

Appendices Oi and Oii:

**Review of Plans, Policies and Programmes (PPPs) by SA Topic (April 2013) and
Additional Plans, Policies and Programmes (PPPs) April 2013 - February 2016**

APPENDIX Oi:

[Previously APPENDIX D to the SA Stage 1 Revised Scoping Report (April 2013)] Review of Plans, Policies and Programmes (PPPs) by SA Topic

SA Topic 1: Air Quality

Relevant PPPs	PPPs – Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>Kyoto Protocol (1997)</p> <p>Lisbon Treaty (2009)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p> <p>National</p> <p>UK Sustainable Development Strategy (2005), Defra</p> <p>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007), Defra</p> <p>Air Quality Standards Regulations 2010 (SI 2010 No. 1001)</p> <p>Active Travel Strategy (2010), Building Britain's Future, DoH and DfT</p> <p>Low Emissions Strategies - Using the Planning System to Reduce Transport emissions - Good Practice Guidance (2010), Defra</p> <p>The Carbon Plan: Delivering our Low Carbon Future (2011)</p> <p>Sustainable Transport White Paper – Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011), DfT</p> <p>Low Emissions Strategies: Supplementary Planning Policy Document Guidance (2011), Low Emissions Strategies Partnerships</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 95, 109 – 110, 124)</p>	<p>To improve air quality and avoid, prevent or reduce emissions of air pollutants likely to harm human health and/ or the environment</p>	<ul style="list-style-type: none"> • Should support proposals for low emission development and low emission initiatives, such as land uses and infrastructure that limit their energy use, developments that are located to be accessible by walking, cycling and low emission public transport modes, and where appropriate the introduction of low emission zones; • Should adopt “precautionary principle” when considering proposals for land uses likely to generate harmful emissions of air pollutants – should not allocate land for such uses where there is evidence that it could have harmful effects on human health or the environment, or where the evidence does not allow the risks to be assessed with confidence.
	<p>Nationally, to achieve limit values for NO₂ set as Air Quality Objectives in the National Air Quality Strategy 2007 by 2015</p>	<ul style="list-style-type: none"> • Should support cross-boundary projects with potential to reduce emissions that can be delivered by 2015, for example, large-scale renewable energy and low carbon transport infrastructure,¹ other land use proposals that can incorporate on-site generation of renewable or low carbon energy; • Should support proposals in Walsall with potential to deliver reduction in emissions of CO₂ and NO₂ from transport (e.g. locations likely to reduce the need to travel, improve traffic management, deliver low emission transport infrastructure) which are likely to be delivered by 2015;

¹ Infrastructure falling within the threshold of a “nationally significant infrastructure project” as defined in the Planning Act 2008 may be supported by being included as site allocations in the Walsall Site Allocations DPD or Town Centre AAP, where the infrastructure provider is promoting or is supporting them. However, a site allocation policy relating to such a proposal will not have the same weight as a normal site allocation policy, and infrastructure providers could change their mind over the location of a “nationally significant infrastructure project.” The process for bringing forward such a project is through an application to the Planning Inspectorate, rather than through the mainstream planning system.

<p>Regional and Sub-Regional</p> <p>West Midlands Regional Sustainable Development Framework (2006)</p> <p>West Midlands Regional Health and Well-being Strategy (2007)</p> <p>West Midlands RSS (2008), Vision, Quality of the Environment (Policy QE2, paras 8.45 – 8.46)</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO2, KO5, Long-Term Theme 10, Policies GT7, GT8 Local</p> <p>Walsall UDP (2005), Policies GP2 and ENV10</p> <p>Walsall's Sustainable Community Strategy (2008)</p> <p>Black Country Core Strategy (2011), Sustainability Principles 1 and 2, Spatial Objective 6, Spatial Strategy (Policies CSP1 – CSP5 and main Key Diagram), Transport Strategy and Policies (Policies CSP1, TRAN1 – TRAN5), Policy ENV8: Air Quality</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO2, KO5, Long-Term Theme 10, Policies GT1, GT8 (and related 2015 Performance Aims in Addendum)</p> <p>Air Quality Plan for the Achievement of EU Air Quality Limit Values for Nitrogen Dioxide (NO₂) in the West Midlands Urban Area (UK0002) (2011), Defra</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP2 and ENV10</p> <p>Walsall NO₂ Air Quality Management Area (2006)</p> <p>Walsall Air Quality Action Plan (2009)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Climate Change Strategy & Action Plan 2010–14 (2011)</p> <p>Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>	<p>To achieve limit values for NO₂ set by the Air Quality Directive in the West Midlands Urban Area by 2020</p>	<ul style="list-style-type: none"> • Should avoid allocating land for major traffic-generating land uses in areas where National Air Quality Objectives are exceeded or are predicted to be exceeded, unless the potential impacts on air quality have been assessed and appropriate mitigation can be put into place. • Should support proposals for the introduction of low emission technologies and low emission zones. <ul style="list-style-type: none"> • Should support the delivery of sub-regional / cross-boundary transport infrastructure projects programmed for delivery by 2020, through partnerships with neighbouring authorities, such as major transport projects identified in the West Midlands LTP3, Black Country Core Strategy and Walsall Transport Strategy; • Should support proposals for new low carbon energy infrastructure that can be delivered by 2020, for example, large-scale renewable energy generating plants (including energy from waste plants),² installation of community and district energy generating systems; • Should consider the potential for measures to support low emission transport infrastructure in Walsall Town Centre and the District Centres (e.g. Low Emission Zones, electric vehicle charging points); • Should support proposals that have the potential to reduce the distance freight needs to travel or encourage diversion of freight away from the highway network and onto rail or inland waterways; • Should avoid allocating land for major traffic-generating land uses in areas that are badly affected by air pollution, unless the potential impacts on air quality have been assessed and mitigation can be put into place; • Should consider the extent to which other measures outside the planning system (e.g. Freight and Bus Quality Partnerships) will help reduce transport emissions in the long-term.
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² See footnote above regarding “nationally significant infrastructure projects” which include very large-scale energy from waste plants.

SA Topic 2: Biodiversity and Geodiversity

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>Bern Convention (1979) (Council of Europe)</p> <p>Birds Directive (79/409/EC)</p> <p>Ramsar Convention (1971 - 1987) (UNESCO)</p> <p>Convention on Biological Diversity (1992) and Strategic Plan for Biodiversity 2011 – 2020 (2010)</p> <p>Habitats Directive (92/43/EEC)</p> <p>Pan European Biological & Landscape Diversity Strategy (1995)</p> <p>EC European Spatial Development Perspective (ESDP) (1999)</p> <p>European Landscape Convention (Florence Convention) (effective 2007)</p> <p>Water Framework Directive (2000/60/EC)</p> <p>EU Biodiversity Strategy to 2020 (2011)</p> <p>National</p> <p>Wildlife and Countryside Act 1981 (as amended)</p> <p>Countryside and Rights of Way (CROW) Act 2000</p> <p>UK Sustainable Development Strategy (2005)</p> <p>ODPM Circular 6/2005: Biodiversity and Geological Conservation - statutory obligations and their impact within the planning system</p> <p>Natural Environment and Rural Communities (NERC) Act 2006 (as amended)</p> <p>A Strategy for England's Trees, Woodlands and Forests (2007), Defra</p>	<p>To conserve, enhance and restore biodiversity and geodiversity, including protected species, other wild flora and fauna and their natural habitats and geological and geomorphological sites</p>	<ul style="list-style-type: none"> • Should identify all biodiversity and geodiversity assets of importance to Walsall Borough and the wider Black Country, including designated sites and other habitats that support protected species; • Should give highest level of protection to sites of national and international importance (such as SACs, SSSIs and NNRs) but also recognise that the relative scarcity of good quality natural assets in the sub-region requires effective protection for other designated sites; • Should ensure the natural resource is not eroded and degraded through unsuitable development; • Should identify designated sites and areas where enhancement, restoration or expansion of priority habitats and geomorphological features is required, or is desirable, including projects outside of the Borough Boundary (e.g. proposed reinstatement of Lichfield and Hatherton Canals); • Should support land use proposals that can contribute towards the conservation, enhancement or restoration of designated sites (e.g. through enhancement, restoration or expansion of important habitats, or improvements to the presentation of geomorphological features); • Should ensure that all land use proposals will maintain healthy, functional ecosystems for the benefit of people and wildlife.
<p>The European Landscape Convention: Natural England's 2009/10 Action Plan (2009)</p> <p>Safeguarding our Soils: A Strategy for England (2009), Defra</p> <p>Nature Nearby: Accessible Natural Green Space Guidance (2010), Natural England</p> <p>Conservation of Natural Habitats & Species Regulations 2010 (SI 2010 No. 490)</p> <p>Habitats and Species List (England) (2010), Natural England</p> <p>Natural Environment White Paper (2010), Defra</p> <p>Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services</p>	<p>To reduce the current rate of biodiversity loss at an international, national, regional and local level</p>	<ul style="list-style-type: none"> • Should understand the potential impacts (positive and negative) of land use proposals on biodiversity and geodiversity, including the role of soil and water in supporting important habitats, and the impact of proposals that would harm these resources (including remediation of land affected by previous mineral working, the impact of pressure from visitors and uses relating to recreation); • Potential impacts on biodiversity sites in Walsall from proposals outside of the Borough Boundary (e.g. proposed reinstatement of Lichfield and Hatherton Canals) also need to be taken into account, and vice versa (e.g. impact of development growth in Walsall on

<p>(2011), Defra UK Climate Change Risk Assessment – Biodiversity and Ecosystem Services Sector Report (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 109 – 119) Regional and Sub-Regional Growing our Future: West Midlands Regional Forestry Framework (2004), Forestry Commission West Midlands Conservancy West Midlands Regional Sustainable Development Framework (2006) Black Country Geodiversity Action Plan (2006) Hatherton Canal Restoration: Final Feasibility Report (2006) and Supplementary Feasibility Study (2009), Ove Arup & Partners for British Waterways and Lichfield & Hatherton Canals Restoration Trust Lichfield Canal Feasibility Study (2009), Atkins for Lichfield & Hatherton Canals Restoration Trust Cannock Chase Extended Phase 1 Biodiversity Study 2008 (2009), Penny Anderson Associates for Cannock Chase District Council Lichfield Local Development Framework: An Ecological Study (2009) Staffordshire Ecological Services for Lichfield District Council Evidence Base relating to Cannock Chase SAC and Appropriate Assessment of Local Authority Core Strategies (2010), Footprint Ecology Cannock Chase Visitor Impact Mitigation Strategy (2010), Footprint Ecology West Midlands RSS (2008), Vision, Spatial Strategy (paras 3.14, 3.14A, Spatial Strategy Diagram), Urban Renaissance (para 4.6F, Policies UR1, UR1B), Quality of the Environment (paras 8.7 – 8.9, 8.15 – 8.16, 8.23 – 8.37, 8.40, 8.46B – 8.46C, Policies QE1, QE4, QE6, QE7, QE8, QE10) Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010) Birmingham and Black Country Biodiversity Action Plan (2010) Black Country Core Strategy (2011), Vision, Sustainability Principles 1, 2, 4 and 5, Spatial Objective 6, Spatial Strategy (Policy CSP3, CSP4 and Environment Key Diagram), Policy ENV1: Nature Conservation, ENV4: Canals, and ENV5: Open Space, Sport and Recreation West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO5, Long-Term Theme 10, Policies GT4, GT5 Local Walsall UDP (2005), Policies GP2, ENV17, ENV18, ENV23, ENV24, ENV40,</p>	<p>To create an integrated, coherent and resilient biodiversity networks that support priority habitats and species and benefit local communities</p>	<p>Cannock Chase SAC);</p> <ul style="list-style-type: none"> • Should avoid allocating sites or areas for mineral working in or near to sites of importance for biodiversity and geodiversity, unless there is scope for adequate mitigation and compensation for loss of important habitats, to create new habitats once working has ended, and/ or opportunities to expose important geological features; • Should not support land use proposals likely to cause irreversible harm to the integrity of a European Site (where potential for this has been identified in the HRA/ AA), or the quality of other designated sites (e.g. through removal of vegetation, increased noise and disturbance or pollution of air, soils or water), unless the benefits clearly outweigh the harm caused, and provision is made to compensate for the impacts (e.g. creation of replacement habitats off-site); • Should identify habitats and species that may be vulnerable to climate change impacts and consider the implications (e.g. whether climate change impacts will create new/ different habitats, whether there is scope to replace existing habitats likely to be lost particularly where protected species depend on them); • Should secure the proper conservation and management of important populations of wild flora or fauna where opportunities exist. <p>When defining the Walsall elements of the Black Country environmental infrastructure network (as outlined in the Core Strategy), should aim to link together key sites of importance for biodiversity and geodiversity into a coherent system, having regard to the designated sites and wildlife corridors already defined in the UDP;</p> <ul style="list-style-type: none"> • Network in Walsall should address cross-boundary issues, for example, where sites straddle administrative boundaries there needs to be consistency, and habitats in Walsall need to be linked with related or similar habitats in adjoining areas (i.e. Birmingham, the Black Country Authorities, Lichfield and Cannock Chase); • The environmental infrastructure network must be protected from development or activities which would harm its integrity, including schemes that would otherwise deliver benefits to the area (e.g. restoration of the Lichfield and Hatherton Canals which may impact on Cannock Chase SAC and SSSI); • Wherever possible, environmental infrastructure to
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<p>LC1 – LC6, Proposals Map</p> <p>Walsall Green Space Strategy (2006) (under review)</p> <p>Walsall Natural Environment SPD (2008) (under review)</p> <p>Walsall’s Sustainable Community Strategy (2008) (under review)</p> <p>Walsall PPG17 Audit and Assessment (2011)</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Climate Change Strategy & Action Plan 2010–14 (2011)</p>		<p>support biodiversity and geodiversity should also serve other functions, e.g. natural greenspace can also provide open space and recreational resources for local communities, and may also provide opportunities for urban cooling and sustainable drainage to support other environmental objectives of the Core Strategy;</p> <ul style="list-style-type: none"> • Also need to address findings of PPG17 Audit and Assessment which found deficiencies in quality of natural greenspace and also uneven distribution across the Borough with less provision (spread across smaller more fragmented sites) in Willenhall and Darlaston than in other areas.
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SA Topic 3: Climate Change

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>UN Framework Convention on Climate Change/ Rio Declaration (1992)</p> <p>Kyoto Protocol (1997)</p> <p>Air Quality Directive (2008/50/EC)</p> <p>Lisbon Treaty (2009)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p> <p>Renewable Energy Directive (2009/28/EC)</p> <p>National</p> <p>UK Sustainable Development Strategy (2005), Defra</p> <p>UK Low Carbon Transition Plan (2009)</p> <p>National Renewable Energy Action Plan for the United Kingdom (2010)</p> <p>Active Travel Strategy (2010), Building Britain’s Future, DoH and DfT</p> <p>The Carbon Plan: Delivering our Low Carbon Future (2011)</p> <p>Sustainable Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011), DfT</p> <p>UK Climate Change Risk Assessment (CCRA): Government Report, Evidence Report and Sector Reports (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 29 – 41)</p> <p>Regional and Sub-Regional</p>	<p>To address the causes of climate change by reducing emissions of carbon dioxide and other harmful greenhouse gases</p> <p>To address the unavoidable impacts of climate change by adapting to likely effects</p> <p>To minimise the “carbon footprint” of new development by promoting a low carbon economy</p>	<ul style="list-style-type: none"> • Should support land use proposals that will limit or reduce emissions of harmful greenhouse gases from energy use by virtue of their spatial distribution, location and design; • Should support proposals for renewable or low carbon energy infrastructure, and other land use proposals that have the potential to reduce emissions of CO₂ and NO₂ from transport (e.g. through better traffic management, modal shift towards cycling and walking and low carbon public transport modes, development of infrastructure to reduce emissions from public transport and support use of low emission vehicles). • Should consider the need for climate change adaptation (e.g. impacts from flooding, drought, erosion, increased heat or cold, extreme weather events) when identifying potential development sites, and should avoid allocating land for development in locations that are likely to be particularly vulnerable; • Should identify existing urban areas, key infrastructure sites, and environmental infrastructure in Walsall that may be vulnerable to the effects of climate change (e.g. sites within flood zones) and identify potential adaptation measures where possible. • Should support land use proposals that have the potential to minimise consumption of natural resources (including energy, water and material resources);

<p>West Midlands Regional Sustainable Development Framework (2006)</p> <p>West Midlands RSS (2008), paras 2.10 – 2.16A, Policy CC1, Quality of the Environment (paras 8.42 – 8.44, 8.47 – 8.55, Policies QE9, EN1, EN2), Transport and Accessibility (para 9.1)</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010)</p> <p>Black Country Core Strategy (2011), Sustainability Principles 1 and 2, Spatial Objective 2, Policies CSP1 – CSP5, DEL1, EMP1, ENV1, ENV5, ENV7, ENV8, WM5</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO2, Long-Term Theme 10, Policies GT1, GT7, GT8 (and related 2015 Performance Aims in Addendum)</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP2, ENV10, JP5 (see also para 4.17), T6, T8 – T12</p> <p>Walsall's Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Climate Change Strategy & Action Plan 2010–14 (2011)</p>		<ul style="list-style-type: none"> • Should not support land use proposals likely to produce significant amounts of carbon dioxide and other potentially harmful greenhouse gases unless mitigation can be put into place to counter the effects; • Should encourage and facilitate the development of new technologies for the production of energy and fuels from low carbon and renewable sources through employment land policy and site allocations.
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SA Topic 4: Communities and Population

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>EC European Spatial Development Perspective (ESDP) (1999)</p> <p>Environmental Noise Directive (2002/49/EC)</p> <p>European Sustainable Development Strategy (2001 – 2009, and 2009 review)</p> <p>National</p> <p>Fuel Poverty in England: the Government's Plan of Action (2004), Defra</p> <p>Safer Places: The Planning System and Crime Prevention (2004), ODPM</p> <p>UK Sustainable Development Strategy (2005), Defra</p> <p>Environmental Noise (England) Regulations 2006 (SI 2006 No. 2238) (as amended)</p> <p>Manual for Streets (2007), DCLG and DfT</p>	<p>To create good quality environments that will sustain strong, vibrant, socially inclusive and cohesive communities</p>	<ul style="list-style-type: none"> • Should support high quality, well-designed inclusive, healthy, safe and accessible urban development and urban regeneration projects (including housing developments); • Sites to be allocated for new development should be in sustainable and accessible locations; • Should support land use proposals and initiatives aimed at creating vibrant centres which can act as a focus for local communities, for example, proposals for retail, leisure, office and mixed use development in centres; • Should consider whether the existing social infrastructure (e.g. shops, schools, healthcare facilities, other community facilities, open space, energy, water, waste management and transport infrastructure) is adequate to support the Borough as a whole/ particular

<p>World Class Places: The Government's Strategy for Improving Quality of Place (2009)</p> <p>Noise Policy Statement for England (NPSE) (2010), Defra</p> <p>Odour Guidance for Local Authorities (2010), Defra</p> <p>Active Travel Strategy (2010), Building Britain's Future, DoH and DfT</p> <p>Nature Nearby: Accessible Natural Green Space Guidance (2010), Natural England</p> <p>Places, People, Play Strategy (2010), Sport England</p> <p>Sustainable Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011)</p> <p>UK Fuel Poverty Strategy (2011), Defra</p> <p>Localism Act 2011</p> <p>UK Climate Change Risk Assessment – Built Environment Sector Report (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 47 – 55, 69 – 78)</p> <p>Neighbourhood Planning (General) Regulations 2012 (SI 2012 No. 637)</p> <p>Town and Country Planning (Local Planning) (England) Regulations 2012 (SI 2012 No. 767)</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Sustainable Development Framework (2006)</p> <p>West Midlands Regional Health and Well-being Strategy (2007), WMRA</p> <p>Connecting to Success: West Midlands Economic Strategy (2007), AWM</p> <p>West Midlands RSS (2008), Vision, Spatial Strategy (paras 3.8, 3.11, 3.14, 3.14A, Spatial Strategy Diagram), Urban Renaissance (paras 4.3 – 4.6, 4.6H, 4.19, Policies UR1 – UR1D, UR3, UR4, UR1B), Prosperity for All (paras 7.54 - 7.64, Policy PA11), Communities of the Future (paras 6.4 – 6.6, 6.9 – 6.32, Policies CF1, CF3, CF4, CF5), Quality of the Environment (paras 8.11 – 8.18,</p>		<p>neighbourhoods, and how local deficiencies in provision might be addressed through the new plans;</p> <ul style="list-style-type: none"> • Should identify existing social infrastructure in Walsall that may be vulnerable to the effects of climate change (e.g. sites within flood zones) and identify potential adaptation measures where possible, should also consider vulnerability when identifying sites for new infrastructure; • Should consider and take into account the potential impact of proposed land uses and proposals to develop particular sites on the social fabric of local communities - proposals likely to lead to loss of important community infrastructure or harm the amenity, health and well-being of local communities should not be supported without adequate mitigation or compensatory measures; • Should ensure that all residents of the Borough have an opportunity to review and comment on proposals for the Walsall Site Allocations DPD and Walsall Town Centre AAP, to understand how the proposals may affect their community and neighbourhood, to comment on the effects, and to influence any proposals affecting them; • Should address the need for neighbourhood development as far as possible through the Site Allocations DPD, by supporting proposals put forward by local communities and businesses where they are appropriately located and deliverable.³ • Should take potential climate change mitigation and adaptation issues (e.g. carbon emissions, flood risk, extreme weather) into account when identifying potential sites for housing development or pitches for gypsies, travellers and travelling showpeople; • Should plan for appropriate mix and choice of housing, including adequate levels of affordable and special needs housing to address local needs⁴ and reflect the requirements of UDP Policies H4 – H7, Core Strategy Policy HOU3 (and Walsall SHMA and Housing Needs
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³ Proposals for Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders under the Localism Act may come forward if a “qualifying body” (Parish Council or other body capable of operating as a “neighbourhood forum”) approaches the Council with a view to designating a “neighbourhood area” in Walsall. If this happens, any neighbourhood plans will be pursued under a separate set of regulations outside of the SAD and AAP process.

⁴ Households in “housing need” are defined as “households that lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market” (Walsall Housing Needs Assessment Update 2010). They include homeless households, households in temporary accommodation, overcrowded and concealed households.

Sustainability Appraisal of Walsall SAD and AAP - SA Report (March 2016) – Appendices

<p>Policies QE3, QE4), Transport and Accessibility (paras 9.1, 9.17 – 9.40, Policies T1 – T7)</p> <p>Strategic Housing Market Assessment (SHMA) for the C3 Housing Market Area of the West Midlands (2008)</p> <p>Black Country Core Strategy - Delivery and Implementation Plan (2009)</p> <p>Strategic Noise Maps (Maps 74 and 75) and Noise Action Plan: West Midlands Agglomeration (2010), Defra</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010)</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 1 – 5, Spatial Objectives 1 - 9, Policies CSP1 – CSP5, DEL1, HOU1 – HOU5, EMP1 – EMP5, CEN1 – CEN8, TRAN4 – TRAN5, ENV1 – ENV6</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO1 – KO5, Long-Term Themes 1, 3, 4, 5, 6, 8, 9, 10, Policies REG1 – REG3, HN6, MT1 – MT6 and MT9, TAM1 – TAM6, RR1 – RR5, LA1 – LA8, T11 – T16, SS1 – SS4, GT1 – GT9 related 2015 Performance Aims (access to employment, bus patronage, congestion, active travel, public transport trips to centres, transport emissions, road safety, travel to school) in Addendum</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP5 – GP6, ENV9 – ENV11, ENV32 – 34, JP8, S8, H1 – H7, S8, S17, T1 – T3, T10 – T12, Strategic Policy Statement 8.7 – 8.9, LC1 – LC7</p>		<p>Assessment) – likely to be a important issue in Area Partnership 4;</p> <ul style="list-style-type: none"> • Outstanding Bentley, Goscote, Moxley and Darlaston SRF housing projects could be considered for possible allocation in the Site Allocations DPD; • Should identify sites suitable to meet the needs of all travelling communities, and plan for the number of pitches, plots and yards required to meet the needs of local communities of gypsies, travellers and travelling showpeople (as identified in Core Strategy Policy HOU4 and relevant technical studies); • When evaluating sites proposed for sensitive uses such as healthcare and educational facilities, should consider the potential harmful impacts from noise , odour, dust, vibration and light pollution generated by existing development in the vicinity (e.g. noise from roads, railways, industry, noise, odour, dust and other effects from “bad neighbour” developments); • Homes aimed at “vulnerable households” (i.e. households containing children, elderly, sick or disabled people) should incorporate measures to eliminate fuel poverty, such as measures to reduce the need to use energy and incorporate energy efficient heating systems, and where feasible, access to community/ district heating networks, or provision for on-site generation of energy.
<p>Walsall Green Space Strategy (2006)(under review)</p> <p>Walsall Gypsy and Traveller Community Strategy (2006)</p> <p>Walsall Housing Needs and Demand Study Update (2007)</p> <p>Walsall Affordable Warmth Strategy 2006 – 2010 (2007)</p> <p>Bentley Strategic Regeneration Framework Programme (2007)</p> <p>Goscote Lane Corridor Strategic Regeneration Framework Programme (2007)</p> <p>Moxley Strategic Regeneration Framework Programme (2008)</p> <p>Designing Walsall SPD (2008) (under review)</p> <p>Natural Environment SPD (2008) (under review)</p> <p>Walsall’s Sustainable Community Strategy (2008) (under review)</p> <p>Darlaston Strategic Regeneration Framework Programme (2010)</p> <p>Walsall Housing Needs Assessment Update (2010)</p> <p>Walsall Transport Strategy (2011)</p>	<p>To provide everyone with the opportunity of a decent home, in a safe, healthy, attractive and accessible location</p>	<ul style="list-style-type: none"> • Should aim to bring forward sufficient housing land of suitable quality in appropriate and accessible locations to meet the housing requirements identified in the Core Strategy (see also SHLAA refresh and other technical work); • When evaluating the suitability of sites proposed for housing, should consider the potential risks to health that may arise from the legacy of previous activities on the site, and from activities still being carried out by existing development in the vicinity (e.g. hazardous installations); • When evaluating the suitability of sites proposed for housing, should consider the potential harmful impacts on the amenity of prospective occupiers from noise , odour, dust, vibration and light pollution generated by existing development in the vicinity (e.g. from roads, railways, industry and “bad neighbour” developments).
	<p>To provide everyone with the opportunity of a decent</p>	<ul style="list-style-type: none"> • Should identify suitable sites in Walsall Town Centre to

<p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011) Walsall Statement of Community Involvement (revised 2012) Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>	<p>home, in a safe, healthy, attractive and accessible location</p>	<p>deliver the retail, leisure, office and other requirements identified in the Core Strategy (Policies CEN3 – CEN4), and opportunities for smaller-scale “town centre” uses in the District Centres and Local Centres (Policies CEN5 – CEN6);</p> <ul style="list-style-type: none"> • Outstanding Bentley, Goscote, Moxley and Darlaston SRF community facilities/ infrastructure projects should be considered for possible allocation in the Site Allocations DPD; • Should support proposals for the development of healthcare, education, and other community facilities in centres and in other places connected to the public transport, pedestrian and cycle networks, and which are accessible to the communities that will use them;
	<p>To provide jobs, healthcare, education, shops, leisure and community facilities that are accessible to the local communities they serve</p>	<ul style="list-style-type: none"> • Should take potential climate change mitigation and adaptation issues (e.g. carbon emissions, flood risk, extreme weather) into account when identifying potential sites for “town centre” uses and other community facilities and services; • Should not support proposals for the development of employment uses, healthcare, education, shops, leisure facilities and community facilities in locations that are only accessible by the private car. • Should address the need for neighbourhood / community development as far as possible through the Site Allocations DPD, by supporting proposals put forward by local communities and businesses where they are appropriately located and deliverable.⁵

SA Topic 5: Cultural Heritage

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International World Heritage Convention (1972) (UNESCO)</p>	<p>To conserve and enhance the quality of significant heritage assets in a manner appropriate to their importance</p>	<ul style="list-style-type: none"> • Should identify all heritage assets of importance to Walsall Borough and the wider Black Country (and beyond where appropriate), and support development proposals that provide opportunities to conserve and

⁵ Proposals for Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders under the Localism Act may come forward if a “qualifying body” (Parish Council or other body capable of operating as a “neighbourhood forum”) approaches the Council with a view to designating a “neighbourhood area” in Walsall. If this happens, any neighbourhood plans will be pursued outside of the DPD process, and the neighbourhoods affected will be excluded from the Site Allocations DPD, as there cannot be more than one plan covering such an area.

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<p>Valetta Convention (1992) as amended (Council of Europe) Granada Convention (1995) (Council of Europe) EC European Spatial Development Perspective (ESDP) (1999) European Landscape Convention (Florence Convention) (effective 2007) European Sustainable Development Strategy (2001 - 2009) National Ancient Monuments and Archaeological Areas Act 1979 (as amended) Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) Streets for All (2005), English Heritage UK Sustainable Development Strategy (2005), Defra Heritage White Paper: Heritage Protection for the 21st Century (2007), DCMS and Welsh Assembly Government World Class Places: The Government's Strategy for Improving Quality of Place (2009) The European Landscape Convention: The English Heritage Action Plan for Implementation (2009) Government's Statement on the Historic Environment for England 2010 Government Tourism Policy (2011), DCMS UK Climate Change Risk Assessment – Agriculture and Built Environment Sector Reports (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 56, 68, 126 – 141) Regional and Sub-Regional Streets for All: West Midlands (2005), English Heritage West Midlands Regional Sustainable Development Framework (2006) West Midlands RSS (2008), Vision, Spatial Strategy (paras 3.14, 3.14A), Urban Renaissance (Policy UR1), Prosperity for All (Policy PA1), Quality of the Environment (paras 8.7 – 8.9, 8.19 – 8.22, Policies QE1, QE3, QE5, QE10) Hatherton Canal Restoration: Final Feasibility Report (2006) and Supplementary Feasibility Study (2009), Ove Arup & Partners for British Waterways and Lichfield & Hatherton Canals Restoration Trust Lichfield Canal Feasibility Study (2009), Atkins for Lichfield & Hatherton Canals Restoration Trust Putting the Historic Environment to Work: A Strategy for the West Midlands 2010 – 2015 (2009), English Heritage and West Midlands Historic Environment</p>		<p>enhance the special quality of such assets;</p> <ul style="list-style-type: none"> • Should give the highest level of protection to the most valued historic assets within the Borough, and there should be a presumption in favour of conserving assets of national importance (i.e. listed buildings, scheduled ancient monuments and registered parks and gardens); • Should identify important historic assets within the Borough at risk, or in need of conservation or enhancement, and where feasible, measures aimed at conserving them.
	<p>To prevent the erosion of the cultural heritage and manage changes to heritage assets in ways that will secure their long-term future</p>	<ul style="list-style-type: none"> • Should understand the potential impacts (positive and negative) of development proposals on the historic environment and heritage assets; • Should support development proposals that provide appropriate and viable new uses for heritage assets (including adaptations to heritage assets and re-instatement of canals), where this will secure their long-term future and is consistent with their conservation; • Should resist development proposals likely to cause irreversible harm or loss to important heritage assets within their settings through alteration or destruction, without adequate justification.
	<p>To realise the potential of heritage assets to make a positive contribution towards local character and sense of place</p>	<ul style="list-style-type: none"> • Should identify opportunities for heritage assets in Walsall and adjoining areas to act as a catalyst or focus for the development of high quality urban regeneration projects or for tourism (e.g. prominent historic buildings in the Town Centre and District Centres, the canal network).

<p>Forum</p> <p>West Midlands Historic Environment Action Plan 2010 – 2011 (2009), English Heritage and West Midlands Historic Environment Forum</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010)</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 1 – 5, Spatial Objectives 5 and 6, Policies CSP3, CSP4, CEN4, ENV2, ENV3, ENV4</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO5, Long-Term Themes 3, 10, Policies MT9, GT4, GT5</p> <p>Local</p> <p>Walsall UDP (2005), Policies ENV25 – ENV30, ENV32, Walsall Town and District Centre Insets and Policies WA5, AL2, BX3, BR5, DA3, WH3</p> <p>Designing Walsall SPD (2008) (under review)</p> <p>Walsall's Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Conservation Area Appraisals and Management Plans (various dates)</p>		
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SA Topic 6: Economy and Centres

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>EC European Spatial Development Perspective (ESDP) (1999)</p> <p>Environmental Noise Directive (2002/49/EC)</p> <p>Environmental Liability Directive (2004/34/EC)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p> <p>European Employment Strategy (2010)</p> <p>Europe 2020 Strategy (2010)</p> <p>National</p> <p>Urban White Paper: Our Towns and Cities – The Future (2000), DETR</p> <p>UK Sustainable Development Strategy (2005), Defra</p> <p>Environmental Noise (England) Regulations 2006 (SI 2006 No. 2238) (as amended)</p> <p>UK Manufacturing Strategy (2008), BIS</p> <p>World Class Places: The Government's Strategy for Improving Quality of Place</p>	<p>To provide the infrastructure necessary to support businesses, encourage investment, and sustain economic growth</p>	<ul style="list-style-type: none"> • Should support proposals that will deliver the infrastructure required to support the local economy, for example, the energy, water and transport requirements identified in the Core Strategy (Policies CSP5, TRAN1, TRAN3, TRAN4, ENV5, ENV7 and Delivery and Implementation Plan), projects programmed in the West Midlands LTP3 and Walsall Transport Strategy including improved car parking/ coach parking in the Town Centre; • Should support proposals to develop new infrastructure that can move freight more sustainably and efficiently within Walsall Borough and the rest of the Black Country, such as by rail or inland waterway; • Should identify existing and proposed infrastructure in Walsall required to support the local economy that may be vulnerable to the effects of climate change (e.g. sites within flood zones) and identify potential adaptation measures where possible, should also consider vulnerability when identifying sites for new infrastructure; • Should support high quality developments and

<p>(2009)</p> <p>Local Growth White Paper: Realising Every Place's Potential (2010)</p> <p>Noise Policy Statement for England (NPSE) (2010), Defra</p> <p>Odour Guidance for Local Authorities (2010), Defra</p> <p>Active Travel Strategy (2010), Building Britain's Future, DoH and DfT</p> <p>The Plan for Growth (2011), HM Treasury and BIS</p> <p>Sustainable Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011), DfT</p> <p>Britain - Open for Business (2011), UK Trade & Investment</p> <p>Europe 2020: UK National Reform Programme 2011</p> <p>National Infrastructure Plan 2011 and 2012 Update, HM Treasury</p> <p>Government Tourism Policy (2011), DCMS</p> <p>Trade White Paper: Trade and Investment for Growth (2011), BIS</p> <p>Localism Act 2011</p> <p>UK Climate Change Risk Assessment – Business, Industry and Services Sector Report (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 19 – 28, 42 – 46, 51)</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Health and Well-being Strategy (2007), WMRA</p> <p>Connecting to Success: West Midlands Economic Strategy (2007), AWM</p> <p>West Midlands RSS (2008), Vision, Spatial Strategy (para 3.14), Urban Renaissance (paras 4.3, 4.5, 4.6B – E, 4.9 - 4.12, 4.19, Policies UR1 – UR1D, UR3, UR4), Prosperity for All (paras 7.5 – 7.39, 7.45 – 7.64, 7.68 – 7.69, 7.70 – 7.76, Policies PA1 – PA6, PA9 – PA11, PA13 - PA15)</p> <p>Black Country Core Strategy – Delivery and Implementation Plan (2009)</p> <p>The Time is Now: A Vision for Social Enterprise in the West Midlands (2010)</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010)</p> <p>Strategic Noise Maps (Maps 74 and 75) and Noise Action Plan: West Midlands Agglomeration (2010), Defra</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 1 – 5, Spatial Objectives 1, 2, 5 and 6, Policies CSP1 – CSP5, DEL1 – DEL2, EMP1 – EMP6, CEN1 – CEN8, TRAN1 – TRAN5</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision,</p>	<p>To plan positively for economic investment and job creation by identifying sufficient opportunities for business development across all sectors in appropriate locations</p>	<p>environmental improvements in employment areas and town centres which will improve the overall appearance of the area and help encourage future investment;</p> <ul style="list-style-type: none"> • Should support proposals for higher education and training infrastructure that can train people in the skills required by businesses; • Should not support new employment or “town centre” developments in areas likely to be vulnerable to the potential impacts of climate change (e.g. areas at risk of flooding) unless there are no other realistic options, the risks have been fully evaluated and appropriate mitigation has been identified. <ul style="list-style-type: none"> • Should identify and safeguard sufficient stocks of “high quality” and “local quality” employment land to deliver the requirements of the Core Strategy (Policies EMP1 – EMP3) throughout the lifetime of the plans; • Employment land portfolio should include a range of different sizes and types of sites falling within Use Classes B1 b/c, B2 and B8 and other compatible sui generis uses in suitable locations within the Borough, to suit the requirements of different businesses (e.g. small businesses, expansion of existing businesses, new investors); • Should support proposals for employment uses (Use Classes B1 b/c, B2), B8, within the retained employment areas identified in the Core Strategy (see Economy Key Diagram), and other suitable locations in or near transport corridors, where these will help deliver the employment land requirements of the Core Strategy; • Should resist proposals for housing, retail, leisure, offices or community uses in employment areas where this would affect the long-term viability of the area or threaten existing businesses and jobs (see Core Strategy Policies DEL2, EMP2, EMP3, UDP Policies JP5, JP7, JP8); • Should identify suitable sites in Walsall Town Centre to deliver the retail, leisure and office development requirements identified in the Core Strategy (Policies CEN3 – CEN4), and opportunities for smaller-scale development in the District Centres and Local Centres (Policy CEN5); • Should support proposals for “town centre” uses (i.e. retail, leisure offices and related mixed uses) in Walsall Town Centre, in the District Centres or in the Local Centres identified in the Core Strategy where these will help deliver the requirements identified in the Core
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<p>Objectives KO1, KO2, KO4, Long-Term Themes 1 - 10, Policies REG1 – REG7, HN6, MT1 - MT9, TAM1 – TAM6, RR1 – RR5, LA1 – LA4, LA6 – LA8, SF1 – SF2, SF4, SF6 – SF7, T11 – T16, SS1 – SS4, GT1 – GT5, GT7 – GT9</p> <p>Black Country Enterprise Zone (2011), Black Country LEP</p> <p>West Midlands Freight Strategy Issues and Options (Centro) (2011)</p> <p>Local</p>		<p>Strategy; and</p> <ul style="list-style-type: none"> • Should resist proposals for “town centre” uses in out-of-centre locations where these would impact on the vitality and viability of existing centres and deter investment in centres, contrary to Core Strategy and UDP policies on centres and parking (Core Strategy Policies CEN1 - CEN8, UDP Policies S1 – S7 and T13).
<p>Walsall UDP (2005), Policies ENV9 – ENV11, ENV32 – 33, JP1 – JP8, S1 – S17, Proposals Map, Town and District Centre Inset Maps and Policies</p> <p>Walsall’s Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011)</p> <p>Walsall LEA Sectoral Analysis Reports (2010)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Borough Local Employment Assessment (LEA): Challenges and Opportunities for Walsall (2011)</p> <p>Darlaston Strategic Development Area (DSDA) Access Project (2011)</p> <p>Walsall Employment Land Review Update (2012)</p> <p>Darlaston Local Development Order 2012</p> <p>Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>	<p>To promote a low carbon economy and support environmentally and socially beneficial business developments</p>	<ul style="list-style-type: none"> • Should support employment proposals in locations well related to existing or proposed transport and distribution networks, particularly locations that are well-served by public transport and/ or have potential to divert freight away from the highway network; • Should support proposals for appropriate land uses (but not housing, retailing, leisure or offices) on previously-developed employment sites, particularly where this will bring derelict land and buildings into beneficial use and improve the overall quality of the environment within the Borough; • Where feasible, should identify opportunities for the development of new and innovative environmental technologies outside of the employment Use Classes (e.g. some waste management and energy generation infrastructure) within the retained employment areas, in line with Core Strategy Policies EMP2, EMP3, ENV7 and WM4; • Should support proposals in the Green Belt relating to agriculture, farm diversification involving “appropriate” land uses, where they do not impact on openness or the purposes and land use objectives of the Green Belt; • Should support employment proposals that provide the potential to use resources efficiently, have low environmental and amenity impacts, respond to the need for climate change mitigation and adaptation, and have neutral or positive effects on the environment and the amenity of local communities (e.g. are not likely to cause problems from noise, dust, odour, vibration, light pollution, etc.); • Should explore the potential for neighbourhood planning and/ or Community Land Trusts (CLTs) and similar social enterprise vehicles to enable local communities and small businesses to participate in, and take responsibility for, planning and delivering local redevelopment schemes; • Should address the need for development in residential areas as far as possible through the Site Allocations DPD, by supporting proposals put forward by local

		communities and businesses where they are appropriately located and deliverable. ⁶
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SA Topic 7: Equality and Diversity

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International Aarhus Convention 1998</p> <p>National Housing Act 2004 (as amended) Fuel Poverty in England: the Government's Plan of Action (2004), Defra Safer Places: The Planning System and Crime Prevention (2004), ODPM Diversity and Equality in Planning: A Good Practice Guide (2005), ODPM Reaching Out: An Action Plan on Social Exclusion (2006) UK Sustainable Development Strategy (2005), Defra Manual for Streets (2007), DCLG and DfT World Class Places: The Government's Strategy for Improving Quality of Place (2009) Equality Act 2010, S149 Fair Society, Healthy Lives: Strategic Review of Health Inequalities in England post-2010 (2010), The Marmot Review The Equality Strategy - Building a Fairer Britain (2010) Nature Nearby: Accessible Natural Green Space Guidance (2010), Natural England Active Travel Strategy (2010), Building Britain's Future, DoH and DfT UK Fuel Poverty Strategy (2011 update), Defra Localism Act 2011</p>	<p>To ensure that new development does not unlawfully discriminate against anyone because of their "protected characteristics"⁷</p>	<ul style="list-style-type: none"> • Should identify the potential for development proposals to impact on equality and to have disproportionate impacts on people with "protected characteristics;" • Should reject land use proposals or proposals on particular sites that could be discriminatory because they would have harmful impacts on particular groups, or ignore their needs, unless effective mitigation measures can be identified and incorporated into the policy requirements; • Should ensure that everyone (including those with "protected characteristics") has equal access to the Walsall Site Allocations DPD and Walsall Town Centre AAP consultation documents in a format appropriate to their needs, that everyone has equal opportunity to make their views known, and that all the comments received are given equal weight by policy and decision makers; • Should publish evidence documenting Equality Impact Assessment to show that the emerging proposals for the Site Allocations DPD and Town Centre AAP have been assessed and any potential for unlawful discrimination has been identified and eliminated; • Should be aware that objections to proposals may be motivated by prejudice, which in some cases may amount to unlawful discrimination if the Council accepts the objection – such objections need to be dealt with carefully, fairly and in a transparent manner, in line with the Council's policies and procedures.
	To ensure that new development addresses the	<ul style="list-style-type: none"> • Should support land use proposals that are inclusive and

⁶ Proposals for Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders under the Localism Act may come forward if a "qualifying body" (Parish Council or other body capable of operating as a "neighbourhood forum") approaches the Council with a view to designating a "neighbourhood area" in Walsall. If this happens, any neighbourhood plans will be pursued outside of the DPD process, and the neighbourhoods affected will be excluded from the Site Allocations DPD, as there cannot be more than one plan covering such an area.

⁷ The "protected characteristics" defined in the Equality Act are: age, disability, sex, gender reassignment, pregnancy and maternity, race, religion and belief, and sexual orientation.

<p>UK Climate Change Risk Assessment – Built Environment Sector Report (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 32, 35, 50, 67 – 78)</p> <p>Neighbourhood Planning (General) Regulations 2012 (SI 2012 No. 637)</p> <p>Town and Country Planning (Local Planning) (England) Regulations 2012 (SI 2012 No. 767)</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Health and Well-being Strategy (2007), WMRA</p> <p>West Midlands RSS (2008), Vision, Spatial Strategy (paras 3.14, 3.14A), Urban Renaissance (paras 4.3 – 4.5, 4.19, Policies UR1, UR4), Communities for the Future (paras 6.4 – 6.6, 6.22 – 6.25, Policies CF1, CF5), Prosperity for All (paras 7.54 - 7.64, Policy PA11), Quality of the Environment (paras 8.11 – 8.18, Policies QE3, QE4), Transport and Accessibility (Policy T1)</p> <p>The Time is Now: A Vision for Social Enterprise in the West Midlands (2010)</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principle 3, Policies CSP1 – CSP5, HOU1 - HOU5, EMP1 – EMP5, CEN1 – CEN8, TRAN2, TRAN4, TRAN5, ENV1 – ENV6</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO4, Long-Term Themes 1, 3, 6, 9, 10, Policies REG1, MT6, MT9, LA1 – LA3, LA6 – LA8, SS4, GT3 – GT5, GT7 – GT9</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2, and Strategy for Walsall (2009 – 2010)</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP5 - GP6, H1, H4 – H7 S17, T1 – T3, T10 – T12, Strategic Policy Statement 8.7 – 8.9, LC1 – LC7</p> <p>Walsall Gypsy and Traveller Community Strategy (2006)</p> <p>Walsall Green Space Strategy (2006) (under review)</p> <p>Walsall Affordable Warmth Strategy 2006 – 2010 (2007)</p>	<p>needs of everyone who will use it (including people with “protected characteristics”) and communities affected by poverty and deprivation</p>	<p>address people’s diverse needs, including people with “protected characteristics;”</p> <ul style="list-style-type: none"> • Should support land use proposals and proposals on particular sites that have the potential to help people with disabilities and people who do not have access to a car to move around more easily and gain access to key facilities and services, in line with UDP Policy T1 and Core Strategy Policy CSP4; • In neighbourhoods with high levels of joblessness and other indicators of deprivation, should plan positively for economic growth and job creation by identifying sufficient land to provide opportunities for business development; • In neighbourhoods with a high proportion of “vulnerable households,”⁸ should consider the potential of community/district heating, cooling and energy systems (e.g. combined heat and power) to provide cheaper and more reliable sources of energy; • In neighbourhoods with high levels of health problems (e.g. obese children, people with coronary heart disease, low participation in sport and active recreation), should consider whether this is affecting particular groups disproportionately, and if so, the extent to which this could be addressed by providing increased opportunities for walking, cycling, sport and active recreation; • Should identify an appropriate mix and choice of housing sites, including adequate levels of affordable housing, housing to meet special needs, and provision for gypsies, travellers and travelling showpeople, and in neighbourhoods with a significant number of households in “housing need,”⁹ should consider the extent to which new housing proposals in that neighbourhood will be able to address their needs; • Should identify and address unnecessary barriers and exclusions that may prevent people with “protected characteristics” from accessing the homes and services they need, such as poor accessibility and fear of crime;
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⁸ A “vulnerable household” is defined as one containing children, elderly, sick or disabled people, and a household in “fuel poverty” is one that needs to spend in excess of 10% of household income on all fuel use, in order to maintain a satisfactory heating regime. See UK Fuel Poverty Strategy (2001 and 2011 update) and Fuel Poverty in England: Action Plan (2004).

⁹ Households in “housing need” are defined as “households that lack their own housing or live in unsuitable housing and who cannot afford to meet their housing needs in the market” (Walsall Housing Needs Assessment Update 2010). They include homeless households, households in temporary accommodation, overcrowded and concealed households.

<p>Walsall's Sustainable Community Strategy (2008) (under review) Designing Walsall SPD (2008) (under review) Walsall Housing Needs Assessment Update (2010) Walsall Council Single Equality Scheme (Disability, Gender, Race) 2010 – 2013 (2010) Walsall PPG17 Audit & Assessment (Open Space) (2011) Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011) Walsall Housing Strategy 2011 – 2016 (2011) Walsall Council and Homes and Communities Agency Local Investment Plan (2011) Walsall Transport Strategy (2011) Walsall Climate Change Strategy and Action Plan 2010 – 2014 (2011) Walsall Statement of Community Involvement (revised 2012)</p>		<ul style="list-style-type: none"> • Should ensure that everyone (including those with “protected characteristics”) has an opportunity to review and comment on proposals for the Walsall Site Allocations DPD and Walsall Town Centre AAP, to understand how the proposals may affect their community and neighbourhood, to comment on the effects, and to influence any proposals affecting them; • Should explore the potential for neighbourhood planning and/ or Community Land Trusts (CLTs) and similar social enterprise vehicles to enable local communities and small businesses to participate in, and take responsibility for, planning and delivering local redevelopment schemes; • Should address the need for neighbourhood / community development as far as possible through the Site Allocations DPD, by supporting proposals put forward by local communities and businesses where they are appropriately located and deliverable.¹⁰
<p>Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>	<p>To ensure that all members of the community (including people with “protected characteristics”) have the opportunity to influence developments that may affect them</p>	<ul style="list-style-type: none"> • Should support land use proposals likely to contribute to the creation of socially inclusive and cohesive communities; • Should not support land use proposals which are not very well integrated into existing neighbourhoods, and do not respect or address the diverse needs of the local communities living there or the needs of people with “protected characteristics.”

SA Topic 8: Health and Wellbeing

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International Environmental Noise Directive (2002/49/EC) A Strategy for Europe on Nutrition, Overweight and Obesity Related Health Issues (2007) Children's Environment and Health Action Plan for Europe (2004)</p>	<p>To create high quality, safe and healthy environments that will have a positive effect on the quality of life and well-being of local communities</p>	<ul style="list-style-type: none"> • Should support land use proposals that provide opportunities to create visually attractive, safe and easy to use buildings and layouts, which are likely to make a positive contribution to the well-being of those who will use the development; • When defining the environmental infrastructure network and allocating land for housing development, should ensure that attractive, high quality natural greenspace is

¹⁰ Proposals for Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders under the Localism Act may come forward if a “qualifying body” (Parish Council or other body capable of operating as a “neighbourhood forum”) approaches the Council with a view to designating a “neighbourhood area” in Walsall. If this happens, any neighbourhood plans will be pursued outside of the DPD process, and the neighbourhoods affected will be excluded from the Site Allocations DPD, as there cannot be more than one plan covering such an area.

<p>European Sustainable Development Strategy (SDS) (2001 – 2009) European Landscape Convention (Florence Convention) (effective 2007) National Urban White Paper Tackling Health Inequalities: A Programme for of Action (2003), DoH Safer Places: The Planning System and Crime Prevention (2004), ODPM UK Sustainable Development Strategy (2005), Defra Environmental Noise (England) Regulations 2006 (SI 2006 No. 2238) (as amended) Manual for Streets (2007), DCLG and DfT Local Government and Public Involvement in Health Act 2007 (as amended) World Class Places: The Government's Strategy for Improving Quality of Place (2009) A Children's Environment and Health Strategy for the United Kingdom (2009), HPA Health White Paper - Equity and Excellence: Liberating the NHS (2010) Fair Society, Healthy Lives: Strategic Review of Health Inequalities in England post-2010 (2010), The Marmot Review Public Health White Paper – Healthy Lives, Healthy People (2010), DoH Noise Policy Statement for England (NPSE) (2010), Defra Odour Guidance for Local Authorities (2010), Defra Nature Nearby: Accessible Natural Green Space Guidance (2010), Natural England Places, People, Play Strategy (2010), Sport England Active Travel Strategy (2010), Building Britain's Future, DoH and DfT Healthy Lives, Healthy People: Update and Way Forward (2011), DoH Sustainable Transport White Paper - Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011), DfT PPS10 (2011), paras 1, 2, 30 – 31 UK Climate Change Risk Assessment – Built Environment and Health Sector Reports (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 58, 69 – 78, 120)</p>		<p>accessible to as many people as possible;</p> <ul style="list-style-type: none"> • Should identify locations within the Borough where there may be potential hazards to human health, such as exclusion zones around notifiable installations, flood risk zones, accident “black spots” on the highway network, and land affected by previous mining activity or contamination. New development should address these hazards where feasible; • Development of housing, education, healthcare and other potentially noise-sensitive uses should be avoided in areas with high exposure to noise, such as land adjacent to major roads, railway lines and noisy industrial premises; • Development of housing and community infrastructure should be avoided near to existing uses with the potential to affect quality of life and well-being because of smells, dust, vibration and light pollution; • Development of housing and other potentially sensitive land uses (e.g. community uses) should be avoided within areas affected by identified potential hazards, unless there is evidence demonstrating that the risks are acceptable or can be effectively managed; • Should adopt the “precautionary principle” when considering allocating land for development on sites that are known or suspected to be affected by contamination – sites should not be allocated where there is evidence that development is likely to have harmful effects on human health or the environment, or where the evidence does not allow the risks to be assessed with confidence; • Should not support waste management proposals where the health agencies or other regulatory bodies have raised concerns about potential harm to human health, either because of the nature of the wastes being managed, the methods of management proposed, or the location, and effective mitigation measures cannot be identified.
<p>Regional and Sub-Regional</p>	<p>To encourage local communities to engage in healthy lifestyles by making adequate provision for physical activity</p>	<ul style="list-style-type: none"> • Should consider whether the range, quantity and quality of existing open spaces and sports facilities meets current standards (see Green Space Strategy and UDP Policies LC1 – LC7), and how deficiencies identified might be addressed through the new plans (e.g. by considering multiple or alternative recreational uses for some sites, by moving facilities to more accessible locations, or identifying additional sites for new facilities); • When defining the green infrastructure network and

<p>West Midlands Regional Health and Well-being Strategy (2007), WMRA West Midlands RSS (2008), Vision, Urban Renaissance (paras 4.3 – 4.5, Policies UR1, UR1A, UR3, UR4), Prosperity for All (paras 7.54 - 7.64, Policy PA11), Communities of the Future (paras 6.4 – 6.6, Policy CF1), Quality of the Environment (Policies QE1 – QE10), Transport and Accessibility (Policies T1, T3) Black Country Environmental Infrastructure Guidance Phases 1 and 2 and Strategy for Walsall (2009 – 2010) Strategic Noise Maps (Maps 74 and 75) and Noise Action Plan: West Midlands Agglomeration (2010), Defra Black Country Core Strategy (2011), Vision, Spatial Objectives 3 - 8, Policies CSP3, CSP4, DEL1, HOU2, HOU4, HOU5, CEN4, TRAN2, TRAN4, ENV1–ENV8 and Environment Key Diagram West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO3, KO5, Long-Term Themes 3, 6, 9, 10, Policies SS1 – SS4, GT3 – GT5, GT7 – GT9, MT2 – MT6, MT8 – MT9, LA1, LA6</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP2, ENV9 - ENV14, ENV17 – ENV18, ENV23 – ENV30, ENV32 – 38, ENV40, JP8, H1, S3 – S6, T8 – T12, Strategic Policy Statement 8.7 – 8.9, LC1 – LC7</p>		<p>allocating land for housing development, should ensure that natural greenspace is accessible to as many people as possible, to encourage people to walk and take part in other healthy recreational activities;</p> <ul style="list-style-type: none"> • Should identify open space and sporting infrastructure in Walsall that may be vulnerable to the effects of climate change (e.g. sites within flood zones) and identify potential adaptation measures where possible, should also consider vulnerability when identifying sites for new infrastructure; • Should support housing developments that take into account the need for existing and future residents to have access to good quality open spaces and children’s play facilities, by providing safe and convenient access routes to existing open spaces, and where appropriate, improving the quality of existing facilities or providing new facilities as part of the development; • Should support land use proposals that provide opportunities for physical activity (e.g. new open spaces linked to the wider environmental infrastructure network) and encourage people to make healthy transport choices (e.g. developments that include good quality pedestrian and cycle routes linked to the wider strategic cycle routes and other transport networks).
<p>Walsall Green Space Strategy (2005) (under review) Walsall Urban Open Space SPD (2006) (under review) Designing Walsall SPD (2008) (under review) Conserving Walsall’s Natural Environment SPD (2008) (under review) Walsall’s Sustainable Community Strategy (2008) (under review) NHS Walsall Strategic Service Development Plan 2008-2013 (2008) and Addendum (2010) Walsall Health Inequality Strategy (HIS) 2008 – 2011 (2009), PMA Associates for NHS Walsall and Walsall Council Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011) Walsall Transport Strategy (2011) Walsall Climate Change Strategy & Action Plan 2010 – 2014 (2011) Walsall PPG17 Audit and Assessment (Open Space) (2011) Walsall Playing Pitch Strategy (2011) Walsall Transport Strategy (2011) Walsall Borough Local Employment Assessment (LEA): Challenges and</p>	<p>To provide good quality healthcare facilities which are accessible to the communities they serve</p>	<ul style="list-style-type: none"> • Should direct proposals for new healthcare facilities to be located in existing centres, or where this is not feasible, in other locations that are accessible to the local communities they will serve; • Should avoid allocating sites for new healthcare facilities in locations that are only accessible by the private car, or are not likely to provide a good quality environment in the long-term (e.g. because of noise, traffic, light pollution, other nuisances, or vulnerability to climate change).

<p>Opportunities for Walsall (2011) Walsall Council and Homes and Communities Agency Local Investment Plan (2011) Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>		
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SA Topic 9: Landscape and Townscape

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International Environmental Noise Directive (2002/49/ EC) EC European Spatial Development Perspective (ESDP) (1999) EU Thematic Strategy for Soil Protection (2006) European Sustainable Development Strategy (2001 - 2009) European Landscape Convention (Florence Convention) (effective 2007)</p> <p>National Urban White Paper: Our Towns and Cities – The Future (2000), DETR Safer Places: The Planning System and Crime Prevention (2004) UK Sustainable Development Strategy (2005), Defra Diversity and Equality in Planning: A Good Practice Guide (2005) Streets for All (2005), English Heritage Environmental Noise (England) Regulations 2006 (SI 2006 No. 2238) (as amended) A Strategy for England's Trees, Woodlands and Forests (2007), Defra Manual for Streets (2007), DCLG and DfT The European Landscape Convention: Natural England's 2009/10 Action Plan (2009) The European Landscape Convention: The English Heritage Action Plan for Implementation (2009) World Class Places: The Government's Strategy for Improving Quality of Place (2009) Safeguarding our Soils: A Strategy for England (2009), Defra Noise Policy Statement for England (NPSE) (2010), Defra</p>	<p>To conserve, enhance, restore and manage the quality, character and amenity of landscapes and townscapes of national and local importance</p>	<ul style="list-style-type: none"> • Should identify and give a high level of protection to the most valued townscapes and landscapes in the Borough; • Should identify important built and natural features for protection which contribute positively to the character and amenity of landscape and townscape of the borough; • Should support land use proposals that are likely to provide opportunities to deliver high quality urban and landscape design (e.g. mixed use developments in centres), including canal restoration schemes in adjacent areas, where there is clear evidence that they would not conflict with or compromise other environmental objectives; • If land is being considered for release from the Green Belt, for safeguarding, or for “appropriate” development proposals in the Green Belt, should consider the need to minimise impacts on the openness of the Green Belt, the purposes and land use objectives of Green Belts, and countryside character; • Should make provision for the care and proper management of landscapes and townscapes to ensure the resource does not become run down or neglected; • Should take positive steps to reverse neglect and blight.
	<p>To prevent further erosion of the quality of important landscapes and townscapes</p>	<ul style="list-style-type: none"> • Should use landscape character assessment tools and techniques (where available) to understand the potential impacts (positive and negative) of development proposals on important landscapes and townscapes; • Should maintain 'Heritage at Risk Registers' to identify key assets in need of positive action to bring back into

<p>Nature Nearby: Accessible Natural Green Space Guidance (2010), Natural England</p> <p>UK Climate Change Risk Assessment – Agriculture, Built Environment and Forestry Sector Reports (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 56 – 68, 73 – 77, 79 – 92, 109)</p> <p>Regional and Sub-Regional</p> <p>Growing our Future: West Midlands Regional Forestry Framework (2004), Forestry Commission West Midlands Conservancy</p> <p>Streets for All: West Midlands (2005), English Heritage</p> <p>West Midlands RSS (2008), Vision, Urban Renaissance (Policy UR1), Quality of the Environment (paras 8.7 – 8.46C, 8.38 – 8.39, 8.52, 8.61 – 8.63, Policies QE1 – QE10, EN1, M1, WD3)</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2 and Strategy for Walsall (2009 - 2010)</p> <p>Hatherton Canal Restoration: Final Feasibility Report (2006) and Supplementary Feasibility Study (2009), Ove Arup & Partners for British Waterways and Lichfield & Hatherton Canals Restoration Trust</p> <p>Lichfield Canal Feasibility Study (2009), Atkins for Lichfield & Hatherton Canals Restoration Trust</p> <p>Strategic Noise Maps (Maps 74 and 75) and Noise Action Plan: West Midlands Agglomeration (2010), Defra</p>		<p>optimum condition;</p> <ul style="list-style-type: none"> • Should not support land use proposals likely to cause irreversible harm to important landscapes and townscapes, unless adequate mitigation can be put in place to compensate for damage or loss and/ or the benefits clearly outweigh the harm that would be caused (e.g. generation of renewable energy); • Should resist land use proposals likely to cause long-term dereliction of land and erosion of character (e.g. mineral working) where they are not supported by a restoration programme setting out a clear timetable for restoration, and a commitment to restore the site to a high standard, that will support a beneficial and appropriate after-use; • Should resist proposals for potentially noisy developments in open spaces and other areas that are valued for their tranquillity, where low levels of noise are an important contributor towards their character; • Should support redevelopment of previously-developed, derelict and damaged land (including reinstatement of Lichfield and Hatherton Canals), where this would improve the visual amenity of the site and enhance the townscape or landscape, provided that the development is viable capable of being delivered without causing unacceptable risks to adjoining land, to the environment or to human health (e.g. from instability or pollution).
<p>Black Country Core Strategy (2011), Vision, Sustainability Principles 2, 4 and 5, Spatial Objectives 3 - 8, Policies CSP3, CSP4, ENV1 – ENV6</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO5, Long-Term Themes 3, 10, Policies MT9, GT4, GT5</p> <p>Local</p> <p>Walsall UDP (2005), Policies GP2, ENV3 – ENV9, ENV17 – ENV18, ENV23 – ENV30, ENV32 – ENV33, ENV40</p> <p>Walsall Green Space Strategy (2006) (under review)</p> <p>Designing Walsall SPD (2008) (under review)</p> <p>Conserving Walsall's Natural Environment SPD (2008) (under review)</p> <p>Walsall's Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011)</p> <p>Walsall PPG17 Audit and Assessment (2011)</p>	<p>To create well designed, safe and attractive new places and spaces that respect local character and distinctiveness, and make a positive contribution to existing landscapes and townscapes</p>	<ul style="list-style-type: none"> • Should support development proposals with the potential to deliver high quality buildings, spaces and access routes (including reinstatement of Lichfield and Hatherton Canals unless it is clear that they would compromise other environmental objectives), which can make a positive contribution towards the character of the local townscape or landscape and towards the development of the Black Country Environmental Infrastructure Network; • Should support development proposals that are capable of being successfully integrated into the existing pattern of development and have a positive relationship with the existing townscape and landscape character (for example, pathways and roads that fit into the adjacent street network, and amenity spaces that link with adjacent areas of open space); • When defining the Core Strategy environmental infrastructure network in Walsall, the range and

Walsall Playing Pitch Strategy (2011)		<p>distribution of open spaces identified in and around urban, suburban and rural areas should contribute positively to local landscape character;</p> <ul style="list-style-type: none"> • Should explore the potential for the environmental infrastructure network to include “Quiet Places” of value for tranquillity and low levels of noise, which can be protected against significant increases in noise from new development.
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SA Topic 10: Material Resources

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>Landfill Directive (99/31/EC)</p> <p>Mining Waste Directive) (2006/21/EC)</p> <p>Waste Framework Directive (2008/98/EC)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p> <p>National</p> <p>Environmental Protection Act 1990 (as amended)</p> <p>Waste and Emissions Trading (WET) Act 2003</p> <p>UK Sustainable Development Strategy (2005), Defra</p>	<p>To safeguard mineral resources against needless sterilisation, and maintain adequate and steady supplies of minerals in ways that will support economic growth and meet the needs of existing and future generations</p>	<ul style="list-style-type: none"> • Should support non-mineral development proposals within the Core Strategy MSA, where they involve “prior extraction” of minerals, and where they will not needlessly sterilise mineral resources of potential economic importance; • Should support proposals for mineral working aimed at meeting BCCS requirements for production of minerals of national and local importance to facilitate economic growth and regeneration (e.g. sand and gravel and brick clays), subject to compliance with Core Strategy Policies MIN1 – MIN5.
<p>Waste Strategy for England 2007, Defra</p> <p>Planning Act 2008</p> <p>National and Regional Guidelines for Aggregate Production in England 2005 – 2020 (2009), CLG</p> <p>Mineral Safeguarding in England: Good Practice Advice (2011), Coal Authority and British Geological Survey</p>	<p>To develop the infrastructure and facilities required to drive the management of unavoidable waste as far as possible up the “waste hierarchy”¹¹ and achieve net self-sufficiency in municipal waste recovery and waste disposal capacity</p>	<ul style="list-style-type: none"> • Should support development proposals likely to make efficient use of land, buildings and building materials (e.g. re-use of existing buildings, use of recycled or low carbon building and engineering materials, high density development on previously-developed land) in line with Core Strategy Policy WM5; • Should support proposals for reprocessing, re-use, recycling, composting, recovery and treatment of

¹¹ The “waste hierarchy” is defined in the Waste Framework Directive (see above) and is reproduced at Annex C of PPS10. The hierarchy is essentially a “sequential test” for waste management outcomes. It ranks the potential outcomes in order of preference, with waste prevention at the top (the best option), followed by re-use (including material recovery and other preparation for re-use), recycling (processes that convert waste into a new product), recovery (including energy recovery), and at the bottom, disposal of waste to landfill (the least preferred option/ last resort).

<p>Environmental Permitting Regulations 2010 Waste Regulations 2011 (SI 2011 No. 988) National Infrastructure Plan 2011 and 2012 Update, HM Treasury Government Review of Waste Policy in England 2011 and Action Plan (2011), Defra Anaerobic Digestion Strategy and Action Plan (2011), Defra and DECC Waste Protocols (various dates), Environment Agency and Waste and Resources Action Programme (WRAP) PPS10 (2011), paras 1 – 5, 16 – 21, 29 – 31, 35 – 36, Annexes C and E UK Climate Change Risk Assessment – Built Environment and Business, Industry and Services Sector Reports (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 142 – 149) UK Bioenergy Strategy (2012), DfT, DECC and Defra Guidance on the Managed Aggregate Supply System (2012), CLG Guidance for Local Planning Authorities on Implementing Planning Requirements of the European Union Waste Framework Directive (2008/98/EC), CLG</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Health and Well-being Strategy (2007), WMRA West Midlands RSS (2008), Vision, Communities of the Future (Policies CF1, CF4), Prosperity for All (paras 7.23 – 7.35, Policies PA4 – PA6), Quality of the Environment (paras 8.51, 8.66 – 8.73, 8.76 – 8.91, Policies QE2, EN1, M1 – M4,</p>		<p>wastes to produce high quality end products (i.e. compliant with Waste Protocols¹²), subject to compliance with Core Strategy policies WM1 – WM4;</p> <ul style="list-style-type: none"> • Should define the boundaries of the strategic waste management sites and proposals identified in Core Strategy Policies WM2 and WM3, plus any other existing strategic sites that have come forward since adoption, should also identify potentially suitable sites for new waste management infrastructure where possible, and/ or employment areas which can accommodate the residual waste management capacity requirements identified (see Policy WM3); • Should identify other requirements for new/ replacement waste management infrastructure in Walsall in liaison with the waste industry;¹³ • Should apply the “waste hierarchy” and the principles of “proximity” and “self-sufficiency” when considering proposals for municipal¹⁴ waste management infrastructure and landfill operations – they should be managing waste from Walsall and adjoining waste disposal authorities and should be as close as possible to the main source(s) of the waste; • Should support proposals to produce high quality construction aggregates (i.e. compliant with Waste Protocols) from secondary materials/ recycled inert wastes in appropriate locations (see PPS10, paragraphs 20 – 21 and Annex E and Core Strategy Policy WM4); • Landfilling with waste and disposal of inert waste onto
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¹² The Environment Agency and the Waste and Resources Action Programme (WRAP) have developed a series of Waste Protocols, which clearly explain what has to be done to produce a fully recovered, non-waste, quality product. Protocols have been developed for the following: aggregates from inert construction, demolition and excavation waste, compost from source-segregated biodegradable waste, anaerobic digestate from source-segregated biodegradable waste, biodiesel from cooking oil and rendered animal fat, flat glass, lubricating oil, plasterboard, non-packaging plastics, pulverised fuel ash and furnace bottom ash, and tyre-derived rubber material. Blast furnace slag has also been reviewed and confirmed to be a usable by-product material and not a waste.

¹³ Proposals to bring forward very large renewable energy generating infrastructure (including facilities to generate energy from waste and other biomass) are largely outside the scope of the mainstream planning system. Even if the Site Allocations DPD identifies suitable locations for “nationally significant infrastructure projects” (as defined in Part 3 of the Planning Act 2008), this will only be a “material consideration” to be taken into account when they are brought forward, as the relevant National Policy Statement will take precedence. Although the local planning authority will be consulted on applications for “nationally significant infrastructure projects,” they will be determined by the Planning Inspectorate.

¹⁴ The term “municipal” waste includes “waste from households and other waste managed by councils, which, because of its nature or composition, is similar to waste from households” (for example, paper, metal, plastic and glass collected from businesses) - see Article 2 of the Landfill Directive and Article 11 of the Waste Framework Directive.

<p>WD1 – WD2)</p> <p>The Regional Approach to Landfill Diversion Infrastructure (2009), AWM</p> <p>West Midlands Sub-Regional Aggregates Apportionments recommended by West Midlands Aggregates Working Party (2010) – Option 1C of the options set out in Report to WMRA Regional Planning & Environment Executive 22.03.10 (Item 5b, Part C)</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 2 and 4, Spatial Objectives 9 and 10, Policies CSP1 – CSP5, WM1 - WM5, MIN1 - MIN5</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO2, KO5, Long-Term Themes 9, 10, Policies S4 – S5, S7, GT1 – GT5, GT7 – GT9</p> <p>Local</p> <p>Walsall Municipal Waste Management Strategy (2004) (under review)</p> <p>Walsall UDP (2005), Policies GP2, ENV10, JP8, M7</p> <p>Walsall’s Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011)</p> <p>Walsall Borough Local Employment Assessment (LEA): Challenges and Opportunities for Walsall (2011)</p> <p>Darlaston Local Development Order 2012</p>	<p>land should only be supported where this is necessary to achieve satisfactory restoration of a former mineral extraction site or other derelict or degraded land, and where the proposal is compliant with the Landfill Directive and relevant UDP and Core Strategy policy.</p> <p>To manage material resources in ways that will protect the environment and human health</p>	<ul style="list-style-type: none"> • Energy from waste proposals may be supported in appropriate locations (see PPS10, paragraphs 20 – 21 and Annex E and Core Strategy Policies ENV7 and WM4) where it can be demonstrated that further material recovery and recycling is not a realistic option, that the energy benefits are significant, and that energy recovery represents the “best overall environmental outcome;” • Should support proposals for the processing or production of bulky materials (e.g. minerals, waste, recycling of construction aggregates) in locations where there is realistic potential to transport materials by modes other than road; • Should not support proposals for new waste management facilities outside the locations shown on the Core Strategy Waste Key Diagram (see also Policies WM2 – WM4 and Appendix 6) unless it can be demonstrated that the location is suitable for the proposed use and there are no reasonable alternatives within the locations identified; • Should not support proposals for mineral extraction outside the areas of search shown on the Core Strategy Minerals Key Diagram (see also Policies MIN1 – MIN5), unless it can be demonstrated that that extraction is viable, will not cause unacceptable harm to human health or the environment, and that proposals are unlikely to come forward in the areas of search within a reasonable timescale; • Should not support proposals to manage waste or to exploit or process mineral resources where health agencies or other regulatory bodies have raised concerns about potential harm to human health or the environment, and where it is not possible to identify effective mitigation measures; • Should avoid allocating sites or areas for mineral working and waste management near to potentially sensitive receptors, such as residential areas, areas occupied by community uses such as schools and healthcare facilities, sites of importance for biodiversity, sites containing important heritage assets or locally
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		<p>important landscape or townscape character areas;</p> <ul style="list-style-type: none"> • Should not support proposals for housing, community uses and other potentially sensitive uses in or near to the mineral areas of search, near “strategic” waste management sites identified in the Core Strategy, or in other locations where the AMR indicates that significant mineral or waste proposals have been approved (see Core Strategy Policies WM2 and MIN1); • Should only support proposals for mineral working where mitigation measures are proposed to address harmful impacts on the environment both during working and afterwards, and where they are supported by a clear programme and timetable for restoration, and a commitment to restore the land to a beneficial and appropriate after-use.
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SA Topic 11: Renewable and Low Carbon Energy

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>UN Framework Convention on Climate Change/ Rio Declaration (1992)</p> <p>Johannesburg Declaration (2002)</p> <p>Renewable Energy Directive (2009/28/EC)</p> <p>Lisbon Treaty (2009)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p> <p>National</p> <p>Fuel Poverty in England: the Government's Plan of Action (2004), Defra</p> <p>UK Sustainable Development Strategy (2005), Defra</p> <p>Energy Act 2008</p> <p>Planning Act 2008</p> <p>The UK Low Carbon Transition Plan: National Strategy for Climate Change and Energy (2009)</p> <p>National Renewable Energy Action Plan for the United Kingdom (2010)</p> <p>UK Fuel Poverty Strategy (2011 update), Defra</p> <p>UK Renewable Energy Roadmap (2011)</p>	<p>To reduce energy consumption and unnecessary waste of energy</p> <p>To encourage use of more energy efficient and resilient generating systems to improve security of supply and reduce energy costs for consumers</p>	<ul style="list-style-type: none"> • Should support developments in locations likely to provide opportunities to develop energy efficient buildings, e.g. orientation to capture passive solar energy and use natural cooling and ventilation; • Should explore the potential of the proposed environmental infrastructure network and individual development proposals in or near to it to address “urban heat island” effects by incorporating tree cover, “green roofs,” natural greenspace and water features, thereby reducing the need to use energy for cooling. <ul style="list-style-type: none"> • Should identify potential capacity constraints of existing gas and electricity generating networks and how this may affect the location and scale of development that can be allocated; • Should identify existing energy generating infrastructure that may be vulnerable to the effects of climate change, and mitigation measures that might counter the potential risks to long-term energy supply; • Subject to viability, should identify locations likely to be suitable for the installation of community/ district heating, cooling and energy systems (e.g. combined heat and power) and infrastructure which could serve

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<p>Anaerobic Digestion Strategy and Action Plan (2011), Defra and DECC National Grid Corporate Strategy and 2011/12 Annual Strategic Actions (2011) The Carbon Plan: Delivering our Low Carbon Future (2011) National Infrastructure Plan 2011 and 2012 Update, HM Treasury UK Climate Change Risk Assessment – Energy Sector Report (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 93 – 98) UK Bioenergy Strategy (2012), DfT, DECC and Defra</p> <p>Regional and Sub-Regional</p> <p>West Midlands Energy Strategy (2004), WMRA West Midlands RSS (2008), Quality of the Environment (paras 8.47 – 8.55, 8.74, 8.76, Policies QE3, EN2, M4) Black Country Core Strategy (2011), Vision, Sustainability Principle 2, Policies CSP3, CSP4, ENV7, WM4 West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO2, KO5, Long-Term Themes 3, 10, Policies MT1 – M6, RR5, GT1, GT4 West Midlands Regional Energy Capacity Study Report, Annexes and LPA Data Sheets (2011), SQW for Telford & Wrekin Council</p> <p>Local</p> <p>Walsall Affordable Warmth Strategy 2006 – 2010 (2007) Walsall’s Sustainable Community Strategy (2008) (under review) Walsall Climate Change Strategy & Action Plan 2010–14 (2011) Walsall Borough Local Employment Assessment (LEA): Challenges and Opportunities for Walsall (2011)</p>	<p>To encourage generation of energy and fuels from renewable and low carbon sources, capable of maintaining secure energy supplies in the long-term to meet the needs of existing and future generations</p>	<p>existing/ proposed developments;</p> <ul style="list-style-type: none"> Should take into account whether the Darlaston “Enterprise Zone” (LDO) will permit the development of community/ district heating, cooling and energy systems, and if so, whether further provision/ stimulus is needed for the development of such infrastructure elsewhere within the Borough Should identify suitable locations within the Borough for the development of large- and medium-scale renewable and low carbon energy generation infrastructure¹⁵ (e.g. wind turbines, biomass power stations, AD facilities), and locations suitable for the environmental technology sector to locate (e.g. for manufacture of renewable energy plant and equipment and low carbon fuels); Should take into account whether the Darlaston “Enterprise Zone” (LDO) will permit the development of renewable and low carbon energy generation infrastructure and if so, whether further provision/ stimulus is needed for the development of such infrastructure elsewhere within the Borough; Should consider how Core Strategy Policy ENV7 will be implemented in new site allocations, for example, by supporting proposals that will incorporate on-site generation renewable and low carbon energy to provide heating, cooling and/ or power for the development.
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¹⁵ Proposals to bring forward very large renewable energy generating infrastructure are largely outside the scope of the mainstream planning system. Even if the Site Allocations DPD identifies suitable locations for “nationally significant infrastructure projects” (as defined in Part 3 of the Planning Act 2008), this will only be a “material consideration” to be taken into account when they are brought forward, as the relevant National Policy Statement will take precedence. Although the local planning authority will be consulted on applications for “nationally significant infrastructure projects,” they will be determined by the Planning Inspectorate.

SA Topic 12: Soil and Ground Conditions

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>UN Framework Convention on Climate Change/ Rio Declaration (1992)</p> <p>Landfill Directive (99/31/EC)</p> <p>Johannesburg Declaration (2002)</p> <p>Environmental Liability Directive (2004/34/EC)</p> <p>Mining Waste Directive (2006/21/EC)</p> <p>EU Thematic Strategy for Soil Protection (2006)</p> <p>Lisbon Treaty (2009)</p> <p>European Sustainable Development Strategy (2001 - 2009)</p>	<p>To conserve soil quality and safeguard good quality agricultural land from loss to other uses</p>	<ul style="list-style-type: none"> • If land is being considered for release from the Green Belt, for safeguarding, or for “appropriate” development in the Green Belt, should avoid choosing the best and most versatile agricultural land (Grades 1, 2 and 3a – classification of land in Walsall is available on Natural England’s MAGIC database); • Should resist land uses (e.g. mineral working) likely to cause long-term dereliction, contamination or instability of land, unless harmful impacts can be effectively mitigated, and there is a clear programme and timetable for restoration or remediation, and a commitment to restore the land to a beneficial and appropriate after-use.
<p>National</p> <p>Environmental Protection Act 1990 (as amended)UK Sustainable Development Strategy (2005), Defra</p> <p>The Contaminated Land (England) Regulations 2006 (as amended)</p> <p>Safeguarding our Soils: A Strategy for England (2009), Defra</p> <p>Consultation Paper: Changes to the contaminated land regime under Part 2A of the Environmental Protection Act 1990 (2010)</p> <p>Coal Authority Development Management Strategy (2010), Coal Authority</p> <p>UK Climate Change Risk Assessment – Built Environment and Floods and Coastal Erosion Sector Reports (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 51, 109 – 112, 120 – 122)</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Health and Well-being Strategy (2007), WMRA</p> <p>West Midlands RSS (2008), Urban Renaissance (Policy UR1), Communities of the Future (Policy CF4), Prosperity for All (Policy PA5), Quality of the Environment (paras 8.10, 8.38 – 8.73, Policies QE1 – QE3, QE9)</p> <p>Black Country Environmental Infrastructure Guidance Phases 1 and 2 and Strategy for Walsall (2009 – 2010)</p>	<p>To prevent further degradation of land and protect soils and groundwater from contamination</p>	<ul style="list-style-type: none"> • Should avoid allocating land for development in locations where there is a significant risk of pollution to groundwater (e.g. in a Groundwater Source Protection Zone 1 as defined by the Environment Agency); • When considering development in areas where mining, quarrying and landfilling activities have taken place in the past, sites should not be allocated for development unless it is clear that remediation is feasible; • Should adopt the “precautionary principle” when considering allocating land known or suspected to be affected by contamination, or for land uses likely to generate harmful pollutants into the air, soils or water – should not allocate sites where there is evidence that development is likely to have harmful effects on human health or the environment; • Land uses likely to generate significant discharges of waste water which may contain contaminants should be required to include measures to prevent leachate of potentially contaminated surface water run-off into the ground, and to prevent the discharge of potentially contaminated surface water run-off into nearby surface water bodies.
<p>Black Country Core Strategy (2011), Vision, Sustainability Principles 4 and 5, Spatial Objectives 1 - 9, Policies CSP1 – CSP5, DEL1 – DEL2, ENV5, WM5</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 2 and 5,</p>	<p>To make efficient use of previously-developed and derelict land</p>	<ul style="list-style-type: none"> • Should support land use proposals likely to make efficient use of land and buildings (e.g. re-use of existing buildings, high density development on previously-developed land); • Should support redevelopment of previously-developed,

<p>Spatial Objectives 6 and 10, Policies MIN2 - MIN5</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO5, Long-Term Theme 10, Policy GT5 (mitigation of harmful effects of transport infrastructure)</p> <p>Local</p> <p>Walsall Contaminated Land Inspection Strategy (2001)</p> <p>Walsall UDP (2005), Policies GP2, ENV10, ENV14, ENV40</p> <p>Walsall’s Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Coal Mining Development Referral Area (2010), Coal Authority</p> <p>Walsall Specific Coal Mining Risk Plan (2010), Coal Authority</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/ 15 (2011)</p> <p>Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>		<p>derelict and damaged land (e.g. land affected by instability due to previous coal or limestone mining activity or landfilling operations or by contamination due to previous industrial activity), where there is an appropriate remediation strategy in place, and this will bring the land back into beneficial use without presenting unacceptable risks to human health or the environment.</p>
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SA Topic 13: Transport and Accessibility

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>UN Framework Convention on Climate Change/ Rio Declaration (1992)</p> <p>Kyoto Protocol (1997)</p> <p>European Transport Policy for 2010: Time to Decide (2001)</p> <p>Johannesburg Declaration (2002)</p> <p>Environmental Noise Directive (2002/49/ EC)</p> <p>Lisbon Treaty (2009)</p> <p>Air Quality Directive (2008/50/EC)</p> <p>European Sustainable Development Strategy (2001 – 2009)</p> <p>National</p>	<p>To promote more sustainable transport choices for people and freight whilst supporting economic growth</p>	<ul style="list-style-type: none"> • Should support development proposals that have the potential to help manage transport demand in accordance with UDP and Core Strategy policies; • Should support proposals that will help deliver the public transport, cycling and walking and freight infrastructure improvements identified in the Core Strategy (Policies CSP5 and TRAN1), and the projects programmed to be delivered in the West Midlands LTP3 and Walsall Transport Strategy;¹⁶ • Should support development proposals in locations that allow people to make smarter transport choices, e.g. locations near major public transport routes, near strategic cycle routes (see Core Strategy Cycle Network Diagram) or near greenways (see UDP

¹⁶ Proposals to bring forward very large-scale transport infrastructure are largely outside the scope of the mainstream planning system. New trunk roads, railway lines and rapid transit lines are brought forward through Orders made under the Transport & Works Act 1992 (as amended), and “nationally significant infrastructure projects” are brought forward under procedures set out in the Part 3 of Planning Act 2008. It will nevertheless be important for the Site Allocations DPD to protect important transport routes which are scheduled to be delivered by a transport provider. However, even if these plans do identify suitable locations or alignments for such projects, this will only be a “material consideration” to be taken into account when they are brought forward. In the case of “nationally significant infrastructure projects” the relevant National Policy Statement will take precedence. Although the local planning authority will be consulted on applications for “nationally significant infrastructure projects,” they will be determined by the Planning Inspectorate.

<p>UK Sustainable Development Strategy (2005), Defra Environmental Noise (England) Regulations 2006 (SI 2006 No. 2238) (as amended) Manual for Streets (2007), DCLG and DfT Planning Act 2008 Britain's Transport Infrastructure - Strategic Rail Freight Network: The Longer Term Vision (2009), DfT Good Practice Guidelines: Delivering Travel Plans through the Planning Process (2009) Active Travel Strategy (2010), Building Britain's Future, DoH and DfT Low Emissions Strategies - Using the Planning System to Reduce Transport emissions - Good Practice Guidance (2010), Defra Noise Policy Statement for England (NPSE) (2010), Defra Sustainable Transport White Paper – Creating Growth, Cutting Carbon: Making Sustainable Transport Happen (2011), DfT National Infrastructure Plan 2011 and 2012 Update, HM Treasury DfT Investment in Local Major Transport Schemes (2011), DfT The Carbon Plan: Delivering our Low Carbon Future (2011) High Speed Rail: Investing in Britain's Future – the Government's Decisions (2012), DfT UK Climate Change Risk Assessment – Transport Sector Report (2012), Defra National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 29 – 41) UK Bioenergy Strategy (2012), DfT, DECC and Defra</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Sustainable Development Framework (2006) West Midlands Regional Health and Well-being Strategy (2007), WMRA West Midlands RSS (2008), Policies T1 – T10 (regional transport strategy) West Midlands Regional Transport Priorities Action Plan (2008), WMRA and AWM Walking and Cycling - Connecting You to Public Transport (2008), Centro West Midlands Region: Rail Development Plan (2009) – draft, West Midlands Rail Development Forum Centro Integrated Public Transport Prospectus (2010) Strategic Noise Maps (Maps 74 and 75) and Noise Action Plan: West Midlands</p>	<p>To improve accessibility to jobs and services by public transport, walking and cycling and reduce the need to travel by private car</p>	<p>Proposals Map);</p> <ul style="list-style-type: none"> • Should investigate the feasibility of bringing forward suitable freight proposals in the potential rail freight locations identified in Core Strategy Policy TRAN3, and support development proposals that will help bring forward these sites and other sites which may be identified as suitable; • Should support land uses that include the processing or production of bulky materials (e.g. recycling of construction aggregates) in locations where there is realistic potential to transport materials by modes other than road. <ul style="list-style-type: none"> • Should support proposals for major traffic generating land uses within the Core Strategy “growth network” and in other locations that are already well served by existing public transport, cycling and walking networks (e.g. in Town, District and Local Centres, near railway stations, along “Smart Routes”), particularly where there is scope for Travel Plans to be put into place; • Should support proposals for major traffic generating land uses that are well located in relation to proposed extensions to networks, provided that these are planned/ programmed in the BCCS/ LTP3 (e.g. DSDA Access Project, proposed rail and rapid transit routes) and there is clear evidence they will go ahead within the timescale for the development; • Should support development proposals that are consistent with the accessibility standards in the Core Strategy (Policy HOU2) and UDP (Policies T10 – T12) and offer the potential for people to make linked trips by modes other than the private car, such as mixed use developments in centres; • Should support development proposals that have the potential to help people move around more easily in line with UDP Policy T1 and Core Strategy Policy CSP4, for example, sites that can be linked by existing pedestrian and cycle routes, or that offer potential for existing routes to be improved, severed routes to be reinstated, or new routes to be created; • Should resist proposals for “town centre” uses in out-of-centre locations that are likely to be car-dependent and include extensive areas of free car parking, contrary to Core Strategy and UDP policies on centres and parking standards (Core Strategy Policy CEN8, UDP Policies S7 and T13);
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<p>Agglomeration (2010), Defra</p> <p>Black Country Core Strategy (2011), Vision, Sustainability Principles 1, 2, Spatial Objectives 3, 5, 7 and 8, Policies CSP1 - CSP5, DEL1, HOU2, EMP6, CEN1 – CEN6, TRAN1 - TRAN5</p> <p>West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objectives KO1, KO4, KO5, Long-Term Themes 1 - 10, Policies REG1 – REG3, HN6, MT1 – MT6 and MT9, TAM1 – TAM6, RR1 – RR5, LA1 – LA8, SF1 – SF7, T11 – T16, SS1 – SS4, GT1 – GT5, GT7 – GT8, related 2015 Performance Aims (journey time reliability for freight, access to employment, congestion, transport emissions, bus patronage, active travel, public transport trips to centres, travel to school, security and safety) in Addendum</p> <p>Network Rail - Control Period 4 Delivery Plan (2011 update)</p> <p>Network Rail Route Plans 2010 (and 2011 updates) - Route M: West Midlands and Chilterns</p> <p>West Midlands Freight Strategy Issues and Options (Centro) (2011)</p> <p>Local</p> <p>Walsall UDP (2005), Policies T1 – T13</p> <p>Walsall's Sustainable Community Strategy (2008) (under review)</p> <p>Walsall Council Corporate Plan 2010/11 – 2014/15 (2011)</p> <p>Walsall Transport Strategy (2011)</p> <p>Walsall Climate Change Strategy & Action Plan 2010 – 2014 (2011)</p> <p>Darlaston Strategic Development Area (DSDA) Access Project (2011)</p> <p>Walsall Joint Strategic Needs Assessment (JSNA) (2012), Walsall Council and NHS Walsall</p>	<p>To reduce the impact of transport on the environment, in particular impacts from noise, congestion, and the emission of pollutants into the atmosphere</p>	<ul style="list-style-type: none"> • Need to consider the implications of the High Speed Rail (HS2) decision for Walsall when planning for future growth and development at the end of the plan period • Should take into account the extent to which the Darlaston Strategic Development Area (DSDA) Access Project and the “Enterprise Zone”/ Local Development Order can help reduce transport emissions as well as improving access to employment sites and stimulating regeneration; • Should support development proposals that have the potential to include travel plans or help deliver other traffic management measures which can reduce congestion and thereby also reduce emissions of CO₂ and NO₂ from transport; • Major transport infrastructure proposals with the potential to increase noise levels within the “Important Areas” and “First Priority Areas” in the Borough (identified in the strategic noise maps prepared by Defra as being affected by exposure to noise from roads and railways) should include effective mitigation to address these impacts; • Should avoid proposing new transport infrastructure or other development likely to increase noise within any Quiet Areas that may be identified in future technical work by Defra; • Should consider the potential for developing the infrastructure needed to support low emission vehicles in the main centres, for example, identifying Low Emission Zones or suitable locations for charging points for electric vehicles in Walsall Town Centre and in the District Centres; • Should support proposals for the development of facilities to produce low emission vehicles and components, and to produce fuels from renewable or low carbon sources (including waste), in the retained employment area.
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SA Topic 14: Water Environment

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
<p>International</p> <p>UN Framework Convention on Climate Change/ Rio Declaration (1992)</p> <p>Water Framework Directive (2000/60/EC)</p> <p>Johannesburg Declaration (2002)</p> <p>Environmental Liability Directive (2004/34/EC)</p> <p>Groundwater Directive (2006/118/EC)</p> <p>Lisbon Treaty (2009)</p> <p>European Sustainable Development Strategy (2001 – 2009)</p> <p>National</p> <p>Water Resources Act 1991 (as amended)</p> <p>Making Space for Water (2004)</p> <p>Water Framework Directive Regulations 2003 (as amended)</p> <p>Planning Act 2008</p> <p>Safeguarding our Soils: A Strategy for England (2009), Defra</p> <p>Flood & Water Management Act 2010</p> <p>National Flood and Coastal Erosion Risk Management Strategy for England (2011)</p> <p>National Infrastructure Plan 2011 and 2012 Update, HM Treasury</p> <p>Water White Paper: Water for Life (2011), Defra</p> <p>UK Climate Change Risk Assessment – Floods and Coastal Erosion and Water Sector Reports (2012), Defra</p> <p>National Planning Policy Framework (NPPF) (2012) (paras 7, 17, 99 -104, 109)</p> <p>Regional and Sub-Regional</p> <p>West Midlands Regional Sustainable Development Strategy (2006)</p>	<p>To conserve water resources and maintain water supplies for existing and future generations</p>	<ul style="list-style-type: none"> • Should identify requirements for new/ replacement water and sewage treatment infrastructure in Walsall in liaison with the water companies;¹⁷ • existing water and sewerage infrastructure in Walsall that may be vulnerable to the effects of climate change (e.g. sites within flood zones) and identify potential adaptation measures where possible, should also consider vulnerability when considering sites for new infrastructure; • Should not support development proposals likely to disturb an aquifer (e.g. in a Groundwater Source Protection Zone 1 as defined by the Environment Agency) without evidence that there would be no adverse effect on water resources (see Core Strategy Policy ENV5); • Should ensure that adequate water resources are available to support future developments throughout their lifetime, and should not support land uses likely to consume significant quantities of water, where there is evidence that it would have adverse effects on water supplies whether in the short-term or long-term; • As there are concerns about long-term water supply at a national level (Water White Paper), and potential pressure from canal restoration schemes, land uses likely to consume significant quantities of water should be required to include measures to minimise consumption, e.g. through water harvesting and recycling techniques, in line with UDP Policy ENV40; • All major development proposals should incorporate sustainable drainage systems (SUDs) in the management of surface water run-off in line with UDP Policy ENV40, unless there is evidence that SUDs would be inappropriate due to the local ground

¹⁷ Proposals to bring forward water treatment infrastructure are largely outside the scope of the mainstream planning system. Some operational development such as underground storage facilities is permitted development. Large treatment facilities may also fall within the description of a “nationally significant infrastructure project” (as defined in Part 3 of the Planning Act 2008). Even if the Site Allocations DPD identifies suitable locations for such infrastructure projects, this will only be a “material consideration” to be taken into account when they are brought forward as the relevant National Policy Statement will take precedence once it is in place (it is currently only a consultation draft). Although the local planning authority will be consulted on applications for “nationally significant infrastructure projects,” they will be determined by the Planning Inspectorate.

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<p>West Midlands Regional Health and Well-being Strategy (2007), WMRA West Midlands RSS (2008), Vision, Spatial Strategy (para 3.14), Quality of the Environment (paras 8.41 – 8.44, Policies QE1, QE9) Tame, Anker and Mease Catchment Abstraction Management Strategy (2008), Environment Agency Hatherton Canal Restoration: Final Feasibility Report (2006) and Supplementary Feasibility Study (2009), Ove Arup & Partners for British Waterways and Lichfield & Hatherton Canals Restoration Trust Lichfield Canal Feasibility Study (2009), Atkins for Lichfield & Hatherton Canals Restoration Trust Water for People and the Environment: Water Resources Strategy - Regional Action Plan for Midlands Region (2009), Environment Agency Humber River Basin Management Plan (2009), Defra and Environment Agency South Staffordshire Water: Water Resources Management Plan (2009) Black Country Strategic Flood Risk Assessment and supplementary Assessment of Ford Brook (2009), Jacobs for Black Country Authorities Black Country Water Cycle Study and Scoping Surface Water Management Plan (2009), Scott Wilson for Black Country Authorities River Trent Catchment Flood Management Plan (2010), Environment Agency Black Country Core Strategy (2011), Vision, Sustainability Principles 1, 2, 3, 5, Spatial Objective 6, Policies CSP3, CSP4, DEL1, ENV5 West Midlands Local Transport Plan 3: Making the Connections (2011), Vision, Objective KO5, Long-Term Theme 10, Policies GT3 - GT5 West Midlands Freight Strategy Issues and Options (Centro) (2011)</p> <p>Local</p> <p>Walsall UDP (2005), Policy ENV40 Walsall's Sustainable Community Strategy (2008) (under review) Walsall Climate Change Strategy & Action Plan 2010–14 (2011) Walsall Transport Strategy (2011)</p>	<p>To achieve “good” quality status for all surface and groundwater bodies by 2027¹⁸ and prevent further deterioration of water quality from pollution and contamination</p> <p>To minimise the risk of flooding by adopting a risk-based approach, managing risks and avoiding development in areas at greatest risk</p>	<p>conditions (e.g. a risk of pollution or adverse effects on hydrology).</p> <ul style="list-style-type: none"> • Should understand the potential impacts (positive and negative) of proposed land uses and development on particular sites on the water environment, particularly where development sites are close to existing water bodies (e.g. rivers, streams or canals) including any potential impact from Hatherton Canal restoration scheme and proposals to use inland waterways for the transportation of freight; • Should avoid allocating land for development in locations where there is a significant risk of pollution to groundwater (e.g. in a Groundwater Source Protection Zone 1 as defined by the Environment Agency); • Must take “all reasonable steps” to prevent further deterioration of the quality of surface and groundwater bodies, in accordance with the requirements of the Water Framework Directive (Article 1) – impacts of all options involving discharge of significant amounts of waste water need to be evaluated as part of water cycle study; • Should adopt the “precautionary principle” when considering development on sites that are known or suspected to be affected by contamination, or land uses likely to cause pollution of soils or water – sites should not be allocated where there is evidence that development is likely to have harmful effects on human health or the environment, or where the evidence does not allow the risks to be assessed with confidence; • Where proposed land uses are likely to generate contaminated effluent or surface water run-off, site allocation policies should include measures to prevent leachate of contaminants into the ground or discharge of potentially contaminated water into nearby surface water bodies. <ul style="list-style-type: none"> • Should avoid allocating land for development in areas at risk of flooding (i.e. Flood Zone 2 or 3 as defined in the Black Country SFRA), unless the risks have been properly assessed (i.e. through a Level 2 SFRA) and it is clear that there are no other site options available; • Where there is no other option but to allow development in Flood Zone 2 or 3, adequate mitigation measures must be put into place to manage the risks
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¹⁸ Target set by Humber River Basin District Management Plan for surface and groundwater bodies in Walsall which do not currently achieve “good” status.

		as far as possible, e.g. through creation of natural flood water "sinks."
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APPENDIX Oii:

Review of Plans, Policies and Programmes (PPPs) by SA Topic Additional Plans, Policies and Programmes (PPPs) –April 2013-February 2016

SA Topic 1: Air Quality

Relevant PPPs	PPPs – Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on air quality	To require Local Plans and Sustainability Appraisals to consider air quality issues, including cumulative impacts and ways in which development might be appropriate or made appropriate in locations where air quality is likely to be a concern.	<ul style="list-style-type: none"> • Support proposals for low emission development and low emission initiatives, such as land uses and infrastructure that limit their energy use, developments that are located to be accessible by walking, cycling and low emission public transport modes, and where appropriate the introduction of low emission zones.
Air quality plan for nitrogen dioxide (NO ₂) in UK (November-December 2015), & Air quality plan for reducing nitrogen dioxide (NO ₂) in West Midlands urban area (UK0002)	Nationally, to achieve limit values for NO ₂ set as Air Quality Objectives in the Air Quality Directive (2008/50/EC), by 2020 in the West Midlands 'Zone'.	<ul style="list-style-type: none"> • Adopt precautionary principle when considering proposals for land uses likely to generate harmful emissions of air pollutants – should not allocate land for such uses where there is evidence that it could have harmful effects on human health or the environment, or where the evidence does not allow the risks to be assessed with confidence. • Avoid allocating land for major traffic-generating land uses in areas where National Air Quality Objectives are exceeded or are predicted to be exceeded, unless the potential impacts on air quality have been assessed and appropriate mitigation can be put into place.
Regional and Sub-Regional		
West Midlands Metropolitan Area Freight Strategy (April 2013)	To support economic growth and also reduce carbon dioxide emissions	<ul style="list-style-type: none"> • Enhance motorway junctions and connectivity. • Seek to manage freight traffic onto major roads. • Encourage the use of alternative means of transport, including rail, where feasible and deliverable.

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West Midlands Low Emissions Strategy (LES) (2014) including Good Practice Air Quality Planning Guidance	To research and implement actions to reduce emissions of nitrogen dioxide (NO ₂) across the West Midlands Metropolitan Area, in particular, within the Air Quality Management Areas (AQMAs) where the national limit values for NO ₂ are being exceeded (Nitrogen Dioxide Areas of Exceedance)	<ul style="list-style-type: none"> • Avoid allocating land for 'sensitive receptors' such as housing, in road corridors where the limit values for NO₂ are being exceeded and the extent to which mitigation is likely to be feasible. • Take into account other related environmental problems caused by road traffic, such as noise, when considering sites that are exposed to high levels of air pollution. • Consider the potential impacts on air quality when allocating land for new traffic generating developments, particularly where this is likely to involve high emission vehicles, such as HGVs.
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To reduce the impact of transport on the environment, improving air quality, reducing carbon dioxide emissions	
Draft Black Country Air Quality Supplementary Planning Document (Consultation February 2016)	To enable a consistent Black Country approach to the consideration, calculation and mitigation of the air quality implications – especially in terms of transport emissions - from and upon new developments.	
Local		
Darlaston Local Development Order (LDO)(revised and updated April 2015)	To encourage economic growth, attract new businesses and create jobs, especially in and around Darlaston Enterprise Zone (whilst meeting regulatory requirements, including in respect of air quality through a prior notification procedure).	<ul style="list-style-type: none"> • Avoid allocating land for 'sensitive receptors' such as housing, in road corridors where the limit values for NO₂ are being exceeded and the extent to which mitigation is likely to be feasible. • Take into account other related environmental problems caused by road traffic, such as noise, when considering sites that are exposed to high levels of air pollution. • Consider the potential impacts on air quality when allocating land for new traffic generating developments, particularly where this is likely to involve high emission vehicles, such as HGVs.
Walsall Council Corporate Plan (September 2015)	To promote good health and to avoid / mitigate poor health, especially for vulnerable members of the community.	
Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)		
Walsall Area Partnership Plans – Drafts (June 2013)		
Walsall Health & Wellbeing Strategy (2014 Refresh)		

SA Topic 2: Biodiversity and Geodiversity

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
<p>National Planning Practice Guidance (March 2014 and updated), including on the natural environment</p>	<p>To embed consideration of the natural environment into planning decisions and to advise on how best to meet international, national and local requirements set out in legislation and in planning and other policies.</p>	<ul style="list-style-type: none"> • Assess the effects of developments proposals on the natural environment. • Employ and approach whereby, adverse impacts on the natural environment can be: <ul style="list-style-type: none"> - avoided, or if not - mitigated, or as a last resort - compensated. • Identify and seek to enable opportunities to enhance the natural environment.
Regional and Sub-Regional		
<p>Main Modifications of the Lichfield District Local Plan: Strategy Addendum to Habitat Regulations Assessment (January 2014)</p> <p>HRA addendum to Lichfield District Council Local Plan regarding the Cannock Chase Special Area of Conservation and new residential development (undated)</p> <p>Habitats Regulations Assessment of the Local Plan (Part 1) 2013 Cannock Chase District Council</p> <p>Habitats Regulations Assessment of Cannock Chase Core Strategy Task 1: Screening for Black Country Local Authorities and Cannock Chase District Council (2007)</p> <p>Habitat Regulations Assessment for The Plan for Stafford Borough - Publication in Respect of Natura 2000 Sites (undated)</p> <p>Habitat Regulations Assessment for The Plan for Stafford Borough - Publication in respect of Cannock Chase Special Area of Conservation(SAC) (2012)</p> <p>Habitats Regulations Assessment of the Plan for Stafford Borough Habitats Regulations Addendum to accompany the Main Modifications (2014)</p>	<p>To conserve, enhance and restore biodiversity and geodiversity, including protected species, other wild flora and fauna and their natural habitats and geological and geomorphological sites</p>	<ul style="list-style-type: none"> • Identify a Zone of Influence (ZOI) for the SAC in terms of recreational pressures as a result of planned housing growth and mitigate effects from within the ZOI. • A zone of 15km has been identified, however it has been agreed that developer contributions in respect of residential development from within 8km of the SAC will fund a package of mitigation that will mitigate effects throughout the 15km the ZOI.
<p>Craggatak Consulting (2014) - Habitats Regulations Assessment Screening Report for the 2012/13 AONB Management Plan Review</p> <p>Craggatak Consulting (2015) – Habitats Regulations Assessment Screening Report for the Visitor Management Strategy</p>	<p>To conserve, enhance and restore biodiversity and geodiversity, including protected species, other wild flora and fauna and their natural habitats and geological and geomorphological sites</p>	<ul style="list-style-type: none"> • The documents say that the effects of increased recreational pressure on the integrity of the SAC can be managed through the implementation of the measures proposed and outlined in the AONB's Visitor Management

		Plan and Visitor Management Strategy.
Humber River Basin District River Basin Management Plan (November 2015, approved by Government February 2016)	To include wildlife habitat enhancement as part of water management.	<ul style="list-style-type: none"> • Take account of habits impacts and implications when making decisions about the allocation of development sites and in policies for flood-risk and drainage.

SA Topic 3: Climate Change

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on climate change	To identify suitable mitigation and adaption measures in planning making (and in the application process) to address the potential impacts of climate change.	<ul style="list-style-type: none"> • Reduce the need to travel and provide for sustainable transport. • Provide opportunities for renewable and low carbon energy technologies. • Provide opportunities for decentralised energy and heating. • Promote low carbon design approaches to reduce energy consumption in buildings, such as passive solar design. • Consider future climate risks when allocating development sites to ensure risks are understood over the development's lifetime. • Consider the impact of and promoting design responses to flood risk and coastal change for the lifetime of the development. • Consider availability of water and water infrastructure for the lifetime of the development and design responses to promote water efficiency and protect water quality • Promoting adaptation approaches in design policies for developments and the public realm.
Regional and Sub-Regional		
West Midlands Metropolitan Area Freight Strategy (April 2013)	Support economic growth and also reduce carbon dioxide emissions	<ul style="list-style-type: none"> • Enhance motorway junctions and connectivity. • Encourage the use of alternative means of transport,

		including rail, where feasible and deliverable.
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To reduce the impact of transport on the environment, improving air quality, reducing carbon dioxide emissions	<ul style="list-style-type: none"> • Make better use of existing infrastructure, with selected improvements where necessary and feasible. • Encourage a choice of means of transport, with the promotion of access by public transport and by walking and cycling. • Locate sites for new development where they will be accessible by a choice of means of transport and where combined trips can be convenient. • Encourage mitigation to include the use of low emission vehicles.

SA Topic 4: Communities and Population

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on health, the economy, housing, public facilities, open space and transport.	<p>To promote healthy communities that are good places to grow up and to grow old, encouraging healthy lifestyles with a choice of access to economic social and health opportunities and adaptability for the future.</p> <p>Plan positively for town centres.</p> <p>Support national policies to plan to meet needs for and support growth in housing and economic development.</p> <p>Support national policies for open space and recreational facilities.</p>	<ul style="list-style-type: none"> • Make physical activity easy to do and create places and spaces to meet to support community engagement, social and cultural wellbeing and social capital. • Promote active travel and physical activity, access to healthier food, high quality open spaces, green infrastructure and opportunities for play, sport and recreation. • Provide policies and allocations to identify and met the needs for town centre uses and to support investment in and improvements to centres. • Identify the needs for development and the land available to accommodate it, with regard to different types of needs and opportunities in different parts of the area. Provide an evidenced basis for the allocation of sites. • Identify and plan positively for open space, sports and recreation facilities, public rights of way and local green space.

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	Support national policy to promote growth and to encourage sustainable transport.	<ul style="list-style-type: none"> Identify needs for infrastructure improvements and opportunities to encourage the use of transport other than the car.
Planning Policy for Traveller Sites (August 2015)	To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community	<ul style="list-style-type: none"> Have own assessment of need for the purposes of planning. Ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites. Plan for sites over a reasonable timescale. Protect Green Belt from inappropriate development. Promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites. Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective. Include fair, realistic and inclusive policies. Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply. Reduce tensions between settled and traveller communities in plan-making and planning decisions. Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure. Have due regard to the protection of local amenity and local environment.
Regional and Sub-Regional		
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To enhance connectivity within the West Midlands, to support economic growth and housing development as well as to improve social inclusion.	<ul style="list-style-type: none"> Take account of strategic and local access needs and infrastructure and how to integrate these with development proposals.
Black Country Local Enterprise Partnership – Strategic Economic Plan (March	To promote the economy and to provide high quality	<ul style="list-style-type: none"> Plan positively for economic and housing development.

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2014)	housing to support balanced population and economic growth.	<ul style="list-style-type: none"> • Provide the supporting transport and environmental infrastructure to support this growth.
West Midlands Combined Authority Devolution Agreement (undated – under discussion at time of writing)	To promote economic growth through increased investment and innovation, promote housing development and devolve spending and responsibilities, including for transport spending and bus franchising.	<ul style="list-style-type: none"> • Plan positively for economic and housing development. • Allocate and deliver land (including brownfield land) for economic and for housing development. • Identify improvements to transport infrastructure. • Take account of the likely future for bus provision.
Local		
Walsall Council Corporate Plan (September 2015)	To support businesses to thrive and support local people into work.	<ul style="list-style-type: none"> • Protect existing employment and provide opportunities for expansion and for new investment, both in industrial areas and in centres. • Provide access to opportunities (for economic and social participation) and to facilities and to green spaces and opportunities for recreation. • Plan to meet the borough's housing needs insofar as possible, in ways and in places that relate well to economic, environmental and social opportunities.
Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)	<p>To improve health and well-being, including independence for older people and protection of vulnerable people.</p> <p>To create safe, sustainable and inclusive communities.</p>	
<p>Walsall Area Partnership Plans – Drafts (June 2013) for 6 areas:</p> <ol style="list-style-type: none"> 1. Brownhills / Pelsall / Rushall / Shelfield 2. Aldridge & Beacon - Aldridge / Pheasey / Streetly / Walsall Wood 3. North Walsall - Bloxwich East / Bloxwich West / Blakenall / Birchills / Leamore 4. Walsall South - St. Matthew's / Paddock / Palfrey / Pleck 5. Darlaston & Bentley 6. Willenhall & Short Heath 	<p>To support local communities (areas 1, 2, 3, 4, 5, 6)</p> <p>To promote health and wellbeing (1, 2, 3, 4, 5, 6).</p> <p>To improve the environment. (1, 2, 3, 4, 5).</p> <p>To encourage sustainable waste management and prevent waste crime (1, 2, 3, 4, 6).</p> <p>To improve transport links (2, 3, 4, 5, 6).</p> <p>To improve access to jobs (1, 3, 4).</p> <p>To support new housing developments (1, 5).</p>	<ul style="list-style-type: none"> • Protect and existing and provide new community facilities, insofar as possible and ensure provision is as accessible as possible by a choice of means of transport. • Provide access, including by walking and cycling, to economic and social participation and to health and recreation facilities. • Identify open spaces and public realm areas to be maintained and enhanced, including for sport and recreation. • Improve access to facilities and opportunities and identify needs for infrastructure improvement where feasible. • Provide land and premises for employment, especially in accessible locations. • Identify needs and opportunities to meet housing needs. • Identify sites for new investment (especially in local

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	To improve local shops and centres (4,6)	centres) and opportunities for investment.
Walsall Health & Wellbeing Strategy (2014 Refresh)	To improve the health and wellbeing of everyone in Walsall and reduce the inequalities by improving the outcomes of people in deprived communities and vulnerable groups faster than the average for the borough of Walsall	<ul style="list-style-type: none"> Identify land for development for housing, employment and other beneficial uses in areas of greatest need would help to encourage improvements in these areas, and may contribute towards reducing inequalities. Ensure that sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all, including families and young people.
	To help parents ensure children enjoy the best start in life	<ul style="list-style-type: none"> Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling.
	To reduce infant mortality	<ul style="list-style-type: none"> Not directly relevant but ensuring that existing or potential environmental problems are addressed when new development takes place, and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution, will help to reduce some of the environmental factors that may contribute to infant mortality and other health problems
	To help children maintain a healthy weight	<ul style="list-style-type: none"> Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling. Identify and safeguard the existing open space network, and ensuring that new housing development is accessible to it and will facilitate improvements to existing open spaces, children's play areas, allotments and community gardens, or provide additional open spaces where a need is identified, will improve access to green spaces for Walsall residents.
	To provide support for vulnerable adults so they can access jobs or training	<ul style="list-style-type: none"> Not directly relevant but maintaining an adequate supply of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation.

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		<p>The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity.</p>
	<p>To reduce child poverty and the impact on families of workless parents</p>	<ul style="list-style-type: none"> • Not directly relevant but maintaining an adequate supply of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation. The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity. Identifying land for housing development in appropriate locations, to meet a range of needs, will also help improve the overall quality of the housing stock and access to good quality housing. Ensuring that site allocation policies for housing require adequate provision for children’s play, open space and walking and cycling will encourage healthier lifestyles. Identifying opportunities for “district heating” may help improve affordability and reduce fuel poverty. SAD and AAP will also consider potential effects of development options on amenity and safety of communities.
	<p>To ensure that we provide land and space for healthy living and that the health impacts of developments are properly assessed</p>	<ul style="list-style-type: none"> • Ensure sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all. • Identify and safeguard the existing open space network, and ensure that new housing development is accessible to it or provide additional open spaces where a need is identified. • Ensure that existing or potential environmental problems are addressed when new development takes place and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution will help to reduce some of the environmental factors that may contribute to health problems.

SA Topic 5: Cultural Heritage

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on conserving and enhancing the historic environment.	To support national planning policy for conservation, including a positive approach based on evidence of heritage assets including non-designated assets.	<ul style="list-style-type: none"> Identify heritage assets and set out appropriate allocations and designations to encourage the conservation and enjoyment of the historic environment. Consider whether to include designations and / or policies for non-designated heritage assets.
Historic England advice and guidance: <ul style="list-style-type: none"> The Historic Environment in Local Plans (March 2015) The Setting of Heritage Assets Historic Environment (March 2015) Heritage Considerations for Site Allocations in Local Plans (October 2015) 	To implement national policy in the NPPF to conserve the historic environment	<ul style="list-style-type: none"> Understand the significance and condition of heritage assets. Ensure that allocations and policies address heritage assets positively and avoid harm, integrating heritage considerations into site selection. Take due account of the settings of heritage assets, including with reference to the nature of the asset and to local character. Justify the selection of sites and provide policies for and references to heritage issues as necessary and appropriate.
Heritage at Risk Register (October 2015)	To identify heritage assets at risk.	<ul style="list-style-type: none"> Consider the role of allocations and planning policies in helping to maintain and to facilitate investment in heritage assets.
Local		
Shopfronts Supplementary Planning Document (April 2015)	To maintain and where possible enhance the historic character of Walsall's Centres	<ul style="list-style-type: none"> Reflect the need to preserve and enhance historic features and character, especially in the Walsall AAP.
Draft Walsall Town Centre Characterisation Study (August 2015):	To enable the character of Walsall Town Centre and of areas within it to be understood.	<ul style="list-style-type: none"> Use evidence to inform policies for the design of new developments and enhancement works.

SA Topic 6: Economy and Centres

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on the vitality of town centres, on housing and economic development needs and land availability, and on transport.	To support national planning policy for the vitality and viability of town centres, to plan positively to meet development needs and to enable development to take place.	<ul style="list-style-type: none"> • Identify the needs for main town centre uses and plan to meet those needs, with town centre locations as first preference. • Support physical and functional improvements to make town centres safe and attractive. • Identify the needs for housing and economic development and plan for the sites to meet those needs. • Identify the transport improvements and infrastructure needed to help support development.
Regional and Sub-Regional		
West Midlands Metropolitan Area Freight Strategy (April 2013)	Support economic growth and also reduce carbon dioxide emissions	<ul style="list-style-type: none"> • Enhance motorway junctions and connectivity. • Seek to manage freight traffic onto major roads. • Encourage the use of alternative means of transport, including rail, where feasible and deliverable.
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To support the creation of new jobs with economic growth for the benefit of all, and new housing development.	<ul style="list-style-type: none"> • Identify needs for transport infrastructure to support growth and development. • Support the viability of centres and growth to attract new investment. • Locate new development where it can be widely accessible by a choice of means of transport, including by walking and cycling • Improve the links between areas of deprivation and economic opportunities and services. .
Black Country Local Enterprise Partnership – Strategic Economic Plan (March 2014)	To promote the economy and to provide high quality housing to support balanced population and economic growth.	<ul style="list-style-type: none"> • Enable the supply of high quality sites and premises, especially for manufacturing industry. Develop a programme of sites to attract investment. • Plan for new housing, including to widen the housing mix.

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		<ul style="list-style-type: none"> • Provide new transport links or upgrade existing provision, to connect with HS2, and the motorway networks and to better support industrial areas and centres including through access works to support new developments. • Support improvements in centres, especially the strategic Centres (such as Walsal0). These should involve a range of measure to attract investment and activity, including environmental and cultural enhancements.
West Midlands Combined Authority Devolution Agreement (undated – under discussion at time of writing)	To promote economic growth through increased investment and innovation, promote housing development and devolve spending and responsibilities, including for transport spending and bus franchising.	<ul style="list-style-type: none"> • Plan positively for economic and housing development. • Allocate and deliver land (including brownfield land) for economic and for housing development. • Identify improvements to transport infrastructure. • Take account of the likely future for bus provision.
Local		
Darlaston Local Development Order (LDO)(revised and updated April 2015)	To encourage economic growth, attract new businesses and create jobs, especially in and around Darlaston Enterprise Zone (whilst meeting regulatory requirements, including in respect of air quality through a prior notification procedure).	<ul style="list-style-type: none"> • Allocate and protect industrial land and premises in the Enterprise Zone and the area covered by the Local Development Order.
Walsall Council Corporate Plan (September 2015)	To support businesses to thrive and support local people into work.	<ul style="list-style-type: none"> • Protect existing employment and provide opportunities for expansion and for new investment, both in industrial areas and in centres. • Plan to meet the borough's housing needs insofar as possible, in ways and in places that relate well to economic environmental and social opportunities.
Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)	To create safe, sustainable and inclusive communities.	
Walsall Area Partnership Plans – Drafts (June 2013) for 6 areas: 1. Brownhills / Pelsall / Rushall / Shelfield 2. Aldridge & Beacon - Aldridge / Pheasey / Streetly / Walsall Wood 3. North Walsall - Bloxwich East / Bloxwich West / Blakenall / Birchills / Leamore 4. Walsall South - St. Matthew's / Paddock / Palfrey / Pleck 5. Darlaston & Bentley	<p>To improve access to jobs (1, 3, 4).</p> <p>To support new housing developments (1, 5).</p> <p>To improve local shops and centres (4,6)</p>	<ul style="list-style-type: none"> • Provide land and premises for employment, especially in accessible locations. • Identify needs and opportunities to meet housing needs. • Identify sites for new investment (especially in local centres) and opportunities for investment.

6. Willenhall & Short Heath		
Walsall Employment Land Review (September 2015)	To ensure that Walsall protects enough land for industry's needs and provides the best possible portfolio of development opportunities to cater for expanding local companies and inward investment.	<ul style="list-style-type: none"> Identify and protect existing employment land and premises that will be sustainable for the future. Allocate a range of different sizes and qualities of sites to provide a portfolio of opportunities to meet local needs and to attract investment in industry.

SA Topic 7: Equality and Diversity

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on health and wellbeing and on transport.	To support national planning policy for promote wellbeing and access to developments and opportunities.	<ul style="list-style-type: none"> Promote access to all aspects of the community for all sections of the community, through the sustainable location of facilities as well as accessibility improvements. Encourage access by a choice of means of transport, including public transport and walking and cycling.
Planning Policy for Traveller Sites (August 2015)	To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community	<ul style="list-style-type: none"> Plan to meet identified needs for gypsy and traveller provision over a realistic timescale and seek to reduce tensions between settled and traveller communities. Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure.
Regional and Sub-Regional		
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To enhance connectivity within the West Midlands, to support economic growth and housing development as well as to improve social inclusion.	<ul style="list-style-type: none"> Take account of local as well as strategic access needs and infrastructure and how to integrate these with development proposals. Locate jobs, housing and services so they can be accessible by a choice of means of transport.
Black Country Local Enterprise Partnership – Strategic Economic Plan (March 2014)	To promote the economy and to provide high quality housing to support balanced population and economic growth.	<ul style="list-style-type: none"> Plan positively for economic and housing development to meet the range of the area's needs. Provide the supporting transport and environmental infrastructure to support this growth.

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<p>West Midlands Combined Authority Devolution Agreement (undated – under discussion at time of writing)</p>	<p>To promote economic growth through increased investment and innovation, promote housing development and devolve spending and responsibilities, including for transport spending and bus franchising.</p>	<ul style="list-style-type: none"> • Identify improvements to transport infrastructure. • Take account of the likely future for bus provision.
<p>Local</p>		
<p>Walsall Council Corporate Plan (September 2015)</p>	<p>To support businesses to thrive and support local people into work.</p>	<ul style="list-style-type: none"> • Protect existing employment and provide opportunities for expansion and for new investment, both in industrial areas and in centres.
<p>Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)</p>	<p>To improve health and well-being, including independence for older people and protection of vulnerable people.</p> <p>To create safe, sustainable and inclusive communities.</p>	<ul style="list-style-type: none"> • Provide access to opportunities (for economic and social participation) and to facilities and to green spaces and opportunities for recreation. • Plan to meet the borough's housing needs insofar as possible, in ways and in places that relate well to economic, environmental and social opportunities.
<p>Walsall Area Partnership Plans – Drafts (June 2013) for 6 areas: 7. Brownhills / Pelsall / Rushall / Shelfield 8. Aldridge & Beacon - Aldridge / Pheasey / Streetly / Walsall Wood 9. North Walsall - Bloxwich East / Bloxwich West / Blakenall / Birchills / Leamore 10. Walsall South - St. Matthew's / Paddock / Palfrey / Pleck 11. Darlaston & Bentley 12. Willenhall & Short Heath</p>	<p>To support local communities (areas 1, 2, 3, 4, 5, 6)</p> <p>To promote health and wellbeing (1, 2, 3, 4, 5, 6).</p> <p>To improve the environment. (1, 2, 3, 4, 5).</p> <p>To encourage sustainable waste management and prevent waste crime (1, 2, 3, 4, 6).</p> <p>To improve transport links (2, 3, 4, 5, 6).</p> <p>To improve access to jobs (1, 3, 4).</p> <p>To support new housing developments (1, 5).</p> <p>To improve local shops and centres (4,6)</p>	<ul style="list-style-type: none"> • Protect and existing and provide new community facilities, insofar as possible and ensure provision is as accessible as possible by a choice of means of transport. • Provide access, including by walking and cycling, to economic and social participation and to health and recreation facilities. • Identify open spaces and public realm areas to be maintained and enhanced, including for sport and recreation. • Improve access to facilities and opportunities and identify needs for infrastructure improvement where feasible. • Provide land and premises for employment, especially in accessible locations. • Identify needs and opportunities to meet housing needs. • Identify sites for new investment (especially in local centres) and opportunities for investment.
<p>Walsall Health & Wellbeing Strategy (2014 Refresh)</p>	<p>To improve the health and wellbeing of everyone in Walsall and reduce the inequalities by improving the</p>	<ul style="list-style-type: none"> • Identify land for development for housing, employment and other beneficial uses in areas of greatest need would

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	outcomes of people in deprived communities and vulnerable groups faster than the average for the borough of Walsall	help to encourage improvements in these areas, and may contribute towards reducing inequalities. Ensure that sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all, including families and young people.
	To help parents ensure children enjoy the best start in life	<ul style="list-style-type: none"> • Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling.
	To reduce infant mortality	<ul style="list-style-type: none"> • Not directly relevant but ensuring that existing or potential environmental problems are addressed when new development takes place, and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution, will help to reduce some of the environmental factors that may contribute to infant mortality and other health problems
	To help children maintain a healthy weight	<ul style="list-style-type: none"> • Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling. • Identify and safeguard the existing open space network, and ensuring that new housing development is accessible to it and will facilitate improvements to existing open spaces, children's play areas, allotments and community gardens, or provide additional open spaces where a need is identified, will improve access to green spaces for Walsall residents.
	To provide support for vulnerable adults so they can access jobs or training	<ul style="list-style-type: none"> • Not directly relevant but maintaining an adequate supply of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation. The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity.
	To reduce child poverty and the impact on families of	<ul style="list-style-type: none"> • Not directly relevant but maintaining an adequate supply

	workless parents	<p>of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation. The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity. Identifying land for housing development in appropriate locations, to meet a range of needs, will also help improve the overall quality of the housing stock and access to good quality housing. Ensuring that site allocation policies for housing require adequate provision for children’s play, open space and walking and cycling will encourage healthier lifestyles. Identifying opportunities for “district heating” may help improve affordability and reduce fuel poverty. SAD and AAP will also consider potential effects of development options on amenity and safety of communities.</p>
	To ensure that we provide land and space for healthy living and that the health impacts of developments are properly assessed	<ul style="list-style-type: none"> • Ensure sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all. • Identify and safeguard the existing open space network, and ensure that new housing development is accessible to it or provide additional open spaces where a need is identified. • Ensure that existing or potential environmental problems are addressed when new development takes place and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution will help to reduce some of the environmental factors that may contribute to health problems.

SA Topic 8: Health and Wellbeing

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on health and wellbeing.	To promote healthy communities that are good places to grow up and to grow old, encouraging healthy lifestyles with a choice of access to economic social and health opportunities and adaptability for the future.	<ul style="list-style-type: none"> • Promote access to all aspects of the community for all sections of the community, through the sustainable location of facilities as well as accessibility improvements. • Make physical activity easy to do and create places and spaces to meet to support community engagement, social and cultural wellbeing and social capital. • Promote active travel and physical activity, access to healthier food, high quality open spaces, green infrastructure and opportunities for play, sport and recreation. • Identify and plan positively for open space, sports and recreation facilities, public rights of way and local green space. • Identify needs for infrastructure improvements and opportunities to encourage the use of transport other than the car.
Planning Policy for Traveller Sites (August 2015)	To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community	<ul style="list-style-type: none"> • Plan to meet identified needs for gypsy and traveller provision over a realistic timescale. • Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure.
Regional and Sub-Regional		
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015) Black Country Local Enterprise Partnership – Strategic Economic Plan (March 2014)	To significantly increase active travel.	<ul style="list-style-type: none"> • Locate jobs, housing and services so they can be accessible by a choice of means of transport, including walking and cycling.
Local		
Walsall Council Corporate Plan (September 2015)	To improve health and well-being, including independence for older people and protection of	<ul style="list-style-type: none"> • Provide access to opportunities (for economic and social

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Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)	vulnerable people.	participation) and to facilities and to green spaces and opportunities for recreation. •
Walsall Area Partnership Plans – Drafts (June 2013) for 6 areas: 13. Brownhills / Pelsall / Rushall / Shelfield 14. Aldridge & Beacon - Aldridge / Pheasey / Streetly / Walsall Wood 15. North Walsall - Bloxwich East / Bloxwich West / Blakenall / Birchills / Leamore 16. Walsall South - St. Matthew's / Paddock / Palfrey / Pleck 17. Darlaston & Bentley 18. Willenhall & Short Heath	To promote health and wellbeing (1, 2, 3, 4, 5, 6).	<ul style="list-style-type: none"> • Provide access, including by walking and cycling, to economic and social participation and to health and recreation facilities. • Identify open spaces and public realm areas to be maintained and enhanced, including for sport and recreation.
Walsall Health & Wellbeing Strategy (2014 Refresh)	To improve the health and wellbeing of everyone in Walsall and reduce the inequalities by improving the outcomes of people in deprived communities and vulnerable groups faster than the average for the borough of Walsall	<ul style="list-style-type: none"> • Identify land for development for housing, employment and other beneficial uses in areas of greatest need would help to encourage improvements in these areas, and may contribute towards reducing inequalities. Ensure that sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all, including families and young people.
	To help parents ensure children enjoy the best start in life	<ul style="list-style-type: none"> • Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling.
	To reduce infant mortality	<ul style="list-style-type: none"> • Not directly relevant but ensuring that existing or potential environmental problems are addressed when new development takes place, and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution, will help to reduce some of the environmental factors that may contribute to infant mortality and other health problems
	To help children maintain a healthy weight	<ul style="list-style-type: none"> • Ensure that sites for developments occupied or used by children such as housing, schools, leisure and open space are allocated in locations that can be accessed safely by walking or cycling.

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		<ul style="list-style-type: none"> Identify and safeguard the existing open space network, and ensuring that new housing development is accessible to it and will facilitate improvements to existing open spaces, children’s play areas, allotments and community gardens, or provide additional open spaces where a need is identified, will improve access to green spaces for Walsall residents.
	To provide support for vulnerable adults so they can access jobs or training	<ul style="list-style-type: none"> Not directly relevant but maintaining an adequate supply of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation. The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity.
	To reduce child poverty and the impact on families of workless parents	<ul style="list-style-type: none"> Not directly relevant but maintaining an adequate supply of employment land in the borough and identifying land for new employment development if necessary will help support economic growth, job retention and job creation. The plans will also aim to address poverty and deprivation, access to jobs and services, and impacts on amenity. Identifying land for housing development in appropriate locations, to meet a range of needs, will also help improve the overall quality of the housing stock and access to good quality housing. Ensuring that site allocation policies for housing require adequate provision for children’s play, open space and walking and cycling will encourage healthier lifestyles. Identifying opportunities for “district heating” may help improve affordability and reduce fuel poverty. SAD and AAP will also consider potential effects of development options on amenity and safety of communities.
	To ensure that we provide land and space for healthy living and that the health impacts of developments are properly assessed	<ul style="list-style-type: none"> Ensure sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by walking and cycling, and open space provided and maintained, so that physical activity is encouraged for all. Identify and safeguard the existing open space network, and ensure that new housing development is accessible to it or provide additional open spaces where a need is

		<p>identified.</p> <ul style="list-style-type: none"> • Ensure that existing or potential environmental problems are addressed when new development takes place and that housing and community facilities are not developed in areas exposed to unacceptable levels of flood risk or pollution will help to reduce some of the environmental factors that may contribute to health problems.
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SA Topic 9: Landscape and Townscape

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on design.	To promote good design that respects local circumstances and enhances buildings and spaces.	<ul style="list-style-type: none"> • Understand local landscape and townscape and use it in site allocations and designations. • Include policies to require good design, with regard to the developments proposed and to their settings.
<p>Historic England advice and guidance:</p> <ul style="list-style-type: none"> • The Historic Environment in Local Plans (March 2015) • The Setting of Heritage Assets Historic Environment (March 2015) • Heritage Considerations for Site Allocations in Local Plans (October 2015) 	To implement national policy in the NPPF to conserve the historic environment	<ul style="list-style-type: none"> • Understand the significance and condition of heritage assets. • Ensure that allocations and policies address heritage assets positively and avoid harm, integrating heritage considerations into site selection. • Take due account of the settings of heritage assets, including with reference to the nature of the asset and to local character. • Justify the selection of sites and provide policies for and references to heritage issues as necessary and appropriate.
Regional and Sub-Regional		
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To ensure that transport and transport developments do not adverse impact on the environment.	<ul style="list-style-type: none"> • Locate and design transport infrastructure so it is as attractive and has as few adverse impacts as possible.
Local		

Draft Walsall Town Centre Characterisation Study (August 2015):	To enable the character of Walsall Town Centre and of areas within it to be understood.	<ul style="list-style-type: none"> • Use evidence to inform policies for the design of new developments and enhancement works.
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SA Topic 10: Material Resources

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on minerals and waste.	To support national policy to support a sufficient supply of minerals, making sure that this finite resource is managed sustainably.	<ul style="list-style-type: none"> • Support proposals for mineral working and for mineral infrastructure aimed at meeting requirements for production of minerals of national and local importance to facilitate economic growth and regeneration (e.g. sand and gravel and brick clays). • Support non-mineral development proposals within the Core Strategy MSA, where they will not needlessly sterilise mineral resources of potential economic importance; • Only support proposals for mineral extraction outside the areas of search shown on the Core Strategy Minerals Key Diagram where it can be demonstrated that that extraction is viable, will not cause unacceptable harm to human health the environment or infrastructure, and that proposals are unlikely to come forward in the areas of search within a reasonable timescale.
	To support national policy for waste to work towards a more sustainable and efficient approach to resource use and management	<ul style="list-style-type: none"> • To identify needs and opportunities for waste management facilities recognising the different regulatory requirements for different activities and their places in the 'waste hierarchy'. • Protect existing waste facilities where it is appropriate for them to remain. • Ensure that waste facilities outside of identified locations must be acceptable in terms of their impacts on human health, the environment and infrastructure.
National Planning Policy for Waste (October 2014)	To work towards a more sustainable and efficient approach to resource use and management.	<ul style="list-style-type: none"> • Deliver sustainable development and resource efficiency, including provision of modern infrastructure, local

		<p>employment opportunities and wider climate change benefits, by driving waste management up the 'waste hierarchy'.</p> <ul style="list-style-type: none"> • Ensure that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities. • Provide a framework in which communities and businesses are engaged with and take more responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the 'proximity principle'. • Help to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment. • Ensure the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste.
Regional and Sub-Regional		
West Midlands Metropolitan Authorities Draft Local Aggregate Assessment (November 2015)	To establish whether there is a shortage or surplus of aggregate supply, and to provide evidence for determining the level of provision for mineral aggregates to be made in the Local Plans.	<ul style="list-style-type: none"> • Identify existing and potential future locations for mineral working / infrastructure. • Safeguard existing workings and infrastructure where they are likely to be needed in future. • Identify the scope for mineral workings and infrastructure, with policies to provide safeguards in terms of health, the environment and infrastructure.
Local		
Darlaston Local Development Order (LDO)(revised and updated April 2015)	To encourage economic growth and attract new businesses including waste management businesses (whilst meeting regulatory requirements, through a	<ul style="list-style-type: none"> • Identify and protect existing necessary and appropriate waste facilities in the area. • Factor the provision for waste management operations

	prior notification procedure).	into the identification of needs, opportunities and sites.
Walsall Employment Land Review (September 2015)	To ensure that Walsall protects enough land for industry's needs and provides the best possible portfolio of development opportunities to cater for expanding local companies and inward investment.	

SA Topic 11: Renewable and Low Carbon Energy

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on renewable and low carbon energy.	To support national policy for the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.	<ul style="list-style-type: none"> Identify whether there might be suitable locations for the development of large- and medium-scale renewable and low carbon energy generation infrastructure (e.g. wind turbines, biomass power stations, AD facilities), and locations suitable for the environmental technology sector to locate (e.g. for manufacture of renewable energy plant and equipment and low carbon fuels). Take into account whether the Darlaston (LDO) will permit the development of renewable and low carbon energy generation infrastructure and if so, whether further provision/ stimulus is needed for the development of such infrastructure elsewhere within the Borough;

SA Topic 12: Soil and Ground Conditions

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on land affected by contamination and land stability.	<p>To support national policy to avoid harm to human health, property and the wider environment.</p> <p>To support national policy in minimising the risks and effects of land stability on property, infrastructure</p>	<ul style="list-style-type: none"> Identify land that is affected by contamination and/or contamination and the needs for appropriate remediation. Have regard to the possible impact of land contamination on neighbouring areas (e.g. by polluting surface water or

	and on the public.	<p>groundwater).</p> <ul style="list-style-type: none"> Prohibit development in specific areas or only allow specific types of development in those areas. Bring contaminated and/or unstable land into productive use wherever possible.
Regional and Sub-Regional		
West Midlands Combined Authority Devolution Agreement (undated – under discussion at time of writing)	To establish a West Midlands Land Commission to provide a sufficient, balanced supply of readily available sites for commercial and residential developments.	<ul style="list-style-type: none"> Identify land that is affected by contamination and/or contamination and the needs for appropriate remediation. Recognise the potential of the proposed Land Remediation Fund to make sites available for development.
Humber River Basin District River Basin Management Plan (November 2015, approved by Government February 2016)	To set out environmental objectives for protecting the waters and a programme of measures to achieve them.	<ul style="list-style-type: none"> Have regard to the possible impact of land contamination on neighbouring areas (e.g. by polluting surface water or groundwater).
Local		
Darlaston Local Development Order (LDO)(revised and updated April 2015)	To encourage economic growth and attract new businesses (whilst meeting regulatory requirements, through a prior notification procedure).	<ul style="list-style-type: none"> Recognise that the LDO does not permit ground reclamation works.

SA Topic 13: Transport and Accessibility

Relevant PPPs	PPP - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on transport.	To support national policy for transport to deliver sustainable development.	<ul style="list-style-type: none"> Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport and/or reduces the need to travel. Consider prioritising modes of transport other than the car.

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		<ul style="list-style-type: none"> • Consider the quality and capacity of transport networks and identify needs and opportunities for improvements • Assess where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations.
Regional and Sub-Regional		
West Midlands Metropolitan Area Freight Strategy (April 2013)	To support economic growth.	<ul style="list-style-type: none"> • Enhance motorway junctions and connectivity. • Seek to manage freight traffic onto major roads. • Encourage the use of alternative means of transport, including rail, where feasible and deliverable.
West Midlands Strategic Transport Plan 'Movement for Growth' (December 2015)	To create a transport system befitting a sustainable, attractive and economically vibrant conurbation	<ul style="list-style-type: none"> • Identify needs for transport infrastructure to support growth and development. • Make better use of existing infrastructure, with selected improvements where necessary and feasible. • Encourage a choice of means of transport, with the promotion of access by public transport and by walking and cycling. • Locate sites for new development where they will be accessible by a choice of means of transport and where combined trips can be convenient. • Support the viability of centres and growth to attract new investment. • Locate new development where it can be widely accessible by a choice of means of transport, including by walking and cycling. • Improve the links between areas of deprivation and economic opportunities and services. • Encourage mitigation to include the use of low emission vehicles.
Black Country Local Enterprise Partnership – Strategic Economic Plan (March 2014)	To promote the economy and to provide high quality housing to support balanced population and economic growth.	<ul style="list-style-type: none"> • Provide new transport links or upgrade existing provision, to connect with HS2, and the motorway networks and to better support industrial areas and centres including through access works to support new developments.

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<p>West Midlands Combined Authority Devolution Agreement (undated – under discussion at time of writing)</p>	<p>To promote economic growth through increased investment and innovation, promote housing development and devolve spending and responsibilities, including for transport spending and bus franchising.</p>	<ul style="list-style-type: none"> • Identify improvements to transport infrastructure. • Take account of the likely future for bus provision.
<p>Local</p>		
<p>Walsall Council Corporate Plan (September 2015)</p>	<p>To support businesses to thrive and support local people into work.</p>	<ul style="list-style-type: none"> • Provide access to opportunities (for economic and social participation) and to facilities and to green spaces and opportunities for recreation.
<p>Walsall Sustainable Community Strategy ('The Walsall Plan')(undated - 2013)</p>	<p>To improve health and well-being, including independence for older people and protection of vulnerable people.</p> <p>To create safe, sustainable and inclusive communities.</p>	<ul style="list-style-type: none"> • Plan to meet the borough's housing needs insofar as possible, in ways and in places that relate well to economic, environmental and social opportunities.
<p>Walsall Area Partnership Plans – Drafts (June 2013) for 6 areas: 1. Brownhills / Pelsall / Rushall / Shelfield 2. Aldridge & Beacon - Aldridge / Pheasey / Streetly / Walsall Wood 3. North Walsall - Bloxwich East / Bloxwich West / Blakenall / Birchills / Leamore 4. Walsall South - St. Matthew's / Paddock / Palfrey / Pleck 5. Darlaston & Bentley 6. Willenhall & Short Heath</p>	<p>To promote health and wellbeing (1, 2, 3, 4, 5, 6).</p> <p>To improve transport links (2, 3, 4, 5, 6).</p> <p>To improve access to jobs (1, 3, 4).</p>	<ul style="list-style-type: none"> • Ensure sites that generate people movements (such as new homes, jobs, retailing and leisure) are allocated in locations where adequate access can be made by a choice of means of transport to maximise accessibility or all members of the community. • Ensure that sites for developments occupied or used by particular groups are allocated with their access needs in mind, so that for example: <ul style="list-style-type: none"> - places used by children (such as schools, leisure and open spaces) can be accessed safely by walking or cycling - places used by elderly people can be accessed safely by public transport (including with regard to the links from public transport to the facilities themselves).
<p>Walsall Health & Wellbeing Strategy (2014 Refresh)</p>	<p>To improve the health and wellbeing of everyone in Walsall and reduce the inequalities by improving the outcomes of people in deprived communities and vulnerable groups faster than the average for the borough of Walsall</p> <p>To help parents ensure children enjoy the best start in life</p> <p>To help children maintain a healthy weight</p> <p>To ensure that we provide land and space for healthy living and that the health impacts of developments are properly assessed.</p>	

SA Topic 14: Water Environment

Relevant PPPs	PPPs - Key Sustainability Objectives	Implications for Walsall SAD and AAP
National		
National Planning Practice Guidance (March 2014 and updated), including on flood risk and on water supply, wastewater and water quality.	To support national policy to protect people and property from flooding.	<p>Use flood risk assessment to identify where development can be located in areas with a low risk of flooding</p> <p>Apply the sequential test to seek to locate developments in places with lower risks of flooding.</p> <p>Where flood risk cannot be avoided or development is justified, to apply the exception test to ensure development proposals are justified.</p> <p>Identify and provide for developments where flood risks need to be addressed.</p>
	To support national policy for a healthy water environment and adequate water and waste water infrastructure.	<p>Identify any needs for new water infrastructure, where necessary taking a catchment-based approach to address cross boundary issues.</p> <p>Consider the relationship between any new infrastructure and existing and new developments, including in terms of location (with amenity impacts such as odour) and any need for phasing.</p>
Regional and Sub-Regional		
Humber River Basin District River Basin Management Plan (November 2015, approved by Government February 2016)	To set out environmental objectives for protecting the waters and a programme of measures to achieve them.	<p>Ensure that site allocations, developments and infrastructure do not have adverse impacts on water quality, including as a consequence of land contamination.</p> <p>Identify opportunities for environmental infrastructure to enhance the water environment.</p>
Local		
Shopfronts Supplementary Planning Document (April 2015)	To maintain and where possible enhance the historic character of Walsall's Centres (whilst meeting modern standards including in respect of flood risk).	In areas at risk of flooding provide for flood defences in the installation of new frontages.