Midlands Region:** 0.20	**England:** 0 (baseline national average)	The English Indices of Deprivation (2010): http://www.communities.gov.uk/publications/corporate/statistics/indices2010	The latest Indices of Deprivation (IMD) suggest that the population of Walsall as a whole has worse health and a higher proportion of people with disabilities than either the national or regional average. However, as is the case with the general IMD, there are great differences across the Borough. Scores for lower super output areas in Walsall range from -0.71 (25,596 out of 32482 nationally) to 2.0 (351 out of 32,482). The distribution of the most and least deprived areas is similar to that for general deprivation. For further details see the figure in

					the main SA Scoping Report and Evidence Base Technical Report (under SA Topic 4 Communities and Population).
Quality of the Environment - total amount of derelict previously-developed land (hectares)* ***N.B. This data only includes sites of 0.1 hectare and over.**	**Walsall:** 209 hectares of derelict land **(March 2009)** 67.9 hectares of derelict land **(March 2011)**	**West Midlands Region:** 3,320 hectares of derelict previously-developed land **(March 2009)**	**England:** 33,390 hectares of derelict previously-developed land **(March 2009)**	See SA Topic 12: Soil and Ground Conditions	The overall quality and appearance of neighbourhoods (e.g. the amount of dereliction), can affect general amenity, health and well-being (see also SA Topic 4: Communities and Population). Walsall has a significant amount of land that is classified as "derelict" according to the definition currently used in the National Land Use Database (NLUD), mainly concentrated in older industrial areas such as Darlaston and Willenhall. For further details, see SA Topic 12: Soil and Ground Conditions.
Exposure to Air Pollution - Areas where nitrogen dioxide (NO_2) limit values* and particulate matter (PM_{10}) limit values have been breached** * NO_2 limit values: 200g/m^3 per hour not to be exceeded more than 18 times a calendar year, average during calendar year not to exceed 40µg/ m^3	**Walsall:** Exceedence of limit values for NO_2: Several areas of exceedence (annual mean) were identified in Walsall Borough during monitoring in the early 2000s, leading to the declaration of five AQMAs in 2002, which were superseded by a borough wide AQMA in 2006. Information on areas of current exceedence not	**West Midlands Metropolitan Area:** Exceedence of limit values for NO_2 : 37.5 km^2 of predicted (on behalf of the West Midlands authorities for LTP3) to exceed the NO_2 limit values[36] Borough-wide AQMAs declared in Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton; part of Solihull also covered by AQMA.	No comparator data available to that presented in West Midlands LTP3 on area of exceedence of NO_2 (hectares) or PM_{10}. National Air Quality Management Plans record km of road exceeding annual limit value @ 2008 in the UK. The baseline for the areas of greatest exceedence is as follows:	See SA Topic 1: Air Quality	Exposure to poor air quality can affect health, and parts of Walsall are known to be affected by pollution from nitrogen dioxide (NO_2),the main source of which is emissions from traffic (see SA Topic 1: Air Quality). The main areas in Walsall that have been exceeding the limit values are the M6 corridor, in particular around Junction 9, and St. Paul's Bus Station and the Ring Road in Walsall Town Centre. Part of Chuckery was also affected by exposure to particulate matter (PM_{10}) from a foundry until recently, but monitoring indicates that the statutory limit values for this pollutant are no longer being exceeded. The role of poor air quality and air pollution in reducing life expectancy and the links with respiratory disorders are noted in the draft JSNA (2012), and good air quality is identified as an important factor in preventing ill health (see General Health indicators above). Children and the elderly are

[36] This is based on modelling work undertaken for Centro to inform the monitoring of emissions for the West Midlands Local Transport Plan 3 (LTP3). Walsall Council is carrying out its own more detailed modelling to identify the areas of exceedence in Walsall Borough, and the results are likely to differ from the predictions made in the LTP3 modelling.

** PM_{10} limit values: 50µg/m^3 per day not to be exceeded more than 35 times a calendar year, average during calendar year not to exceed 40µg/ m^3	currently available; Walsall Council modeling is underway. **(April 2012)** Exceedence of limit values for PM10: Area of exceedence (daily mean) identified in 2006 in vicinity of a foundry in Chuckery and AQMA declared in 2008. Subsequent monitoring indicates that limit values are no longer being breached in this location. **(April 2012)**	**(2008 baseline)** Exceedence of limit values for PM10: Borough-wide AQMA declared in Wolverhampton in 2005 **(April 2012)**	Greater London: 1287 km West Midlands: 265 km Greater Manchester: 261 km West Yorkshire: 110 km These areas are not expected to achieve Air Quality Directive limit values until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015. Limit values for PM_{10} were also being exceeded in parts of Greater London in 2008, and air quality plans were prepared with the objective of achieving the limit values by June 2011.		identified as being particularly susceptible to adverse effects of poor air quality and air pollution.
Exposure to noise from roads, railways and industry Numbers of dwellings in "Important Areas" and "First Priority Areas" (noise from	**Walsall:** Important Areas – Road:1,000 dwellings (2,100 people) Rail: less than 50 dwellings (less than 100 people)	**West Midlands Agglomeration:** Important Areas – Road: 12,600 dwellings (26,700) Rail:350 dwellings (900 people)	**England:** Strategic Noise Maps and Noise Action Plans have been prepared for 23 "agglomeration areas" including the West Midlands. We have been unable to	See SA Topic 4: Communities and Population Update on Development of Joint Strategic Needs Assessment (JSNA)	Exposure to excessive noise can have important effects on amenity, quality of life, health and well-being (see also SA Topic 4: Communities and Population). The Strategic Noise Maps and Noise Action Plan for the West Midlands "agglomeration" identify the areas worst affected by noise from roads, railways, industry and airports, where a strategy for mitigation is required. These include sections of the M6

roads and railways) identified on Defra Strategic Noise Maps Areas of exposure to industrial noise identified on Defra interactive noise maps	First Priority Locations – Road: 300 dwellings (600 people) Rail: none identified Areas of exposure to industrial noise (>55 dB(A) L_{den} and >50 dB(A) Ln_{ight})[37] identified on Defra interactive maps: Aldridge (various locations including Middlemore Lane, Stubbers Green Road, Brickyard Road and environs) Bloxwich (Leamore) Brownhills (Coppice Side Industrial Estate and Gatehouse Trading Estate) Darlaston (off A462) Pleck (off A4038) Willenhall (Owen Road) Walsall Wood (Vigo Utopia former Landfill, Coppice Lane, Hall Lane and Barons	First Priority Locations - Road: 2,150 dwellings (4,750 people) Rail: less than 50 dwellings (less than 100 people)* Areas of exposure to industrial noise: Various employment areas throughout the Metropolitan area, including those indicated in Walsall **(2010)** * Includes those in Walsall identified in the preceding column.	find a summary or overview document indicating how many dwellings and people are within Important Areas and First Priority Locations elsewhere.	for Walsall 2012: Report to Health Scrutiny Performance Panel 24.04.12	corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road) and sections of the Birmingham – Walsall railway line around Bescot and Pleck in Walsall. "Hotspots" of exposure to noise from industry in Pleck, Willenhall, Darlaston, Bloxwich, Aldridge and Brownhills. The role of poor air quality and air pollution in reducing life expectancy and the links with respiratory disorders are noted in the draft JSNA (2012), and good air quality is identified as an important factor in preventing ill health (see General Health indicators above). Children and the elderly are identified as being particularly susceptible to adverse effects of poor air quality and air pollution.

[37] The term dB(A) is a measure of continuous sound pressure in decibels, as specified in British Standard BS EN 61672-2:2003. L_{den} is annual average noise throughout the day but with the evening values (1900 – 2300) weighted by the addition of 5 dB(A), and the night values (2300 – 0700) weighted by the addition of 10 dB(A). L_{night} is annual average noise at night over the period 2300 – 0700, local time. These terms are explained in more detail in the Glossary of the West Midlands Noise Action Plan.

	Court Trading Estate) **(2010)**				
Community Safety – number of persons per recorded crime Total notifiable offences recorded by the police Violent crime – violence against the person Criminal damage including arson	**Walsall:** 17,631 (equivalent to 1 crime per 15.3 persons) 3,951 (1 crime per 68.1 persons) 3,702 (1 crime per 72.7 persons)	**West Midlands Region:** 338,224 (equivalent to 1 crime per 16.6 persons) 79,717 (1 crime per 70.3 persons) 68,809 (1 crime per 81.4 persons)	**England:** 3,183,705 (equivalent to 1 crime per 16.7 persons) 765,618 (1 crime per 69.2 persons) 652,587 (1 crime per 81.2 persons)	ONS Neighbourhood Statistics for 2010-11, compared with population figures in 2011 Census: www.neighbourhood.statistics.gov.uk http://www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcm%3A77-257414	Crime and anti-social behaviour can have a detrimental effect on communities, either directly where areas are affected, or through fear and stigma. Crime is therefore one of the seven "domain indices" of the Indices of Multiple Deprivation. Until recently, the crime rate in Walsall was lower than the national and regional average, but in 2010/11, the number of offences reported to the police per person was slightly higher than the national and regional average. Incidents involving arson are significantly higher in Walsall than elsewhere. This is not simply a reflection of the high profile fires that have affected prominent buildings in the Town Centre. For further details, see SA Topic 4: Communities and Population.
Hazardous Installations and COMAH sites	There are currently no COMAH sites in Walsall **(April 2012)**	No comparator data available	HSE website provides some information about major sites in England.	Walsall Council Emergency Planning Team	There are no COMAH (cause of major accident or hazard) sites in Walsall, although there are a number of other sites which could pose risks to health in an emergency.
Contaminated Land - number of sites/ area of land on the Public Register of	**Walsall:** One site currently on Public Register	**Black Country:** No sites currently on Public Registers except for site	No comparator data available	See SA Topic 12: Soil and Ground Conditions	Contaminated land can present risks to human health. The remediation of sites affected is strictly regulated and proposals for development on such sites are required to assess the potential

Contaminated Land	**(July 2012)**	declared in Walsall **(July 2012)**			risks to health. Only one site in Walsall has been determined by the Council to fall within the definition in Part IIA of the Environmental Protection Act 1990 (as amended), and this has been listed on the Public Register of Contaminated Land. The site in question is in Willenhall. The register is available for public inspection at the Council's offices. Many other sites in Walsall are known or suspected to have contamination present on them, because the site was used for potentially contaminative activities in the past. The places most affected are mainly the older industrial areas, such as Pleck, Darlaston and Willenhall. For further details, see SA Topic 12: Soil and Ground Conditions.
Unstable Land – Coal Mining Development Referral Areas and former limestone working areas	**Walsall:** Referral Area covers the western half of the Borough	Black Country: All four authorities have Referral Areas covering former mining areas	UK: The Coal Authority has now rolled out its "risk based" approach to cover all areas with a previous history of coal mining	See SA Topic 12: Soil and Ground Conditions	The legacy of previous mining activities can also pose risks to human health if sites affected are not dealt with properly. As with land affected by contamination, proposals for development on sites affected are required to assess the potential risks to health. The areas of the Borough most affected by previous coal mining are to the west and north (most notably Darlaston, Willenhall, Pelsall and Brownhills), and parts of Walsall Town Centre and Rushall are affected by previous limestone mining. See SA Topic 12: Soil and Ground Conditions for further details.
Flood Risk - Flood Zones 2 and 3a, other risks	**Walsall:** Areas falling within Zones 2 and 3a include land adjacent to the River Tame, the Ford Brook, and the Sneyd Brook **(2009)**	**Black Country:** Areas falling within Zones 2 and 3a include land adjacent to the River Tame in Sandwell and land adjacent to the Smestow Brook in Wolverhampton and	England and Wales: One in six properties is at risk of flooding; 14% of electricity infrastructure and 55% of water infrastructure is also at risk **(2009)**	See SA Topic 14: Water Environment	Parts of Walsall are at risk from flooding and in extreme cases this can create hazards for communities affected. The main risk is from localised flooding from surface runoff during periods of heavy rainfall. There is further risk of localised flooding resulting from possible blockages of culverts, and in some places, from fluvial flooding or groundwater flooding. Climate change may increase the risk of flooding in the future (see SA Topic 3: Climate Change). The

		land adjacent to the River Stour in Dudley, as well as the parts of Walsall referred to in this table **(2009)**			main areas at risk are parts of Bloxwich, Walsall Town Centre (beneath which is a major culvert), Willenhall and Darlaston. For further details see SA Topic 14: Water Environment.
Participation in Sport and Recreation - % of adults (people aged 16+) participating Participation in at least 30 minutes of sport at moderate intensity, for at least three days a week Participation in sport and active recreation, at moderate intensity, for at least 30 minutes on at least 12 days out of the last 4 weeks (equivalent to 30 minutes on 3 or more days a week)	**Walsall:** 10.5% of adult population **(Oct 2010–Oct 2011)** 17.1% of adult population **(Oct 2009–Oct 2011)**	**West Midlands Region:** 14.9% of adult population **(Oct 2010–Oct 2011)** Comparator data not published at regional level and not possible to determine with confidence from the published data **West Midlands Metropolitan Area comparator data:** Birmingham – 19.5% Coventry – 23.2% Dudley – 18.2% Sandwell – 13.7% Solihull – 23.2% W'ton – 20.7%	**England:** 16.3% of adult population **(Oct 2010 – Oct 2011)** Comparator data not published at national level and not possible to determine with confidence from the published data	Sport England Active People Survey 5: http://www.sportengland.org/research/active_people_survey/aps5.aspx	The latest Sport England "Active People" survey indicates that between October 2010 and October 2011, 6.927 million adults participated in sport three times a week for 30 minutes at moderate intensity, representing an increase on the number participating in 2007/08. Although there has been a modest increase in participation in the West Midlands region from 14.6% in 2007/08 to 14.9% in 2010/11, it still had a significantly lower rate of participation than the national average (16.3%). The region with the highest rate of participation in 2010/11 was Yorkshire (17.3%). Participation in sport in Walsall is lower even than the national average, and was lower in 2010/11 (10.5%) than it was in 2007/08 (10.8%) - the third lowest rate of any authority in the region. However, it had increased in the intervening period to a peak of 14.7% in 2008/09, before falling back to 12.9% in 2009/10. However, the rate of participation in sport and other active recreation in Walsall (previously measured under National Indicator NI8) is higher, and was 17.1% between 2009 – 2011, an increase on the rate recorded in previous surveys, but still lower than any of the other authorities in the West Midlands Metropolitan area, except for Sandwell.

		(Oct 2009–Oct 2011)			
Access to open space	**Walsall:** Accessible open space (all types): 7.34 ha per 1,000 population Parks and Gardens: 1.08 ha per 1,000 population Natural and semi-natural greenspace: 2.70 ha per 1,000 population Amenity Greenspace: 0.73 ha per 1,000 population Children's Play: 0.17 ha per 1,000 children (0-19 years) Outdoor Sports: 1.57 ha per 1,000 population **(2011)**	No comparator data available – there has been insufficient time to review the audits of the other Black Country authorities	No comparator data available – the audit only compares the recommended standards with those applying in other areas	Table 12, Walsall Council Open Space, Sport & Recreational Facilities PPG17 Audit & Assessment: Final Report & Appendices (2011), URS Scott Wilson: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/evidence.htm	Open space provision is generally good, but accessible open space is not distributed evenly across the Borough. The latest audit shows that some areas have relatively poor provision, and that the spaces available are not easily accessible to some households. While 98% households are within 1,000m of an outdoor sports facility, 68% are within 600m of a children's play area, and 60% are within 400m of amenity greenspace, only 39% meet the accessibility standards for natural and semi-natural greenspace recommended in the study.[38] Partnership Areas 5 and 6 (Darlaston/ Bentley and Willenhall/ Short Heath) have significantly less open space overall than other areas of the Borough, and these contain some of the most deprived and least healthy neighbourhoods in Walsall (see SA Topic 8: Health and Well-Being). Accessibility is also very poor for some open space types in some areas: only 9% of households in Area 3 (Birchills Leamore/ Blakenall/ Bloxwich East) are within reasonable access of natural and semi-natural greenspace, and only 23% of households in Area 2 (Aldridge North and Walsall Wood/ Aldridge Central and South/ Pheasey Park Farm/ Streetly) are within 400m of amenity greenspace. The quality of open space in the Borough is also a major concern, and may be a factor discouraging people from using it. The latest audit found that many open spaces in Walsall

[38] The study recommends local accessibility standards for natural and semi-natural greenspace which are different to the accessible natural greenspace standards (ANGSt) applied by Natural England. The study recommendations are based on a "hierarchy" of sites: for "borough" sites (there are 4 in total), the recommended standard is for all households to be within 1,200m, for "neighbourhood" sites (there are 12 in total) the recommended standard is for all households to be within 600m, and for "local" sites (there are 48 in total), the recommended standard is for all households to be within 400m. A similar "hierarchy" of sites has also been identified for parks and gardens.

					are of "below average and some is rated as "poor."
Access to Healthcare – proximity to hospitals and GP surgeries	**Walsall:**	**West Midlands Region:**	**England:**	Walsall Council Annual Monitoring Report 2007 and 2010/11 [online] Available from http://cms.walsall.gov.uk/ldf_annual_monitoring_report.htm Walsall Partnership Fact Sheets http://www.walsallpartnership.org.uk/wp-index/shared_intelligence.htm Walsall Local Accessibility Action Plan (2007), Walsall Borough Strategic Partnership: http://www.walsall.com/index/local_accessibility_action_plan.htm	The LTP2 target for access to a NHS Hospital (378,857 of population within 30 minutes' inter-peak travel time) was achieved in 2010/11, but the number of people falling within the target threshold has declined since 2008. However, following the approval of the new LTP3, this indicator will no longer be monitored and will be replaced with a new indicator relating to accessibility to employment. The only data we have on access to GP surgeries is very old and is unlikely to be updated. The recent trend towards larger GP practices may have affected accessibility since this data was obtained. The Local Accessibility Action Plan produced by the Walsall Borough Strategic Partnership in 2007 has highlighted a number of potential barriers to access to healthcare and other facilities (see SA Topic 13: Transport and Accessibility). Between 2005 and 2007, the proportion of new housing development within 30 minutes' journey to a GP and to a hospital by public transport was part of a Core Output Indicator (COI) which all planning authorities were expected to record in their annual monitoring report (AMR). Since the COI was dropped, the Council has not reported on this and the 2007 AMR was the last one to provide information. The latest available data set for 2007 suggests that a very high proportion of housing completions have access to these services. Access to healthcare can also be affected by the geographical scope of the health care providers. For example, the area covered by the Black Country Cluster of Primary Care Trusts (PCTs) does not include all of Walsall's administrative
Total population with access to main NHS Hospital within 30 minutes by public transport	No data available at local level – see West Midlands Metropolitan area data	No directly comparable data at regional level but in the West Midlands Metropolitan area 434,312 of the population is within 30 minutes' inter-peak travel time of a main NHS Hospital **(2010/11)**	No comparator data available		
Percentage of households within a 400m walking radius to a GP	52.6% **(1998-2001)**	No comparator data available	No comparator data available		
Amount of new residential development within 30 minutes public transport time of a GP and hospital	GP - 100% Hospital - 59% **(2006/07)**	No comparator data available	No comparator data available		

					area, so some people in Walsall are reliant on healthcare facilities outside the Borough. For example, parts of Streetly fall within the catchment of the Birmingham East and North (BEN) PCT and are served by Good Hope Hospital in Sutton Coldfield (Birmingham) and by GP practices in Sutton Coldfield (Birmingham) rather than the Walsall Manor Hospital and GP practices in Walsall.

Summary of Current Baseline Sustainability Conditions – Health and Wellbeing

Health and wellbeing is one of the three key priorities of the Council's Corporate Strategy 2010/11 – 2014/15, and health is also a key theme within the Sustainable Community Strategy (2008). National policy guidance also sees planning as having an important role in promoting healthy communities and supporting local strategies to improve health and well-being (NPPF, paragraphs 7, 17 and 69 - 78).

Life expectancy and other indicators show that health in Walsall as a whole is poor, with many health indicators showing that the general health of people living in Walsall is less good than the regional and national average. Walsall has some of the poorest health and deprivation indicators in England, and because of this, it was one of 70 "Spearhead" Authorities identified by previous Government as requiring additional attention and resources. For example, Walsall has a higher proportion of disabled people than the West Midlands or England (see SA Topic 7: Equality and Diversity). The highest percentage of disability claims in Walsall are in relatively young people (aged 25-49), and relate to mental disorders. Rates of coronary and respiratory disorders are also higher in Walsall than the national average, as is the proportion of obese adults and children in Reception and Year 6. Child obesity also appears to be getting worse among Year 6 pupils, although the latest data set suggests that the prevalence of obesity in Reception Year children reduced between 2009/10 and 2010/11.

The Borough-wide data on health hides significant differences between various parts of the Borough, particularly at ward and lower super output area. There are major health inequalities within the Borough, with a notable "east-west" divide in terms of health care resources and general health, populations in the eastern areas being generally healthier than those in the western areas. The Walsall Health Atlas highlights many of these differences. For example, the highest concentrations of mortality from cardiovascular and respiratory diseases and child obesity are concentrated in the south, west and central parts of the Borough (in particular, Darlaston South, Willenhall South, St. Matthew's, Palfrey, Pleck and Birchills Leamore) although there are also pockets in Brownhills and Bloxwich East. There are also differences in the pattern of health within different ethnic groups, with people from South Asian and African Caribbean backgrounds having higher rates of diabetes, strokes and coronary heart disease than white communities (see SA Topic 7: Equality & Diversity).

Recent reports by NHS Walsall identify the main underlying causes of poor health as poverty, employment, education and environment. These and other key indicators have informed the draft Joint Strategic Needs Assessment (JSNA) (2012), which highlights the importance of tackling deprivation and poverty, particularly among children and young people, through targeting action against related problems such as low educational attainment and obesity, to reduce the risk of the children affected developing health problems later in life. Other key areas identified for action include unemployment and employability, creating and developing healthy and sustainable places and communities, encouraging healthier lifestyles, for example, promoting active recreation, and addressing the challenges presented by an ageing population, such as increasing rates of dementia and other factors that contribute towards illness and seasonal mortality and affect independence.

Environmental factors highlighted in the emerging JSNA as contributing towards health problems include exposure to poor air quality and noise and potential effects from ground contamination. It is noted that chronic illness and disability can also affect people's ability to work, and also that unemployment, poverty, and lack of access to adequate housing can affect people's health. There is significant correlation between areas affected by the health problems identified above and the areas affected by poor air quality, noise, derelict land, unemployment and poor housing conditions (see SA Topics 1: Air Quality, 4: Communities and Population and 6: Economy and Centres). **This suggests that the SA framework needs to include an indicator relating to impacts on general health and well-being arising from the environmental, economic and social factors indicated above.**

Walsall currently has a significant number of sites potentially affected by contamination. Although there are currently no sites on the Contaminated Land Register, there is a significant amount of derelict land in Walsall, some of which is affected by contamination and/ or geotechnical problems caused by previous coal and limestone mining, which can present risks to health and safety (see SA Topic 12: Soil and Ground Conditions). The main areas affected are the older industrial areas such as Darlaston, Willenhall and wards surrounding the Town Centre. Another potential risk (not identified in the JSNA) is that parts of the Borough are prone to flooding, in particular, parts of the Town Centre, which in extreme scenarios could create risks for communities affected (see SA Topic 14: Water Environment). Some land uses may also be potentially harmful in themselves if not managed properly (e.g. facilities for managing hazardous wastes). Where options are affected by these issues, the potential risks must be properly assessed, and an appropriate remediation or mitigation strategy put into place before the site is developed and occupied. **This suggests that the SA framework needs to have an indicator relating to impacts on health and safety arising from specific hazards.**

Many Walsall residents are also leading unhealthy and inactive lifestyles, as evidenced by the data on disease, binge-drinking and obesity. Although active participation in sport in Walsall appears to be improving, it is still below the national or regional average. The quality and accessibility of open spaces in the Borough, and the trend towards dispersed car-dependent development may be factors that have discouraged

people from taking exercise, and from walking and cycling, contributing towards these problems (see SA Topics 4: Communities and Population, 6: Economy and Centres and 13: Transport and Accessibility). While open space provision in Walsall is generally good, some households do not have easy access. The areas with the greatest health problems also have the least open space, and this is not an issue that will be easy to rectify through the SAD and AAP. **This suggests a need for a SA indicator relating to impacts on the infrastructure needed to support healthy lifestyles, such as sports and outdoor recreational facilities and pedestrian and cycle routes.**

Access to health and social care is also an important issue. While access to NHS hospitals within 30 minutes by public transport is higher than the target set in the previous Local Transport, it has declined since 2008. Although Centro do not appear to think this is a problem (they are no longer be using accessibility to NHS Hospitals as an indicator to measure performance of the LTP3), the Local Accessibility Action Plan produced by the Walsall Borough Strategic Partnership in 2007 suggests otherwise, because it has highlighted a number of potential barriers to access to healthcare and other facilities within the Borough.

We do not have any recent data on access to other health care facilities such as GP surgeries, health centres, dentist surgeries, or social care facilities, and the recent trend towards providing healthcare through fewer larger hospitals, and GP "clusters" supported by local "walk-in" centres will have changed the pattern of provision within the Borough. The situation is further complicated by the fact that the Black Country Cluster of Primary Care Trusts (PCTs) does not cover all parts of Walsall's administrative area, meaning that some people in Walsall rely on primary care facilities and hospitals in North and East Birmingham.

It is unclear how the proposed NHS reforms will affect the provision of primary care once the PCTs have been replaced by other arrangements. However, if, as seems likely, there are to be fewer hospitals and primary care facilities in Walsall in the future, it is all the more important that the ones we do have are well-located and accessible by a choice of transport modes, so that the people they are meant to serve can reach them. **This suggests a need for a SA indicator relating to impacts on accessibility to health and social care.** However, there is a limit to the extent that the SAD and AAP can influence the location of new facilities, as this is often dictated by the providers.

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Health and Wellbeing

Direct action by the health authorities, outside of the planning system, is already being targeted towards tackling the most serious health problems. As well as campaigns to discourage smoking, drinking and to encourage people to be more active, children are a major focus of attention, with the objective of "breaking the cycle" - preventing people from developing bad habits in childhood to minimise the risk of health problems developing later in life. These actions are already being pursued by the relevant authorities and will continue, irrespective of whether a

SAD or AAP is prepared, and may reasonably be expected to improve the general health and wellbeing of Walsall residents over time.

However, the underlying data suggests that lifestyle, poverty and deprivation are major factors contributing towards the poor health of people in Walsall, and the links between health, social conditions and planning have been identified in the JSNA. While a land use plan cannot directly influence these factors, it can help to create the conditions that will allow people to take greater control over their lifestyles and general health and wellbeing, for example, by improving opportunities for economic development and job creation, by providing opportunities for the development of new and better housing, and for environmental improvements.

Furthermore, if a SAD or AAP was not developed, new development might not occur in the most appropriate or sustainable locations. This would not only mean that new development might not be placed in the best locations for residents to access health facilities, but similarly new community facilities and services may not be built in locations that would promote indirect health benefits from more sustainable methods of transport such as walking and cycling to schools, which it is essential to encourage, to tackle obesity in young people. Health benefits from potential areas of new open space or leisure facilities might also not be realised in areas of the borough where they are most needed if sites are not considered for such allocation through a SAD or AAP.

SA Topic 9: Landscape and Townscape					
Indicator	**Quantified Data for Walsall**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Landscape Character Areas – Natural England	Walsall lies within Character Area 67: Cannock Chase and Cank Wood which is characterised by a varied landscape with a diverse range of land uses. Sprawling former mining settlements, a legacy of mining and industry are characteristic.	Much of the Black Country also lies within Character Area 67: Cannock Chase and Cank Wood. The Black Country mosaic of urban areas, former industrial land and patches of countryside is typical of the southern part of the Character Area. The characteristic habitat type is heathland.	Not applicable	http://www.english-heritage.org.uk/publications/wm-area-farmsteads-character-statements/67-Cannock-Chase-and-Cank-Wood.pdf http://www.naturalengland.org.uk/Images/jca67_tcm6-5442.pdf	Character Areas define, in a broad-brush way, the attributes of England's natural and man-made landscapes. Publications by English Heritage and Natural England, they identify characteristic buildings, habitats and species which can help inform design decisions for development in Walsall's built and natural environments. However, the detailed description primarily relates to the rural parts of the Borough.
Landscape Character Areas – Historic Landscape Characterisation	14 character areas have been defined in Walsall in the Black Country Historic Landscape Characterisation	51 character areas have been defined in the Black Country in the Black Country Historic Landscape Characterisation	Not applicable	Black Country Historic Landscape Characterisation (2009) http://archaeologydataservice.ac.uk/archives/view/blackcountry_hlc_2009/ Designing Walsall SPD (2008)	The Black Country Historic Landscape Characterisation (2009) identifies character areas based on geology, land-use and building age. It may provide baseline data and useful insights to help inform design decisions for development in Walsall's built and natural environments. It is essentially the urban equivalent of the Natural England document and provides much more detail than the latter. It includes descriptions for individual parts of the Borough. The Designing Walsall SPD (2008) gives design guidance based both on land use and distinct geographical areas in

					Walsall. It is likely to be of greatest practical use when designing buildings and landscapes on a small or medium scale within the Borough.
Historic countryside	A study of all rural/ open land in Walsall was undertaken in 1989.	Not applicable	Not applicable	Rural Landscape Survey Debois Landscape Survey Group 1989	This key baseline data gives details on the history of Walsall's countryside, describing the landscape features, their origins and present condition. No countryside further west than the Goscote wedge is covered. However, this covers most of the rural parts of the borough. There are no plans to update this study.
Green Belt land – extent of Green Belt and development affecting Green Belt	The Green Belt in Walsall currently extends to approximately 40 km^2	No directly comparable data	No directly comparable data	Walsall Annual Monitoring Report (AMR) 2011 http://cms.walsall.gov.uk/amr_2010-11_final.pdf	About a third of Walsall is Green Belt and the preservation of its openness is an important factor in maintaining the landscape character of the Borough. Data is recorded in the Walsall Annual Monitoring Reports about developments that have been granted planning permission in the Green Belt. The target in the UDP is for there to be 100% protection from inappropriate development. Recent monitoring suggests that the policies are being successfully implemented, and that permission is not normally granted for "inappropriate" development in the Green Belt. Permission is only granted for such development where "very special circumstances" have been demonstrated by the applicant.
Nature Conservation Areas - designated wildlife sites	114 designated wildlife sites (SSSIs/ SINCs/ SLINCs) cover 1023ha in Walsall.	537 designated wildlife sites (SSSIs/ SINCs/ SLINCs) cover 5348ha in Birmingham and the Black Country.	Not applicable as a variety of Local Sites systems are adopted within the UK.	See SA Topic 2: Biodiversity and Geodiversity	Designated wildlife sites often lie within the most visually attractive landscapes.
Heritage at Risk	Listed buildings at risk: Grade II* and above. 1 (Great Barr Hall) **(2011)**	Listed buildings at risk: Grade 2* and above. 31 in Birmingham and the Black Country	Listed buildings at risk: Grade 2* and above. 937 in England **(2011)**	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit	Listed buildings, Monuments and Conservation Areas are designations which protect nationally important buildings, ancient sites as well as more locally important historic townscapes. Walsall contains 155 Listed Buildings (including 5 Grade II*), 18 Conservation Areas, 5 Scheduled Monuments and 3 Registered Parks and Gardens. English

		(2011)			Heritage compiles a list of 'Heritage at Risk' which provides evidence on how local heritage is being managed. The Conservation Areas are of most concern with a high proportion considered "at risk" due mainly to unsympathetic building alterations. Three of the conservation areas in Walsall Town Centre (Bradford Place, Bridge Street and Church Hill) are "at risk" and the condition of all three is described as "very bad" but the trends are either "no significant change" or "improving." However, the Bloxwich and Willenhall High Street conservation areas (covering parts of the District Centres) are "very bad" and "deteriorating" giving even more cause for concern. The deterioration of Great Barr Hall and Park has also been a long running problem due to the actions of successive landowners and not a lack of effort by Walsall Council or English Heritage. Walsall continues to lose Listed Buildings often as a result of arson. 14 Grade II Listed Buildings were described as being 'at risk' in the most recent schedule compiled as a desk study by the Council in 2012. There are 284 Locally Listed buildings identified by the council as being of local architectural and historical interest. 8 buildings on the Local List are identified as being 'at risk'.
	7 out of the Walsall's 18 Conservation Areas are at risk **(2011)** None of the Walsall's 5 Scheduled Monuments are currently at risk. **(2011)** Registered Parks and Gardens at risk: 1 (Great Barr Park) **(2011)** Locally Listed Buildings at Risk: – 8 buildings at risk on register **(2011)**	12 out of the Black Country's 77 Conservation Areas are at risk **(2011)** In Birmingham and the Black Country 5 Scheduled Monuments are as risk. **(2011)** No others at risk in Birmingham and the Black Country **(2011)** No comparator data available	In England, 506 Conservation areas (out of the 7,841 surveyed) are at risk **(2011)** In England, 3,339 Scheduled Monuments are at risk **(2011)** In England, 103 Registered Parks and Gardens are at risk **(2011)** No comparator data available	English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit English Heritage http://risk.english-heritage.org.uk/register.aspx?rs=1&rt=6&pn=1&st=a&co=West+Midlands&des=null&ctype=all&crit Walsall Council Buildings at Risk Register 2009.	
Conservation Area Appraisals and Management Plans	16 of the 18 Conservation Areas in Walsall have recent Conservation Area Appraisals and Management Plans.	Data from Sandwell was not available but in the remainder of Birmingham and the Black Country: Birmingham has 30 Conservation Areas/ 7 with		See individual Conservation Area Appraisals and Management Plans 2007-2009.	Conservation Area Appraisals and Management Plans are carried out to a methodology set by English Heritage and identify positive assets and how these could be preserved and any negative aspects where enhancement may be required. The Council's appraisal of the conservation area looks at historic buildings, open spaces, trees and streetscape. The management recommendations cover resources, decision-making policy, enforcement of policy, and area specific design guidance. The assessments provide baseline data on the condition of

		Conservation Area Appraisals and Management Plans. Dudley: 22/8. Wolverhampton: 30/9.			the Conservation Area between 2007 and 2009 when they were compiled. All Conservation Areas in Walsall have been appraised except Old Rushall which is very small and Great Barr which is large and mainly rural.
Urban Greenspace – open space, sport and recreational facilities greenspace	**Walsall:** 2113.34 ha of open space in total 429 accessible open space sites totaling 1867.24ha **(2011)**	No comparator data available	No comparator data available	Table 12, Walsall Council Open Space, Sport & Recreational Facilities PPG17 Audit & Assessment: Final Report & Appendices (2011), URS Scott Wilson: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/evidence.htm	Walsall has an extensive network of urban greenspace. The latest audit identified more than 2,100 hectares of open space in total, of which around 1,867.24 hectares (429 sites) was publicly accessible. The accessible open space comprises: 30 parks and gardens, 64 areas of natural and semi-natural greenspace (some of which are nature reserves), 49 outdoor sports facilities, 139 areas of amenity greenspace, 7 children's play areas, 14 green corridors, 41 allotment sites, 20 cemeteries and churchyards and 65 areas of institutional land. The quality of the open space is generally not very good. The areas of natural and semi-natural greenspace, amenity greenspace and allotments were overall, rated as "below average" quality although the parks and gardens, children's play facilities, sports grounds and cemeteries and churchyards were better (overall of "average" quality). Open spaces are not distributed evenly across the Borough, and some areas have relatively poor access (see SA Topic 4: Communities and Population, 7: Equality and Diversity and 8: Health and Well-being). The Borough's open spaces have a range of different functions which affect the way they are managed (or not), and their general character. For example, the character of a sports pitch will be very different to the character of a formal park or a nature reserve. It will be a challenge to provide a coherent network in Walsall that can effectively maintain character and amenity value, as well as balancing the different roles that open spaces are expected to play, including the protection and enhancement of biodiversity, geodiversity and cultural heritage, mitigation of climate change effects, and the provision of opportunities for outdoor sport and outdoor recreation for all (see SA Topics 2: Biodiversity and Geodiversity, 3; Climate Change, 4:

					Communities and Population, 5: Cultural Heritage, 7: Equality and Diversity and 8: Health and Well-Being).
Quality of Open Space Green Flag Awards PPG17 Audit and Assessment – Quality Rating	**Walsall:** 3 open spaces (totaling 38.5 ha) have achieved "Green Flag" status **(2011)** Average quality score of open spaces = 40% (below average) **(2011)**	**West Midlands Region:** 76 open spaces have achieved "Green Flag" status **(2011)** No comparator data available	**England:** 1,036 open spaces have achieved "Green Flag" status **(2011)** No comparator data available	Green Flag Awards – Keep Britain Tidy website: http://greenflag.keepbritaintidy.org/ Walsall Annual Monitoring Report 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	The "Green Flag" awards (now administered by Keep Britain Tidy) provide a measure of the quality of parks and other green spaces which are accessible to the public. There are now three types of award: the general Green Flag Award (the benchmark standard for parks and greens spaces), the Green Flag Community Award (for green spaces managed by voluntary and community groups) and the Green Heritage Award (for parks and green spaces with local or national historic importance). The awards are issued every year to eligible open spaces judged to meet the criteria. The generally low quality of open spaces in Walsall is also evidenced by the results of the PPG17 Audit and Assessment, with the average quality score of all the open spaces surveyed 40% ("below average"). There are variations in the average quality rating of different types of open space: parks and gardens, outdoor sports facilities, children's play areas, cemeteries and crematoria and institutional land scored "average," natural and semi-natural greenspace, amenity greenspace and allotments scored "below average" and green corridors scored "poor." However, there are good quality spaces in the Borough, and in 2011, three open spaces were awarded "Green Flag" status: Palfrey Park (6.5 ha) Willenhall Memorial Park (20.0 ha) and Merrions Wood Local Nature Reserve (12.0 ha). The latter two spaces maintained the standard they had achieved in previous years, and Merrions Wood achieved the award during the 2010/11 monitoring year for the first time. The West Midlands region had the lowest number of open spaces with "Green Flag" awards of any English region.
Quality of the Environment - total amount of derelict previously-developed land	**Walsall:** 209 hectares of derelict land **(March 2009)**	**West Midlands Region:** 3,320 hectares of derelict previously-	**England:** 33,390 hectares of derelict previously-	Previously Developed Land that may be Available for Development: Results from the 2009 National Land Use Database of	Parts of Walsall are affected by dereliction, and some sites have been vacant and derelict for years. This can have a major impact on the character of the townscapes and landscapes affected. The Homes and Communities Agency (HCA) publishes information on previously-developed land that may be available for development, which is recorded in

(hectares)* ***N.B. This data only includes sites of 0.1 hectare and over.**	67.9 hectares of derelict land **(March 2011)**	developed land **(March 2009)**	developed land **(March 2009)**	Previously-Developed Land in England[39]: http://www.homesandcommunities.co.uk/nlud-pdl-results-and-analysis. Walsall Annual Monitoring Reports, 2009 -2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	the National Land Use Database (NLUD). In 2009 (the date of the latest national survey), it was estimated that there were around 33,390 hectares of vacant and derelict previously-developed land in England, around 25% of all identified previously-developed land. Nationally, the amount of vacant and derelict land appears to have decreased since 2002, but it is not possible to establish the trend in Walsall with any accuracy due to the limitations of the data for the years prior to 2009/10 (see below). Walsall has a significant amount of land that is classified as "derelict" according to the definition currently used in the NLUD. The amount of derelict land in Walsall has increased slightly from 64.8 hectares recorded in 2009/10. Although data is available for 2008/09 and previous years, this cannot be directly compared to the 2009/10 and 2010/11 data, as the definitions of previously-developed land changed in 2010. During 2010/11, the Council also carried out a substantial review of its derelict land data, and found a number of errors in the data from earlier years, which should therefore not be relied upon. The slight increase in derelict land is mostly due to improved accuracy of data recording - the actual increase in the amount of derelict land was very small.

Summary of Current Baseline Sustainability Conditions – Landscape and Townscape

Planning has an important role in helping to create a high quality environment with well designed places, and in protecting valued landscapes (NPPF, paragraphs 7, 17, 56 - 68 and 109).The Florence Convention definition of "landscape" includes urban as well as rural areas, so there are significant overlaps between this SA topic and SA Topics 2: Biodiversity and Geodiversity and 5: Cultural Heritage. However, "landscape" embraces a wider range of issues, such as general urban form, urban design, protection of the Green Belt, the balance between previously-developed and greenfield land, general environmental quality and visual amenity.

Walsall Borough comprises the north-east quarter of the Black Country. There are marked differences in character between the western and eastern parts of the Borough. The western half is densely urban and contains the settlements of Walsall, Willenhall, Darlaston and Bloxwich. In

[39] The 2008/09 NLUD data recorded in this survey report and quoted in this table is not directly comparable to later data sets for Walsall from 2009/10 and 2010/11, because the definition of previously-developed land changed in 2010.

contrast, the eastern towns of Aldridge and Brownhills are set in a more open, rural landscape, and much of this area is designated as Green Belt in the Walsall UDP 2005.

Like much of the Black Country, in Walsall, a historic pattern of quarrying, housing and industrial development sits side-by-side with traditional farming and undisturbed pockets of woodland, grassland and wetland. Most of Walsall's landscape and townscape dates from the 19th and 20th centuries, when populations grew and settlements expanded rapidly. However, older landscapes and townscapes also survive, sometimes as fragments. For example, in places, the remains of agricultural landscapes dating from the mid 18th century or earlier can be seen in the areas to the east, such as ridge and furrow fields and hedgerows marking pre-Enclosure field boundaries.

The Green Belt covers around 40km^3 of land in Walsall – about a third of the Borough's total administrative area. This is an important feature of landscape character in the eastern part of the Borough, and is given significant protection through national and local policy (see NPPF, paragraphs 79 - 92). **This suggests that the SA framework should include an indicator relating to impacts on the main characteristic of the Green Belt, which is its openness.** However, Green Belt policies are not effective in protecting threats to the rural landscape from lack of management, abandonment of fields, the dominance of the keeping of horses, the development of buildings associated with "appropriate" uses, or the development of outdoor recreational facilities such as golf courses or playing fields.

Other elements of the landscape and townscape in Walsall that are locally distinctive include:

- Extensive areas of open land which have been designated as Green Belt, characterized by agricultural land, land used for typical "urban fringe" activities such as horse grazing, recreation, nature reserves and garden centres), quarrying and associated activities, and small, dispersed settlements and other developments;
- A strong urban settlement pattern based on historic towns and villages linked by clearly defined "corridors," based on road and rail networks and other linear features such as canals, rivers and streams;
- A well-located network of centres, including a Town Centre and five District Centres, each with a strong identity, which originated as separate settlements before the conurbation coalesced into a single entity, containing high quality buildings such as churches, public buildings, shops, houses and industrial buildings, built in traditional materials to often high standards of craftsmanship at a more intimate scale than many modern buildings;
- A Town Centre with considerable townscape character, based around a primary shopping area focused on the Bridge, Park Street, and Digbeth/ High Street, including a range of shops and streets of various dates and styles, ranging from 19th century and early 20th century

buildings, purpose built malls developed in the 20th century, and larger retail parks and retail units on the periphery; several of the shopping streets are pedestrianised and there have been significant improvements to the public realm in recent years;

- A dense settlement pattern in the industrial central, southern and western areas of the Borough (Darlaston, Willenhall, Bloxwich and north of the Town Centre), comprising a complex mixture of industry and terraced housing built in late Victorian and Edwardian times of variable quality and repair;
- Medium-density modern residential areas of mixed former Council and private housing north of Willenhall and in the New Invention area, together with peripheral former Council and social housing developments from the mid 20th century in the Blakenall and Goscote areas;
- A more dispersed settlement pattern in the northern and eastern parts of the Borough (north of Bloxwich, Aldridge, Streetly and south of the Town Centre), characterized by modern employment areas with larger industrial units, and suburban residential developments typically comprising well-maintained semi-detached and detached housing developments often with large gardens;
- A transport network that reflects the historic development of the area, including over 25 miles of canals, several railway lines which add character through their embankments and cuttings, and a well-developed highway network;
- An extensive network of open space, including more than 1,860 ha of publicly accessible formal parks and gardens, natural and semi-natural greenspace, amenity greenspace, green corridors, outdoor sports grounds, allotments, cemeteries and historic parks and gardens, such as Great Barr Park and Walsall Arboretum;
- Areas containing significant amounts of derelict and vacant land and buildings (e.g. Darlaston).

The most important historic landscapes in Walsall have some degree of protection from activities that may affect their character. For example, there are 5 Scheduled Monuments and 8 Sites of Special Scientific Interest (SSSIs) which have a high degree of statutory protection, and the Conservation Areas, Registered Parks and Gardens, other designated nature conservation sites and urban open spaces are all given some degree of protection by local policies in the Walsall UDP and Black Country Core Strategy. However, while this may protect them against loss, it does not necessarily protect them from poor management or incremental alterations which can erode character over time. For example, inappropriate management and neglect are amongst the main threats to the Borough's natural environment, and the Town and District Centres have also recently suffered from lack of investment, problems which have been further exacerbated by the economic downturn (see SA Topics 2: Biodiversity and Geodiversity, 5: Cultural Heritage and 6: Economy and Centres).

However, more positively, Walsall's strong settlement pattern has been reflected in the spatial strategy for the area. The Core Strategy defines the broad extent of the "growth network" which is to be the focus of most development and investment in the Black Country to 2026. The "growth network" comprises four strategic centres (including Walsall Town Centre), linked by sixteen regeneration corridors (five of which are wholly or partly in Walsall) which are based on key transport routes. The Core Strategy also defines in broad terms an "environmental infrastructure

network" which is expected to link together valued areas of landscape as well as fulfilling other functions (see below).

The Black Country Environmental Infrastructure Guidance (developed during 2009 – 2010) provides guidance on the priority areas for inclusion in the environmental infrastructure network in Walsall, which is expected to be defined in detail through the SAD and AAP. The main priority areas identified for delivery of environmental improvements in Walsall are green spaces within the "growth network," particularly in areas where provision is poor, which also coincide with the most deprived areas in the Borough (see SA Topic 6: Communities and Population, 7: Equality and Diversity and 8: Health and Wellbeing). Further information on the type, quality of location of open spaces in the Borough has also been provided through the PPG17 Audit and Assessment and the emerging Green Space Strategy review. The findings have already identified deficiencies in open space provision in some parts of the Borough, and the general quality of open spaces is poor, although there are some sites of high quality: three sites have achieved "Green Flag" awards. **This suggests that the SA framework should include an indicator relating to the development of an environmental infrastructure network that protects and enhances landscape and townscape.**

However, it will be a challenge to define a coherent and integrated network that can effectively maintain the character and amenity value of the Borough's most important landscapes, as well as accommodating the different roles and functions that they are expected to play, such as the protection and enhancement of biodiversity, geodiversity and cultural heritage, mitigation of climate change effects, and providing access to natural greenspace and opportunities for outdoor sport and recreation for local communities (see SA Topics 2: Biodiversity and Geodiversity, 3; Climate Change, 4: Communities and Population, 5: Cultural Heritage, 7: Equality and Diversity and 8: Health and Well-Being).

Defining, recreating and reinforcing local distinctiveness are key objectives in designing new development which have a local relevance, irrespective of where it is in the Borough. Unfortunately, many building materials and styles are used throughout the UK, and there is a tendency for modern developments to look similar to ones elsewhere in the country. **This suggests that there should be a SA indicator relating to impacts on local character and distinctiveness.** The UDP and Core Strategy design policies and the Designing Walsall SPD already attempt to deal with this issue through the planning system, and options for the SAD and AAP should be compliant with the broad principles.

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Landscape and Townscape

Issues concerning landscape and townscape are very broad ranging and encompass a number of other issues (and SA topics) that the SAD and AAP will seek to address. Many changes affecting the landscape and townscape are occurring incrementally and outside of the control of the planning system, and it is likely that these will continue, irrespective of whether a SAD or AAP are prepared. For example, land use plans can only have limited influence over agricultural practices, land and property management, and therefore, erosion of character through inappropriate

management and neglect is likely to continue, even if a SAD and AAP is prepared, unless the economic conditions that encourage this change.

However, allocating land for Walsall's development needs through statutory development plans such as the SAD and AAP enables a strategic approach to be taken as to whether an individual development, or a number of different new developments in a similar area of the borough, will have an impact on the prevailing landscape and townscape of Walsall, and will help to identify potential opportunities for improvement and enhancement.

It also allows consideration of land uses that may be "competing" for land availability and how this may affect important features of Walsall's landscape and townscape, such as the Green Belt and conservation areas. As an example scenario, without the SAD being informed by evidence relating to potential overlaps between housing land availability and employment land supply, a situation could arise whereby greenfield land in the Green Belt is released for a new residential development, even if a previously developed site exists that is classified as a "consider for release" employment site in the Council's Employment Land Review (ELR), which could provide a viable alternative that would be less harmful to the local landscape and may offer potential for environmental enhancement of a derelict or previously developed site.

SA Topic 10: Material Resources					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Mineral Resources – extent of mineral resources of potential economic value	**Walsall:** Coal Dolerite Etruria Marl Fireclay Limestone Sand and Gravel **(2008)**	**Black Country:** As Walsall* **(2008)** *The BGS mineral resource map for the West Midlands also covers Birmingham, Coventry, Solihull and Warwickshire. This information has been refined through the Black Country Minerals Planning Study (2008), RPS	British Geological Survey (BGS) have published mineral resource maps covering most of the country. The Coal Authority has also published surface coal resource maps for each area where resources exist.	Mineral Resource Information for Development Plans: West Midlands (1991), British Geological Survey – online map showing the broad extent of mineral resources (based on the BGS linework) is available from "Minerals Information Online," on the UK Minerals website: http://www.bgs.ac.uk/mineralsuk/maps/maps.html Surface Coal Resource Maps (2009), Coal Authority, available on DECC website: http://coal.decc.gov.uk/publications/directory.aspx Black Country Mineral	Walsall is part of the Black Country, the most geologically diverse of any area of its size in the world. The area's mineral resources have played a major role in shaping the biodiversity, settlement patterns, cultural heritage, landscape, soils, transport networks, and water resources of the area, and the legacy of previous exploitation is still affecting the development of the area today. The Black Country Core Strategy identifies the broad extent of a mineral safeguarding area (MSA) around these resources, and Appendix 7 includes separate maps showing the distribution of different mineral types, or "commodities." The MSA covers nearly every part of the Black Country, including most of Walsall Borough. The MSA boundary will need to be defined more precisely in the SAD and AAP, and it will also be necessary to produce more detailed mineral commodity maps. Mineral working does still take place in Walsall and the location of existing permitted mineral working sites (including operational quarries) and areas having potential for future working (Areas of Search) are shown on the Black Country Core Strategy Minerals Key Diagram.

				Planning Study (2008), RPS: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/	
Mineral-Related Infrastructure – number and type of sites	**Walsall:** 1 rail-linked site* 5 existing/ former secondary/ recycling aggregates sites 3 brickworks 1 coating plant 1 concrete batching plant 1 lime and cement works* **(January 2012)** ***The lime and cement works is rail-linked.**	**Black Country:** The Core Strategy (Appendix 7, Table MIN1) lists the mineral infrastructure sites in the other authority areas. In addition to the brickworks in Walsall, there are two brickworks in Dudley, and a small works producing "special bricks" in Sandwell.	No comparator data available.	Black Country Core Strategy: Appendix 7: http://blackcountrycorestrategy.dudley.gov.uk/ N.B. This information has since been updated – Evidence Base Technical Report.	National policy guidance requires mineral plans to safeguard important mineral-related infrastructure. Minerals and related products are currently transported into and around Walsall by road. There are no facilities for transporting materials by inland waterway, and there is no evidence that this is ever likely to be feasible except on a small-scale. The only rail-linked site in Walsall is a lime and cement distribution facility (Dalkia Ltd) just south of Walsall Town Centre. There are also rail-linked facilities at Bescot Sidings, just outside the Borough boundary in Sandwell. No other sites in Walsall were identified in the Core Strategy as having potential for bulk transportation of minerals by rail. There are a number of other mineral-related infrastructure sites in Walsall. These sites are identified on the Black Country Core Strategy Minerals Key Diagram and in Table MIN1 of Appendix 7. As Core Strategy Policy MIN1 seeks to safeguard these facilities, the boundaries of these sites will need to be defined in the SAD. A review of facilities carried out in 2010/11 identified some additional sites, and it will be necessary to decide whether these should be safeguarded.
Supply of Construction Aggregates – primary land-won sand and gravel: supply	**Walsall:** local data cannot be disclosed for reasons of commercial	**West Midlands Region:** Guideline 2005 – 2020 = 165 million	**England:** Guideline 2005 – 2020 = 1028 million tonnes	National and regional guidelines for aggregates provision in England 2005 –	For the purpose of the managed aggregate supply system (MASS), Walsall is part of the West Midlands County sub-region, and is expected to contribute towards the sub-

requirements and landbanks	confidentiality	tonnes (10.310 million tonnes per annum) Total Permitted Reserves @ 31.12.09 = 111.450 million tonnes **(2009)** **West Midlands County:** AWP Apportionment 2005 – 2020 = 0.550 million tonnes per annum* Total Permitted Reserves @ 31.12.09 = 5.062 million tonnes (9.2 year landbank) ** **(2009)** *Apportionment supported by the majority of West Midlands Aggregates Working Party(AWP) members in 2010 – see Table E10.1b for details ** Almost all of the permitted reserves are in Solihull, less than 5% in Walsall	Total Permitted Reserves 31.12.09 = 3,935 million tonnes **(2009)**	2020 (2009), CLG: http://www.communities.gov.uk/publications/planningandbuilding/aggregatesprovision2020 Regional Spatial Strategy Phase Three Revision: Interim Policy Statement – Sub-Regional Apportionment of Aggregates (Item 5b, Part C) http://www.wmra.gov.uk/Planning_and_Regional_Spatial_Strategy/Meetings_and_Agendas/Planning_and_Environment_Executive/23_February_2010.aspx West Midlands Regional Aggregates Party Annual Report 2009 (2011), West Midlands Aggregates Working Party: http://www.communities.gov.uk/publications/planningandbuilding/wmannual2009	regional sand and gravel landbank requirement.[40] The West Midlands County is expected to provide around 5% of the total regional requirement for primary land-won sand and gravel, and Solihull and Walsall are the only authorities contributing to this. Permitted reserves in Solihull currently make up more than 95% of the sub-regional landbank, and Walsall has hardly any permitted sand and gravel reserves remaining. However, with the additional resources in the Core Strategy Areas of Search (around 3.8 million tonnes), the Core Strategy identifies that Walsall could provide nearly 47% of the total sub-regional requirement. The areas identified are around Branton Hill Quarry, currently the only operational sand and gravel quarry in Walsall (MA2), and Aldridge Quarry (MA1), which ceased production in 2008. However, delivery of these resources will depend on mineral operators bringing forward suitable schemes and in the case of MA2 there are access constraints which have still not yet been resolved. As the Core Strategy only identifies the Areas of Search as broad locations ("blobs") on the Minerals Key Diagram, the SAD will need to define their precise boundaries.

[40] The West Midlands County covers the seven metropolitan authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. Since 2005 the West Midlands County has only had an apportionment for sand and gravel. The last quarry producing crushed rock (in Sandwell) ceased production around 2007 and no new resources are expected to come forward.

				Walsall Annual Monitoring Report (AMR) 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	
Production of Construction Aggregates – annual sales of primary land-won sand and gravel	**Walsall:** Local data cannot be disclosed for reasons of commercial confidentiality	**West Midlands Region**: Sales = 6.212 million tonnes **West Midlands County:** Sales = 0.375 million tonnes **(2009)**	**England:** Sales = 36.631 million tonnes* **(2009)** * Results of 2009 Aggregate Minerals Survey; the 2009 Annual Mineral Raised Inquiry (AMRI) recorded 118.4 million tonnes. This discrepancy is noted and commented upon in the 2009 Collation report (see paragraph 1.23).	West Midlands Regional Aggregates Party Annual Report 2009 (2011), West Midlands Aggregates Working Party: http://www.communities.gov.uk/publications/planningandbuilding/wmannual2009 Collation of the 2009 Aggregates Mineral Survey for England and Wales (2011), Department of Communities & Local Government, Welsh Assembly Government and British Geological Survey http://www.communities.gov.uk/publications/planningandbuilding	As there is no data available on actual production, data on sales of sand and gravel at production sites is used as a proxy. In the West Midlands region, sales have fallen significantly in recent years (likely to be as a result of the recession), from 10.02 million tonnes in 2007 to 6.212 million tonnes in 2009 (Table 4.1, 2009 AWP Annual Report). This is well below the annual requirement assumed in the 2009 regional guideline (10. 31 million tonnes). Sales in the West Midlands County followed the regional trend, falling from 1.61 million tonnes to 0.375 million tonnes over the same period. The situation nationally is similar: the 2009 Aggregate Minerals Survey reports that primary land-won sand and gravel sales in England declined by 34%, falling from 56.743 million tonnes in 2005 to 36.631 million tonnes in 2009. This suggests that the regional guideline may be too high for the short-term outlook, for as long as the recession lasts. Even if demand does picks up over the coming years, it is unlikely to exceed that experienced during the mid 2000s, which appears to represent the peak.

				/aggregatesurvey2009	
Production of Construction Aggregates – annual production of secondary and recycled aggregates[41]	**Walsall:** Estimated production at fixed recycling sites = around **0.126 million tonnes** **(2010)**	**West Midlands Region:** No directly comparable data available. 2005 national survey estimated that around **4.92 million tonnes** of CD&EW arising in the region was used to produce recycled aggregate and soil. This was about 50% of total arisings in the region, and around 10.5% of national recycled aggregate and soil production. **Black Country:** Estimated production at fixed recycling sites = **around 0.621 million tonnes** **(2010)**	**England:** 2005 survey estimated that around **46.43 million tonnes** of CD&EW arising in England was used to produce recycled aggregate and soil, representing around 52% of total arisings. The most recent (2008) survey suggests that production has increased to around **52.73 million tonnes**, and that about 63% of all inert CD&EW arising is recycled.	Survey of Arisings and Use of Alternatives to Primary Aggregates in England, 2005: Construction, demolition and Excavation Waste and Other Materials (February 2007), Capita Symonds for CLG: (2001 and 2003 survey reports are also available) Construction, demolition and excavation waste arisings, use and disposal for England 2008 (April 2010), Capita Symonds for WRAP: http://www.wrapcymru.org.uk/index.html Black Country Core Strategy Examination: Matter 8: Minerals,	National surveys carried out between 2001 and 2005 show that the main source of secondary and recycled aggregates in the West Midlands region is construction demolition and excavation waste (CD&EW). Nationally, the construction and demolition (C&D) and mining and quarrying sectors are the biggest generators of waste, representing more than 60% of total waste arisings in the UK and in England (see Waste Arisings below). Recycled aggregates are therefore expected to make a significant contribution towards national and regional aggregates supplies, and there is an expectation that recovery and recycling rates will increase. In England, recycling rates for CD&EW do appear to be rising, from around 49% of total arisings in 2001 to around 63% in 2008. The most recent survey in 2008 did not provide data at a regional level, though earlier surveys did. Trend data suggests that the recycling rate in the West Midlands region is likely to be somewhere between 50% (recorded in 2005) and 63% (recorded for England in 2008). Reliable data on production of secondary and recycled aggregates is not available at a local level. It is only possible to make a rough estimate of capacity at fixed recycling facilities. At March 2011, Walsall had five such sites (Walsall AMR 2011), with a total capacity of around 0.154 million tonnes per annum. However, one of these sites may not have

[41] Estimates for Walsall and the Black Country are estimates of throughput capacity at known fixed recycling and transfer facilities that handle CD&EW, and were produced to inform the 2010 AWP Annual Report. These estimates were an update of information appended to the Black Country Authorities' Hearing Statement for the BCCS Public Examination, and do not include any allowance for on-site recycling using mobile plant, as no data is available.

				Hearing Statement on behalf of the Black Country Authorities (2010), Appendix: http://blackcountrycorestrategy.dudley.gov.uk/examination/statements/matters-8--9/ Walsall Annual Monitoring Report (AMR) 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	been operational in 2010, and a further site closed late in 2011. These recent losses will shortly be balanced by the expansion and relocation of the Interserve waste transfer facility in Aldridge. Their new facility is due to become operational from March 2012 and will be capable of recycling up to 50,000 tonnes of CD&EW per annum. The estimated CD&EW recycling rate in the Black Country in Table 3.7 of the Black Country Waste Planning Study (2009) can only be regarded as an approximation but suggests that within the sub-region, around 0.85 million tonnes of CD&EW per annum is used to produce recycled aggregate or soil.[42] Production in Walsall is estimated to be around 20% of this. As the sub-regional figure is based on the national survey findings, it includes all waste recycled using mobile plant (crushing and screening equipment), whether this was on-site or at a fixed facility.
Brick Clay Supplies - percentage of brickworks with permitted reserves of Etruria Marl and Fireclay sufficient for 25-year supply	**Walsall:** None of the 3 brickworks operating in the Borough has a 25-year supply of Etruria Marl or Fireclay. **(March 2011)**	**Black Country:** None of the 6 brickworks operating in the Black Country has a 25-year supply of Etruria Marl or Fireclay. **(March 2011)**	No comparator data available, although the most recent national study identifies Etruria Marl and Fireclay as "premium" quality clays which are a nationally scarce resource.	Walsall Annual Monitoring Report (AMR) 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Brick Clays: Issues	Walsall has three operational brick manufacturing plants: two (Atlas and Aldridge) are operated by Ibstock Brick Ltd and the other (Sandown Works) by Wienerberger UK. Together, these factories use around 0.31 million tonnes of Etruria Marl per annum, which is currently supplied from Atlas, Highfields South[43] and Sandown Quarries in Walsall, and from imports. To meet their supply requirements for Etruria Marl 2012 - 2026 without relying on imports, the Walsall LDF would have to identify resources of around 4.65 million tonnes. To maintain a 25-

[42] Adjustment of the estimates to reflect the revised "weighted shares" applied in the 2009 West Midlands Regional Landfill Capacity Study to produce estimates of CD&EW arisings makes very little difference to estimated arisings in the Black Country, though it does affect the figures for individual authorities.

[43] Restoration of Highfields South is underway and extraction is required to cease by the end of October 2013.

				for Planning (2001), British Geological Survey: http://www.bgs.ac.uk/mineralsuk/search/home.html Mineral Planning Factsheets: Brick Clay (2007) and Fireclay (2006), British Geological Survey: http://www.bgs.ac.uk/mineralsuk/search/home.html	year supply to each works (2012 - 2035) without relying on imports, the LDF would need to identify resources of around 7.75 million tonnes. The Core Strategy identifies an Area of Search for Etruria Marl extraction (MA5: Stubbers Green) which includes the existing Atlas and Sandown Quarries and adjoining areas with viable resources. The total resource within the Area of Search, including the remaining permitted reserves, was estimated to be around 3.55 tonnes @ December 2011. This suggests that the identified resource will be sufficient to supply the works to the end of the plan period assuming that some clay will continue to be imported to meet the shortfall. This is permitted in the existing permissions covering the brickworks. Manufacturers have indicated that demand for fireclay fluctuates and is difficult to predict. It is known that all three brickworks in Walsall use some fireclay, and there is also a small but steady demand from a pot clay blends supplier based in Brownhills (Potters Clay & Coal Company Ltd). The latter company retains a small stockpile of fireclay from the former Birch Coppice quarry, which is currently the only fireclay resource left in Walsall. Although there are fireclay resources still remaining in Brownhills, it is currently not being worked. Resources within a dormant permission at Brownhills Common and the Area of Search at Yorks Bridge (MA6) are together estimated to have around 1.63 million tonnes. The environmental impact of working the clay and coal at Brownhills Common and/ or Yorks Bridge, and making it available as a long-term resource (via a “strategic stockpile”)

					is likely to be very significant.
Waste Arisings – estimated annual tonnages of waste currently generated, projected waste arisings by 2026	**Walsall:**	**Black Country:**	**UK/ England:**	Waste Data Overview (May 2011), Defra: http://www.defra.gov.uk/statistics/environment/waste/	The recent Waste Data Overview produced by Defra (2011) indicates that in 2008 around 228.0 million tonnes of waste was produced in England, and that more than 60% of this was generated by the construction and demolition (C&D) and mining and quarrying sectors. The next biggest source of waste was businesses, estimated to have produced nearly 25% of total arisings. Only around 11% of the waste generated in England was from households.
Total – All Waste Streams[45]	**Walsall:** 0.765 million tonnes **(2006/07)** Projected Arisings @ 2025/26: 0.975 million tonnes	**Black Country:** 3.652 million tonnes **(2006/07)** Projected Arisings @ 2025/26: 4.567 million tonnes	**United Kingdom:** 288.5 million tonnes **(2008)** **England:** 228.0 million tonnes **(2008)**	Tables 4, and Appendix E, Black Country Waste Planning Study (2009), Atkins Ltd: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ West Midlands Regional Landfill Capacity Study Update 2009 (2009), Scott Wilson: http://www.worcestershire.gov.uk/cms/pdf/CD%2083%20West%20Midlands%20landfill%20capacity%20study%202009%20update%20Scott%20Wilson%20WMRA%20June	Regional and local data – not directly comparable to the national data – suggest that the proportion of arisings generated by households is probably higher locally. The latest set of estimated arisings for the West Midlands region (for 2007/08) suggests that nearly 16% of arisings are Local Authority Collected Waste (LAWC),[44] around % are commercial and industrial wastes (C&IW), and around % are construction, demolition and excavation wastes (CD&EW). Total arisings in Walsall in 2006/07 (the baseline for the Core Strategy) were around 0.765 million tonnes, representing about 21% of total waste arisings in the Black Country and about 4% of total arisings in the West Midlands region. This data also suggests that in Walsall, the proportion of waste arisings from the LACW stream is higher than the proportion regionally, or in the Black Country as a whole.
Local Authority Collected Waste (LACW)	**Walsall:** 0.145 million tonnes (19.0% of total) **(2006/07)** Total Projected Arisings @ 2026: 0.166 million tonnes	**Black Country:** 0.575 million tonnes (15.7% of total) **(2006/07)** Total Projected Arisings @ 2026: 0.679 million tonnes	**England:** No directly comparable data available, but Defra data suggests that households produced around 25.9 million tonnes, 11.4% of the total waste generated in England in 2008 (the proportion of LACW would be		

[44] This is the waste collected by local councils and managed by waste disposal authorities, until recently known as "municipal waste." Defra is now using this term because the definition of "municipal waste" in the Landfill Directive and Waste Framework Directive is different. These directives define "municipal waste" as wastes arising from households and wastes of a similar nature arising from other sources. The term "municipal waste" can therefore include some commercial and industrial wastes not managed by waste disposal authorities.

[45] Data for Walsall and the Black Country is not directly comparable to the national waste arisings data presented in this table, as it is derived from different sources. Data for the UK and for England comes from the Defra Waste Data Overview 2011. For a detailed breakdown of estimated waste arisings in Walsall by waste stream, an analysis of waste projections, and for further details of national arisings, see the Evidence Base Technical Report.

			slightly higher as this also includes some trade waste)	%202009.pdf Environment Agency Hazardous Waste Data Tables for England and Wales 2006 - 2010,: http://www.environment-agency.gov.uk/research/library/data/34169.aspx	As we rely on occasional national surveys to provide information on the biggest waste streams (C&IW and CD&EW), quantifying arisings from these streams at a local level is a challenge. The figures in this table are based on technical work carried out for the Black Country Core Strategy, which was used as the baseline for projections to 2026, to establish the likely future waste management requirements that need to be planned for in other DPDs such as the SAD. Although there are caveats attached to some of this data, it was the best available at the time the Core Strategy was prepared. The latest national, regional and local data suggests that waste arisings are falling across all streams, and in 2010/11 arisings in the Black Country were probably lower than was predicted. However, as the projections are long-term, and take into account growth expected to take place between now and 2026, it is too early to conclude that the predictions are not valid.
Commercial & Industrial Waste (C&IW)	**Walsall:** 0.381 million tonnes (49.8% of total) **(2006/07)** Projected Arisings @ 2025/26: 0.570 million tonnes	**Black Country:** 1.632 million tonnes (44.7% of total) **(2006/07)** Total Projected Arisings @ 2026: 2.443 million tonnes	**England:** No directly comparable data available, but Defra data suggests that the commercial and industrial sectors produced around 56 million tonnes of waste, 24.6% of the total waste generated England in 2008		
Construction, Demolition and Excavation Waste (CD&EW)	**Walsall:** 0.239 million tonnes (31.2% of total) **(2006/07)** Projected Arisings @ 2025/26: 0.239 million tonnes	**Black Country:** 1.445 million tonnes (39.6% of total) **(2006/07)** Total Projected Arisings @ 2026: 1.445 million tonnes	**England:** No directly comparable data available, but Defra data suggests that the construction and demolition and mining and quarrying sectors produced 144.3 million tonnes of waste, 63.3% of the total waste generated England in 2008		
Hazardous Waste[46]	**Walsall:** 0.046 million tonnes	**Black Country:** 0.192 million tonnes	**England:** Data published by the		

[46] Hazardous waste (previously referred to as "special waste") is a sub-set of the other waste streams – total waste arisings is therefore the sum of LACW, C&IW and CD&EW only.

	(6.0% of total) **(2006/07)** Projected Arisings @ 2025/26: 0.069 million tonnes	(5.3% of total) **(2006/07)** Total Projected Arisings @ 2026: 0.287 million tonnes	Environment Agency shows that around 6.037 million tonnes of hazardous waste was produced in England in 2006 (by 2010 arisings had fallen to 3.356 million tonnes).		
Waste Management – landfill diversion/ recovery rates and targets	**Walsall:**	**Black Country:**	**England:**	Local Authority Collected Waste Management Statistics for England – Final Release 2010/11 (November 2011), Defra: http://www.defra.gov.uk/statistics/environment/waste/wrfg23-wrmsannual/ Black Country Core Strategy Appendix 6 (2011), Black Country Authorities: http://blackcountrycorestrategy.dudley.gov.uk/ Dudley Annual Monitoring Report 2011: http://www.dudley.gov.uk/environment-planning/planning/planning-policy/local-development-	Targets have been set at a national level (and at a local level up to 2010/11) to increase the amount and proportion of waste re-used, recycled, composted and recovered as energy, and to decrease the amount and proportion of waste sent to landfill. These targets are aimed at meeting requirements under the Landfill Directive and under previous Waste Directives. At a local level, the Black Country Core Strategy has also set targets for diversion of municipal waste (LACW) and C&I waste away from landfill. The available national data indicates that the amount of waste landfilled in England has been decreasing since 2004 across all waste streams. However, as with waste arisings, we only have reliable data on how waste is managed at a local level for LACW and hazardous waste. Trend data for these waste streams shows that in Walsall and in the rest of the Black Country, the amount of waste being sent to landfill has decreased and that local targets are being met. Data from the Environment Agency's Waste Data Interrogator on inputs of waste into commercial licensed waste facilities in the Black Country also suggests that the proportion of waste sent to landfill sites has decreased, and the proportion of waste sent to metal recycling
LACW Diversion (Recovery)	Target: 53% Performance: 62%* **(2010/11)** * Total Arisings = 123,216 tonnes Re-used, Recycled, Composted = 46.7% (57,594 tonnes) Energy Recovery = 15.2% (18,779 tonnes)	Target: 74.6% Performance: 74.7%* **(2010/11)** * Total Arisings = 513,046 tonnes Re-used, Recycled, Composted = 35.1% (179,889 tonnes) Energy Recovery = 39.6% (203,260 tonnes)	Target: 53% Performance: 55.1%* **(2010/11)** * Total Arisings = 26.252 million tonnes Re-used, Recycled, Composted = 40% (10.508 million tonnes) Energy Recovery = 15.1% (3.975 million tonnes) N.B. Defra statistical release quotes a 51.3% recovery rate but this cannot be right!		
C&I Diversion (Recovery)	Target: 39% Performance: 47.9% of total tonnage received at commercial licensed facilities was input into MRS,	Target: 39% Performance: 56.8% of total tonnage received at commercial licensed facilities was input into MRS,	Target: 20% reduction in waste from 2004 levels sent to landfill by 2010 (i.e. from 27.718 million tonnes sent to landfill in 2002/03 = reduction of 5.544		

	incinerators or other treatment sites* **(2010)** *Total inputs = 1,151,458 tonnes Inputs into MRS = 34.1% (393,037 tonnes) Inputs into incinerators = 0.0% (0 tonnes) Inputs into other treatment facilities = 13.7% (158,175 tonnes) Inputs into landfill sites = 28.2% (324,999 tonnes) 76.1% of hazardous waste arising in Walsall (most of which is C&I) was re-used, recycled, or recovered	incinerators or other treatment sites* **(2010)** *Total inputs = 2,863,345 tonnes Inputs into MRS = 41.8% (1,196,683 tonnes) Inputs into incinerators = 0.3% (8,115 tonnes) Inputs into other treatment facilities= 14.8% (422,796 tonnes) Inputs into landfill sites = 17.3% (495,060 tonnes) 54.5% of hazardous waste arising in the Black Country (most of which is C&I) was re-used, recycled, or recovered	million tonnes to 22.174 million tonnes) Performance: Landfilled = 11.280 million tonnes (reduction of 40.7% on 2002/03 rates, or 23.5% of total arisings, compared to 40.8% of total arisings sent to landfill in 2002/03)* **(2009)** *Recovery rate = 54.2%: Total Arisings = 47.928 million tonnes Re-Used, Recycled/ Composted = 52.1% (24.958 million tonnes) Energy Recovery = 2.1% (1.006 million tonnes) Re-use, recycling and recovery rate in the West Midlands region was similar (52.2%).	framework/annual-monitoring-report/ Sandwell Annual Monitoring Report 2011: http://www.sandwell.gov.uk/info/856/local_development_framework/581/annual_monitoring_report Walsall Annual Monitoring Report 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Wolverhampton Annual Monitoring Report 2011: http://www.wolverhampton.gov.uk/environment/planning/policy/ldf/amr.htm	sites (MRS), incinerators and other treatment facilities has increased since 2006.
CD&EW Diversion (Use as Recycled Aggregate and Soil, Other Beneficial Use)	No local targets set	No regional or sub-regional targets set; in 2005 (the latest year for which we have data) 49.97% of CD&EW arising in the West Midlands region was used as recycled aggregate and soil, and a further 29.58%	Target: 50% reduction in waste from 2005 levels sent to landfill by 2012 (i.e. from 27.750 million tonnes sent to landfill in 2005 = reduction to 13.875 million tonnes) Performance:		

		was beneficially used on land, with 20.44% being sent to landfill sites (8.40% of which was used for landfill engineering and backfilling of quarry voids) **(2005)**	Landfilled = 19.530 million tonnes (reduction in of 29.6% compared to 2005 rates, 23.5% of total arisings, compared to 31.1% of total arisings sent to landfill in 2005* **(2008)*** *Re-use and recycling rate = 63.3%: Total arisings – 83.240 million tonnes Tonnage used as recycled aggregate and soil = 63.3% (52.730 million tonnes) Tonnage deposited on land under exemption = 13.2% (10.980 million tonnes) Tonnage used or deposited at landfill sites 23.5% = (19.530 million tonnes)		
Waste Flows – inputs and outputs of waste at Environment Agency permitted waste management sites[47]	**Walsall:** Total inputs – 1,242,000 tonnes (40.0% of inputs in Black Country)	**Black Country:** Total inputs – 3,187,000 tonnes (24.5% of inputs in West Midlands	**England:** Total inputs – 135,143,000 tonnes Total outputs – 74,542,000 tonnes	Environment Agency Waste Data Interrogator 2010 (not available online) Environment Agency Waste Data Tables	The evidence from the Environment Agency Waste Data Interrogator and Operational Incinerators data tables shows that inputs of waste into permitted waste management facilities exceed outputs. In England and in the West Midlands region, nearly twice as much waste entered permitted facilities in 2010 than

[47] Data represents total inputs into permitted landfill sites, transfer sites, metal recycling sites (MRS), treatment sites, operational incinerators, and deposits in/ onto land, and total outputs from permitted landfill sites, transfer sites, metal recycling sites (MRS), treatment sites and land deposit sites. The published Environment Agency Data Tables only record regional and national inputs by facility type. Information on outputs is only available from the Waste Data Interrogator. All figures are rounded to the nearest 1,000 tonnes.

	Total outputs – 841,000 tonnes (35.8% of outputs from Black Country) Ratio of inputs to outputs = 1.5:1 **(2010)**	region) Total outputs – 2,352,000 tonnes Ratio of inputs to outputs = 1.3:1 **(2010)** **West Midlands Region:** Total inputs – 12,982,000 tonnes (9.6% of inputs in England) Total outputs – 6,768,000 tonnes (9.1% of outputs in England) Ratio of inputs to outputs = 1.9:1 **(2010)**	Ratio of inputs to outputs = 1.8:1 **(2010)**	for England and Wales 2010: http://www.environment-agency.gov.uk/research/library/data/34169.aspx	left them. The ratio of inputs to outputs in the Black Country is lower, with inputs exceeding outputs by around 50% in Walsall and around 30% in the Black Country as a whole. More detailed data analysis at a local level shows that in 2010, that 86.20% of total waste inputs into facilities in Walsall (by tonnage) originated from the West Midlands region, but only 39.36% of waste outputs from facilities in Walsall (by tonnage) went to destinations in the West Midlands region. The percentages for the Black Country as a whole are similar.
Waste Management Capacity – existing waste management infrastructure Local Authority Collected Waste (LACW) – estimated annual throughput (tonnes per annum (TPA))[48]	**Walsall:** **Walsall:** Re-use/ Recycling – No capacity Composting –	**Black Country:** **Black Country:** Re-use/Recycling – No capacity Composting –	**England:** It is not possible to summarise the capacity data generated by the Environment	Tables 4.7, 4.20, 4.21, Black Country Waste Planning Study (2009), Atkins Ltd: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ Table WA2f, Black	Walsall has an extensive network of waste and resource management infrastructure, most of which is located in employment areas within the Core Strategy "growth network" or in the free-standing employment area of Aldridge. There is a significant resource management "cluster" at Bentley Mill Way in Darlaston, and others are beginning to develop in Aldridge, and on a smaller scale, in Bloxwich and at Ashmore Lake in Willenhall. The baseline evidence for the Core Strategy suggests that

[48] Excludes re-use/ recycling and composting capacity managed at commercial facilities under contract, which were factored into "capacity gap" calculations – for details see Evidence Base Technical Report.

	No capacity EfW – No capacity Transfer – 120,000 TPA HWRCs – 2 sites **(March 2009)**	No capacity EfW – 206,000 TPA* Transfer – 145,000 TPA HWRCs – 6 sites **(March 2009)** * Combined capacity of energy from Waste facilities in Dudley and Wolverhampton (TPA)	Agency's recent report on Waste Infrastructure in any meaningful way. It is also not directly comparable to the local information presented in this table, as it is based on licensed capacity, which is likely to be higher than actual operational capacity.	Country Core Strategy Waste Background Paper 2, Appendix 2 (2010), Black Country Authorities: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/	overall Walsall and the other Black Country Authorities are "self-sufficient" in waste management capacity, in that they have the capacity to manage an amount of waste equivalent to the waste estimated to be arising. Infrastructure for managing LACW is limited. Walsall Council has a new Environmental Depot in Brownhills, a transfer station and HWRC at Fryers Road in Bloxwich, and another HWRC at Merchants Way in Aldridge for sorting and bulking LACW but currently has no other LACW management infrastructure. There is also a very large material recovery facility (MRF) in Aldridge operated by Biffa, which manages significant amounts of LACW from other authorities (the Council does not currently have a contract to manage its waste at this facility). There are more than 60 commercial waste management facilities operating in the Borough, but many are small, and the range of C&I wastes that can be managed is limited. A significant amount of existing commercial waste management capacity is at metal recycling sites (MRS) and sites for the re-use, recovery and treatment of hazardous wastes (mainly drummed and packaged wastes and hazardous waste liquids). The largest non-hazardous facilities are the MRF operated by Biffa in Aldridge (which actually handles mostly LACW - see above), European Metal Recycling (EMR) in Darlaston (a very large MRS which includes a fridge recycling plant and an ELV facility), Metal and Waste Recycling on the edge of the Town Centre
Commercial & Industrial Waste (C&IW) – estimated annual throughput (tonnes per annum (TPA))	**Walsall:** MRS – 470,000 TPA Re-use/ Recycling – 223,000 TPA Other Treatment – 230,000 TPA Transfer – 135,000 TPA **(March 2009)**	**Black Country:** MRS – 1,613,000 TPA Re-use/ Recycling – 401,000 TPA Other Treatment – 549,000 TPA Transfer – 739,000 TPA **(March 2009)**	See above.		
Construction, Demolition & Excavation Waste (CD&EW) – estimated annual throughput (tonnes per annum (TPA))[49]	**Walsall:** Recycling/ transfer – 120,000 TPA **(March 2012)**	**Black Country:** Recycling/ transfer – 620,000 TPA **(March 2012)**	See above.		
Hazardous Waste - estimated annual	**Walsall:** Re-use/ Recycling/	**Black Country:** Re-use/ Recycling/	**England:** Re-use/ Recycling/		

[49] The data presented here is based on an updated estimate of capacity at known fixed CD&EW recycling facilities in the Black Country, which was appended to the authorities' Hearing Statement prepared for the Core Strategy Examination. The estimated capacity has been revised downwards in the light of information gathered more recently.

throughput (tonnes per annum (TPA))[50] Landfill – estimated void space (cubic metres(m^3))	Recovery – 25,800 TPA Treatment – 108,700 TPA Transfer – 26,600 TPA **(2010)** Unable to disclose due to commercial confidentiality - see Black Country data	Recovery – 66,400 TPA Treatment – 120,500 TPA Transfer – 73,500 TPA **(2010)** **Black Country:** Operational Landfill Sites: Non-hazardous – 11.530 million m^3 Inert only- 0.300 million m^3 **(March 2009)*** Pre-operational Landfill Sites, Unimplemented Exempt Operations + net increase in capacity at operational sites: Non-hazardous – 0.060 million m^3 Inert only – 0.713 million m^3 **(March 2012)***	Recovery - 1,106,300 TPA Treatment – 749,400 TPA Transfer - 839,700 TPA **(2010)** **England:** No directly comparable data but the Environment Agency estimates that the total landfill void space available at the end of 2010 (including restricted capacity) was 564.368 million cubic metres **(Dec 2010)**		(another MRS), a paper and card recycling facility operated by Veolia in Darlaston, and a tyre shredding and transfer facility operated by Credential Environmental in Moxley. Walsall had four fixed construction, demolition and excavation waste (CD&EW) recycling facilities operating during 2010/11 but one has since closed. The facilities are mostly small and constrained, and overall their capacity is not great, although capacity is expected to increase shortly when a new facility being developed by Interserve in Aldridge becomes fully operational (expected to be during 2012/13). A comparison of inputs of hazardous waste into licensed facilities in 2010 suggests that the Black Country has around 16% of the hazardous waste treatment capacity in England. Most of this was in Walsall (14% of national treatment capacity and more than 72% of treatment capacity in the West Midlands region). There are a number of large hazardous waste treatment facilities in the Borough, the biggest of which are the Empire Treatment Works (Veolia) in Aldridge, G&P Batteries in Darlaston and the new Envirosol treatment facility in Brownhills. There are also sewage treatment facilities at Goscote and Willenhall operated by Severn Trent Water (see SA Topic 14: Water Environment). An analysis of landfill capacity carried out for the Black Country Core Strategy, and of inputs into landfill sites since 2006, suggests that the

[50] Hazardous Waste is a sub-set of the other three streams, therefore total capacity = LACW, C&IW + CD&EW only. The data presented here is based on inputs at licensed facilities in 2010, from the Environment Agency Hazardous Waste Interrogator and published Waste Data Tables for 2010. Re-use/ Recycling/ Recovery is a sum of data entries for "re-use/ recycling" ("recovery" in the published tables) and "incineration with energy recovery." Treatment is a sum of "treatment" data entries (same in published tables). Transfer is a sum of "Transfer (Disposal)" and "Transfer (Recovery)" data entries (same in published tables). All figures rounded to nearest 100 tonnes.

		*The Environment Agency estimates that at the end of 2010 there was 17.907 million cubic metres of capacity in Black Country landfill sites – the reasons for the difference are being checked. Published data also indicates that there was 65.701 million cubic metres of capacity at sites in the West Midlands region.			area is likely to have sufficient capacity to last until 2026, if future levels of inputs do not exceed average input rates 2006 – 2010. This seems likely as tonnages of non-hazardous waste input into landfill sites have been significantly lower than anticipated in the recent regional landfill studies. Drivers such as the Landfill Tax Escalator and requirements for pre-treatment of waste are likely to decrease the amounts further in the future. Around 80% of the Black Country's waste recovery and treatment capacity and around 75% of its waste transfer capacity is tied up in a limited number of large "strategic" sites with a lot of capacity, including most of the ones mentioned above. This means that the loss of one of these facilities could have a major impact on overall capacity. The Core Strategy includes a policy (WM2) aimed at protecting the capacity of these facilities as far as possible, and the Council monitors significant losses as well as gains in capacity from new schemes that are implemented. The "strategic sites" are only shown as symbols on the Waste Key Diagram, so the SAD will need to identify their precise locations, and consider whether any new facilities (built since the Core Strategy) was prepared should be included.
Waste Capacity Gaps – gaps in capacity of existing waste management infrastructure	**Walsall:** Strategic Infrastructure Proposals (BCCS Table 17): LACW – replacement depot and additional HWRC	**Black Country:** Strategic Infrastructure Proposals (BCCS Table 17): LACW – 2 depots (in Dudley and Walsall) and 2 additional HWRCs (in Dudley	No comparator data available.	Policies WM1 and WM3 and Tables 16 and 18, Black Country Core Strategy 2011: http://blackcountrycorestrategy.dudley.gov.uk/	Although there is no quantitative "capacity gap" in Walsall, the Core Strategy identifies limitations in the range of infrastructure available and the range of waste types that can be managed (Policy WM1). For example, Walsall has no infrastructure for the re-use, recycling, composting or energy recovery of LACW. It therefore sends most of its waste outside the Borough for management at commercial facilities under contracts, This is

	C&I – resource recovery park proposal with estimated capacity of 240,000 TPA Landfill – 2 sites with estimated total capacity of 3.765 million tonnes Residual Waste Management Requirements (BCCS Table 18): LACW – to be determined C&I non-metal re-use, recycling, recovery – 110,000 TPA CD&EW – to be determined Hazardous – Contaminated soil treatment capacity (subject to requirements/ feasibility) Commercial Waste Transfer – 35,000 TPA	and Walsall) C&I – 2 resource recovery park proposals with estimated combined capacity of 440,000 TPA, 2 other treatment proposals with estimated combined capacity of 250,000 TPA Landfill – 3 sites with estimated minimum capacity of 3.675 million tonnes (capacity of one site not known) Residual Waste Management Requirements (BCCS Table 18): LACW – material recovery – 74,000 TPA composting/ organic – 54,000 TPA C&I non-metal re-use, recycling, recovery – 510,000 TPA CD&EW – at least 1 new facility in Wolverhampton to replace existing one likely to be lost, additional requirements to be			expected to continue in the long-term; no LACW infrastructure is planned within the Borough other than another HWRC. This is not a "capacity" gap as such because the Council has contracts in place to manage its waste effectively, and its re-use, recycling and composting rates are high for a metropolitan authority (see above). The Council is also a partner in a scheme to develop a new energy recovery facility at Four Ashes in South Staffordshire (currently under construction and expected to be completed by the end of 2013), and will therefore continue to export significant amounts of municipal waste to facilities outside the Borough for management in the future. Although there are no quantitative capacity gaps for C&I waste, there are gaps in the range of facilities available. A high proportion of Walsall's commercial waste management capacity comprises metal recycling sites (MRS) including car breakers and scrap metal yards. While this reflects local demand, there is evidence that significant amounts of metals are imported, particularly to some of the bigger facilities such as EMR. Walsall has no facilities for composting or anaerobic digestion of food and other organic wastes. It also has nor facilities to recover energy from waste and other biomass material (see SA Topic 11: Renewable and Low Carbon Energy) – although planning permission exists for a CHP plant in Bloxwich and a biomass plant in Darlaston, neither has yet been implemented. Businesses surveyed in 2010 also identified a need for better access to paper recycling, as the Council does not offer a service to all businesses and there appear to be no commercial schemes available (see SA Topic 6; Economy and Centres).

		determined Hazardous – Contaminated soil treatment capacity (subject to requirements/ feasibility) Commercial Waste Transfer – 155,000 TPA			Walsall is also a net importer of hazardous waste, and has a number of significant treatment facilities (see above). The only gaps identified in the Core Strategy in provision for managing hazardous wastes relate to facilities for the management of contaminated soils. There are currently no such facilities anywhere in the Black Country which is a significant gap considering the ground condition problems that exist (see SA Topic 12: Soil and Ground Conditions).
Waste Management Development – net change in waste management capacity 2009 - 2011	**Walsall:** **LACW –** New Council Depot under construction **C&I –** Re-use/ Recycling - 22,500 TPA **Hazardous –** Treatment - 50,000 TPA Transfer – 3, 650 TPA **(2009/10 – 2010/11)**	**Black Country:** **LACW –** New Council Depot developed in Dudley, new transfer capacity developed in Wolverhampton **C&I –** Re-use/ Recycling - 22,500 TPA (Walsall) **Hazardous –** Treatment - 50,000 TPA (Walsall) Transfer – 2 asbestos transfer facilities 250 TPA (Dudley) 3,650 TPA (Walsall) **(2009/10 – 2010/11)**	No comparator data available	Dudley Annual Monitoring Reports 2010 and 2011: http://www.dudley.gov.uk/environment-planning/planning/planning-policy/local-development-framework/annual-monitoring-report/ Sandwell Annual Monitoring Reports 2010 and 2011: http://www.sandwell.gov.uk/info/856/local_development_framework/581/annual_monitoring_report Walsall Annual Monitoring Reports 2010 and 2011: http://cms.walsall.gov.uk/index/environment/	Annual monitoring reports show that significant amounts of new waste management capacity have come forward in Walsall since monitoring began in 2004/05, and although a few facilities have closed during this period, in net terms, capacity has increased. The Council is monitoring net change in capacity since the waste capacity estimates compiled for the Core Strategy (April 2009 baseline). The information in this table shows the new capacity that has come forward in the last two years, comprising: an asbestos waste transfer station in Brownhills (Watling Waste Services), a material recovery/ recycling facility for electricity meters, carpets and small WEEE items in Willenhall (Triple R Solutions), and a treatment facility for drummed and packaged wastes, oily rags and liquids in Brownhills (Envirosol). No losses in capacity were identified during 2009/10 - 2010/11. In addition to the schemes that have recently been implemented, there are two unimplemented (time limit recently extended) planning permissions for energy from waste facilities using waste wood as feedstock (one biomass plant in Darlaston and one CHP plant

				planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Wolverhampton Annual Monitoring Reports 2010 and 2011: http://www.wolverhampton.gov.uk/environment/planning/policy/ldf/amr.htm	in Bloxwich), and there is also an outstanding permission for a large MRF at Fryers Road in Bloxwich, linked to the proposed CHP plant, and to be developed by the same operator. The Fryers Road scheme is a strategic waste management infrastructure proposal in the Core Strategy (WP3).

Summary of Current Baseline Sustainability Conditions – Material Resources

National policy guidance highlights the importance of using natural resources prudently and efficiently (NPPF, paragraphs 7 and 17). Mineral resources are identified as being essential to support sustainable economic growth and quality of life (NPPF, paragraph 142). Like the rest of the Black Country, Walsall is rich in mineral resources, and this has shaped settlement patterns and the development of transport networks. These resources are protected by a mineral safeguarding policy in the Core Strategy, and the proposed mineral safeguarding area (MSA) – to be defined in detail in the SAD - covers almost all of the area of the Black Country including nearly all of Walsall Borough. **This suggests there is a need for a SA indicator relating to impacts on safeguarding of potentially valuable mineral resources.**

The Coal Measures – part of the Black Country Coalfield – underlie the western two-thirds of Walsall Borough and contain seams of coal, ironstone, fireclay and limestone and may have given the Black Country its name, from the distinctive black soil arising from coal outcroppings. Other important resources present include sand and gravel underlying the eastern fringes of the Borough and deposits of Etruria Marl (a nationally scarce, high quality brick clay), concentrated in the Stubbers Green area of Aldridge.

Extensive coal, clay and limestone mining took place in Walsall from the 18th century through to the early 20th century. While the working of coal and limestone is no longer taking place, historic mining and quarrying activities have left an unfortunate legacy of instability and contamination by heavy metals, gas and other pollutants, as older working areas will not have been restored to modern standards (see SA Topic 12: Soil and Ground Conditions). Mineral working does still have a presence in Walsall, but is now concentrated in peripheral areas. Quarrying of sand and gravel (mainly sand) is still taking place at Branton Hill Quarry in Aldridge, currently the only operational sand and gravel quarry in Walsall. The

Core Strategy identifies two Areas of Search for sand and gravel extraction near Branton Hill Quarry and near the former Aldridge (Birch Lane) Quarry containing viable resources that can contribute towards local and sub-regional supplies. **This suggests that the SA framework should include an indicator relating to impacts on delivery of sand and gravel supplies to meet sub-regional requirements.**

Walsall also has a few facilities producing recycled aggregates, but their production rates cannot be established with confidence - the best estimate suggests that capacity is somewhat less than 0.2 million tonnes per annum. These types of facilities and other mineral related infrastructure such as facilities for bulk transport by rail or inland waterways, concrete batching plants and coating plants, are expected to be safeguarded from the threat of encroachment by incompatible uses (NPPF paragraph 143). There are a small number of such facilities in Walsall, most of which are identified in Appendix 7 of the Core Strategy (Table MIN1). **This suggests that the SA framework should include an indicator relating to impacts on important mineral related infrastructure.**

The total production capacity of Walsall's aggregate production facilities is low compared to that of other authorities in the region. Walsall 's contribution towards the primary land-won sand and gravel requirement for the West Midlands County is negligible, and more than 95% of the requirement is currently provided by sites in Solihull. The adjacent county of Staffordshire (with Stoke-on-Trent) is currently contributing more than 65% of total regional supplies of primary land-won sand and gravel, and also significant amounts of secondary and recycled materials. As construction aggregates do not tend to travel more than 25 km, a significant amount of this output is probably being exported into Walsall, the wider Black Country, and adjacent areas of Birmingham.

Etruria Marl – a nationally scarce, high quality, red brick clay – is also being extracted in Walsall, at the Atlas, Highfields South and Sandown Quarries in the Stubbers Green/ Walsall Wood areas. The clays extracted are supplied to three brickworks which are still operating nearby, but are not sufficient to meet all their needs. Brick manufacturers in Walsall therefore have to import the materials that cannot be sourced locally, including fireclay, and all of this material comes in by road, there being no rail links to the Borough's brickworks. Although there are fireclay resources present at Brownhills Common and Yorks Bridge, Brownhills, this material is currently not being worked. **This suggests that the SA framework should include an indicator relating to impacts on delivery of supplies of clay to brick manufacturing plants in Walsall.**

Mineral extraction and other mineral operations can have significant effects on human health, the environment and amenity from noise, dust, vibration and pollution, if operations are not managed properly and effective pollution control regimes and mitigation measures put into place. The responsibility for managing these effects is largely outside the planning system, although cumulative effects on amenity are a material planning consideration. **This suggests a need for a SA indicator relating to impacts of mineral working and mineral related operations on human health, the environment and the amenity of local communities.**

National planning guidance also requires waste planning authorities to plan to meet their future waste management requirements, and deliver the requirements of the Waste Framework Directive (2008/98/EC) at a local level (see PPS10, paragraph 3). This means minimising waste as far as possible, and planning for the management of unavoidable waste in accordance with the "waste hierarchy," the "self-sufficiency" and "proximity" principles, and in ways that will avoid harm to human health and the environment.[51] There is a strong focus on waste minimisation in the emerging national waste strategy (see review documents published in July 2011). **While this has already been largely addressed in the Core Strategy waste policies (in particular Policy WM5), it suggests that the SA framework should include indicators relating to impacts on waste minimisation and diversion of waste away from landfill, as well as impacts on management of waste in ways that will not be harmful to human health or the environment or affect amenity.**

Where reliable data is available on waste arisings (i.e. for Local Authority Collected Waste (LACW) and for hazardous waste), this shows that arisings in Walsall and the rest of the Black Country are falling, in line with national and regional trends. Household waste (which makes up nearly 90% of all LACW) represented only around 11% of total waste arisings in England in 2008. More than 60% was generated by mining and quarrying or construction and demolition, and around 25% by commerce and industry. While we do not have directly comparable data at a regional and local level, the latest estimates we do have (2008/ 09) suggest that in the West Midlands region, LACW (including household waste) makes up a higher proportion of total arisings (around 18%), while construction, demolition and excavation waste (CD&EW) makes up around 50% and the remaining 32% is commercial and industrial (C&I) waste.

However, the amount of hazardous waste arising in Walsall (a sub-set of arisings from the three main streams but mostly comprising C&I waste) increased in 2010 compared to previous years, possibly due to continued regeneration activity involving generation of contaminated soils, although without further data analysis we cannot be certain of the cause. The total tonnages of waste arising in Walsall are predicted to rise from the 0.765 million tonnes estimated to have arisen in 2006/07, to around 0.975 million tonnes by 2025/26, as a result of the housing and employment growth proposed in the Core Strategy.

Evidence on waste management from national data sets shows that waste is moving up the "waste hierarchy," and that significant progress has

[51] The waste hierarchy is a system for ranking methods of managing waste in order of preference, with waste prevention at the top (the preferred option), followed by re-use/ preparing for re-use (which includes material recovery), recycling (which includes composting and other technologies that convert waste into a different product), energy recovery (which includes anaerobic digestion and other energy from waste technologies), and finally, disposal (the least preferred option). The "self-sufficiency" principle means achieving net self-sufficiency, i.e. having the capacity to manage a tonnage of waste equivalent to that arising in the area, and the "proximity" principle means enabling municipal waste to be disposed of or recovered in "one of the nearest appropriate installations, using "the most appropriate methods and technologies."

already been made in meeting the new targets for re-use and recycling of municipal waste and construction and demolition waste set by the Waste Framework Directive.[52] For example, in 2010/11, 40% of the LACW arising in England was re-used, recycled or composted, in 2009 52.1% of the C&I waste arising in England was re-used, recycled, and in 2008, 63.3% of the CD&EW arising in England was used as recycled aggregate and soil (a further 13.2% was diverted away from landfill by being beneficially re-used on land). However, there is still some way to go if we are to move towards "zero waste" (or more realistically around 90% diversion of waste away from landfill) as is suggested in the national waste strategy review documents published in July 2011. The targets set for diversion of LAWC and C&I waste in Walsall the Core Strategy (75% of total arisings by 2026) are less challenging, so the Council will need to consider whether there is a need to adjust them accordingly (and if so what implications this will have for future capacity requirements).

In Walsall the LACW re-use, recycling and composting rate in 2010/11 was higher than nationally (46.7%). Although we have no data on how the C&I waste arising in Walsall is managed, a national survey carried out in 2009 indicated that the re-use, recycling and composting rate in the West Midlands region is similar to the national rate (51.2%). Furthermore, 47.8% of the total tonnage of waste received at licensed commercial waste management facilities in Walsall in 2010 was input into metal recycling sites or other treatment facilities, and 76.1% of the hazardous waste arising in Walsall (which mainly comprises waste from the C&I waste stream) was re-used, recycled or recovered. This suggests that the re-use, recycling and composting rate for C&I waste in Walsall may be similar to the national rate if not possibly higher.

We do not know how much CD&EW is currently re-used or recycled in the West Midlands region or locally in Walsall, but the latest data we have (from the 2005 national survey) indicates that in 2005 around 25% of CD&EW arising in the West Midlands region was used as recycled aggregate and soil, and a further 14.8% was beneficially re-used on land. Although local estimates were made in the technical evidence for the Core Strategy, these are unlikely to be robust.

The baseline evidence for the Core Strategy provides estimates of waste management capacity in 2009, and this suggests that Walsall and the other Black Country Authorities are "self-sufficient" in waste management capacity, in that they have the capacity to manage an amount of waste equivalent to the amount of waste estimated to be arising. The Black Country has a significant and growing network of waste and resource management infrastructure. However, it is estimated that around 80% of the Black Country's waste recovery and treatment capacity and 75% of its waste transfer capacity is tied up in a limited number of very large "strategic" sites, which means that the loss of one of these facilities would have a major impact on overall capacity.

[52] The Directive sets targets for at least 50% of municipal waste (comprising paper, metal, plastic and glass from households and other similar waste streams) to be prepared for re-use, recycling and other material recovery by 2020, and for at least 70% of non-hazardous construction and demolition waste to be prepared for re-use, recycling and other material recovery by 2020.

Most of the Black Country's (and Walsall's) existing waste management infrastructure is located in employment areas, the main exceptions being Walsall's landfill sites which are in peripheral locations in Aldridge, Stubbers Green and Shelfield, because these sites are former quarry voids, and this is where mineral extraction activity has been focused. Resource management "clusters" are beginning to develop around Bentley Mill Way in Darlaston, and others are beginning to develop in Aldridge and on a smaller scale in Bloxwich and in Ashmore Lake (Willenhall). There may be potential risks to some of this infrastructure from Core Strategy proposals to change the use of land from employment to housing, although none of the "strategic" sites identified in Walsall are considered to be at high risk. **This suggests that the SA framework should include an indicator relating to impacts on waste management infrastructure and in particular on "strategic" waste management sites.**

While no quantitative gaps in provision have been identified in the Black Country or in Walsall specifically, the range of infrastructure available is limited. Walsall's waste management capacity is dominated by metal recycling and specialist facilities such as hazardous waste treatment (mainly drummed and packaged wastes, oily rags and liquids), and specialist facilities such as battery recycling and tyre shredding, although it does have one of the largest material recovery facilities (MRFs) in the country, operated by Biffa in Aldridge.

However, Walsall has no infrastructure for managing organic wastes or contaminated soils (a major omission given the issues considered under SA Topic 12: Soil and Ground Conditions), and no energy from waste facilities apart from very small ancillary biomass plants (also a major issue for renewable energy generation – see SA Topic 11: Renewable and Low Carbon Energy). There are some concerns that the needs of some local businesses are not being met, particularly small and medium-sized enterprises (SMEs). For example, 23% of Walsall businesses surveyed in 2010 said that local waste management facilities were not sufficient to meet their needs, and 17% said that they required support, particularly in the provision of paper recycling (see SA Topic 6: Economy and Centres). As noted above, capacity for recycling construction, demolition and excavation wastes into aggregate is also limited.

The limited range of facilities available means that organic wastes and contaminated soils cannot be managed in the Borough and have to be exported elsewhere for management. There is evidence that other wastes (e.g. metals and hazardous wastes) are also being exported to areas outside Walsall and the wider Black Country, even when in theory the infrastructure to manage them exists, suggesting that other factors such as cost, convenience, and organisational practices are playing a role in how and where waste is managed. On the other hand, significant amounts of waste (particularly metals and hazardous waste liquids) are being imported into Walsall from outside the West Midland region to be managed at commercial facilities in the Borough.

Almost all of the existing waste management capacity in Walsall is commercial, so there is unlikely to be any scope to meet the needs of local

SMEs through the development of new LACW infrastructure in the Borough, as none is planned, except for an additional household waste recycling facility (HWRC) (see below). Currently, the only LACW management facilities in Walsall are a transfer station at Fryers Road, Bloxwich, two HWRCs at Fryers Road and Merchants Way (Aldridge), and a depot in Brownhills (identified as a strategic proposal in the Core Strategy and now implemented). There is not considered to be a "capacity gap" for LACW in Walsall, as the Council is successfully managing its dry recyclable waste and green garden waste at sites outside the Borough under commercial contracts, and this is expected to continue into the foreseeable future. The Council is also a partner in a project to develop a new energy from waste plant at Four Ashes in South Staffordshire and will be sending a significant amount of its residual waste to this facility once it is operational.

During the preparation of the Core strategy it was recognised that pressure for re-use of employment land for housing could affect waste management infrastructure, and the potential "risks" to sites of "strategic" importance was assessed, and capacity likely to be lost was factored into the overall requirements. The high proportion of capacity involved in metal recycling and hazardous waste treatment was also factored in, as was the capacity of proposals in the pipeline, including two landfill schemes likely to come forward in Walsall within the plan period (at Aldridge Quarry and Sandown Quarry), a resource recovery park proposal at Fryers Road in Bloxwich, and an aspiration to develop a third HWRC in Darlaston/ Willenhall. Also factored in was the likely availability of employment land in each authority, and therefore ability to provide for residual re-use, recycling, recovery and transfer infrastructure. The residual waste management requirements for Walsall are quantified in Table 18 of the Core Strategy, and this requires the SAD and AAP to make provision for the following:

- LACW – future capacity requirements, as determined through future reviews of the Council's municipal waste management strategy;
- C&I Waste – 110,000 TPA non-metal recycling, non-hazardous re-use, recycling, recovery capacity;
- CD&EW – future capacity requirements to be determined;
- Hazardous Waste - contaminated soil treatment capacity (subject to requirement/ feasibility); and
- Commercial Waste Transfer – 35,000 TPA non-hazardous waste transfer capacity.

Significant amounts of new waste management capacity have come forward in Walsall since monitoring began in 2004/05, and since 2009 (the baseline date for the capacity information) there has been a modest increase in capacity with the development of a new hazardous waste treatment facility in Brownhills (Envirosol), which does not count towards the BCCS residual requirements, and a small recycling and material recovery facility in Willenhall (Triple R Solutions), which does. **This suggests a need for a SA indicator relating to impacts on delivery of specific Core Strategy waste infrastructure proposals and residual waste management requirements.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Material Resources

The management of material resources is one area where land use plans have a fundamental role. The mineral and waste planning system is instrumental in protecting and safeguarding resources, quantifying the mineral resources and waste management capacity needed to support current and future development, and planning for the mineral extraction and built infrastructure required to facilitate this.

For example, without the SAD and AAP, it is not possible to define the extent of mineral resources of potential economic resources in Walsall. The area containing such resources, which covers most of the area of the borough, is currently only indicated in very broad terms through the MSA shown on the Minerals Key Diagram in the BCCS. The detailed boundary of the MSA in Walsall can only be defined in detail in local land use plans such as the SAD and AAP.

Without the SAD and AAP, it would also be more difficult to identify and safeguard specific mineral production sites and waste management facilities - both of which contribute significantly to the local economy - from potential loss or encroachment due to other land-use development. Although the location of such sites is identified in broad terms on the Waste and Minerals Key Diagrams in the BCCS, defining these in detail on the SAD Policies Map would provide greater certainty and clarity about the areas where these activities are taking place, and where other types of land use likely to be incompatible with such activities should be avoided.

While the BCCS identifies broad locations in Walsall that are suitable for different types of waste management development, and the broad extent of areas where essential mineral extraction may take place (“areas of search”), none of these areas are defined in detail. It is therefore necessary to provide greater clarity and certainty about where essential waste and mineral development may take place in the borough by defining these areas in detail, and by allocating suitable sites for specific types of development, where appropriate.

To conclude, although the BCCS provides general guidance on the mineral resources and waste and mineral infrastructure that should be safeguarded, and the broad locations where waste and mineral development may take place within Walsall Borough, without the additional certainty and detail provided by the SAD and AAP, there is greater potential for key infrastructure to be lost, for sterilisation of potentially important mineral resources, and for new waste and mineral development to take place in inappropriate locations. It is also likely to be more difficult to minimise the harmful effects on social and environmental interests from such development.

SA Topic 11: Renewable and Low Carbon Energy[53]					
Indicator	**Quantified Data for Walsall**	**West Midlands Region Comparator Data**	**UK Comparator Data[54]**	**Source**	**Commentary**
Carbon Emissions – estimated net carbon dioxide emissions from energy generation	**Walsall:** No comparator data available	**Black Country:** No comparator data available **West Midlands Region:** No comparator data available	**United Kingdom:** 185.3 million tonnes **(2009)**	UK Emissions Statistics - DECC 2010 Provisional UK Figures:	Energy supply is the main generator of carbon dioxide (CO_2) emissions in the UK. Nationally, it accounts for around 39% of total CO_2 emissions, mostly from power stations. Gas – on which the UK is becoming increasingly more reliant – generates more emissions than other fuel types (around 43.8% of total emissions by fuels). The Statistical Release published alongside the provisional 2010 data suggests that the increase in carbon dioxide emissions between 2009 and 2010 arose primarily from a rise in residential gas use, combined with fuel switching away from nuclear power and towards coal and gas for electricity generation. This suggests that more effort needs to be made to develop lower carbon methods of energy generation.

[53] All figures in this table have been rounded.

[54] Note: The UK data on carbon dioxide emissions comes from the 2010 UK Provisional Figures and is not directly comparable with the data on carbon dioxide emissions for Walsall and the West Midlands Region, which comes from the 2009 Local Authority Carbon Dioxide data. National, regional and sub-regional figures given in the above table have all been rounded to the nearest 0.1 million tonnes.

Energy Consumption – gas and electricity sales to domestic and commercial consumers, road transport consumption	**Walsall:**	**West Midlands Region:**	**United Kingdom:**	DECC Sub-National Energy Consumption Statistics: http://www.decc.gov.uk/en/content/cms/statistics/energy_stats/regional/regional.aspx Walsall Sector Analysis Study - Business Survey Paper (October 2010), Ekosgen for Walsall Council: http://cms.walsall.gov.uk/wpo-local_economic_assessment	Nationally, electricity consumption is significantly lower than gas consumption and more than half of the total gas and electricity sold is to domestic consumers. However, whereas domestic consumers use more gas (more than 60% of total gas sales nationally), commercial consumers use more electricity (more than 60% of electricity sales nationally). Total gas and electricity consumption has fallen since 2005, but there was a slight rise in consumption per customer between 2009 and 2010. In the West Midlands region the trend is similar. The latest information available at a local level shows that in 2010, average domestic sales per consumer of gas was higher in Walsall than the national and regional average, though average sales of electricity to domestic consumers were similar to the national and regional average. However, average sales of both gas and electricity to commercial consumers were significantly lower in Walsall than regionally or nationally. The reasons for this are not clear but are likely to be economic - rising energy costs are certainly a concern for local businesses, as evidenced in the responses to the 2010 Walsall Business Survey Other fuels used by domestic, commercial and other non-road transport consumers (including petroleum, coal and renewables) generate nearly a quarter of total energy consumed nationally, although regionally only around 20% of energy is generated from these sources and in Walsall only around 12%. Road transport is also a major consumer of fuel, mostly in the form of diesel and petroleum. In 2009, road transport generated around 25.5% of total carbon emissions in the
Total gas sales:	2009 – 2,303 GWh 2010 - 2,308 GWh	2009 – 47,827 GWh 2010 - 47,905 GWh	2009 – 539,058 GWh 2010 - 540,642 GWh		
Gas sales – average sales per domestic consumer:	2009 – 15,598 KWh 2010 - 15,350 KWh	2009 – 15,315 KWh 2010 - 15,063 KWh	2009 – 15,383 KWh 2010 - 15,156 KWh		
Gas sales – average sales per commercial consumer:	2009 – 550,995 KWh 2010 - 598,491 KWh	2009 – 638,357 KWh 2010 - 670,808 KWh	2009 - 663,764 KWh 2010 - 690,933 KWh		
Total electricity sales:	2009 – 977 GWh 2010 - 1,007 GWh	2009 – 24,624 GWh 2010 - 24,918 GWh	2009 – 295,275 GWh 2010 - 297,961 GWh		
Electricity sales – average sales per domestic consumer:	2009 – 4,034 KWh 2010 - 4,029 KWh	2009 – 4,190 KWh 2010 - 4,194 KWh	2009 – 4,152 KWh 2010 - 4,148 KWh		
Electricity – average consumption per household:	2009 – 4,317 KWh 2010 - 4,327 KWh	2009 – 4,379 KWh 2010 - 4,361 KWh	2009 – 4,423 KWh 2010 - 4,370 KWh		
Electricity sales – average sales per commercial consumer:	2009 – 63,435 KWh 2010 - 66,636 KWh	2009 – 76,669 KWh 2010 - 78,245 KWh	2009 – 76,262 KWh 2010 - 77,405 KWh		

Total estimated other fuel[55] consumption: Estimated road transport fuel consumption (2009): Personal road transport consumption: Freight road transport consumption:	2009 – 38.8 ktpoe (= 451 GWh) 107,100 tonnes 71,000 tonnes (66.3%) 36,100 tonnes (33.7%)	2009 – 1,507.6 ktpoe (= 17,533 GWh) 3,430,600 tonnes 2,229,300 tonnes (65.0%) 1,201,300 tonnes (35.0%)	2009 - 21,420.2 ktpoe (= 249,117 GWh) 34,816,900 tonnes 22,584,700 tonnes (64.9%) 11,602,200 tonnes (35.1%)		UK, and around 27% of total carbon emissions in Walsall. Consumption of fuel for personal travel (i.e. used in buses, diesel cars, petrol cars and motor cycles) accounted for 66.3% of total consumption in Walsall in 2009, compared to around 65% nationally and regionally, with the remainder being used for freight transport.
Energy efficiency and energy conservation – BREEAM Awards and Code for Sustainable Homes SAP Rating	**Walsall:** No BREEAM Awards issued since 2006/07 **(2011)** Code for Sustainable Homes – Average SAP Rating of private housing: 56 **(2007)** Code for Sustainable Homes - Average	**West Midlands Region:** 3 BREAAM Awards issued since 2006/07 **(2011)** Code for Sustainable Homes – no regional data available on SAP ratings for 2007 Code for Sustainable	**England:** 44 BREEAM Awards issued since 2006/07 **(2011)** Code for Sustainable Homes – Average SAP Rating of private housing: 48.1 **(2007)** Code for Sustainable	BREEAM Awards: http://www.breeam.org/page.jsp?id=97 Code for Sustainable Homes and Energy Performance of Buildings: Cumulative and Quarterly Data up to March 2011 (May 2011), CLG: http://www.communities.gov.uk/publications/corporate/statistics/codesustainablesapq	The most widely recognised benchmarking tools and accreditation schemes that measure the environmental performance of buildings (including their energy efficiency) are the Code for Sustainable Homes (developed by the Government and administered through the Building Regulations) and the BREEAM scheme (developed by the Building Research Establishment). There is very little data available on accreditation of buildings under the BREEAM scheme, but data published by BREEAM indicates that they have not issued any awards to buildings in Walsall, although 3 buildings in the West Midlands region have received awards.

[55] Other fuels for which consumption has been estimated are: petroleum, coal, manufactured solid fuels, renewables and waste. Units are recorded by DECC in kilo-tonnes per oil equivalent (ktpoe), the amount of energy released by burning 1,000 tonnes of crude oil. This has been converted to GWh for comparison with gas and electricity energy data by applying the following formula: 1tpoe = 11.63MWh of energy, and 1GWh = 1,000KWh, therefore 1ktpoe x 11.63 = 1GWh.

	SAP Rating of new homes: No data available.	Homes - Average SAP Rating of new homes: 82.4 **(March 2011)**	Homes - Average SAP Rating of new homes: 82.4 **(March 2011)**	12011 English House Condition Survey 2007 Annual Report (2009 see also Errata), CLG: http://www.communities.gov.uk/housing/housingresearch/housingsurveys/englishhousecondition/ehcsreports/ English Housing Survey Headline Report 2011 (2012), CLG: http://www.communities.gov.uk/publications/corporate/statistics/ehs201011headlinereport Annual Report on Fuel Poverty Statistics 2011 (2012), DECC: http://www.decc.gov.uk/en/content/cms/statistics/fuelpov_stats/fuelpov_stats.aspx	Where new affordable homes are part funded by the Homes and Communities Agency (HCA), they are required to be built to Code Level 3, which is also now incorporated into the Building Regulations. It is therefore not surprising to find that, according to the latest Statistical Release (May 2011), nearly all schemes in England are meeting this requirement. The number of schemes reaching Level 4 or above is also increasing, as is the energy efficiency of homes in England and the West Midlands region. Under the Code, the energy efficiency of new homes is measured by the Standard Assessment Procedure (SAP), The SAP rating is expressed on a scale of 1 to 100 - the higher the number, the more efficient and the lower the running costs).[56] The latest available data on SAP ratings show that the average rating of new dwellings in England and in the West Midlands region in 2010 was 82.4. Trend data also shows that the average SAP rating of new homes has increased since 2008. National and local house condition survey data also indicates that social sector housing generally has a higher SAP rating than private housing, that urban and suburban housing has a higher SAP rating than rural housing, that housing built after 1990 has a significantly higher SAP rating than older housing, and that mid-terrace houses and purpose-built flats have a higher SAP rating than other types of property. The only information we have on the SAP ratings achieved locally comes from the latest Private Sector House Condition Survey for Walsall, which reported an average SAP rating

[56] The SAP rating is based on the energy costs associated with space heating, water heating, ventilation and lighting, less cost savings from energy generation technologies. It is adjusted for floor area so that it is essentially independent of dwelling size for a given built form.

				Walsall Private Sector House Condition Survey 2007 (2008), David Adamson & Partners for Walsall Council: http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/surveys_research_and_statistics.htm Walsall Council Climate Change Strategy and Action Plan 2010 – 2014 – Mitigation Plan (2011): http://cms.walsall.gov.uk/index/environment/climatechange/cc_strategy_and_action_plan_2010-2014.htm	for private homes in Walsall of 56 in 2007. By comparison, the average (mean) SAP rating of private homes in England was 48.1, according to the English House Condition Survey Annual Report 2007. The average SAP rating of social housing in England in 2007 was 57.8, and the average rating of all homes was 49.8. The overall energy efficiency of homes in England has improved further since 2007. The English Housing Survey (EHS) 2011 Headline Report indicates that the average (mean) SAP rating of private homes surveyed in 2010 was 52.9 and the average for social sector homes was 62.4. The average (mean) SAP rating for all homes in England was 54.5, and was 53 in the West Midlands region (the lowest of all the English regions) according to the Annual Report on Fuel Poverty 2012. Although we do not have up-to-date information on private homes in Walsall for comparison, the recent programme of improvements to the energy efficiency of homes occupied by vulnerable people (see fuel poverty data below) is likely to have had some effect. The 2011 report uses the same SAP methodology as the 2007 Annual Report, meaning that the two data sets are comparable. However, the report also notes that the SAP methodology changed in 2009-10, and that future reports will use the new methodology. It is proposed to evaluate the differences and report on this in the forthcoming 2010 Annual Report.
Renewable energy generation – renewable electricity capacity and generation	**Walsall:** No comparator data available	**West Midlands Region:** Installed renewable energy capacity: 9,202.2 MWe	**United Kingdom:** Installed renewable energy capacity: 9,202.2 MWe	The UK Renewable Energy Action Plan for the UK (2010) – Table 2, Chart 2: http://www.decc.gov.u	Information about renewable energy capacity and generation is published on a regular basis by DECC, and data is available to regional level but not to local authority level. This includes facilities not eligible for Renewables

		201.6 MWe **(31 Dec 2010)** Electricity generated from renewable sources: 938.2 GWh **(1 Jan-31 Dec 2010)**	**(31 Dec 2010)** Electricity generated from renewable sources: 25,773.5 GWh **(1 Jan-31 Dec 2010)** **England:** Installed renewable energy capacity: 3,685.5 MWe **(31 Dec 2010)** Electricity generated from renewable sources: 13,776.7 GWh **(1 Jan-31 Dec 2010)**	k/en/content/cms/meeting_energy/renewable_ener/uk_action_plan/uk_action_plan.aspx Digest of United Kingdom Energy Statistics (DUKES) 2011 (Sections 6 and 7): http://www.decc.gov.uk/en/content/cms/statistics/publications/dukes/dukes.aspx DECC Energy Trends (March 2012) and Sub-National Renewable Energy special feature from September 2011 edition: http://www.decc.gov.uk/en/content/cms/statistics/publications/trends/trends.aspx	Obligation Certificates (see below). The data in the 2011 Digest of United Kingdom Energy Statistics (DUKES) shows that in 2010, the UK generated around 7.4% of its electricity from renewable sources, and renewable energy sources represented around 3.6% of its total energy consumption (measured using the 2008 Renewable Energy Directive methodology). Around 68% of this energy was in the form of electricity, 16% was in the form of heat, and the remaining 16% was transport fuel. Renewable electricity generation capacity in the West Midlands region in 2010 was only 2.2% of total UK capacity, and 5.5% of the total capacity in England. The data below gives some indication of the renewable energy generation infrastructure currently available in the West Midlands. The latest quarterly "Energy Trends" release (March 2012) shows further significant increases in renewable energy capacity in the UK during 2011, and at the end of December 2011, total capacity in the UK was estimated to be around 12.2 GW. The proportion of electricity generated from renewable sources in 2011 was a record 9.5 per cent in 2011, an increase of 2.7 percentage points on the 6.8 per cent generated during 2010.
Renewable energy generation – capacity of Large Scale Renewable Energy Generators (Biomass, Landfill Gas, Sewage Gas, Waste)[57]	**Walsall:** 2.1 MW **(2011)**	**West Midlands Region:** 84.2 MW **(2011)**	**United Kingdom:** 1,741.0 MW **(2011)**	Walsall Annual Monitoring Reports 2005 – 2011: http://cms.walsall.gov.uk/index/environment/	The Renewable Energy Foundation (REF) "Green Generators Database" contains details of facilities which have been awarded Renewables Obligation Certificates (ROCs) by Ofgem. This confirms the findings above, that the West Midlands region has very little

[57] This data is derived from the Renewable Energy Foundation's "Green Energy Database" and relates to facilities with a generating capacity of 50kW or more. The data presented in this table only includes information about Biomass, Landfill Gas, Sewage Gas and Waste Generators, because the source data on Hydro, Solar and Wind Generators is incomplete, and it is not possible to

operating under Renewables Obligation		**West Midlands Metropolitan Area:** 18.9 MW **(2011)**	**England:** 1,426.0 MW **(2011)**	planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Renewable Energy Foundation (REF) "Green Generators" Database: http://www.ref.org.uk/ Walsall Council Climate Change Strategy and Action Plan 2010 – 2014 – Mitigation Plan (2011): http://cms.walsall.gov.uk/index/environment/climatechange/cc_strategy_and_action_plan_2010-2014.htm	renewable energy capacity. The only large-scale generating facilities currently operating in the West Midlands Metropolitan area in the "Green Generators Database" are landfill and sewage gas facilities, one of which is located in Walsall - Vigo/ Utopia Power Plant, which is a landfill gas generator. This has a capacity of just over 2MW. Another landfill gas generating plant is also proposed at Walsall at Highfields South Quarry but this does not appear on the database and its generating capacity is unclear. Apart from the Vigo/ Utopia and Highfields South landfill gas plants, only two renewable/ low carbon energy schemes of any significance have obtained planning permission in Walsall since monitoring began in 2005, both biomass generators which are proposing to use waste wood as feedstock. Neither has yet been implemented. One of the schemes is also part of a "strategic site" identified in the Black Country Core Strategy for a resource recovery park development (Proposal WP3). Take-up of "microgeneration" projects – small-scale installations on domestic or business premises, such as photovoltaic panels, small wind turbines and biomass boilers – cannot be monitored as much of this now falls outside the scope of planning control, although the Core Strategy does include a policy requiring applications for "major" development to generate at least 10% of their energy from renewable and low carbon energy sources (Policy ENV7).
Renewable and low-carbon energy potential -	**Walsall:**	**West Midlands**	No comparator data available; regional	Renewable Energy Capacity Study for	The potential for the development of new renewable energy and combined heat and

determine how many of these generators are located in Walsall or the wider West Midlands. So that it can be compared directly with the local, sub-regional and regional data, the data for England also excludes the generating capacity and energy generated by Hydro, Marine, Solar and Wind Generators.

Estimated Accessible Renewable and Low Carbon Energy Potential 2010 - 2020	Estimated Accessible Renewable Energy Potential by 2020: 600 MW Estimated Accessible CHP Potential by 2020: 700 GWh/yr **(2010)**	**Region:** Estimated Accessible Renewable Energy Potential by 2020: 54,200 MW Estimated Accessible CHP Potential by 2020: 15,600 GWh/yr **(2010)** **Black Country:** Estimated Accessible Renewable Energy Potential by 2020: 2,600 MW Estimated Accessible CHP Potential by 2020: 4,500 GWh/yr **(2010)**	study	the West Midlands (March 2011), SQW, Report to Telford & Wrekin Council http://www.telford.gov.uk/downloads/200105/sustainability	power (CHP) infrastructure in the West Midlands region has been explored in a recent study, which includes a "profile" for each authority area. However, the estimated potential does not take account all of the constraints that may apply, such as economic viability and deployment (supply chain). The profile for Walsall suggests that the potential for renewable and low carbon energy development is low, and that most of the potential is likely to be in "microgeneration" which is outside the scope of the SAD and AAP. The situation is similar in the rest of the Black Country. However, it does identify limited potential for wind (around 59 MW) and biomass (around 21 MW). Potential low carbon demand (i.e. demand for combined heat and power or heat, power and cooling) in Walsall is around 707 GWh/yr, significantly lower than any of the other Black Country authorities. Despite its limitations, the study provides a starting point for evaluating the potential to bring forward new infrastructure through the SAD and AAP.
Fuel poverty – number of households in fuel poverty and number of "vulnerable" households in fuel poverty	**Walsall:** Estimated number of households in fuel poverty: 28,217 (27.4% of total households)	**West Midlands Region:** Estimated number of households in fuel poverty: 589,004 (26.2% of total households)	**England:** Estimated number of households in fuel poverty[58]: 4 million (18.4%) Estimated number of	Annual Reports on Fuel Poverty Statistics 2011 and 2012, DECC and Fuel Poverty Sub-Regional Statistics 2009 and 2010 and trend data: http://www.decc.gov.u	Fuel poverty is a significant issue nationally, and because fuel prices were rising until recently, the number of households in fuel poverty in England increased from 1 million in 2004 to 4 million in 2009 (around 18.4 % of all households). However, the latest set of data for 10 indicates that the number of households in fuel poverty has fallen since 2009, and is now around 3.5 million (16.4% of all

[58] A household in "fuel poverty" is one that needs to spend in excess of 10% of household income on fuel use in order to maintain a satisfactory heating regime.

	(2009) Estimated number of households in fuel poverty: 23,263 (22.6% of total households) **(2010)**	**(2009)** Estimated number of households in fuel poverty: 484,870 (21.6% of total households) **(2010)** **Black Country:** Estimated number of households in fuel poverty: 123,118 (27.5% of total households) **(2009)** Estimated number of households in fuel poverty: 102,336 (22.9% of total households) **(2010)**	vulnerable households[59] in fuel poverty: 3.2 million **(2009)** Estimated number of households in fuel poverty: 3.5 million (16.4% of total households) Estimated number of vulnerable households in fuel poverty: 2.8 million (18.1 % of total vulnerable households) **(2010)**	k/en/content/cms/statistics/fuelpov_stats/fuelpov_stats.aspx Walsall Affordable Warmth Strategy 2007 - 2010 http://cms.walsall.gov.uk/index/housing/housing_strategies_and_policies/affordable_warmth_strategy-2.htm	households). A significant number of households in fuel poverty contain children, elderly, sick or disabled people and are therefore considered "vulnerable." The number of households containing vulnerable people also increased between 2005 and 2009, from around 1 million to around 3 million, and fell slightly in 2010 to around 2.8 million. The proportion of households in the West Midlands region, and in the Black Country (including Walsall Borough) is higher than the national average. In 2009, it was 26.2% regionally, 27.5% across the Black Country, and 27.4% in Walsall Borough. In 2010, the number of households in fuel poverty fell at a regional and local level as it did nationally, but the proportion of households in fuel poverty in Walsall and the rest of the Black Country remained significantly higher than the national average, and is still nearly a quarter of all households in the Borough. Walsall Council's current Affordable Warmth Strategy (which is due to be updated) records a high proportion of households in Walsall as being potentially "vulnerable" in 2004. The Government's main strategy to tackle fuel poverty has been to set up a programme to help vulnerable households improve the energy efficiency of their homes - in ways that are largely outside the scope of the planning system (e.g. loft insulation, installation of more efficient boilers). Between 2006 and 2008, more than 800 households accessed Walsall's "Health through Warmth" project.

[59] A "vulnerable household" is one containing children, elderly, sick or disabled people.

Summary of Current Baseline Sustainability Conditions – Renewable and Low Carbon Energy
The main form of energy used by households and businesses in Walsall is currently gas, and as a proportion of total energy consumed, households and businesses in Walsall consume more than the national and regional average (61% of all energy consumed in Walsall in 2010 was gas, compared to 54% in the West Midlands region and 50% in England). Gas is not a sustainable source of energy as it is a finite resource, is mainly imported, and it also generates more carbon dioxide emissions than other fuel types (around 43.8% of total emissions by fuels nationally). There is a clear need to reduce energy and fuel consumption as much as possible, as well as switching to cleaner and more reliable sources, to meet essential needs. **This suggests there should be a SA indicator relating to impacts on energy and fuel consumption.** The energy efficiency of new homes appears to improving at a national and regional level, stimulated by the Code for Sustainable Homes and benchmarking schemes such as BREEAM. Local data on BREEAM accreditation is not available, so it is not clear whether these improvements are also happening in Walsall, although some major development schemes are believed to have achieved accreditation. The most recent Private Sector House Condition Survey for Walsall suggests that private homes in Walsall had a higher energy efficiency rating under the Standard Assessment Procedure (SAP) than the national average in 2007. While it is not clear whether there has been any improvement locally since then, the average (mean) SAP rating of all types of housing in England increased from 48.1 in 2007 to 54.5 in 2010. The energy efficiency of new homes is even higher, and the average (mean) SAP rating of new homes built in England and in the West Midlands region in 2011 was 82.4. Improvements to the energy efficiency and energy conservation of buildings (for example, through recent programmes to address fuel poverty, which are likely to have contributed to the improved SAP ratings - see below) are outside of the scope of the SAD and AAP, as they either do not require planning permission or are already encouraged through existing LDF policy, in particular, the Designing Walsall SPD, which includes a policy on sustainable design. With the objective of reducing harmful carbon dioxide emissions – most of which are caused by energy generation and consumption (see SA Topic 3: Climate Change) - challenging targets have been set for the UK under the Renewable Energy Directive (2009/28/EC). The UK as a whole is required to achieve a 10% share of its final consumption of energy in transport and 15% share of energy from renewable sources (in gross final consumption of energy), by 2020. Whilst the UK Renewable Energy Strategy (2009) and the National Planning Policy Framework (2012) assume that development plans will play a role in bringing forward large-scale renewable energy infrastructure, the Renewable Action Plan for the UK (2010) adopts a more negative

attitude towards planning, seeing it as a "barrier" and highlighting reforms such as the removal of "nationally significant infrastructure projects" from the mainstream planning system.

The latest information available (December 2011) suggests that installed renewable electricity generation capacity in the UK (including small-scale generating installations) is now more than 10,000 MWe and capacity is increasing. However, capacity in the West Midlands region remains at a relatively low level and was estimated to be around 202 MWe at the end of 2010, only around 2.2% of total UK capacity, and only 5.5% of capacity in England. DECC data on consumption of energy from "other fuels" (i.e. other than gas or electricity) also correlates with this, indicating that in the West Midlands, very little of the energy consumed is from renewable energy sources.

In Walsall and the rest of the Black Country, large-scale renewable energy capacity is currently limited to landfill and sewage gas generation facilities. There is only one such facility currently operating in Walsall, the Vigo/ Utopia Power Plant, which generates energy from landfill gas arising from the former Vigo/ Utopia landfill site. There is also a current proposal to install a similar plant at the operational Highfields South landfill site. There are also two biomass schemes in the pipeline, both of which have received planning permission (one is also part of a "strategic site" identified in the Black Country Core Strategy for a resource recovery park development).

The recent West Midlands Regional Renewable Energy Capacity Study (2011) has identified limited potential for new large-scale renewable energy capacity in Walsall. It identifies potential for around 59MW of wind and 21MW of biomass capacity, as well as potential for district heating (combined heat, power and cooling). **The SA framework therefore needs to include indicators on whether options will help to bring forward new renewable and low-carbon energy generating infrastructure, such as anaerobic digestion and wind turbines, or support the delivery of district heating networks.** However, it will only be possible to bring such schemes forward through the SAD and AAP if they are commercially viable and deliverable.

Microgeneration is expected to make the biggest contribution towards supply of renewable and low-carbon energy in Walsall. This is partly outside of the scope of the planning system, as many domestic installations do not require planning permission. To the extent that it is a planning issue, microgeneration is already encouraged through Black Country Core Strategy Policy ENV7. The Council's Climate Change Strategy and Action Plan 2010 – 2014 includes a commitment to implement the Core Strategy policy and the Council has been considering whether further guidance is needed; however, the SAD and AAP are unlikely to play a significant role.

Rising energy costs and fuel poverty are also significant issues nationally as well as locally, and because fuel prices have been rising, the problem has been growing. In a recent survey of businesses in Walsall (2010), over half (53%) said that energy costs were a business constraint,

although relatively few had considered low carbon technologies as a means of addressing this. The responses to the survey also suggest that the high capital costs and lack of understanding of the technologies available are major deterrents to the take-up of renewable and low carbon energy generating systems, and these are not matters that the SAD and AAP can easily address.

Measures to tackle fuel poverty – which affects nearly a quarter of all households in Walsall (22.6% in 2010), higher than the proportion of households nationally and regionally (16.4% and 21.6% in 2010 respectively) - are largely concerned with improving the energy efficiency of existing homes and are therefore also outside the scope of the planning system. However, there may be a role for the SAD and AAP in identifying suitable locations in areas affected by poverty and deprivation (see SA Topic 4: Communities and Population) for community-based renewable energy or district heating schemes that could provide cheaper sources of energy. **This suggests there needs to be a SA indicator relating to impacts on access to affordable and reliable energy supplies for local households and businesses.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Renewable and Low Carbon Energy

The BCCS technical work confirmed that existing electricity and gas infrastructure is likely to be sufficient to meet the needs of the housing growth proposed in the plan, but there was uncertainty about whether any upgrading would be required to meet the needs of future employment development. Further engagement with the company responsible for the electricity distribution network (currently Western Power Distribution) will be needed to establish whether existing infrastructure requires upgrading or new infrastructure is required. The preparation of the SAD and AAP provides an opportunity to review the adequacy of electricity and gas supply and distribution networks in the light of the locations being considered for new housing, employment and other development in Walsall, and will allow further engagement to take place with energy providers and gas and electricity supply and distribution companies.

Trend data suggests that nationally, investment in renewable and low carbon energy infrastructure has been increasing in recent years, although this is undoubtedly in part due to financial incentives offered by the Government (e.g. Feed in Tariffs) to encourage greater take-up of these technologies. However, at present, very little of Walsall's energy infrastructure is generating energy from renewable and low carbon sources – the only generating facilities of any significance are the two landfill gas generation plants linked to the former Vigo/ Utopia landfill site and the operational Highfields South landfill site.

The Government sees planning as a potential "barrier" to delivery of major energy generating infrastructure, because some technologies (most notably wind power and energy from waste plants) have been unpopular and in some areas have been refused permission. Therefore, "nationally significant infrastructure projects" – including renewable energy projects above a certain threshold – have been removed from the scope of the mainstream planning system. This means that land use plans such as the SAD and AAP can have no direct influence over the

bringing forward of such projects. The current economic recession is also likely to have the effect of hindering further investment in low carbon and renewable energy infrastructure, if this does not become more affordable and competitive compared to fossil fuel alternatives.

The latest evidence shows that in the West Midlands region, the development of renewable and low carbon energy infrastructure has been slower than in most other English regions, even in more favourable economic conditions. This is likely to be due to the lack of suitable locations for some types of infrastructure, such as wind farms and hydropower, compared to the opportunities available in other areas. A recent technical study into the potential for renewable energy development indicates that the Black Country – of which Walsall is part – has only limited potential for the generation of energy from waste and wind power, and that the main potential is likely to be from the exploitation of residual heat from existing and planned developments, through decentralised combined heat, power and cooling systems.

The BCCS only provides limited guidance on suitable locations for renewable and low carbon energy infrastructure (e.g. energy from waste plants). The SAD and AAP will therefore be expected to identify suitable locations in Walsall Borough for the development of "stand alone" energy generating infrastructure - in particular, for energy from waste plants and wind turbines - and for the development of decentralised energy systems that can exploit residual sources of heat and power. For example, there is the potential to allocate sites already in other land uses that may contribute to renewable energy generation, for example, employment land that may be used for "green" energy industries or waste recycling plants that have the potential to contribute to energy from waste projects. If the SAD and AAP were not prepared, the potential to identify such opportunities would be limited, and it is less likely that they could be planned for and realised.

In accordance with national policy guidance, the BCCS already requires new developments to generate a proportion of their energy requirements from renewable and low carbon energy sources (BCCS Policy ENV7). Therefore, the SAD and AAP do not need to provide further guidance on this – their main role will be to identify sites and locations in Walsall for new housing, employment and other development, falling within the scope of the BCCS policy, where the potential to identify more specific requirements can be explored, subject to viability.

SA Topic 12: Soil and Ground Conditions					
Indicator	**Quantified Data for Walsall (Baseline Date)**	**Regional/ Sub-Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Soil types – "Soilscape" classifications	**Walsall:** Soilscape identifies 10 different types of soils, mostly loams and clays to the west and sandy soils to the east **(January 2012)**	**Black Country:** Other parts of the Black Country have similar soil types to those in Walsall **(January 2012)**	**England & Wales:** Soilscape identifies 28 different types of soils across the whole country **(January 2012)**	Cranfield University National Soil Resources Institute: "Soilscape" online mapping database: http://www.landis.org.uk/soilscapes/ Safeguarding our Soils: A Strategy for England (2009), Defra: http://www.defra.gov.uk/publications/2011/04/08/pb13297-soil-strategy/	Soil is a vital natural resource and the types of soil present affect many things, including the fertility of the soil and the types of vegetation that can grow, which in turn determines local biodiversity and landscape character (see SA Topics 2: Biodiversity and Geodiversity and 9: Landscape and Townscape). Soil type also affects drainage and hydrology - whereas loams and clays retain moisture and have a tendency to become waterlogged, sandy soils are much more free-draining. The general distribution of soils within Walsall reflects the underlying geology (see SA Topic 10: Material Resources). The predominant soil types in Walsall are heavy loams and clays associated with the Coal Measures. These occur throughout the western two-thirds of the Borough including most of the urban area. However, the eastern edge of the Borough, which includes Great Barr, Streetly, the eastern part of Aldridge and Stonnall (and almost all of the Borough's Green Belt land), has light sandy soils. While generally of lower fertility than the loams and clays these areas are able to support arable and pasture, as well as grazing land for horses and a range of recreational uses. Areas of wet floodplain soils are also identified along the River Tame, as well as restored soils from quarry and

					opencast spoil in areas where mineral extraction has taken place. The national Soil Strategy identifies three main threats to soils: soil erosion by wind and rain, compaction of soil, and organic matter decline. The role of soil in storing carbon (i.e. as organic matter) and in supporting biodiversity is also highlighted. Potential threats (and opportunities to improve soil quality) can be addressed in development plans where proposals have the potential to improve soils (e.g. through remediation), cause problems (e.g. through pollution), or make existing problems worse. Soil erosion – caused mainly by agriculture rather than by development - can also affect water quality by depositing contaminants present in the soil into water bodies (see SA Topic 14: Water Environment).
Agricultural land quality – total amount of agricultural land (ha) and amount of land (ha) classified as "best and most versatile" (Grades 1, 2 and 3a)	**Walsall:** Agricultural land in Walsall appears to be Grade 3 or below **(January 2012)**	**Black Country:** Agricultural land in Dudley and Walsall appears to be Grade 3 or below **(January 2012)**	**England:** There are 5 grades of agricultural land: Grade 1 is the highest quality and Grade 5 the lowest **(January 2012)**	MAGIC online mapping database hosted by Defra: http://magic.defra.gov.uk/website/magic/#	Around a third of Walsall Borough is open land, and a significant amount of this is agricultural land. National policy guidance requires planning authorities to protect the best and most versatile agricultural land, which is defined as land within Grades 1, 2 and 3a (NPPF, Annex 2). Information published by Defra indicates that the agricultural land in Walsall is almost all Grade 3 in quality, although the online mapping is not detailed enough to confirm this with confidence, and it does not tell us how much of this land (if any) is Grade 3a. If development of agricultural land has to be considered in the SAD, detailed agricultural land quality mapping will need to be obtained to assist with evaluation of options.
Potentially Unstable Land – Coal Mining Development Referral	**Walsall:** Referral Area covers the western two-thirds	**Black Country:** All four authorities have Referral Areas	**United Kingdom:** The Coal Authority has now rolled out its	Coal Authority web pages (hosted by DECC) has details of	Around two-thirds of Walsall Borough, and much of the urban area, is underlain by significant deposits of coal and has been

Areas and former limestone working areas	of the Borough **(January 2012)**	covering former coal mining areas **(January 2012)**	"risk based" approach to cover all areas with a previous history of coal mining **(January 2012)**	Coal Mining Referral Areas and guidance on the risk assessment process: http://coal.decc.gov.uk/en/coal/cms/services/planning/strategy/strategy.aspx#new	subject to mining activities in the past. The Coal Authority has identified a Coal Mining Development Referral Area in Walsall covering areas previously subjected to surface coal mining, and sites where mine entries have been recorded. Within this area, development proposals are expected to evaluate the risks from previous mining activity, which is likely to have implications for evaluating potential options for the SAD. Walsall Town Centre has not been subject to coal mining, but has been affected by limestone mining in the past. Although the known sites have been treated, their load bearing capacity is restricted and this affects the height of buildings that can be constructed. Areas affected include The Butts, Waterfront, and Gigaport. Some areas to the north and east of the Town Centre (around Rushall and Daw End) are similarly affected. This will also have implications for the evaluation of options in these areas for the SAD and AAP.
Contaminated Land - number of sites/ area of land on the Public Register of Contaminated Land	**Walsall:** One site currently on Public Register **(July 2012)**	**Black Country:** No sites currently on Public Registers except for site declared in Walsall **(July 2012)**	No comparator data available	Walsall Public Register of Contaminated Land: hhttp://planaccess.walsall.gov.uk//PublicRegister/pollutioncontrollist.asp? Walsall Contaminated Land Inspection Strategy (2001): http://cms.walsall.gov.uk/index/environment/pollution/contaminated_land/contaminated_	Only one site in Walsall has been determined by the Council to fall within the definition in Part IIA of the Environmental Protection Act 1990 (as amended), and this has been listed on the Public Register of Contaminated Land. The site in question is in Willenhall. The register is available for public inspection at the Council's offices. Many other sites in Walsall are known or suspected to have contamination present on them, because the site was used for potentially contaminative activities in the past, such as heavy industry. The places in Walsall most affected by this are therefore mainly the older industrial areas, such as Pleck, Darlaston and Willenhall. Under the requirements of the Act,

				land_strategy.htm	the Council is required to have a strategy in place to investigate potentially contaminated land. The Council's approach is to target sites with high sensitivity land uses (e.g. residential with gardens, school playing fields, allotment gardens) in areas known to have previously been used for potentially contaminative activities. Contamination is not a problem unique to Walsall, and affects the other three Black Country authorities as well, as they have similar "legacy" issues. Unsurprisingly, this is a major issue affecting the availability of employment land and the potential to re-use such land for housing (see below). In line with the "precautionary principle," where there is evidence that development on a particular site for a particular use would pose a risk to human health or the environment, or if the effects could potentially be very serious but the risks are uncertain, it may not be a "reasonable" option. There is also a need to make provision for the treatment of contaminated soils on sites that can be successfully remediated. There are currently no treatment facilities for contaminated soils in Walsall or elsewhere in the Black Country, nor are there any facilities for final disposal of pre-treated residues (see SA Topic 10: Material Resources). Currently, contaminated soil tends to be removed from sites and treated elsewhere, rather than being treated in-situ. The SAD will therefore be expected to consider whether there is a need for treatment facilities in the Borough, and if so, where they should be located.
Derelict Land – total amount of derelict previously-developed	**Walsall:** 209 hectares of	**West Midlands Region:** 3,320 hectares of	**England:** 33,390 hectares of	Previously Developed Land that may be Available for	In 2009 (the date of the latest national survey), it was estimated that there were around 33,390 hectares of vacant and derelict

land (hectares)* ***N.B. This data only includes sites of 0.1** hectare and over.	derelict land **(March 2009)** 67.9 hectares of derelict land **(March 2011)**	derelict previously-developed land **(March 2009)**	derelict previously-developed land **(March 2009)**	Development: Results from the 2009 National Land Use Database of Previously-Developed Land in England[60]: http://www.homesandcommunities.co.uk/nlud-pdl-results-and-analysis. Walsall Annual Monitoring Reports, 2009 -2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	previously-developed land in England, around 25% of all identified previously-developed land. Nationally, the amount of vacant and derelict land appears to have decreased since 2002, but it is not possible to establish the trend in Walsall with any accuracy due to the limitations of the data for the years prior to 2009/10. The latest survey data suggests that Walsall has around 68 hectares of land that is classified as "derelict" according to the definition currently used in the National Land Use Database (NLUD). Although data is available for 2008/09 and previous years, this cannot be directly compared to the 2009/10 and 2010/11 data, due to changes to the definition and errors in previous returns. The actual increase in the amount of derelict land between 2009/10 and 2010/11 was very small.
Previously Developed Land – proportion of housing built on previously developed land per annum	**Walsall:** 100% **(2010/11)**	Black Country: Dudley 99.5% **(2009/10)** Sandwell 100% **(2009/10)** Wolverhampton 89% **(2010/11)**	No comparator data at a national level, but national target of 60%	Walsall Annual Monitoring Report 2011: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm	The Black Country Core Strategy has a target to develop at least 95% of new housing on previously-developed land (Policy HOU1). Sustainability Principle D also gives a clear priority to the use of previously developed land over greenfield sites. This is therefore an important monitoring indicator for the Walsall LDF. The latest AMR for Walsall indicates there is currently no problem with meeting the Core Strategy target, as during 2010/11, 100% of housing completions in the Borough were on previously-developed land. The residual net housing requirement to be

[60] The 2008/09 NLUD data recorded in this survey report and quoted in this table is not directly comparable to later data sets for Walsall from 2009/10 and 2010/11, because the definition of previously-developed land changed in 2010.

					identified in the SAD is 5,681 new homes 2009 - 2026, of which 2,975 (52.27%) are expected to be provided within the "growth network" defined on the Key Diagram. A significant proportion of these are expected to be developed on land currently in employment use. The technical work for the Core Strategy indicated that the housing requirements can be met without compromising the Borough's employment land supply, and without the need to release land from the Green Belt.
Employment Land affected by Geotechnical Problems – employment land within the Black Country "growth network" with known or suspected problems arising from previous mining activities or contamination	**Walsall:** 60.07 hectares (46% of all vacant employment land) **(January 2012)**	**Black Country:** No direct comparator data available. However, all of the regeneration corridors in the Black Country Core Strategy "growth network" are identified as having some geotechnical problems	No comparator data available.	Walsall Council Employment Land Database (not available online) and Walsall Council Employment Land Review 2012 Update (January 2012), Roger Tym & Partners for Walsall Council: http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/evidence.htm Black Country Core Strategy Stage 2: Delivery and Implementation Study - Technical Note 6:	Black Country Core Strategy Policy EMP1 requires Walsall to provide a total employment land stock of 611 hectares by 2026. This should comprise 317 hectares of "high quality" and 294 hectares of "local quality" land (Policies EMP2 and EMP3), and at any one time, a five-year supply of employment land (46 hectares) should be "readily available"[61] (Policy EMP4). The Core Strategy assumes that these requirements will be met on existing retained employment land, mostly within the "growth network," but also within the free-standing area of Aldridge identified on the Economy Key Diagram. The employment land targets set in the Core Strategy have taken into account the need to allow some land to be redeveloped with housing. Although there is a Core Strategy policy in place to manage this process of change (DEL1), implementing it has been a challenge in Walsall (see Economy & Centres summary).

[61] A "readily available" site must meet the following criteria: it must either have planning permission, be an allocation in the development plan for employment uses, or be subject to a Council resolution promoting or safeguarding it for employment uses; there should be no major problems of physical condition; there should be no major infrastructure problems in relation to the scale of development / activity proposed; and the site should be either actively being marketed for employment uses, or there should be evidence that there is a willing seller, or that the owner wishes to retain the whole or part of the site for employment uses (Black Country Core Strategy, Policy EMP4 and Appendix 8).

				Ground Risk and Minerals Extraction (Table 3) (2009) Mott MacDonald and Sample Sites Viability Study (2009), Mott MacDonald and GVA Grimley: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/	Many of the Borough's older employment areas are affected by ground condition problems. The impact of these problems on the deliverability of the strategy was assessed at a high level in the Black Country Core Strategy Phase 2: Infrastructure and Delivery Study (Technical Note 6: Ground Risk and Minerals Extraction). While the Sample Sites Viability Study (which followed on from this) did identify geotechnical problems as a potential barrier to delivery of individual sites, it did not consider this a threat to the delivery of the strategy as a whole (Sections 5.3 – 5.4). Further work has been done at a local level to establish the extent of the problems affecting employment land in Walsall. This has informed the preparation of the updated Walsall Employment Land Review (January 2012). A summary of known or suspected problems on vacant employment sites in Walsall shows that 30 of the vacant employment sites on the Council's employment land database are known or suspected to have contamination and/or mine entries. 24 of these are within the Core Strategy "growth network," representing nearly half (46%) of the total amount of land recorded on the database (60.07 ha out of a total of 130.58 ha). The most widespread problem affecting these sites is contamination, although some of them are affected by mine entries (and a few have both). The existence of significant amounts of land requiring remediation has also been highlighted in the Walsall Employment Land Review (see paragraph 4.20) as one of the main barriers to retaining a five-year supply of readily-available employment land, as significant investment may be needed to bring forward some of these sites.

Summary of Current Baseline Sustainability Conditions – Soil and Ground Conditions

Soil is an essential natural resource, vital for the support of ecosystems and food production. The main types of soil present in Walsall are heavy loams and clays which occur across much of the Borough, including the Town Centre, Darlaston, Willenhall, Bloxwich and Brownhills, and lighter, sandy soils, which occur along the eastern fringe, including most of the Green Belt land in the Borough. The distribution of soils reflects the underlying geology, loams and clays being associated with the Coal Measures and sandy soils with the areas underlain by sandstone.

The type and quality of soil can affect many things, such as the types of crops that can be grown, the types of habitats, biodiversity, landscape character, drainage and hydrology. The sandy soils present in Walsall's Green Belt generally have relatively low fertility, but are currently supporting arable and pasture, as well as grazing land for horses and a range of recreational uses (see SA Topics 2: Biodiversity and Geodiversity and 9: Landscape and Townscape).

Development has the potential to affect soil quality in a number of ways, for example, it can improve soil through land remediation, cause problems through pollution, or make existing soil quality problems worse. Some problems affecting soil, such as erosion and waterlogging, may also be affected by climate change, which is likely to lead to drier summers, thereby increasing the risk of drought and erosion, and wetter autumns and winters, thereby increasing the risks of waterlogging and flooding (see SA Topics 3: Climate Change and 14: Water Environment). **This suggests there is a need for the SA framework to include indicators relating to general impacts on soil quality.**

We have very little information on the quality of agricultural soils in Walsall, although most of them are light and sandy, and therefore of relatively low fertility. All of the Borough's agricultural land appears to be classified as Grade 3, but as a detailed agricultural classification map of Walsall is currently not available, it is not possible to determine whether any of this is Grade 3a. **As it could become an issue for the SAD to consider if Green Belt releases have to be considered as options, impacts on the best and most versatile agricultural land should be included as a SA indicator.**

A significant proportion of Walsall's urban areas are affected by poor ground conditions; a legacy of historic mining, quarrying and industrial activities. The risks of coal mining "legacy" issues have to be assessed for all developments within the Coal Mining Development Referral Area, which covers the western two-thirds of the Borough. The risks of contamination also have to be assessed on land known to have been used for potentially contaminative activities in the past, which affects the older industrial areas, most notably, Darlaston, Willenhall and Pleck.

The extent of these problems is demonstrated by the significant amount of derelict land in the Borough (around 68 hectares), and the high proportion of vacant employment sites with known or suspected contamination and/ or mine entries. Although the Core Strategy technical work did not see this as a risk to the overall strategy, at a time of difficult economic conditions this is bound to have some effect on investment and economic growth in the areas worst affected. such as the Enterprise Zone and Local Development Order in Darlaston are aimed at encouraging the investment needed to deal with these problems, so that regeneration can take place (see SA Topic 6: Economy and Centres).

For example, it could be a potential barrier to delivery of employment land to meet the needs of businesses, and to the delivery of housing on some of the lesser quality employment land. While the change of use of some employment land to housing is supported by the Core Strategy, this process needs to be carefully managed too, so that the best quality employment sites are not lost, and that too much employment land is not lost too soon (see SA Topic 6: Economy and Centres). This is addressed by Core Strategy Policy DEL2.

There are also a number of active/ former quarries and landfill sites in Walsall that are either awaiting restoration, or have not been fully restored to acceptable standards. For example, the restoration of Aldridge Quarry, which ceased operation in 2008, has still not begun, and the final phase of restoration at the former Birch Coppice site, which should have been completed in 2004, is overdue. There are also some former landfill sites in Walsall, such as the former Moxley Tip, where tipping ceased a long time ago, but further remediation work is needed to bring the land into a fit condition for development.

Despite the geotechnical problems affecting some sites, this is not preventing development from taking place in Walsall at the moment, as the take-up of employment land is currently fairly buoyant. Land is also being used efficiently - all of the development currently taking place is on previously-developed land within the existing urban areas, in line with the targets set by the Black Country Core Strategy. **The need for efficient use of land and the "brownfield first" principle should be reflected in the SA framework.**

As well as being a possible barrier to development, sites affected by contamination or instability also have the potential to cause harm to human health and to the environment. The potential risks should therefore be considered when evaluating potential site options in areas likely to be affected (see also SA Topic 8: Health and Wellbeing). **Potential health risks resulting from development of sites with contamination and/ or geotechnical problems should therefore be addressed within the SA framework.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Soil and Ground Conditions

A significant amount of previously developed land (PDL) in Walsall requires remediation works due to contamination from previous industrial uses

and/ or geotechnical problems arising from previous coal and limestone mining activities. This means that many sites in Walsall's older industrial areas, such as Darlaston, Willenhall and Pleck, and some sites in Walsall Town Centre, have higher than average ("abnormal") site costs that developers have to account for. At a time of economic recession, this has the potential to affect the viability of some developments, and may discourage or hinder the development of the most appropriate land uses for a particular site, such as industrial development, which may not generate as much profit for the developer to offset the costs of the development as an alternative use such as housing or retailing.

If a SAD or AAP was not developed, allowing us to assess the deliverability and viability of these "difficult" sites, and the sites were not considered for allocation for a number of uses to identify the most appropriate land use, it is likely that they would not get developed at all, and the contamination and geotechnical problems present on these sites would not be addressed through an appropriate land remediation scheme. As a result, many such sites may become derelict and buildings may remain vacant for a long time, causing blight and amenity problems, potentially harming the wellbeing of communities living nearby and the attractiveness of the area, deterring investment and affecting the competitiveness of existing businesses.

It could also have other wide-reaching effects such as encouraging development on easier to develop greenfield land which would result harmful environmental impacts on such areas, as new roads and access ways are built to support the development in contrast to development on previously developed land that is generally already well served by vehicular access. Longer vehicle trips would also contribute to the already exceeding level of NO_2 emissions in parts of Walsall and CO_2 emissions from transport, conflicting with the objectives of the 2009 Walsall Air Quality Action Plan, the 2010 Walsall Climate Change Action Plan and the 2011 West Midlands Local Transport Plan 3 (LTP3), which set out measures to reduce emissions from transport (see SA Topics 1: Air Quality, 3: Climate Change and 13: Transport & Accessibility).

Development on greenfield land that is not as well integrated with other existing development as PDL could also lead to poor social cohesion and exacerbate the social exclusion and deprivation that already exists in certain parts of the borough.

SA Topic 13: Transport and Accessibility					
Indicator	**Quantified Data for Walsall**	**Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Transport Networks and Connectivity – rail, bus, highway, cycle and pedestrian networks	**Walsall:**	**West Midlands Metropolitan Area:**	**Great Britain:**	West Midlands Local Transport Plan 3: Making the Connections (2011): http://www.centro.org.uk/LTP/LTP.aspx Walsall Transport Strategy (2011), Walsall Council: http://cms.walsall.gov.uk/index/transport_and_streets/transport_strategies.htm Network West Midlands – Bus Map and Guide for Walsall: http://www.networkwestmidlands.com/bus/bus-maps.aspx Centro Annual Statistical Reports 2010 and 2011 Centro: http://www.centro.org.uk/corporateinformati	Walsall is close to the hub of the national transport network. The M6 motorway (including Junctions 9 and 10) passes through the Borough, linking the Borough to the national road network, but connections from local roads to the motorway require improvement to realise the full potential of the Darlaston employment area. Although Walsall has good connections to Birmingham by road, rail and bus, linkages to other places are less good. For example, the only passenger rail line serving Walsall is the Birmingham to Rugeley Trent Valley Railway Line, and Walsall Town Centre only has direct rail services to Birmingham, having recently lost its direct connection to Wolverhampton and Stafford. There are a number of freight railway lines and disused railway lines which would improve connections if they could be reinstated as passenger lines. Connections within Walsall Borough also need improvement to enable people to move around more easily between the District and Local Centres and different neighbourhoods. As in many places with a clearly defined main centre, most bus services radiate from Walsall Town Centre which is not centrally located within the Borough. This often means that passengers have to interchange in the Town Centre to get to other parts of the Borough. The Town Centre's transport interchange arrangements also require improvement to
Highway Network	M6 Motorway (Junctions 9 and 10) A Roads – 68.4 km B Roads – 40.0 km C Roads – 10.6km Unclassified – 726 km	The West Midlands is at the hub of the motorway network - M5 and M6 cross Birmingham and the Black Country and join at Junction 8 just south of Walsall, M42 runs through Solihull, there are also connections from the M6 to the M6 Toll and M54 just north of Wolverhampton, and to the M42 near Coleshill	National motorway network covers the whole country		
Rail/ Rapid Transit Network	One operational passenger route - Birmingham to Rugeley	A network of operational rail passenger routes	Birmingham lies at the hub of the national rail network with direct links		

	Trent Valley railway line – linking Walsall Town Centre to Birmingham	covers the Metropolitan area with Birmingham at its hub, serving most main centres including Coventry, Solihull, Walsall and Wolverhampton. Also Midland Metro route (Birmingham to Wolverhampton via West Bromwich)	to London and all other major cities, and also to Europe via Eurotunnel	on/publications.aspx Walsall Cycle Map and map of Facilities for Cyclists in Walsall Town Centre: http://cms.walsall.gov.uk/index/cycling.htm	make interchange more convenient for passengers. Coverage of bus services across the Metropolitan area is measured in service kilometres (km). The number of service km operated during 2010/11 within the area totalled 129.3 million, a decrease of 2.7% from 2009/10. The majority of services are operated commercially, but 10.3% are currently subsidised. Service km in Walsall represent only 9.4% of the total network, whereas service km in the Black Country as a whole account for nearly 40% and service km in Birmingham nearly 45%. Walsall has an extensive network of cycling and walking routes. These include off-road "greenways," mainly based on canal towing paths, and on-road cycle routes (including "Safer Routes to School") where dedicated cycle lanes have been created. There are also facilities for cyclists in the Town Centre, including cycle stands and lockers at various locations.
Bus Network	12.1 million service km, of which 0.1 million km (8.3%) are subsidized **(2010/11)**	128.3 million service km,* of which 13.3 million km (10.3%) are subsidized **(2010/11)** * 57.3 million service km (44.6% of total network) are in Birmingham, and the Black Country as a whole has 50.2 million service km (38.8% of total network)	No comparator data available		
Cycle Routes and Rights of Way	Network of existing and proposed "greenways" and cycle routes identified on UDP Proposals Map and Black Country Cycle Network Diagram **(2005, 2011)**	Network of cycle routes identified on Black Country Cycle Network Diagram **(2011)**	National Cycle Network - Route 5 passes through Walsall (from Tame Valley to Brownhills)		

Traffic Congestion - average vehicle speeds and vehicle miles	**Walsall:**	**West Midlands :**	**England:**	West Midlands Local Transport Plan 3: Making the Connections (2011): http://www.centro.org.uk/LTP/LTP.aspx Congestion on Local Authority Managed A Roads: Table CGN0201a, Department for Transport Statistics: http://www.dft.gov.uk/statistics/releases/congestion-on-local-authority-managed-a-roads-2010-11 Road Traffic Estimates 2010, Tables TRA0103, TRA0105 and TRA8903 (June 2011), Department for Transport Statistics http://www.dft.gov.uk/statistics/releases/traffic-estimates-2010/	Congestion has been identified as a barrier to the economic regeneration objectives of the Core Strategy and West Midlands LTP3, and was also identified as a high priority by respondents during the LTP3 consultation. Centro estimates that congestion on the local road network in the Metropolitan Area cost around £800m in 2009. Modeling carried out in association with the Transport Innovation Fund (TIF) work predicted that congestion will increase by 22% in the long-term. Average morning peak speeds on local authority managed A roads in Walsall is currently around 20 miles per hour, the same as average speeds in the West Midlands Metropolitan area as a whole, and higher than speeds in the other Black Country authority areas, but lower than average speeds nationally. This suggests that congestion is impacting more on the West Midlands than on some other areas. Average morning (am) peak speeds have remained at around 20 miles per hour in the West Midlands Metropolitan area between 2006/07 and 2010/11, and average speeds were slightly higher in Walsall. Overall traffic volume on all roads has decreased nationally since 2007, and decreased between 2006 and 2010 in the West Midlands region as well as in Walsall. However, on major roads (motorways and A roads), traffic increased by 5.6% in England between 2006 and 2010, and in the West Midlands region by 6.4%. However, there was a slight decrease in traffic volume on major roads in the West Midlands Metropolitan area (former West Midlands County), from 4.9 billion vehicle miles in 2006 to 4.8 billion vehicle miles in 2010.
Average vehicle speeds (flow-weighted) during the weekday morning peak on local authority managed A roads	**Walsall:** 20.0 miles per hour **(2010/11)**	**West Midlands Region**: 25.8 miles per hour **West Midlands Metropolitan Area:** 20.0 miles per hour **(2010/11)**	**England:** 25.1 miles per hour **(2010/11)**		
Annual motor vehicle traffic (vehicle miles) by road class	**Walsall:** Excluding trunk roads – 674 million **All Roads – 919 million (0.9 billion) (2010)**	**West Midlands Region:** Motorways – 7.7 billion A Roads – 11.1 billion Minor Roads – 11.4 billion Excluding trunk roads – 20,069 million **All Roads – 30,260 million (30.3 billion) (2010)**	**England:** Motorways – 55.0 billion A Roads – 114.0 billion Minor Roads – 95.3 billion **All Roads – 264,268 million (264.3 billion) (2010)**		

Freight Transport – rail and canal freight infrastructure	**Walsall:**	**West Midlands Metropolitan Area:**	**United Kingdom:**	Freight Route Utilisation Strategy (2007), Network Rail: http://www.networkrail.co.uk/browseDirectory.aspx?dir=%5CRUS%20Documents%5CRoute%20Utilisation%20Strategies%5CFreight West Midlands Freight Strategy – Vision and Key Issues Consultation (December 2011): http://www.centro.org.uk/consultation/FreightStrategy.aspx	The Strategic Freight Network (SFN) defined by Network Rail includes two freight-only rail lines that currently pass through Walsall. Although on-site rail facilities are likely to be required where it is feasible to link businesses directly to the SFN (such as the specific locations identified in the Core Strategy), for the majority of businesses, direct connection is not feasible and access to the SFN will be via a limited number of strategically located Inter Modal Freight Terminals (IRFTs). While the eastern parts of the West Midlands are relatively well served with IRFTs, the eastern parts, including the Black Country, do not have good access to such facilities. Consequently, many businesses in Walsall are unable to access the SFN via an IRFT within 10 or 20 minutes' drive time (the nearest IRFTs being at Landor Street in Birmingham, and Birch Coppice and Hams Hall in North Warwickshire). The Black Country Core Strategy is proposing that the former Stourbridge to Walsall and Walsall to Lichfield railway lines be brought back into use for freight. The draft Freight Strategy for the West Midlands Metropolitan area is also proposing to improve access to the SFN through the development of the former Walsall-Stourbridge railway line as a major rail freight line. Both railway lines will need to be protected from incompatible
Strategic Freight Network (SFN) railway lines:	• Walsall to Wolverhampton • Walsall to Nuneaton via Aldridge (Sutton Park Line) • Birmingham to Rugeley Trent Valley* * also passenger line	The West Midlands rail network is a predominately twin-track mixed-use rail network carrying both passenger and freight services, and includes several railway lines that form part of the Strategic Freight Network (SFN) as well as a number of "freight only" lines	Network Rail has identified a Strategic Freight Network (SFN) comprising the most important freight railway lines in the country and strategic Inter Modal Freight Terminals (IRFTs), giving access to deep sea ports.		
Inter Modal Freight Terminals (IRFTs):	None	Landor Street, Birmingham[62]	See above		
Existing/ potential rail-linked locations:	• Sidings off Corporation St, Caldmore*; • Bentley Road South, Darlaston** • Dumblederry Lane/Middlemore	Various locations, including those identified in Black Country Core Strategy Policy TRAN3	No comparator data available		

[62] There are two other IRFTs just outside the Metropolitan area in North Warwickshire at Birch Coppice (near Tamworth) and Hams Hall (east of Sutton Coldfield), Solihull and Coventry are also well-located in relation to the Daventry Inter Modal Freight Terminal (DIRFT).

	Lane, Aldridge *Existing facility serving a lime and cement distribution site (Dalkia Ltd) ** Adjacent to European Metal Recycling (EMR) Ltd, who are proposing to bring a mothballed siding back into use				development through the SAD, and the potential to develop an IRFT in Walsall linked to the Walsall – Stourbridge line will also need to be explored. There is unlikely to be any realistic potential to move significant amounts of goods or materials by inland waterway in Walsall, because of the constraints of the network, though if any options come forward from businesses seeking to use the canals to transport goods, they can be considered for inclusion in the SAD.
Existing/ potential inland waterway wharfage sites:	None currently identified in Walsall	Studies commissioned by Centro have identified potential locations in Birmingham and Coventry but no specific locations are currently identified in the Black Country	The only examples identified of inland waterways being used to transport freight relate to large rivers, principally the Thames		
Environmental and Social Impacts of Transport – air pollution, carbon emissions, energy consumption, noise and road safety Air Pollution - Areas where nitrogen dioxide (NO_2) limit values* have been breached * NO_2 limit values: 200g/m^3 per hour not	**Walsall:** **Walsall:** Exceedence of limit values for NO_2: Several areas of exceedence (annual mean) were identified in Walsall Borough	**West Midlands Region/ West Midlands Metropolitan Area:** **West Midlands Metropolitan Area:** Exceedence of limit values for NO_2 : 37.5 km^2 of predicted (on behalf of the West Midlands authorities for	**United Kingdom:** No comparator data available to that presented in West Midlands LTP3 on area of exceedence of NO_2 (hectares) or PM_{10}.	Air Quality Plans for the achievement of EU air quality limit values for nitrogen dioxide (NO_2) in the UK http://uk-air.defra.gov.uk/library/no2ten/ Black Country Phase Two Infrastructure & Deliverability Study (2009) – TN11:	Road transport is one of the main sources of air pollution in Walsall and the rest of the West Midlands conurbation, and is a major contributor to the exceedence of statutory limit values for nitrogen dioxide (NO_2) recorded in the Borough, which has led to the declaration of a Borough-wide Air Quality Management Area (AQMA) – see SA Topic 1: Air Quality above. The West Midlands LTP3 has identified road freight transport as one of the main sources.The difficulty of reducing levels of NO_2 at a national level has meant that the UK as a whole has failed to reduce emissions of this pollutant in line with the limit values set in the Air Quality Directive by the target date, and

to be exceeded more than 18 times a calendar year, average during calendar year not to exceed 40µg/ m^3	during monitoring in the early 2000s, leading to the declaration of five AQMAs in 2002, which were superseded by a borough wide AQMA in 2006. Information on areas of current exceedence not currently available; Walsall Council modeling is underway. **(April 2012)**	LTP3) to exceed the NO_2 limit values[63] Borough-wide AQMAs declared in Birmingham, Coventry, Dudley, Sandwell, Walsall and Wolverhampton; part of Solihull also covered by AQMA. **(2008 baseline)**	National Air Quality Management Plans record km of road exceeding annual limit value @ 2008 in the UK. The baseline for the areas of greatest exceedence is as follows: Greater London: 1287 km West Midlands: 265 km Greater Manchester: 261 km West Yorkshire: 110 km These areas are not expected to achieve Air Quality Directive limit values until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015.	Climate Change and Local Air Quality: http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ West Midlands Local Transport Plan 3 (LTP3) – Addendum http://www.centro.org.uk/LTP/LTP.aspx 2011 Walsall Air Quality Progress Report for Walsall Council: http://cms.walsall.gov.uk/index/environment/pollution/air_quality/air_quality_review_assessment_managment_areas.htm DECC 2009 Local Authority Carbon Dioxide data: http://www.decc.gov.uk/en/content/cms/statistics/climate_stats/gg_emissions/uk_emissions/2009_laco2/2009_laco2.aspx	has sought an extension from the European Commission. Four areas, including the West Midlands, are not expected to achieve limit values until 2020, whereas all other air quality monitoring areas are expected to achieve them by 2015. Road transport is a major generator of carbon emissions. While energy and fuel generation and consumption is the biggest contributor, when this is factored into each sector, road transport is the third biggest source of carbon emissions after the industry and commercial sector and domestic sector. By contrast, rail transport generates very little. Road transport generates nearly 27% of total estimated carbon emissions in Walsall, similar to the proportion nationally but lower than in the West Midlands region as a whole. There has been a steady decline in emissions from the transport sector since 2005, the baseline for local authority level emissions data. It is likely that this has been mainly driven by the rising cost of fuel. Road transport is a major consumer of fuel, mostly in the form of diesel and petroleum and this is the main source of the carbon emissions noted above. In 2009, road transport generated around 25.5% of total carbon emissions in the UK, and around 27% of total carbon emissions in Walsall. Consumption of fuel for personal travel (i.e. used in buses, diesel cars, petrol cars and motor cycles) accounted for 66.3% of total consumption in Walsall in 2009, compared to around 65% nationally and regionally, with the remainder being used for freight transport. Fuel
Carbon emissions – estimated net carbon dioxide (CO_2) emissions from road transport – regional and local authority	**Walsall:** Total 0.377 MT Per Capita – 1.5 T (26.9% of total)	**West Midlands Region:** Total - 12.053 MT Per Capita – 2.2 T	**United Kingdom:** Total - 124.510 MT Per Capita – 2.0 T (27.4% of total)		

[63] This is based on modelling work undertaken for Centro to inform the monitoring of emissions for the West Midlands Local Transport Plan 3 (LTP3). Walsall Council is carrying out its own more detailed modelling to identify the areas of exceedence in Walsall Borough, and the results are likely to differ from the predictions made in the LTP3 modelling.

level data (2009) – total emissions (million tonnes), emissions per capita (tonnes)		(31.2% of total)	**England:** Total - 103.376 MT Per Capita – 2.0 T (27.8% of total)	DECC Sub-Regional Energy Consumption Statistics: http://www.decc.gov.uk/en/content/cms/statistics/energy_stats/regional/regional.aspx	consumption has declined nationally, regionally and locally since 2005, probably in part due to use of more energy efficient fuels. Under the Renewable Energy Directive the UK is required to achieve a 10% share of its final consumption of energy in transport from renewable sources (in gross final consumption of energy), by 2020.
Estimated road transport fuel consumption (2009):	107,100 tonnes	3,430,600 tonnes	34,816,900 tonnes	Noise Action Plan: West Midlands Agglomeration (March 2010), Defra: http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/	Transport is also a significant source of noise, affecting the amenity and well-being of local communities (see SA Topics 4: Communities and Population and 8: Health and Well-Being). The Strategic Noise Maps and Noise Action Plan for the West Midlands "agglomeration" identify the areas worst affected by noise from roads, railways and airports, where a strategy for mitigation is required. The main areas of Walsall affected are sections of the M6 corridor, A444 (Black Country Route), and A4148 (Pleck Road and Town Centre Ring Road). Although sections of the Birmingham – Walsall railway line around Bescot and Pleck in Walsall are also affected by noise, road transport is the main cause. No significant noise from airports is identified in Walsall.
Personal road transport consumption:	71,000 tonnes (66.3%)	2,229,300 tonnes (65.0%)	22,584,700 tonnes (64.9%)		
Freight road transport consumption:	36,100 tonnes (33.7%)	1,201,300 tonnes (35.0%)	11,602,200 tonnes (35.1%)		
Exposure to noise from transport - numbers of dwellings in "Important Areas" and "First Priority Areas" identified in Strategic Noise Maps	**Walsall:** Important Areas – Road:1,000 dwellings (2,100 people) Rail: less than 50 dwellings (less than 100 people) First Priority Locations – Road: 300 dwellings (600 people) Rail: none identified **(2010)**	**West Midlands Agglomeration:** Important Areas – Road: 12,600 dwellings (26,700) Rail:350 dwellings (900 people) First Priority Locations - Road: 2,150 dwellings (4,750 people) Rail: less than 50 dwellings (less than 100 people)* **(2010)** * Includes those in	**England:** Strategic Noise Maps and Noise Action Plans have been prepared for 23 "agglomeration areas" including the West Midlands. We have been unable to find a summary or overview document indicating how many dwellings and people are within Important Areas and First Priority Locations elsewhere.	Strategic Noise Maps showing Important Areas and First Priority Locations (Maps 74 and 75): http://www.defra.gov.uk/environment/quality/noise/environmental-noise/action-plans/important-first-priority/ Interactive strategic noise maps showing areas with high exposure to noise are available on the "Noise Mapping England" website: http://www.defra.gov.	National trends indicate that the number of deaths in road accidents is falling. The number of fatalities reported in Great Britain reduced by 42% between 2005 and 2010, with a reduction of 17% reported between 2009 and 2010. Most fatalities occur on rural roads (60%) rather than urban roads (32%). When fatalities are measured per billion vehicle miles travelled, motorcyclists have the highest fatality rate of any user group, although fatalities have been reducing across all the user groups. At a national, regional and local level, car user casualties represent by far the majority of all reported casualties. The

		Walsall identified in the preceding column.			
Road Accidents - Accidents and Serious Casualties	**Walsall:**	**West Midlands Region:**	**England:**	uk/noisemapping Reported Road Casualties in Great Britain: Annual Report 2010 (2011), Department for Transport and data tables: http://www.dft.gov.uk/statistics/releases/road-accidents-and-safety-annual-report-2010/ West Midlands Local Transport Plan (LTP3) Settlement and Transport Capital Programme – Reports to Walsall Council Cabinet 16.03.11 and 04.04.12: http://www2.walsall.gov.uk/CMISWebPublic/Meeting.aspx?meetingID=1468 http://www2.walsall.gov.uk/CMISWebPublic/Meeting.aspx?meetingID=1658	proportion of car user casualties in Walsall in 2010 was around the same as that in the West Midlands region (around 70% of all casualties) but was higher than the proportion in England (around 63% of all casualties). The proportion of pedestrian casualties in Walsall in 2010 was also higher than that in England and in the West Midlands region. The Health Profiles published by the Department for Health record details of annual average number of casualties killed or seriously injured (KSI) per 100,000 population, which indicates that Walsall has much lower average rates of serious casualties than the national and regional average, suggesting that the Borough's roads are generally safer. This is a reflection of the Borough being mainly urban, which means that traffic speeds are generally low. However, the Councils' current Local Safety Schemes programme (approved in March 2011 and updated in April 2012) identifies 82 locations in Walsall where road collisions have occurred in the last three years (i.e. between November 2008 and November 2011). In 42 of these locations, there have been more than 6 collisions. Road safety improvements are either planned or in the pipeline for most of the sites where collisions have occurred. The following Local Safety Schemes are planned to be implemented during 2012/13: • A462 Midland Road (Bilston Lane - The Green) • Station Street/ Heath Road and Steelman's Roundabout • Ablewell Street - Lower Rushall Street
Reported casualties by user type (all ages) per annum – number and percentage of total casualties	Pedestrians – 107 (13.8%) Pedal Cyclists – 46 (6.0%) Motorcyclists – 29 (2.5%) Car Users – 541 (70.0%) Bus Users – 26 (3.4%) LGV Users – 14 (2.2%) HGV Users – 7 (0.9%) Other – 3 (0.4%) TOTAL - 773 **(2010)**	Pedestrians – 2,305 (12.1%) Pedal Cyclists – 1,165 (6.1%) Motorcyclists – 1,320 (6.9%) Car Users – 13,186 (69.1%) Bus Users – 393 (2.1%) LGV Users – 481 (2.5%) HGV Users – 146 (0.8%) TOTAL – 19,093 **(2010)**	Pedestrians – 22,726 (12.3%) Pedal Cyclists – 15,957 (8.6%) Motorcyclists – 17,197 (9.3%) Car Users – 117,532 (63.4%) Bus Users – 5,460 (2.9%) LGV Users – 4,003 (2.2%) HGV Users – 1,332 (0.7%) TOTAL – 185,379 **(2010)**		
Number of people killed or seriously injured (KSI) in road traffic accidents – annual average per 100,000 population	38.81 **(2007 – 2009)**	42.92 **(2007 – 2009)**	48.12 **(2007 – 2009)**		

Local Safety Schemes – locations where more than 6 collisions have occurred in the last three years	Total number of locations where more than 6 collisions have occurred: 42 **(November 2008 – November 2011)**	No comparator data available	No comparator data available		• B4464 Walsall Road - Walsall Street • Walstead Road, including Delves Green Road. Other schemes are expected to be delivered at a later date. These include 14 "reserve" Local Safety Schemes, 8 "remaining" Local Safety Schemes, 8 Local Safety Schemes to be delivered through other programmes, and 21 other projects that will include safety measures. Network Rail has also identified a potential safety issue where new development can increase vehicular and pedestrian traffic in the vicinity of level crossings and impact on safety. They have pointed out that this could cause train line speeds to have to be reduced, thereby impacting on timetabling of train services, and potential for conflict with objectives to improve rail services.
Car Ownership – proportion of households with cars or vans Households with no cars or vans Households with one car or van Households with two or more cars or vans	**Walsall:** 31.05% 42.84% 21.37% **(2001)**	**West Midlands Region/ Metropolitan Area:** Region - 26.77% Met Area – 34% Region - 42.89% Met Area – N/A Region - 24.21% Met Area – 24% **(2001)**	**Great Britain:** 26.84% 43.69% 23.56% **(2001)**	ONS Neighbourhood Statistics for Walsall: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadAreaSearch.do?a=3&r=1&i=1001&m=0&s=1333379720454&enc=1&areaSearchText=walsall&areaSearchType=13&extendedList=false&searchAreas= Centro Annual Statistical Reports 2010 and 2011 Centro: http://www.centro.org.	Census data shows a continual increase in car ownership since 1971 nationally, regionally and locally within the West Midlands Metropolitan area, with more households having two or more cars and fewer households having no car. The 2010 national travel survey estimates that the proportion of households without access to a car in Great Britain and in the West Midlands region had fallen to 25% by 2010. It also estimates that the proportion of households with two or more cars in Great Britain in 2010 was around 32%, and in the West Midlands region, around 33%. Since 1971, the percentage of households in the West Midlands Metropolitan area with two or more cars has risen from 8% to 24% in 2001. Since 1971, the percentage of households in the West Midlands Metropolitan area with two or more cars has risen from 8%

				uk/corporateinformation/publications.aspx National Travel Survey 2010 (July 2011) DfT: http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010/	to 24% in the West Midlands Metropolitan area. The percentage of households with no car in the Metropolitan area fell from 51% in 1971 to 34% in 2001. In Walsall, 31.05% of households had no car, lower than the average for the West Midlands Metropolitan area, but higher than the regional average (26.77%). In the long-term, it is anticipated that by 2035, 22% of households in the West Midlands will have no car and 29% will have two or more cars – although in Great Britain as a whole, more households are predicted to have two or more cars (32%) and fewer people to have no car (19%).
Travel Patterns – distance travelled, trip lengths, trip rates, trips by car, car mileage Annual average distance travelled per person Percentage of average distance travelled per person by car as a proportion of total average distance travelled per annum Annual average trip lengths per person	**Walsall:** No comparator data available No comparator data available No comparator data available No comparator data available	**West Midlands Region:** 6,394 miles **(2009/10)** 83% **(2009/10)** No comparator data available	**Great Britain:** 6,751 miles **(2009/10)** 78% **(2009/10)** 7 miles **(2009/10)**	Mott Macdonald National Travel Survey 2010 (July 2011) DfT, Tables 9903 and 9904: http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010/ Road Traffic Estimates 2010, Table TRA8902 (June 2011), Department for Transport Statistics http://www.dft.gov.uk/statistics/releases/traffic-estimates-2010/	Nationally, the average distance people travel per annum and average number of trips per person per annum (trip rates) increased significantly during the 1970s and 1980s, but since the late 1990s, the average distance and number of trips has levelled off and both are now falling back. Trips by car (as a driver or passenger) accounted for 64% of all trips made and 78% of distance travelled in Great Britain in 2010, whereas in the West Midlands region they accounted for 68% of all trips made and 83% of distance travelled. Trips by walking accounted for 22% of total trips in 2010, but the proportion of walking trips fell by 8% between 2009 and 2010. The estimated average annual mileage per car has decreased as the number of cars per household has risen, falling from about 9,700 in 1995/97 to 8,430 in 2010. Total car mileage has also fallen nationally and in the West Midlands region since 2007 (in England from 215,559 million miles in 2005 to

Annual average trip rates (number of trips) per person	No comparator data available	957 trips **(2009/10)**	967 trips **(2009/10)**		203,838 million miles in 2010), and in Walsall has fallen from 752 million miles in 2005 to 705 million miles in 2010. The fall in mileage has been attributed to higher petrol prices and the recession, meaning less need/ inclination to travel. Congestion could also be a factor in Walsall, with M6 Junction10 being a major bottleneck on the Walsall to Wolverhampton route, which is a major route for commuters.
Percentage of average trips by car per person as a proportion of total average trips per annum	No comparator data available	68% **(2009/10)**	64% **(2009/10)**		
Annual car mileage per annum (per car) – all 4-wheeled cars	No comparator data available	No comparator data available	8,430 miles **(2009/10)**		
Annual car mileage (total)	705 million miles **(2010)**	23,879 million miles **(2010)**	209,383 million miles **(2010)**		
Commuting Patterns – Travel to Work	**Walsall:** Walsall residents - 34.8% travel to Birmingham to work 16.8% travel to Wolverhampton to work People who travel to Walsall to work – 12.1% travel from Birmingham 20.2% travel from Wolverhampton **(2001)**	Any useful comparator data?	Any useful comparator data?	Walsall Transport Strategy (2011), Walsall Council: http://cms.walsall.gov.uk/index/transport_and_streets/transport_strategies.htm Walsall Local Economic Assessment (2011), Walsall Council: http://cms.walsall.gov.uk/wpo-local_economic_assess+ment	The Walsall Transport Strategy (2011) identifies that Walsall has strong commuting links with Birmingham and Wolverhampton. In 2001, the Census indicated that more than a third of the working population of Walsall was commuting to Birmingham to work, and more than 10% were commuting to Wolverhampton. However, there was also an element of commuting in the other direction, with more than 15% of the working population of Birmingham and 20% of the working population of Wolverhampton commuting to Walsall. The Walsall Local Economic Assessment (2011) provides an update of commuting patterns, which suggests that the rate of inward commuting has fallen since 2011. More than half of Walsall residents (54%) now work in the Borough, 17% work elsewhere in the

					Black Country and 15% in Birmingham. It also reports an increase in the number of Walsall residents working in Lichfield District – which has seen significant recent employment growth - since 2001, although the overall proportion remains low (around 3%). By contrast, Walsall is not currently attracting significant numbers of inward commuters – around 64% of jobs in Walsall are filled by people living in the Borough, and 74% by people living in the Black Country (including Walsall). Most of the remaining jobs are filled by people living in Birmingham or Staffordshire. Commuting patterns also vary within the Borough, with Aldridge Disrict Centre attracting commuters from Lichfield, Brownhills District Centre attracting commuters from Lichfield and Cannock Chase, Darlaston District Centre attracting commuters from Sandwell and Wolverhampton, and Willenhall District Centre attracting commuters from Wolverhampton and South Staffordshire.
Commuting Patterns: Modal Share - percentage of people in employment (aged 16 – 74) who usually travel to work by the following transport modes Work at home	**Walsall:** 7.92% **(2001)**	**West Midlands Region:** 8.94% **(2001)**	**England:** 9.16% **(2001)**	ONS Neighbourhood Statistics for Walsall: http://www.neighbourhood.statistics.gov.uk/dissemination/LeadAreaSearch.do?a=3&r=1&i=1001&m=0&s=1333379720454&enc=1&areaSearchText=walsall&areaSearchType=13&extendedList=false&searchAreas	The 2001 Census records how people travel to work. Although this data is now quite old, it suggests that the car is by far the most popular mode of transport used to get to work, and that more than two-thirds of the working population in Walsall commutes by car either by driving or as a passenger, slightly lower than the regional average, but higher than the national average. The proportion of workers living in Walsall and commuting to work by public transport was lower than the national average but higher than the regional average, with bus being the most popular public transport mode. More than 10% of workers in Walsall walked to work,

Car or van (drive or passenger) Public transport: All public transport: Rail: Light Rail[64]: Bus/minibus/ coach: Motorcycle, scooter or moped Bicycle On foot	66.12% **(2001)** 12.88% 0.77% 0.23% 11.88% **(2001)** 0.85% **(2001)** 2.04% **(2011)** 10.03% **(2001)**	67.16% **(2001)** 10.45% 1.52% 0.18% 8.75% **(2001)** 0.89% **(2001)** 2.25% **(2011)** 9.52% **(2001)**	61.02% **(2001)** 14.90% 4.23% 3.16% 7.51% **(2001)** 1.11% **(2001)** 2.83% **(2011)** 9.99% **(2001)**	National Travel Survey 2010 (July 2011) DfT: http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010/	slightly more than the national and regional average, but fewer people cycled. Nearly 8% of Walsall's working population normally worked at home, less than the national or regional average. The latest Department for Transport travel survey (2010) shows that nationally, 19% of all trips made in 2010 were commuting trips. Trips by car (as a driver or passenger) accounted for 64% of all trips made (including trips for commuting and trips for all other purposes), and 78% of distance travelled. Trips by bus accounted for 7% of total trips, trips by train 3 %, trips by cycling 2% and trips by walking 22%. However, the proportion of walking trips fell by 8% between 2009 and 2010.
Public Transport Patronage – annual rail, light rail and bus journeys[65] Rail journeys – annual passenger journeys on	**Walsall:** See West Midlands Metropolitan area data	**West Midlands Metropolitan Area:** National rail network: 37.6 million	**England:** National rail network: 1,258 million	Centro Annual Statistical Report 2011 Centro: http://www.centro.org.uk/corporateinformation/publications.aspx	Local rail service patronage in the region is rising year on year, especially on commuter routes into Birmingham City Centre, including those from Walsall Town Centre and the other stations in the Borough on the Birmingham to Rugeley Trent Valley railway line (Tame Bridge Parkway, Bescot Stadium, Bloxwich and

[64] Includes underground, Metro, light rail and tram.
[65] As many transport journeys cross administrative boundaries, this data is often best captured at the metropolitan level, hence no data for Walsall is available.

national rail network Light rail – annual passenger journeys on light rail networks		**(2009/10)** 40 million **(2010/11)** Midland Metro: 4.7 million **(2009/10)** 4.8 million **(2010/11)**	**(2009/10)** 1,354 million **(2010/11)** All light rail networks: 184 million **(2009/10)** 196.5 million **(2010/11)**	DfT Transport Statistics: http://www.dft.gov.uk/statistics	Bloxwich North). Demand for rail travel in Walsall is shown by the ever-increasing overcrowding on the Chase line. This line needs to be electrified to allow more flexible electric services to operate and alleviate the lack of seats on peak hour services. Patronage of the Midland Metro (which does not currently serve Walsall, the nearest stations being at Loxdale and Bradley Lane, near Moxley) fell from 5 million passenger journeys in 2004/05 to 4.8 million in 2010/11, although there was a slight increase between 2009/10 and 2010/11. Patronage of light rail networks in England generally has increased significantly from 158.7 in 2004/05 to 196.5 million in 2010/11. In the West Midlands Integrated Transport Authority (ITA) area, which includes Walsall, annual local bus passenger journeys have fallen steadily since 2004/05. Nationally and within the English metropolitan areas generally, annual passenger journeys actually rose between 2005/06 and 2008/09, but have since fallen back, and the weekly data also suggests a fall in patronage since 2007. Around a third of passenger journeys are concessionary.
Bus journeys – weekly/ annual passenger journeys by local bus services	See West Midlands Metropolitan area data	Weekly Journeys: 178,000 (equivalent to 67 per 1,000 population) **(October 2011)** Annual Journeys: 300.2 million (32% of which were concessionary) **(2010/11)**	Weekly Journeys: 2,710,000 (equivalent to 52 per 1,000 population) **(October 2011)** Annual Journeys: 4609 million (34% of which were concessionary) **(2010/11)**		
Public Transport Patronage – annual rail and bus journeys[66] Rail journeys	**Walsall:** See West Midlands Metropolitan area data	**West Midlands Metropolitan Area:** 37.6 million (2008-9); 40 million (2009-10)	**England:**	Centro Annual Statistical Report 2011 Centro: http://www.centro.org.uk/corporateinformation/publications.aspx	Local rail service patronage in the region is rising year on year, especially on commuter routes into Birmingham City Centre, including those from Walsall Town Centre and the other stations in the Borough on the only active passenger line, Birmingham to Rugeley Trent Valley (Tame Bridge Parkway, Bescot Stadium, Bloxwich and Bloxwich North).

[66] As many transport journeys cross administrative boundaries, this data is often best captured at the metropolitan level, hence no data for Walsall is available.

Bus journeys – weekly/ annual passenger journeys by local bus services	See West Midlands Metropolitan area data	Weekly Journeys: 178,000 (equivalent to 67 per 1,000 population) **(October 2011)** Annual Journeys: 300.2 million (32% of which were concessionary) **(2010/11)**	Weekly Journeys: 2,710,000 (equivalent to 52 per 1,000 population) **(October 2011)** Annual Journeys: 4609 million (34% of which were concessionary) **(2010/11)**	DfT Transport Statistics: http://www.dft.gov.uk/statistics	Demand for rail travel in Walsall is shown by the ever-increasing overcrowding on the Chase line. This line needs to be electrified to allow more flexible electric services to operate and alleviate the lack of seats on peak hour services. In the West Midlands Integrated Transport Authority (ITA) area, which includes Walsall, annual local bus passenger journeys have fallen steadily since 2004/05. Nationally and within the English metropolitan areas generally, annual passenger journeys actually rose between 2005/06 and 2008/09, but have since fallen back, and the weekly data also suggests a fall in patronage since 2007. Around a third of passenger journeys are concessionary.
Walking and cycling – proportion of urban trips under 5 miles by walking/ cycling	No directly comparable local data available	**West Midlands Region:** 32% **(2010)**	**England:** 35% **(2010)**	National Travel Survey 2010, Table NTS9909 (July 2011) DfT: http://www.dft.gov.uk/statistics/releases/national-travel-survey-2010/ West Midlands Local Transport Plan 3 (LTP3) – Addendum http://www.centro.org.uk/LTP/LTP.aspx	The National Travel Survey 2010 suggests that nearly a third of urban trips of less than 5 miles are made by cycling and walking in England, and that the proportion in the West Midlands region is slightly lower. According to the LTP3 Addendum, cycling currently accounts for 1.4% of all journeys in the West Midlands Metropolitan Area and walking accounts for 22.3%, suggesting that the walking and cycling rate is significantly lower locally. However, it is not clear how this data has been obtained.[67] Centro is proposing to measure change from this baseline using an "Active Travel Index" with the year 2010/11 set as baseline (100).
Modal Share – peak morning trips into	**Walsall Town Centre:**	**All West Midlands Major Centres[69]:**		Centro Annual Statistical Report	Cordon counts are carried out every two years at nine major centres throughout the West

[67] The source of this data is stated to be analysis of data from the 2010 National Travel Survey, but this information is not published anywhere else. There is no breakdown of data below regional level available on the DfT website. The regional data that is available cannot be compared to the national data because it is not "weighted," and does not provide data on cycling, only "other private" transport modes which include motorcycling as well as cycling.

Town Centres by bus, rail and car[68] Total trips Share of morning peak bus trips Share of morning peak rail trips Share of morning peak trips by car	 16,504 trips **(2009)** 5,154 trips 31.2% of total **(2009)** 287 trips 1.7% of total **(2009)** 11,063 trips 67.1% of total **(2009)**	 Not specified **(2009/10)** Public Transport modal share: 34.84% **(2009/10)** Car modal share: 65.16% **(2009/10)**	 No comparator data available No comparator data available No comparator data available No comparator data available	2011 Centro: http://www.centro.org.uk/corporateinformation/publications.aspx	Midlands Metropolitan area, to establish the number of trips into the centre and the proportion of trips by different transport modes. Counts were carried out in Walsall in 2005, 2007 and 2009. The overall number of trips into Walsall Town Centre fell significantly between 2007 and 2009, from 19,365 to 16,504 (by around 17%). The number of trips into the other centres surveyed (except for Solihull) has also fallen but not by anything like as much. The proportion of trips by public transport into Walsall Town Centre has also fallen but is still nearly a third of total trips (33.0%) - higher than the proportion of public transport trips in the other strategic centres apart from Birmingham (57.8%) and West Bromwich (33.8%). Nearly all public transport trips into Walsall are by bus. The number of trips by car into Walsall is also falling, as are the overall number of trips by all modes, suggesting that less people are visiting Walsall Town Centre. Although the number and proportion of rail trips into the Town Centre is rising, this is from a very small base. A comparison with other centres suggests that rail share it is unlikely to be significant unless there are major improvements to Walsall's rail connections, because only the best connected centre, at the hub of the rail network – Birmingham - generates a significant proportion of trips by rail.
Cost of Transport – cost of transport as a	No local data available	**West Midlands**	**United Kingdom:**	Centro Annual Statistical Report	Transport represents one of the largest items of weekly household spending for households

[69] The centres surveyed are: Birmingham City Centre, Brierley Hill, Coventry City Centre, Dudley Town Centre, Solihull Town Centre, Sutton Coldfield Town Centre, Walsall Town Centre, and West Bromwich Town Centre and Wolverhampton City Centre. Data is composite, covering two-year survey period – not all centres are surveyed every year.

[68] Centro data for modal share for peak hour journeys to Walsall Town Centre omits walking and cycling. However, there is likely to be a relatively large walking component of trips into Walsall Town Centre in view of the surrounding residential catchment within easy reach by foot, which is untypical of other towns of its size. The modal shares of car, bus and rail in practice will in practice therefore be slightly smaller than reported in the Centro reports.

proportion of average weekly household expenditure		**Region:** Average weekly household expenditure: £430.10 Average weekly household expenditure on transport: £61.40 (14.3% of total expenditure) **(2008 -10)**[70]	Average weekly household expenditure: £466.50 Average weekly household expenditure on transport: £62.30 (13.3% of total expenditure) **(2008 - 2010)** **England:** Average weekly household expenditure: £472.40 Average weekly household expenditure on transport: £62.80 (13.3% of total expenditure) **(2008 - 2010)**	2011 Centro: http://www.centro.org.uk/corporateinformation/publications.aspx 2010 Living Costs and Food Survey (2011), ONS: http://www.ons.gov.uk/ons/rel/family-spending/family-spending/family-spending-2011-edition/index.html	in the UK as well as in the West Midlands region, although the latest expenditure survey data suggests that in the West Midlands, families spend a slightly higher proportion of their weekly income on transport than the average in England and the UK. The most recent national survey report indicates that transport represented nearly 14% of average weekly household spending in the UK in 2010,[71] a rise on the previous three years when it was around 13%. However, it was consistently around 14% prior to that, the highest average weekly spend of any item throughout the time series. In the West Midlands, as in the rest of the UK, fuel prices (partly driven by increases in taxation) increased significantly between April 2010 and April 2011, but so have other living costs, so the proportion of income spent on transport may not have changed significantly since 2010.
Access to key public services by walking: **Percentage of households within a 400m walking distance to local district centre**	**Walsall :** 59.7% **(1998-2001)** 52.6%	No comparator data available	No comparator data available	Walsall Partnership Fact Sheets: http://www.walsallpartnership.org.uk/wp-index/shared_intelligence.htm Walsall Local Accessibility Action Plan (2007), Walsall	This is old information but the only information of this type available. Similar, but not exactly comparable information could be derived from mapping data, which could measure how distances change in future. However, the BCCS accessibility standards in policy HOU2 are based on travel time rather than distance. They also refer to particular services (doctor's, schools and fresh food) rather than just centres, and only apply to new developments

[70] Annual data is not published at regional level, only average figures for three year periods, the latest of which is 2008 - 2010. Source: Table A33 of 2010 Living Costs and Food Survey.

[71] Average weekly household expenditure in the UK in 2010 was £473.60 and expenditure on transport was £64.90 (13.7% of total). Source: Table 1.1 of ONS 2010 Family Spending Report.

Percentage of households within a 400m walking radius to a GP **Percentage of households within a 400m walking distance to a library**	**(1998-2001)** 34.9% **(1998-2001)**			Borough Strategic Partnership: http://www.walsall.com/index/local_accessibility_action_plan.htm	rather than all existing developments. The Walsall Local Accessibility Action Plan (2007) identifies a number of potential barriers to accessibility in the Borough, including the availability and physical accessibility of transport, the cost of transport (see above), road safety, and more fundamentally for the SAD and AAP, location of services and facilities in inaccessible places.
Accessibility – percentage of users with "reasonable" access to key services by public transport, walking and cycling	**Walsall:** No directly comparable data available, although the following indicators are identified for monitoring access to hospitals and employment areas in the West Midlands Metropolitan area: Hospital - 434,312 of population within 30 minutes' inter-peak travel time of a main NHS Hospital (compared to LTP2 target of 378,857) **(2010/11)** Employment – new LTP3 target that 68.7% of working age people in areas of high unemployment can reach at least 50,000 jobs within 45 minutes	**West Midlands Region:** Employment: PT/ Walking - 81.0% Cycling – 58.8% Primary School: PT/ Walking: 43.9% Cycling –59.5% Sec School: PT/ Walking - 51.6% Cycling – 53.9% Higher Ed: PT/ Walking - 64.8% Cycling – 51.1% GP: PT/ Walking - 60.5% Cycling – 58.9% Hospital: PT/ Walking - 31.3% Cycling – 31.4% Foodstore: PT/ Walking - 54.3% Cycling – 59.6%	**England - Urban Areas:** Employment: PT/ Walking - 83.3% Cycling – 62.3% Primary School: PT/ Walking: 45.0% Cycling – 60.3% Sec School: PT/ Walking - 52.8% Cycling – 57.1% Higher Ed: PT/ Walking - 65.4% Cycling – 53.6% GP: PT/ Walking - 62.6% Cycling – 61.6% Hospital: PT/ Walking - 34.2% Cycling – 37.1% Foodstore: PT/ Walking - 56.6% Cycling – 62.3%	Walsall 2007 Annual Monitoring Report http://cms.walsall.gov.uk/index/environment/planning/planning_policy/local_development_framework/ldf_annual_monitoring_report.htm Accessibility Statistics 2010, Tables 0204, 0208 and 0209 (June 2011), DfT: http://www.dft.gov.uk/statistics/releases/accessibility-2010	The Department for Transport publishes data on accessibility to key services by different transport modes, including public transport and walking. The definition of "reasonable" access uses the 15 minute threshold but also takes into account the "sensitivity" of users to the transport type, i.e. how long they are likely to be willing to take to travel to a particular facility. The latest statistical release (2010) suggests that nationally and regionally, a high proportion of people are within 15 minutes' travel time by public transport of key facilities and services. The national and local data we have available also suggests that access to such facilities in Walsall is better than the national and regional average – see SA Topic 4: Communities and Population for details. However, the DfT data presented here suggests accessibility to different types of facilities by public transport, walking and cycling varies considerably. For example, whereas more than 80% of people in urban areas have "reasonable" access to employment by public transport/ walking, only 34.2% have "reasonable" access to a hospital. The proportion of people in the West Midlands Region having "reasonable" access to these facilities is lower on the whole, than the average for urban areas in England generally.

	by public transport **(2010 baseline)**	Town Centre: PT/ Walking - 34.0% Cycling – 44.2% **(2010)**	Town Centre: PT/ Walking - 33.8% Cycling – 44.4% **(2010)**		While monitoring of access to hospitals has continued until recently at a Metropolitan area level in relation to the LTP2, this is no longer being done on the basis that Centro consider a very high proportion (99%) of the Metropolitan area's population can access key locations other than employment, such as a doctor, primary school and food store, within 15 minutes by accessible modes. Centro's future monitoring in relation to the LTP3 will therefore focus on access to employment in areas of high unemployment. In Walsall, potential barriers to accessibility have been identified for many types of facilities, not just employment areas (see above). However, the Council's monitoring to 2007 showed that nearly all new housing completions in Walsall during 2006/07 were within 30 minutes public transport time of key services, except for a hospital (see SA Topic 4: Communities and Population).

Summary of Current Baseline Sustainability Conditions – Transport and Accessibility

Walsall's transport networks provide the essential infrastructure needed to support the land use changes proposed in the Black Country Core Strategy, such as the expansion of the Town Centre and the wider economic regeneration of the area (see SA Topic 6: Economy and Centres). The social and economic roles of planning in co-ordinating investment in essential transport infrastructure and ensuring that local services are provided in accessible locations are also recognised in national policy guidance (NPPF, paragraphs 7, 17 and 29 - 41).

Core Strategy Policy CSP5 sets out the transport strategy for Walsall and the rest of the Black Country and identifies a number of key objectives for transport, such as improving access for freight to the national motorway and rail freight networks, improving access to employment areas and addressing congestion, all of which are major problems for businesses and potential barriers to economic growth. Other objectives include improving access to key services, encouraging people to make more sustainable transport choices, addressing the negative impacts of transport on the environment and improving road safety. Similar objectives and aspirations are expressed in the Walsall Sustainable Community Strategy (2008), the Council's Corporate Plan 2010/11 – 2014/15, and the Walsall Transport Strategy (2011).

Walsall is close to the heart of the national transport network and the Town Centre has a direct rail service to Birmingham, frequent bus services to Birmingham and Wolverhampton, and bus connections to most parts of the Borough, other parts of the Black Country and beyond. Walsall also has access to the national motorway network, as the M6 motorway (including Junctions 9 and 10) passes through the Borough, linking Wednesbury, Bescot and Darlaston to the wider transport network. In addition, Walsall has a network of off-road and on-road cycling and walking routes, and Route 5 of the National Cycle Route passes through the Borough. However, Walsall's existing transport networks have limitations which need to be tackled to realise the aspirations of the local and sub-regional transport strategies.

For example, Walsall's only operational passenger rail service is currently provided by the Birmingham to Rugeley Trent Valley Railway Line, which only serves Walsall Town Centre, Bloxwich District Centre, Bloxwich North and Bescot, and the Midland Metro does not currently serve Walsall, the nearest stations being just outside the Borough boundary near Moxley. Walsall is also not well connected by rail to places beyond the Borough except for Birmingham, Cannock and Rugeley, and has recently lost direct rail connections to Wolverhampton and Stafford. Linkages between the highway network and Walsall's main employment areas are also not ideal, even though Darlaston is physically very close to Junction 10 of the M6 and the Black Country Route (A454). This has been identified as one of the main barriers to business expansion in Darlaston (see SA Topic 6: Economy and Centres), as the area suffers from many of the problems generated by having a motorway close by (e.g. noise, air pollution and congestion), without being able to fully realise the benefits (see SA Topics 1: Air Quality and 4: Communities and Population).

Congestion is also a potential barrier to economic growth in Walsall, as evidenced by average morning peak traffic speeds on A roads, which are lower than the national average. While overall, the volume of traffic on roads has decreased since 2006, at a national and regional level it has increased on motorways and A roads (although not in the West Midlands Metropolitan area) and is predicted to grow further. As congestion does not stop at local authority boundaries, congestion is being tackled at sub-regional level through the West Midlands Local Transport Plan 3 (LTP3), with investment being targeted towards improving traffic flows within a core network of 53 "Smart Routes," 11 of which are wholly or partly within Walsall Borough. The following major infrastructure improvement projects are planned in the Black Country Core Strategy (Policy TRAN1) and LTP3 to relieve congestion and improve connectivity:

- Rapid transit extensions to the Midland Metro to connect the Black Country strategic centres to each other and to Birmingham, first priority being within the Walsall to Stourbridge corridor to provide high quality access to Merry Hill and Brierley Hill;
- Improvements to Junctions 9 and 10 of the M6 motorway;
- Active Traffic Management and Hard Shoulder Running on the M6 motorway;
- Delivering a Quality Bus Network across the Black Country;

- Improving access from the Black Country to Birmingham International Airport;
- New Freight railways from Walsall to Stourbridge and Walsall and Walsall to Lichfield;
- "Red Routes" Packages 1 and 2 – programmes of improvements on selected highway routes aimed at relieving congestion and improving running and reliability of bus services; and
- Darlaston Strategic Development Area (DSDA) Access Project - a programme of highway improvements aimed at improving linkages between Darlaston and the motorway network and alleviating congestion on local roads.

Delivery of these projects is important to achieve the benefits required to support economic growth, reduce congestion and improve connectivity to and within the Borough. Network Rail has commented that development can create a significant change in the usage of a part of the transport network and generate a requirement for new or improved infrastructure. However, it is unlikely that there will be resources available to develop any new infrastructure over and above what is already planned. New development allocated in the SAD and AAP must therefore be capable of being accommodated on existing and proposed transport networks, without compromising the objective of reducing congestion. **This suggests that the SA framework should include an indicator relating to impacts on existing and planned infrastructure, as well as impacts on the objective of reducing congestion on transport networks.**

The above projects have already been subjected to appraisal through the SA of the Core Strategy and SEA of the LTP3. The assessments found that road transport is already having significant environmental effects both locally and nationally. Road transport is the main source of nitrogen dioxide (NO_2) emissions in Walsall's transport corridors, where the statutory limit values in the Air Quality Directive (2008/50/EC) are being exceeded (see SA Topic 1: Air Quality). It is also a major generator of carbon dioxide (CO_2), the greenhouse gas that contributes more than any other towards climate change in the UK, mostly from fuel consumption, and while fuel consumption is falling, carbon emissions rose between 2007 and 2009 though they have since fallen back (see SA Topics 3: Climate Change and 11: Renewable and Low Carbon Energy). Impacts from emissions are exacerbated by congestion. In response to the findings of the appraisals, policies in the Core Strategy and LTP3 were modified to mitigate the effects as far as possible, and it should be remembered that one of the primary objectives of these projects is to alleviate congestion and improve traffic flow, not to make it worse.

Strategic noise mapping carried out more recently in accordance with the Environmental Noise Directive (2002/49/ EC) has shown that transport is also generating significant amounts of noise in the West Midlands Metropolitan area, with potential effects on the amenity and well-being of local communities (see SA Topics 4: Communities and Population and 8: Health and Wellbeing). In Walsall road transport accounts for most of the high levels of noise that have been mapped, and affects many more households than railways. However, noise from railways will increase if they become more active, for example, if disused routes re-open for passenger and freight services are reintroduced on lines that currently only

carry freight. These potential impacts will not have been evaluated in any detail in the SA of the Core Strategy.

While road safety is not currently a major issue in Walsall, Network Rail has commented that new development can increase vehicular and pedestrian traffic in the vicinity of level crossings, thereby impacting on safety. They have pointed out that this could cause train line speeds to have to be reduced, thereby impacting on timetabling of train services, and potential for conflict with objectives to improve rail services. There are also a number of locations in Walsall where accidents have occurred recently, and where Local Safety Schemes are planned within the timeframe for the SAD and AAP.

There should be no need for further appraisal of the transport projects in the Core Strategy and LTP3, as any local effects from air pollution or noise will be evaluated in detail through the development management process and through the Environmental Impact Assessment (EIA) process where EIA is required. **However, the SA of the SAD and AAP will need to consider wider effects from transport infrastructure and traffic generation on the environment and local amenity, which have not already been assessed.** For example, new options likely to generate significant amounts of traffic could make air quality, carbon emissions and noise worse than predicted, even with the planned infrastructure improvements aimed at reducing congestion, and the planned transport projects could also have impacts on new options likely to be particularly sensitive to the environmental effects they will generate. These effects will need to be evaluated.

Another important transport issue affecting economic growth is the ability to move goods and services around. Most freight is currently moved around the Black Country via the highway network. This is largely focused on routes that are heavily congested at peak times, because they form the hub of the national road network, and therefore have to cope with long distance as well as local movements. As well as exacerbating air pollution and carbon emissions, congestion affects journey time reliability of freight movements, and therefore business costs, efficiency and competitiveness. However, for most businesses in Walsall who could move their goods by rail rather than by road, the option is currently not available. The few direct links to the rail freight network are either not in use or are only accessible to specific end users, and there are no inter regional freight terminals (IRFTs) near to Walsall that other businesses could use. The Black Country Core Strategy and West Midlands LTP3 seek to address this deficiency and improve access to the rail network for Black Country businesses through the re-opening of the former Stourbridge to Walsall railway line for freight. Further technical work is proposed on the scope to develop a Regional Logistics Site with rail access to serve the Black Country, and to evaluate potential options.

In addition, there is an aspiration to encourage use of the inland waterways for the movement of freight, where feasible. However, the Council is currently unable to identify any realistic potential for moving freight by inland waterways in Walsall, and it is only likely to be feasible in special cases. Options for canal freight facilities such as wharves could be considered through the SAD, although this will be subject to demand, and will also depend on the feasibility of implementing such a proposal without compromising the other functions of the canal network such as its

contribution towards leisure and recreation, landscape quality and biodiversity. **This suggests that the SA framework should assess the potential impact of options on objectives to divert more freight away from the highway network by increasing use of the rail freight network and inland waterways for the movement of goods and services.**

The latest information on travel to work (from the 2011 Local Economic Assessment) indicates that more than half of Walsall's working population also works in the Borough, and those that do not mainly work elsewhere in the Black Country or in Birmingham. Walsall is also not attracting a significant number of inward commuters. Transport choices, for commuting and for other purposes, can have significant effects on congestion, the environment and health and wellbeing as well as on the future sustainability and viability of transport infrastructure. The West Midlands LTP3 is therefore aiming to manage travel demand more efficiently, by encouraging people to make greater use of public transport, cycling and walking networks, particularly for shorter journeys. However, it will be a challenge to increase public transport patronage to meet the LTP3 target to increase bus patronage by 5% from 2010/11 baseline levels by 2015/16.

For most people in Walsall the car is the main mode of transport. In 2001, about two-thirds of Walsall's working population travelled to work by car (either as a driver or a passenger), around 13% by public transport, and a further 10% walk to work. The DfT 2010 Travel Survey suggests that nationally and regionally, the proportion of journeys made by car is increasing and the proportion of journeys made by public transport or by walking is decreasing. The proportion of households without access to a car has also decreased nationally and regionally since 2001 (no local data is available). However, car ownership is likely to be lower in Walsall than the national and regional average - nearly a third of Walsall households did not have a car or van in 2001. These people rely on public transport, cycling or walking to get to work, to shop, to get to school, to visit the doctor, or to visit other places they need to get to.

The relatively good public transport accessibility of Walsall Town Centre to its main catchment area is reflected in the high proportion of morning peak trips made by public transport into the centre, which was still nearly a third of total trips in 2009.[72] Nevertheless, the proportion of trips by public transport has been decreasing since 2005 (as has bus patronage overall in the West Midlands). There were significantly more morning peak trips into Walsall Town Centre by car than by public transport in 2009, representing around 67% of total trips. Most public transport trips into Walsall Town Centre were made by bus. Although the proportion of trips by rail is increasing, this is from a very low base. The number of trips into the Town Centre by all transport modes has also declined more sharply than the number of trips into other strategic centres, suggesting that the centre is attracting less visitors, another indicator of its overall health (see SA Topic 6: Economy and Centres).

As Walsall Town Centre acts as the main "hub" for the Borough, it is also critical that interchange arrangements between bus, rail and other

[72] Regrettably walking is not included in the bi-annual cordon counts of morning peak trips into major centres in the West Midlands carried out by Centro; if it was, this would probably show that trips on foot make up a significant proportion of trips into Walsall Town Centre, due to the proximity of residential areas to the centre.

networks work smoothly to facilitate cross-Borough connections, but interchange is not as good as it could be. Transport connections within the Borough also require improvement, as most areas are not served by rail, and while most areas are served by bus, the more peripheral areas in the north and east of the Borough (e.g. Aldridge, Brownhills and Streetly) have more dispersed and less frequent bus services. There is insufficient recent evidence about cycling and walking in Walsall to tell whether use of these modes is increasing, although the evidence that is available suggests that walking and cycling rates are lower than the national and regional average. This is an important issue for Walsall as there is evidence that inactive lifestyles are having significant effects on health (see SA Topic 8: Health and Wellbeing). Encouraging people to make smarter, healthier transport choices is therefore an important objective of the Core Strategy and LTP3. **This suggests that the SA framework should consider the impact of options on managing travel demand, such as encouraging modal shift away from the private car and towards smarter, healthier transport modes, particularly for shorter journeys.**

With a higher than average percentage of its population in a low income bracket (see SA Topic 4: Communities and Population) and lower than average car ownership (see above), it is vital that employment areas and social infrastructure in Walsall are accessible by public transport, cycling and walking. Access to employment has been identified by Centro as an important issue for the Metropolitan area, as economic regeneration relies on the workforce being able to respond flexibly and rapidly to employment opportunities. This is a particularly important issue in Walsall, where parts of the Borough are affected by economic deprivation, and unemployment. Centro has identified an indicator relating to access to employment areas, which will be used to measure the effect of transport and land use policies.

However, access to other essential social infrastructure is just as important, and the Walsall Local Accessibility Action Plan (2007) has identified the following barriers to accessibility: physical accessibility of transport, the cost of transport (see above), road safety, and more fundamentally for the SAD and AAP, location of services and facilities in inaccessible places. National policy guidance also advises that people should be offered a real choice over how they travel (NPPF, paragraph 29). Accessibility standards for the location of employment and a range of other essential social infrastructure are included in Walsall UDP "saved" policies (Policies T10 – T12), and options for the SAD and AAP will be expected to comply with these standards. **This suggests that the SA framework should consider the impact of options on access to employment and other essential social Infrastructure by a choice of modes of transport, including public transport, cycling and walking.**

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Transport and Accessibility

The Government has identified the planning system as a potential "barrier" to the delivery of major transport projects, mainly because of the time it takes to plan and design such projects and to take them through the statutory processes. Such projects are often very complex, cutting across more than one local authority boundary, requiring the acquisition of land, significant amounts of funding, and compliance with various legal requirements and instruments. The Government has therefore identified very large scale national rail and road projects identified in national plans

and programmes, such as the High Speed 2 (HS2) rail project, as "nationally significant infrastructure projects," which are outside the scope of the mainstream planning system, to be determined by the Planning Inspectorate under a separate consent regime. Such projects will therefore be brought forward (or not) by Government agencies, irrespective of whether the SAD and AAP are prepared.

However, the SAD and AAP will have an important role to play in facilitating projects of regional, sub-regional or local significance. For example, they will be expected to safeguard land for the development of the transport infrastructure projects proposed in existing transport plans and programmes such as the BCCS and the 2011 West Midlands Local Transport Plan 3 (LTP3). These projects include the currently disused Stourbridge – Walsall and Walsall – Lichfield railway lines, which are proposed for re-instatement for passenger and rail freight services, and land that can improve access between industrial areas and the highway network, such as the DSDA Access project.

Within the Town Centre the AAP will be exploring the options around improving public transport, for example, the potential for an improved train station and bus station with greater capacity. It is possible that without the AAP, land would not be allocated for such improvements which may mean they are more difficult to deliver, as the land could not be safeguarded for this use and may be developed with something else. Furthermore, without the AAP improving the public transport offer and accessibility of the Town Centre it is possible that people will find the centre less easy to access using sustainable modes of transport, and may therefore be discouraged from visiting, or may make more journeys by car, with consequential effects on the viability of the centre, the local economy, and air quality from transport emissions.

While specific transport projects are usually funded and promoted through separate plans and programmes, and action would continue to bring them forward even if the SAD and AAP were not prepared, without the certainty provided by allocating land for transport use, some projects would not come forward at all, because there would be too many risks involved. It is vital that the land needed for these projects can be reserved exclusively for transport use over a long-term period, because such projects are very costly, and it can often take several years to secure the funding required and to design and implement the project. Safeguarding land for transport use over the timescale needed to realise such a project can only be achieved by allocating the land for that purpose in a plan such as the SAD and AAP.

Therefore, if the land needed for planned transport projects is not identified on the SAD Policies Map and AAP Town Centre Inset Map and safeguarded for transport use, there is a risk that pending development, proposed rail and road alignments could be severed by other development, and that land earmarked for interchange or parking facilities could be lost to other uses. In this scenario, Walsall residents could lose the chance for direct rail services to link the Borough to the north and east, as well as an alternative to the congested A461, and Walsall businesses could lose the opportunity for direct links to the national rail freight network via a new inter-rail freight terminal (IRFT), and for improved links to the national motorway network from the Darlaston employment area.

Without the certainty provided by the SAD and AAP, opportunities for economic, environmental and social improvements that flow from planned transport projects would also be missed. For example, the re-instatement of the Stourbridge – Walsall railway line for passenger and freight services would benefit not just Walsall's economy but that of the Black Country sub-region as a whole, as it would provide local businesses with direct access to the national rail freight network, which the area currently lacks. However, if the alignment of this route could not be protected and was severed by other development, it would be impossible to realise this opportunity. As a consequence, it would be much more difficult to divert goods and services from the road network towards alternative and more sustainable transport modes. It would also be more difficult to reduce NO_2 levels – generated mainly by road transport - to the levels required by national standards, in line with the 2009 Walsall Air Quality Action Plan (see SA Topic 1: Air Quality). This would also conflict with the objective of the 2011 West Midlands LTP3 to reduce emissions from transport, in particular from freight transport.

As well as safeguarding land for new transport infrastructure projects, the SAD and AAP have an important role in improving accessibility indirectly, by ensuring that new development is appropriately located, for example, that new housing developments are in locations that allow the residents a genuine choice over the transport modes they use to access jobs, shops and other services (see SA Topic 4: Communities & Population). They also have a role in steering major transport generating uses, such as retail, leisure development and community infrastructure, towards locations that are already highly accessible, such as the Town Centre and other centres (see SA Topic 6: Economy & Centres).

In addition, planning major developments through the SAD and AAP allows their impacts on sustainability to be assessed through the SA, making it more likely that opportunities for enhancement and mitigation of harmful effects will be identified and explored, for example, the scope to incorporate open spaces and pedestrian and cycle routes, which may encourage people to use more active transport modes. Without having the opportunity to plan development in this way through the SAD and AAP, our ability to improve health and wellbeing by encouraging walking, cycling and other outdoor recreational activity, and ensure that residents have access to the facilities they need, is likely to be compromised (see SA Topics 7: Equality & Diversity and 8: Health and Wellbeing).

SA Topic 14: Water Environment					
Indicator	**Quantified Data for Walsall**	**Regional Comparator Data**	**National Comparator Data**	**Source**	**Commentary**
Water Resources – water supply and consumption	No data available on consumption locally – see Regional Comparator Data for details of average consumption in the area covered by Walsall's water supplier	**South Staffordshire Water:** Total water delivered: Households 75.1 % Non-households 23.5%* **(2010)** *remaining 1.7% taken unbilled Average amount of water supplied to households per person, per day = 137.6 litres Average amount of water supplied to non-household users per property, per day = 900.0 litres unmetred,	**England and Wales:** Total water delivered: Households – 70.8% Non-households 27.1%* **(2010)** *remaining 2.1% taken unbilled Average amount of water supplied to households per person, per day = 146.1 litres Average amount of water supplied to non-household users per property, per day = 812.4 litres	Black Country Water Cycle Scoping Report and Surface Water Management Strategy (2009), : http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ South Staffordshire Water - Resource Management Plan (2009): http://www.south-staffs-water.co.uk/publications/community_environment/FinalWaterResourcesPlan_Section1.pdf Environment Agency Corporate Strategy Evidence: Water and the Water Environment (2010), Environment Agency: http://www.environment-agency.gov.uk/research/library/data/34331.aspx Service and delivery – performance of the water companies in England and Wales 2009-10 Report: Supporting Information (2011), Ofwat:	Nationally, public water supply and electricity generation are the main consumers of water abstracted in England and Wales. In the Environment Agency's "Midlands Region"[73] 41% of water abstracted in 2008 was used to support electricity generation, whereas 36% was used in public water supply and a further 22% by other industry. More than 70% of the water supplied by water companies in England and Wales is supplied to households rather than to businesses and other users, and the proportion of water supplied to households by Walsall's water supplier is even higher, more than 75%.Between 1998 and 2008, domestic water consumption was on average 150 litres per person per day but total "water footprint" was about 3,400 litres per person per day. During 2009/10 water companies supplied an average of 146.1 litres of water per person per day to households in England and Wales and considerably more to non-household users. The amounts of water supplied by Walsall's water supplier were slightly lower. No concerns about water supply, water treatment or sewage treatment capacity were identified in the technical work undertaken to inform the Black Country Core Strategy. The latest Water Resource Management Plan (WMRP) produced

[73] The Environment Agency's "Midlands Region" covers the Humber and Severn River Basin Districts, which is not the same area covered by the West Midlands region formerly defined for planning purposes, to which the regional spatial strategy relates.

		2,183.9 metred **(2010)**	unmetred, 2,361.2 metred **(2010)**	http://www.ofwat.gov.uk/publications/los/ Water White Paper: Water for Life (2011), Defra: http://www.defra.gov.uk/environment/quality/water/legislation/whitepaper/ The Case for Change: Current and Future Water Availability (2011), Environment Agency http://www.environment-agency.gov.uk/research/planning/135501.aspx	by South Staffordshire Water (2009) indicates that there are sufficient water resources to meet the forecast growth in demand (plus "headroom") for Walsall over the plan period of the WRMP (2010 – 2035). However, this technical evidence pre-dates the Water White Paper (Water for Life), which indicates that current rates of water abstraction are unsustainable in the long-term. This suggests that water resources will need to be used more wisely, and whilst it is likely to be addressed largely outside of the planning system, potential impacts on water supply and consumption will need to be taken into account when evaluating options for the SAD and AAP.
Water Resources – Aquifers and Groundwater Source Protection Zones (SPZs)	**Walsall:** Aquifers - Principal Aquifer (Bedrock) underlies E fringe of the Borough; other parts of the Borough are above Secondary Aquifer (A & B). **(2010)** Groundwater SPZs – Walsall has two SPZs (one in Caldmore and one at Bourne Vale). E fringes of Brownhills and	**Black Country:** Aquifers – Principal Aquifer (Bedrock) underlies W fringe of Dudley, Wolverhampton and E fringe of Sandwell, other parts of the Black Country are above Secondary Aquifer. **(2010)** Groundwater SPZs – There are four SPZs in Dudley (in Wordsley and Stourbridge), two in Wolverhampton	No comparator data available.	Environment Agency online mapping ("What's in Your Back Yard?") – Groundwater: http://maps.environment-agency.gov.uk/wiyby/wiybyController?ep=maptopics&lang=_e	Within Walsall there are important water groundwater resources. The areas to the east of Walsall Borough underlain by sandstone/ sands and gravels are identified as Principal Aquifer (Bedrock) - layers of rock or drift deposits that have high permeability, and may support water supply and/or river base flow on a strategic scale. The rest of Walsall lies above Secondary Aquifer, mostly "Type A" (permeable layers capable of supporting water supplies at a local scale). There are two Groundwater Source Protection Zones (SPZs) within Walsall: one to the east of the Town Centre and one at Bourne Vale (around a borehole from which water is abstracted and treated at the adjacent pumping station). The eastern fringes of Brownhills, Aldridge and most of Streetly fall within the total catchment areas of SPZs in Staffordshire. However, the Tame, Anker and Mease Catchment Abstraction Management Strategy

	Aldridge and most of Streetly are within the total catchment areas of SPZs in Staffordshire. **(2010)**	(on in Springfield and one near West Park). W fringes of Dudley and Wolverhampton are within the total catchment areas of SPZs in Staffordshire and Worcestershire. **(2010)**			(CAMS) (2009) indicates that this catchment (into which Walsall falls) is already over-abstracted, and that abstraction units in Walsall and Sutton Coldfield are not expected to last beyond 2019.
Water Quality – status of surface water bodies	**Walsall:** Good Ecological Quality: 33% (four out of twelve) monitoring stations on watercourses within Walsall meet the standard **(2009)** **Good Chemical Quality:** Two out of the three stations on watercourses in Walsall where chemical quality is monitored meet the standard **(2009)**	**Environment Agency West Midlands Region:** Good Ecological Quality: 25% of rivers and canals in the region meet the standard **(2009)** **Humber River Basin Management Area:** Good Ecological Quality: 18 % of the 1165 water bodies in the area meet the standard	**England and Wales:** Good Ecological Quality: 26% of rivers and 36% of lakes and reservoirs in England and Wales are of "good" or "better" standard **(2009)**	Humber River Basin Management Plan (RBMP), 2009 (including Annex B: Water Body Status Objectives) http://publications.environment-agency.gov.uk/PDF/GENE0910BSQT-E-E.pdf Environment Agency Corporate Strategy Evidence: Water and the Water Environment (2010), Environment Agency: http://www.environment-agency.gov.uk/research/library/data/34331.aspx State of the Environment Report – West Midlands: Water (2010), Environment Agency: http://www.environment-agency.gov.uk/research/library/publications/34131.aspx	For the purpose of monitoring water quality in accordance with the Water Framework Directive, the watercourses in Walsall fall within the Humber River Basin Management Area (Tame, Anker and Mease Catchment Area). Baseline information on water quality in the Humber area was gathered by the Environment Agency in 2009 to inform the River Basin Management Plan (RBMP). All of Walsall's rivers and streams are "heavily modified" and due to the highly urbanised nature of much of the catchment areas of Walsall's watercourses, particularly where the Tame runs through the Borough, concentrations of pollutants in watercourses are often at high levels. The largest inputs to the system come from sewage treatment works. During low flow periods, a large proportion of the river flows is made up of these discharges. This is managed by the effective operation of supporting infrastructure such as waste water treatment works, some of which now fall outside of the scope of the Council's control.[74]

[74] Large-scale waste water treatment works are defined as "nationally significant infrastructure projects" under the Planning Act 2008 and planning applications are determined by the Infrastructure Planning Commission.

		(2009)		Environment Agency online mapping ("What's in Your Back Yard?") – River Basin Management Plans: http://maps.environment-agency.gov.uk/wiyby/wiybyController?ep=maptopics&lang=_e	As a result of these factors, there are currently no rivers (or similar watercourses, e.g. brooks) which reach "good" ecological status in the Borough. This is not expected to be achieved until 2027 for any of Walsall's rivers, because mitigation is disproportionately expensive, technically unfeasible, or both. However, the canals in Walsall that have been monitored have "good" ecological status. Two stretches of the River Tame in Walsall also currently show "good" chemical status. The poor ecological status of rivers and streams is not just confined to Walsall: only 25% of rivers and streams in the Environment Agency's West Midlands region were of "good" ecologic al status in 2009, and nationally the situation is not much better. The RBMP suggests that action should be taken to reduce the physical impacts of urban development on artificial or heavily modified water bodies, such as reducing surface water run-off and protecting and restoring habitats, which are matters for the SAD and AAP to consider. Such improvements would also help to support objectives for SA Topic 2: Biodiversity and Geodiversity. Soil erosion can also affect water quality by depositing contaminants present in the soil into water bodies, but this is caused mainly by intensive cultivation/ agriculture rather than by development, so there is a limit to the extent that this can be controlled through the SAD and AAP.
Water Quality – status of groundwater bodies	**Walsall:** Quantitative, qualitative and chemical status of groundwater body is "Poor" **(2009)**	**Humber River Basin Management Area:** 60% of groundwater bodies are of	**England and Wales:** 65% of groundwater bodies in England and Wales meet quantitative	Humber River Basin Management Plan (RBMP), 2009 (including Annex B: Water Body Status Objectives) http://publications.environment-agency.gov.uk/PDF/GENE0910BSQT-E-E.pdf	Walsall's groundwater falls within Groundwater Body G8 (Tame Anker Mease - PT Sandstone Birmingham Lichfield) identified in the Humber RBMP. The status of the groundwater in Walsall is poor in quantitative as well as qualitative terms, and the Water Framework Directive objective is not likely to be met until 2027 because mitigation is disproportionately

		"good" or "better" quantitative status, and 54% are of "good" chemical status **(2009)**	standards and 59% meet chemical quality standards **(2009)**	Environment Agency Corporate Strategy Evidence: Water and the Water Environment (2010), Environment Agency: http://www.environment-agency.gov.uk/research/library/data/34331.aspx	expensive. This is part of a wider picture, because nationally, a high proportion of groundwater bodies appear to be failing the quantitative and qualitative standards. A number of pressures and risks on groundwater are identified in the RBMP, including pollution from urbanisation.
Soil Types – effects on drainage and hydrology	**Walsall:** Soilscape identifies 10 different types of soils, mostly loams and clays to the west and sandy soils to the east **(January 2012)**	**Black Country:** Other parts of the Black Country have similar soil types to those in Walsall **(January 2012)**	**England & Wales:** Soilscape identifies 28 different types of soils across the whole country **(January 2012)**	Cranfield University National Soil Resources Institute: "Soilscape" online mapping database: http://www.landis.org.uk/soilscapes/ Safeguarding our Soils: A Strategy for England (2009), Defra: http://www.defra.gov.uk/publications/2011/04/08/pb13297-soil-strategy/	Soil type affects drainage and hydrology – for example sandy soils are much more free-draining than clays and loams and are more likely to allow pollutants to enter groundwater bodies. Soil erosion – caused mainly by agriculture rather than by development - can also affect water quality by depositing contaminants present in the soil into water bodies. Where there is a risk of pollution arising from a particular land use, and the soil is likely to allow contaminants to leach into the ground, sustainable drainage systems may not be an option. The general distribution of soils within Walsall reflects the underlying geology (see SA Topic 10: Material Resources and SA Topic 12: Soil and Ground Conditions). The predominant soil types in Walsall are heavy loams and clays associated with the Coal Measures. These occur throughout the western two-thirds of the Borough including most of the urban area. However, the eastern edge of the Borough, which includes Great Barr, Streetly, the eastern part of Aldridge and Stonnall (and almost all of the Borough's Green Belt land), has light sandy soils. Areas of wet floodplain soils are also identified along the River Tame, as well as restored soils from quarry and opencast spoil in areas where mineral extraction has taken place.
Flood Risk -	**Walsall:**	**Black Country:**	**England and**	Black Country Strategic Flood Risk	Parts of Walsall are at risk from flooding from

Flood Zones 2 and 3a, other risks	Areas falling within Zones 2 and 3a include land adjacent to the River Tame, the Ford Brook, and the Sneyd Brook Locations identified as being at risk from flood events likely to cause "significant harmful consequences": Darlaston Road/ Station Road/ Kendricks Road (surface water flooding) M6 through Walsall (surface water flooding) Daw End Canal – Daw End Mines (breach of canal) Arboretum Brook (ordinary watercourse flooding) Old Ford Brook (ordinary watercourse flooding)	Areas falling within Zones 2 and 3a include land adjacent to the River Tame in Sandwell and land adjacent to the Smestow Brook in Wolverhampton and land adjacent to the River Stour in Dudley, as well as the parts of Walsall referred to in this table	**Wales:** One in six properties is at risk of flooding; 14% of electricity infrastructure and 55% of water infrastructure is also at risk **(2009)**	Assessment (SFRA) (2009), Jacobs http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ Black Country Water Cycle Study and Surface Water Management Plan (2009), Scott Wilson http://blackcountrycorestrategy.dudley.gov.uk/evidencesa/ Environment Agency Corporate Strategy Evidence: Flooding and Coastal Erosion (2010), Environment Agency: http://www.environment-agency.gov.uk/research/library/data/34331.aspx River Trent Catchment Flood Management Plan (CFMP) (2010), Environment Agency http://www.environment-agency.gov.uk/research/planning/114350.aspx Walsall Preliminary Flood Risk Assessment (PFRA) 2011 http://cms.walsall.gov.uk/walsall_pfra_300311_v1.0.pdf	rivers and from other sources. The Black Country Strategic Flood Risk Assessment (SFRA) (2009) noted that many of the local rivers and brooks in Walsall are culverted. As a result of this there are now only a few open watercourses, and the risk of fluvial flooding is relatively low. However, the Borough is vulnerable to localised flooding from surface runoff during periods of heavy rainfall, and there is further risk of localised flooding resulting from possible blockages of culverts. Areas currently affected by Flood Risk Zone 3a (High Probability) include parts of Bloxwich, Walsall town centre (Sneyd Brook and Ford Brook), Willenhall and Darlaston (River Tame (Wolverhampton Arm)). The River Trent Catchment Flood Management Plan (CFMP) (2010) also identifies the River Tame and its tributaries as being at high risk of flooding. Ford Brook incorporates a major culvert that runs underneath the centre of Walsall. The Tame tunnel provides a significant level of flood protection to the Willenhall area. Provided that the tunnel is free from debris or other blockages, it is expected that Flood Risk Zone 3a (High Probability) is contained by this tunnel. A preliminary flood risk assessment for Walsall (carried out in 2011) identifies five locations in the borough as being most at risk from flood events likely to cause "significant harmful consequences," two from surface water flooding, one from breach of canal, and two from ordinary watercourse flooding. The assessment also indicates that groundwater flooding is most likely to occur from sustained heavy rainfall causing the water table to rise over a short period of time; continuing rebound of groundwater levels following a significant reduction in industrial abstraction from aquifers underlying the district over the last 40 years, or groundwater discharge

					at disused mine shafts. However there are no records of groundwater flooding incidents in Walsall to date.
Determination of Planning Applications objected to by the Environment Agency (EA) on grounds of flood risk or water quality	**Walsall:** No applications approved contrary to the advice of the EA on grounds of flood risk or water quality* **(2010/11)** *Where applications were approved, any outstanding EA objections were addressed by conditions	**Black Country:** No applications in Dudley, Sandwell or Wolverhampton approved contrary to the advice of the EA on flood risk or water quality* **(2010/11)** *Where applications were approved, any outstanding EA objections were addressed by conditions	**England and Wales:** Nationally, very few applications are approved contrary to sustained EA objections, and the highest proportion is in the South East	Walsall Council Annual Monitoring Report (AMR) – Dec 2011 (See Appendix B pp.84-85) http://cms.walsall.gov.uk/amr_2010-11_final.pdf West Midlands State of the Environment Report – Flood Risk and Coastal Management (2009), Environment Agency: http://www.environment-agency.gov.uk/research/library/publications/34133.aspx	Until 2011, the number of planning applications approved contrary to Environment Agency advice was a Core Output Indicator, and performance has been reported in Walsall's annual monitoring reports. Monitoring shows that Walsall Council does not normally approve applications against the Environment Agency's advice. Where applications are approved contrary to the Agency's initial advice, it is on the basis that further risk assessment or mitigation has rendered the proposal acceptable. Unfortunately, the monitoring information published by the Environment Agency does not record details of applications that have been modified, or instances where applicants have provided further information (e.g. risk assessments), to respond to their initial advice. They also do not record cases where the Agency has withdrawn its objections in the light of new information or modifications to the proposal.

Summary of Current Baseline Sustainability Conditions – Water Environment

Increasing demand for water and the impacts of climate change, pollution, population increases, and other factors are giving cause for concern at a national level as outlined in the Water White Paper (2011). There are indications that water supplies may not be able to cope with demand in the long-term without causing significant harm to biodiversity, even with water conservation measures in place. Climate change will be a significant factor affecting water supply, as supplies to reservoirs and groundwater sources will be slower to replenish due to lower rainfall, which will also exacerbate drought, particularly during the summer months (see SA Topic 3: Climate Change).

South Staffordshire Water supplies water to Walsall and they currently supply around three quarters of their water (75.1%) to households, a slightly higher proportion than water companies in England and Wales generally (70.8%). Their latest Water Resource Management Plan (2009) indicates there are sufficient water resources to meet the forecast growth in demand (plus 'headroom') for Walsall over the plan period of the WRMP (2010 – 2035). Some water conservation measures are already in place and are largely outside of the planning system (e.g. Code for

Sustainable Homes). The Borough's sewage services are provided by Severn Trent Water and there are treatment facilities Goscote, Walsall Wood and Willenhall. It is not clear whether the Borough's waste water treatment infrastructure will require any further improvement over and above the programme of upgrading currently underway at Goscote, to accommodate the level of housing growth and the scale of other development proposed in the Black Country Core Strategy.

Although the impact of the development and growth proposed in Walsall to 2026 on water resources has been assessed as part of the SA of the Black Country Core Strategy, the evidence in support of the Water White Paper points to a potential supply issue long-term at a national and regional level. **This suggests we need to re-evaluate the situation, through a SA indicator relating to impacts of water consumption on resources.** There may also be more direct impacts on water resources from locating development within the Principal Aquifer area and in particular, within a Groundwater Source Protection Zone (SPZ). **This suggests a need for an indicator relating to direct impacts on water resources.**

The Water Framework Directive includes a requirement for no deterioration of the status of surface and groundwater bodies. Water resources in Walsall form part of the Humber River Basin District, and are within the Tame, Anker and Mease catchment. The Tame, Anker and Mease Catchment Area Management Strategy (CAMS) (2009) suggests there is already pressure on local units within the catchment, which are not expected to last beyond 2019. Walsall's surface water bodies are also heavily modified by human activity, making it difficult to achieve significant improvements in water quality. Monitoring by the Environment Agency indicates "good" ecological status is only being achieved at four out of twelve monitoring stations at surface water bodies in the Borough (33%), and the situation nationally is not much better. The Humber River Basin Management Plan (RBMP) (2009) does not expect the water bodies in Walsall that are currently "poor" to reach "good" quality status until 2027, because achieving this by 2015 would be unfeasible or disproportionately expensive.[75]

Evidence shows that water quality within Walsall's surface water bodies and groundwater is at most risk from deterioration through discharge of new or additional treated waste water from proposed new development in the Borough. As the SAD and AAP will determine the location of development sites, the uses permitted by the policies, and the requirements imposed by the policies on developments, the plans will have the potential to influence the general impact of new urban development on water quality, and ensure that steps are taken to improve water quality where feasible, and where this is not possible, to at least ensure that new development does not cause further deterioration. Objectives aimed at improving water quality and preventing further deterioration in ecological status will also help to support objectives to protect water resources as well as objectives for SA Topic 2: Biodiversity and Geodiversity.

[75] While the Water Framework Directive requires all surface water and groundwater bodies to achieve "good" status by 2015, it does allow for exceptions where water bodies are heavily modified by human activity, to the extent that achieving "good" status would be unfeasible or unreasonably expensive, provided that "all reasonable steps" have been taken to prevent further deterioration.

The Council is proposing to commission a detailed water cycle study, to ensure that the water environment has the capacity to absorb further discharges to receiving watercourses and that any improvements to wastewater infrastructure or mitigation measures are planned for. It will be important to ensure that the study fully evaluates the impact of options likely to discharge significant amounts of waste water, and identifies any reasonable mitigation required to prevent further deterioration of water quality status in all water bodies, as required by the Water Framework Directive. **This suggests a need for SA indicators relating to impacts on the ecological status of rivers and streams, on the quantitative and chemical status of groundwater, and on the prevention of further deterioration of water quality status.**

Nevertheless, there are limits to the extent that the SAD and AAP can improve water quality or prevent further deterioration. For example, agriculture is one of the main sources of diffuse phosphate and nitrate pollution, and is the main cause of soil erosion, which can cause contaminants such as pesticides, phosphate, metals and pathogens to be deposited into water bodies. However, agriculture is not development, and is not controlled through the planning system. It is also outside the scope of the SAD and AAP to control pollution from waste water treatment works and other existing developments, and these problems must be addressed through other regulatory regimes.

The main source of flood risk in Walsall is from surface water run-off during periods of heavy rainfall, especially in the more heavily urbanised areas of the Borough. The presence of many culverted watercourses also means there is greater risk of localised flooding where blockages may occur at any given time. The Black Country Strategic Flood Risk Assessment (SFRA) (2009) indicates areas of flood risk in Walsall Borough that new development must consider. **This suggests a need for SA indicators relating to impacts arising from generation of significant surface water run-off and from locating development within areas at risk of flooding.** The risks of localized flooding from surface water (especially as a result of heavy rainfall) could increase as a result of climate change, which is likely to increase rainfall during the autumn and winter, and increase the contribution towards this from heavy precipitation during the winter and summer (see SA Topic 3: Climate Change).

The Core Strategy proposes the development of a multi-functional “environmental infrastructure network” which will include canals and other inland waterways, including those defined as Flood Zones, where measures to adapt to climate change effects, such as flood water “sinks” and “urban heat island” effects. The Environment Agency has suggested that the network could also provide opportunities for sustainable urban drainage systems (SUDs), although this will only be feasible where it is not likely to lead to pollutants being discharged into surface or groundwater bodies. **This suggests that impacts on the development of the environmental infrastructure network, in particular, measures to manage flood risk and provide sustainable urban drainage, should be a SA indicator.**

There are very few historic records of ordinary watercourses flooding within Walsall. The recent flooding incident on the Hundred Acre Estate in

Streetly (2011) reported on the national news was caused by leakage from water supply infrastructure, not by fluvial flooding. Walsall Borough does incorporate some key watercourses such as Ford Brook and River Tame (including the Wolverhampton Arm), which are identified as being at risk in the Black Country Strategic Flood Risk Assessment (SFRA). The areas around these watercourses are at the greatest risk of fluvial flooding in the area.

The Environment Agency advises the Council on planning applications in areas at risk of flooding, and through the AMR, the Council monitors the extent to which their advice is followed when applications are approved. However, the Council normally does not approve applications against the Environment Agency's advice, and where applications are approved contrary to the Agency's initial advice it is on the basis that further risk assessment or mitigation has rendered the proposal acceptable.

Groundwater flooding is most likely to occur from sustained heavy rainfall causing the water table to rise over a short period of time, continuing rebound of groundwater levels following a significant reduction in industrial abstraction from aquifers underlying the district over the last 40 years, or groundwater discharge at disused mine shafts. **The evidence relating to flood risk suggests that the SA framework will need to include indicators relating to impacts on groundwater flooding as well as surface water and fluvial flooding.** Although there are no records of groundwater flooding incidents in Walsall to date, climate change could increase the risks (see above).

Likely Evolution of Sustainability Conditions without the Walsall SAD and AAP – Water Environment

Although there is little evidence that the planning system has acted as a "barrier" to the delivery of water management infrastructure, the Government has removed very large scale waste water treatment infrastructure projects identified in national plans and programmes from the scope of the mainstream planning system. These projects fall within the heading of "nationally significant infrastructure projects" to be determined by the Planning Inspectorate, and if required, such projects will happen (or not) irrespective of whether the SAD and AAP are prepared.

However, the SAD and AAP will be expected to identify future requirements for other water management infrastructure of a regional, sub-regional or local scale, for example, where the water companies and/ or the Environment Agency have identified a need for it, and to allocate any land required to bring this forward. This might include, for example, proposals for upgrading of local reservoirs, pumping stations, waste water treatment works or proposals for the development of new water storage and flood risk management infrastructure. As with transport infrastructure (see SA Topic 13: Transport & Accessibility), without the certainty provided by allocating land for this purpose in a plan such as the SAD or AAP, it would be more difficult to plan for it or to safeguard the land required over the long-term.

The SAD and AAP will be expected to avoid allocating land for new development in areas where there is insufficient capacity in the existing water supply infrastructure to meet likely future demand, and will be expected to establish whether any additional capacity required can be delivered. The current indication from the borough's water supplier (South Staffordshire Water) is that there are likely to be sufficient water supplies to meet the needs of existing domestic customers plus the new domestic customers expected to be generated from the BCCS housing growth proposed in Walsall during the remainder of the plan period (i.e. up to 2026). The delivery of new development through the SAD and AAP would undoubtedly lead to a greater use of water resources, but the evidence available at present suggests that there would not be any adverse effects on sustainability of water supplies as a result of the development proposals likely to be included.

Although the BCCS technical work did not identify any significant issues regarding water supply or waste water treatment, it should be noted that this pre-dated the Water White Paper and the water resource study that accompanied its publication at the end of 2011. Furthermore, despite efforts to engage with them, no comments were received from the company responsible for sewerage services and waste water treatment (Severn Trent Water). The preparation of the SAD and AAP provides an opportunity to review the future water supply and waste water treatment requirements and for further engagement with the relevant service providers.

The potential to improve water quality within the borough's surface and groundwater bodies, compared to the quality levels recorded in the "baseline" surveys carried out by the Environment Agency in 2009, is largely outside the remit of the SAD and AAP, particularly as one of the largest contributors to the pollution of rivers and streams in Walsall is from agricultural land which is outside the control of the planning system. Therefore where water quality issues linked to agricultural run-off are concerned, there is limited potential to change the "baseline" water quality conditions, regardless of whether the SAD and AAP are implemented or not. However as with flood risk (see below), the SAD and AAP provides an opportunity to reduce surface water run-off through the location and type of new development, and increase the provision of SUDs, which will have a positive impact on the sustainability conditions concerning water quality of the area's watercourses.

The SAD and AAP will also have a crucial role in ensuring that land allocated for new development avoids areas at high risk of flooding wherever possible, to ensure that new properties will be less likely to suffer from adverse and costly effects of flooding. Whilst ad hoc or windfall development outside of the strategic allocation approach of the SAD and AAP might still be delivered in areas avoiding the greatest risk of fluvial or pluvial flooding, the likely cumulative impacts (effects in combination with other new development in similar areas of the Borough) of the development on flood risk are less likely to be considered.

In Walsall, the greatest risk of flooding is from surface water run-off generated by heavy rainfall events, which are likely to increase due to the unavoidable effects of climate change, irrespective of whether the SAD and AAP are prepared. However, the preparation of these plans will allow

the relative risks to be evaluated for all of the site allocation options under consideration, which is less likely to happen if development is allowed to happen in an ad hoc manner. Thus, it should be possible to identify areas at most risk of surface water flooding and avoid developing in these areas where feasible or where it is unavoidable, to put into place effective mitigation measures. In addition, the approach of the SAD and AAP in seeking to redevelop large areas of previously developed land, in particular where new housing sites may be delivered on previous areas of industrial land, is likely to lead to an overall reduction in the amount of surface water run-off across the Borough.

Finally, the SAD and AAP will offer the opportunity to require new development to include SUDs (in compliance with the existing BCCS Policy ENV5), which could further reduce the potential for surface water flooding. These opportunities are much less likely to be identified and capitalized upon without the pro-active approach provided by the SAD and AAP.