West Midlands Regional Spatial Strategy - Phase Two Revision

Spatial Options

8th January – 5th March 2007

West Midlands
Regional Assembly
Speaking out for the region

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Introduction

Do you want to influence the future development of the West Midlands?

Do you have a view about how and where the Region should grow in the next twenty years?

This is your chance to have a say and help us shape policies for the West Midlands Regional Spatial Strategy.

The West Midlands Regional Assembly as the Regional Planning Body, has produced this document to help you help us answer some very important questions.

This document sets out some of the issues that will be addressed in the alterations to the West Midlands Regional Spatial Strategy. These issues can be complex and often do not have clear answers.

Questions are asked in each section as well as being in the detachable questionnaires. The questionnaire is also available on the web **www.wmra.gov.uk/page.asp?id=56** and can be emailed to **wmrss@wmra.gov.uk**

We need to know what you think.

Having read the Spatial Options and formed a view, send your completed questionnaire by email or post to: West Midlands Regional Assembly, Regional Partnership Centre, Albert House, Quay Place, Birmingham, B1 2RA, or email **wmrss@wmra.gov.uk**

If you have any questions please contact us – see page 85.

How will my response be used?

All responses will be considered when drafting the Preferred Option. A Preferred Option is the policies and text that will be given to the Secretary of State setting out what the Regional Planning Body (RPB) would like to see included in the revised West Midlands Regional Spatial Strategy (WMRSS).

Is this my last chance?

No, before the RPB sends its Preferred Option to the Secretary of State there will be a short informal consultation period on the Preferred Option. Once the Preferred Option is given to the Secretary of State, in December 2007, there will be another formal consultation period of approximately twelve weeks.

How can you get involved?

How we will involve people is set out in the Statement of Public Participation in the Project Plan.

The Spatial Options have a consultation period of eight weeks, starting with a launch event on the **8th January 2007** and finishing on **5th March 2007.**

If you would like to receive future updates about the WMRSS revision please contact **wmrss@wmra.gov.uk** , **0121 245 0200** and ask to be included on the consultation database.

What is the Regional Spatial Strategy?

The West Midlands Regional Spatial Strategy (WMRSS) is part of the statutory development plan and incorporates the Regional Transport Strategy. It provides a framework for all Local Development Frameworks and Local Transport Plans and aims to influence wider strategies plans and programmes. The Regional Planning Body (RPB) is responsible for the development, implementation and monitoring of the WMRSS. It is the Government who publishes it and therefore is Government policy.

The WMRSS vision underpins the Revision and the Spatial Options. **"The overall vision for the West Midlands is one of an economically successful, outward looking and adaptable Region, which is rich in culture and environment, where all people, working together, are able to meet their aspirations and needs without prejudicing the quality of life of future generations."**

The vision and objectives of the WMRSS will remain unchanged by this Revision.

How the WMRSS aligns with and links with other Regional Strategies, including the West Midlands Economic Strategy (WMES), is set out in the Project Plan. The WMES sets out what the Region needs to do to improve its economic performance. It is led by Advantage West Midlands.

Introduction

Why is there a Phased Revision?

Following the publication of the WMRSS in June 2004, the Secretary of State recommended that some issues should be immediately looked at and developed further. The Regional Planning Body (RPB) took the decision to carry out this task in a phased way. **Phase One** concentrates on the Black Country Study, where the aim was to identify and 'fast-track' urban renaissance, see page 8, proposals through to implementation. **Phase Two** is considering housing, employment, transport and waste, while **Phase Three** will look at a range of other issues including; critical rural services, provision for gypsies and travellers, recreational provision, quality of the environment and possibly more. The Project Plan for Phase Three is programmed to be launched for consultation in Spring 2007.

These Spatial Options are concerned with **Phase Two** of the Revision. These Spatial Options only look at issues that the Secretary of State identified, the current WMRSS and the policies within it remain unchanged. To understand the full range of spatial policies that affect the Region the current WMRSS should be read at the same time as the Spatial Options in this document. It can be seen at:

www.wmra.gov.uk/page.asp?id=47

Phase Two Project Plan

The Project Plan is a separate document that sets out the issues being covered by Phase Two, the resources needed, the timetable aimed for, the Sustainability Appraisal and how we will involve people in the process. It can be seen on the web **www.wmra.gov.uk/download.asp?id=872** if you would like a paper copy please let us know.

Who has written this document?

The West Midlands Regional Assembly (WMRA) is the Regional Planning Body (RPB) for the Region and has legal responsibility for preparing revisions to the WMRSS. It has set up the Regional Planning Partnership (RPP) to oversee this work.

This document has been written on behalf of the RPB by the WMRSS Policy Leads (see the Project Plan for who they are) and coordinated and edited by the Policy Directorate of the WMRA.

At each stage of drafting, the WMRSS Task Group have been asked to give their views. The WMRSS Reference Groups contributed views during the final stages of drafting. Together these groups represent a wide range of interests and perspectives as well as different parts of the Region.

For more information about these groups see:

www.wmra.gov.uk/page.asp?id=48

What are Spatial Options?

To write new policies for the WMRSS there is a process set out by Government that has to be followed, see in Planning Policy Statement 11: Regional Spatial Strategies. It can be seen at:

www.communities.gov.uk/embedded_object.asp?id=1143844

Spatial Options set out choices or directions that can be taken for the Region. They are about exploring the issues surrounding the objectives of the Revision, see the Project Plan.

The Region is a diverse place with different needs and aspirations in different communities, making Spatial Options complex. Many different factors have gone into writing them and when making choices there are a lot of factors to weigh up. Some of these relate to; jobs, protection of the environment or meeting peoples needs for better houses and services. In many cases the issues and solutions are connected and it may not be possible to meet all of the needs at the same time.

Where should new development occur, in what form, at what scale and with what impact? This is what the Spatial Options are about and aim to explore.

Introduction

What is a Preferred Option?

The Preferred Option is a series of new and amended WMRSS policies and text that is submitted to the Secretary of State. This is supported by Monitoring and Implementation Frameworks. It must be based on robust evidence and is tested for "soundness" by the Examination in Public Panel. The consultation responses received will help us to understand different people's and organisations views and inform the Preferred Option.

What information goes into writing Spatial Options?

The RPB asked the Strategic Planning Authorities to give advice, responding to Section 4(4) Briefs, on the issues that these Spatial Options cover. For more information about this advice and the process see the Project Plan and **www.wmra.gov.uk/page.asp?id=208**

Technical work was commissioned to explore the issues and make sure that there is a sound basis for putting forward these Spatial Options for the Region. There are also background papers covering Housing, Waste and an implications paper giving more information to support these Spatial Options. See: **www.wmra.gov.uk/page.asp?id=121** or contact us for paper copies. This and other work will be carried out to help decide the Preferred Option.

What is the relationship with the draft Phase One Revision: The Black Country Study?

The draft Phase One Revision: the Black Country Study, was submitted to the Secretary of State on 31st May 2006 and proposes policy changes in respect of Urban Renaissance, strategic centres, the presentation of housing requirements and transport.

Before Phase Two Revision began in November 2005 the RPB worked out how, in practice, the phased approach to the revision process should be managed. This led to a Protocol being adopted incorporating the following principles:

- Phase One policy decisions should not be reviewed by Phase Two, unless there are exceptional circumstances;
- Technical evidence should be developed on a consistent basis and, where appropriate, shared between phases.

In line with the above principles, the policy positions within the Phase One submission have fed into the development of the Phase Two Spatial Options. Phase One issues are referred to in relevant sections of the Phase Two Spatial Options. Given the evidence base for the Black Country Study extends to 2031 this also forms part of the evidence base for Phase Two.

The Phase One submission Examination in Public (EIP) begins on the 9th January 2007. If the Panel Report is published by Summer 2007, there may be important conclusions and recommendations emerging from this that can be taken into account in the development of the Preferred Option within Phase Two.

See **www.blackcountryconsortium.co.uk** for documents and the evidence base.

Sustainability Appraisal

What is it?

Sustainability Appraisal (SA) is an integrated part of the process for revising the policies in the WMRSS. It involves looking at the Spatial Options as they developed and making sure that sustainable development principles are considered. Where issues are raised through the SA they are then taken into account in the next draft of Spatial Options. The SA includes a Strategic Environmental Assessment (SEA) in line with the European SEA Directive.

More information about the SA process can be found in the Project Plan.

What has been done?

An SA Scoping Report was produced and consulted on in February/March 2006. This set out an SA Framework against which the Spatial Options have been assessed. The SA has been carried out for these Spatial Options. At each drafting stage SA comments were fed in and the Spatial Options altered.

Who did the SA?

The SA is an independent process being carried out by consultants guided by the SA Steering Group, including representatives with environmental, social and economic expertise. The consultants were involved in meetings where the Spatial Options were being discussed and therefore were able to be fully part of the Spatial Options development process. They also formally assessed the Spatial Options, after each WMRSS Task Group. The SA Steering Group approved any comments made and has responsibility for the final SA Report.

What happens next?

The SA is an ongoing part of the Revision process, and will carry on influencing the drafting of policies and the development of the Preferred Option. When the Preferred Option is submitted to the Secretary of State an SA Report is part of the submission. It will be considered as part of the test for soundness of draft Revision at the Examination in Public.

Where can I find out more?

For a full version of the SA of the Spatial Options and the Scoping Report see:
www.wmra.gov.uk/page.asp?id=245

Rural Proofing

What is it?

The Rural Accord and the West Midlands Rural Affairs Forum chose a group of people with expertise in rural issues to look at the Spatial Options and make sure that rural issues were fairly considered. This took place at the same time as the SA and fed into its results.

Where can I find out more?

The Rural Proofing report, and responses can be seen;
www.wmra.gov.uk/page.asp?id=121

Context

Context

Urban and Rural Renaissance

The principles of Urban and Rural Renaissance lie at the heart of the West Midlands Regional Spatial Strategy.

Urban Renaissance – developing our Major Urban Areas (Birmingham, Solihull, the Black Country, Coventry and the North Staffordshire Conurbation) in such a way that they can increasingly meet their own economic and social needs – countering the unsustainable outward movement of people and jobs.

Rural Renaissance – meeting the economic and social needs of rural communities whilst enhancing the unique qualities of our towns and villages and the surrounding countryside.

The WMRSS is not being fully reviewed and one of the most important tests in assessing the Spatial Options is whether they positively support and promote the above principles.

This section will look at the changes in policy since the WMRSS was published in June 2004. This includes changes in Government policy, policy development in neighbouring Regions and the development of strategies and policies within the Region.

The West Midlands Economic Strategy (WMES)

The WMES sets out what the Region needs to do to improve economic performance by both building on strengths and addressing the market failures that hold back the Region's economy. It is reviewed every three years to make sure that it remains relevant and continues to provide the right solutions. The Region is currently part way through that process. The current review of the WMES will consider the agreed actions which will be required to ensure existing targets for 2010 are met. It will also look beyond to 2020 to establish what the Region will need to do to continue to improve economic performance within the context of the Urban and Rural Renaissance objectives of the WMRSS. Advantage West Midlands are leading consultation on Policy Choices from November 2006 to 28th February 2007.

Work is being undertaken to ensure as much alignment as is possible between the WMES Review and the WMRSS Revision, this will carry on throughout the two processes to ensure that the two strategies continue to mutually support each other. Further details of the WMES revision can be found at:
www.advantagewm.co.uk/wmesreview.html

Phase One Revision: The Black Country Study

This has been submitted to the Secretary of State and develops the principle of Urban Renaissance for that sub-region and sets out a comprehensive and ambitious set of interdependent policies for renaissance and growth. These policies come from the overarching vision and strategy for future growth and competitiveness set out in the Black Country Study, and aim to challenge current trends by reversing the relative decline of the area to achieve a positive spiral of transformational change. Given that the Black Country represents a large part of the Major Urban Areas, the success of this strategy will be crucial to the long term sustainable development of the overall Region. It will therefore be important that this strategy is supported by Phase Two proposals.

Context

Climate Change is happening now and affecting our economy, communities and environment. We can work towards reducing levels of climate change by reducing our greenhouse gas emissions. We also need to prepare for unavoidable levels of climate change as the weather responds to our previous emissions of greenhouse gases. These changes will include: hotter, drier summers and milder, wetter winters, changes in storms, wind speed and extreme events such as flash flooding and droughts.

The West Midlands review of the Regional Energy Strategy shows that the gap between actual greenhouse gas emissions and reduction targets is widening, the WMRSS has a crucial role in helping to ensure this gap does not widen further. In line with Government Policy and guidance, all development plans in the Region need to strengthen policies that will reduce greenhouse gas emissions and to take on board adaptation to climate change.

This means greater focus on issues such as reducing the need to travel and improving accessibility to more sustainable modes of travel, improving the energy efficiency performance of developments and increasing the use of renewable energy and low carbon, localised networks and reducing the amount of biodegradable waste going to landfill.

There will also need to be measures that will help the Region to adapt, such as locating, siting and designing developments that offer greater protection from flooding, erosion, storms, water shortages and subsidence. This may include policies that discourage inappropriate development in the floodplain and encourage developments that are located where there is adequate access to infrastructure such as water and drainage systems.

The Spatial Options and the Preferred Option should integrate climate change considerations and take into account improvements in the evidence base and policies already in the WMRSS. These include encouraging the use of Sustainable Urban Drainage Systems (QE9), increasing tree cover (QE8), promoting the reuse of materials (M3 WD1), supporting new industries and technologies that address climate change, and encouraging renewable energy and energy conservation (EN policies).

The Lisbon Strategy for Jobs and Growth: UK National Reform Programme looks at the challenges currently facing the UK economy and sets out the Government's strategy for delivering long term sustainable growth, high employment and a fair and inclusive society. In March 2000 a ten year strategy of reform for Europe's labour, capital and product markets was committed to by European Heads of Government and State. The vision was that by 2010, Europe would become "the most competitive and dynamic knowledge based economy in the world, capable of sustainable economic growth with more and better jobs and greater social inclusion". This provides the European context for future development of the Region, for more information see: **www.hm-treasury.gov.uk/documents/international_issues/european_economic_reform/int_lisbonstrategy_jobs.cfm**

Local Development Frameworks
The WMRSS sets out a framework for all Local Development Frameworks (LDFs), Local Transport Plans, Waste and Minerals Development Frameworks. Once the Preferred Option is submitted to the Secretary of State (December 2007), there will be a formal consultation period, an Examination in Public and Panel Report before any changes to the WMRSS are published, early 2009. LDFs are designed to be flexible to change, however there may be a delay before these recommended changes to the WMRSS are fitted into LDFs and the land is allocated for housing, employment, waste facilities or other land uses affected by these Options.

Many mitigation measures in terms of Climate Change, such as sustainable urban drainage systems, passive solar heating, energy efficient designed houses, are guided by policies in LDFs.

Context

New Growth Points: Partnership for Growth with Government
Following a Government led bidding process, seven areas in the Region have volunteered as New Growth Points to promote house building at least 20% above levels in the current WMRSS. These include Major Urban Areas, Birmingham, Solihull and Coventry, and most of the sub-regional Foci defined in the WMRSS, Hereford, Shrewsbury and Atcham, Telford and Worcester and East Staffordshire (Burton-upon-Trent.) These authorities have proposed 82,800 new houses to be built in the period 2006-2016 and will receive some £5.5 million of Government funding. The New Growth Points will develop in the context of the WMRSS and the proposed levels of housing growth will be considered as part of the development and testing of the Phase Two Revision Spatial Options.

City Region In response to a national agenda, and the need to accelerate the regeneration of the Major Urban Areas, two 'City Regions' have been proposed for the Region; The Stoke and North Staffordshire City Region and the Birmingham, Coventry and Black Country City Region, including Telford. WMRA considers that these must be set within the context of the existing regional strategic framework laid down by the WMRSS, the WMES and the Regional Sustainable Development Framework (RSDF).

There is potential within the City Regions to support the delivery of Urban Renaissance and contribute to housing provision in terms of the Government's proposed household growth figures. In the case of the Stoke and North Staffordshire City Region this needs to be balanced with the low demand housing market pathfinder in the short to medium term.

Midlands Way This is the West and East Midlands Regions response to the Government's 2003 Sustainable Communities Plan. It is intended to complement and support other strategies and plans, focusing on those issues where there is a strong case for joint working across the two Regions. It will help the two Regions to work together on the response to the Government's Growth agenda, co-ordinating the regeneration of urban areas maximising the contribution to growth while reducing any negative impact.

Milton Keynes South Midlands Growth Area. The Milton Keynes South Midlands (MKSM) Sub-Region is one of the four growth areas included in the Sustainable Communities Plan. The MKSM Sub Regional Strategy was published by the Secretary of State on 17 March 2005. It is part of and revises the three existing RSSs for the East Midlands, East of England and South East as they relate to the Milton Keynes South Midlands area. Work is underway to assess the economic impact of the proposals for MKSM and the affect that it will have on Urban Renaissance in the West Midlands. This work is being led by Advantage West Midlands (AWM) and the West Midlands Business Council. It is recognised that the MKSM Growth area may also have rural renaissance implications, for example due to increased inter regional commuting.

Context

Government Housing Policy: It is Government Policy to ensure that everyone has a decent home at a price they can reasonably afford. It requires that the annual level of new housing development across England should increase by one third by 2016 to 200,000 dwellings per annum, to meet demands and to make housing more affordable particularly for first time buyers. It sees the 2003-based household projections, published in April 2006, as being the indicator of demand. These projections can be found at:
www.communities.gov.uk/index.asp?id=1002882&PressNoticeID=2097
The level of demand, relative to that in the previous projections, is higher in this Region than in many other parts of the country.

The Government also expects that demand arising in every local housing market area should be met in that area; unless there is clear evidence that this cannot be done, draft PPS3.

Planning Gain Supplement (PGS): A Government proposal consulted on in 2006, this principle is one of levying or taxing a betterment charge on new development with the Customs and Excise collecting it. The intention is that this is used to fund infrastructure costs, with funds allocated to the local authority where raised, to the wider region and a smaller proportion distributed according to Central Government priority. A major reason for this proposal is to help the procurement of affordable housing in Section 106 negotiations, alongside essential on site works by taking many of the competing calls on the resources accessed through Section 106 agreements and seeing these funded through the PGS route. There is no date set for formal implementation of this proposal.

Regional Funding Allocations: In the 2004 Spending Review, the Government announced that it would be examining new ways to integrate transport, economic and spatial development strategies in each of the English Regions. Their aim was to give Regions the opportunity to feed into future spending decisions and show how their priorities can be better aligned to form a coherent, credible and strategic vision for the Region. Following the Government publishing ‘Devolving Decision Making: A Consultation in Regional Funding Allocations’ (December 2004) they announced their intention to go ahead with the proposals.

The English Regions provided their advice in January 2006. In July 2006 the Secretary of State for Transport responded and indicated he would seek wide views on how the process could be further enhanced. The Department for Transport (DfT) consulted in September 2006 on developing the process. It is expected that the DfT will take account of the responses, before seeking further formal advice from Regions on the process, during 2008.

Further information on RFA maybe found at:
www.dft.gov.uk/stellent/groups/dft_localtrans/documents/divisionhomepage/039134.hcsp

Gypsies & Travellers: The RPB and Government Office for the West Midlands (GOWM) have a letter from Yvette Cooper (Minister for Housing and Planning) in which she urges the RPB to deliver a Regional Statement on Gypsies & Travellers policy, in advance of the Phase Two Revision submission. The majority of local authorities have yet to commence work on their Gypsy and Traveller Accommodation Assessments (GTAA) and the RPB has agreed with GOWM that it will develop an Interim Regional Gypsies and Travellers Statement for submission to Department for Communities and Local Government (DCLG) by the end of March 2007. To enable this Statement to be drafted and in the absence of GTAA data, the RPB plans to use the evidence from research undertaken to inform the Regional Housing Strategy in 2005, complimented by any other G&T data that local authorities already hold or that will become available during Autumn 2006. Gypsies and travellers will be considered in more detail in **Phase Three**, this may include an assessment of the non permanent housing needs of migrant workers.

Context

London 2012 Olympics: The preparations for and legacy of the London 2012 Olympics is likely to have significant implications across the country. The development of stadia, related facilities and other spin off development will place heavy demands on the construction industry. When this is added to South East growth area commitments there may be impacts on the ability to deliver substantially increased rates of development in the Region. It is possible that some of this shortfall will be made up from migrant labour, which will in itself increase housing demand, albeit probably limited in location and nature.

Development can also be expected across the country as competing nations establish training camps and increased tourism may increase demand for hotel bedspace. There may also be significant cultural events and facilities arising from the Olympics. It is likely that there will be many community based sport and culture related activities and developments. These have potential to spark and plug into redevelopment initiatives. With large numbers of people in the country, travel between places is likely to be a key issue. Connections between London and key locations in the West Midlands will be critical if the Region is to maximise benefits from the games.

Regional Flood Risk Assessment: The draft PPS 25 places on the RPB a new requirement to undertake Regional Flood Risk Assessment (RFRA). This makes the RPB take account of flood risk when setting out policies in the WMRSS, including the location of housing provision and transport infrastructure and identify the risk to its regionally strategic locations. The RFRA will be used to inform the Preferred Option.

Appropriate Assessment (AA) of the WMRSS aims to ensure the protection and integrity of European Habitat Sites by taking account of the significant effects on these sites, and informing the development of the Preferred Option. This will be undertaken in conjunction with the Sustainability Appraisal, but reported on separately. The process also requires the consideration of sites outside the Region. Guidance indicates that the AA must have an opportunity to inform the Spatial Options and initial screening is planned to take place through the SA/SEA process, before more detailed assessment if required.

West Midlands Rural Delivery Framework: Following the Government's Rural Strategy 2004 each English Region was asked to develop new arrangements for the funding and delivery of services to rural communities. These are set out in framework documents, giving priorities for action, to make sure these are targeted where needed at local level across each region.

Following intensive consultation with rural partners and drawing on available evidence, the West Midlands Rural Delivery Framework has identified six rural priorities for the region:

- Enhancing the value of the countryside.
- Developing a diverse and dynamic business base.
- Improving learning and skills.
- Creating the conditions for growth.
- Achieving fair access to services for all.
- Securing vibrant, active, inclusive and sustainable communities.

The Framework was published in April 2006, and can be accessed at: **www.ruralnetworkwm.org.uk/wmra/wmra_home.htm** It is designed to help all strategies, policies and plans to contribute to a sustainable future for rural areas of the Region. Underpinning the Framework is the Government's commitment to rural proofing.

Regional Transport Strategies: The DfT has published guidance on the content of Regional Transport Strategies (RTS). The RTS provides the strategic context for Local Transport Plans, and Local Development Frameworks. See: **www.dft.gov.uk**

Neighbouring Regions

The South East Plan 2026

This Plan aims to ensure that the South East remains economically successful and an attractive place to live for future generations.
The documents are available:
www.southeast-ra.gov.uk/southeastplan/plan/view_plan.html

The significance for our Region of proposals in the Draft South East Plan is considered to be much less than for proposals being implemented for the Government's four major growth areas, especially Milton Keynes. WMRA considers it is in the interests of the WMRSS, for the South East Region to accommodate the housing growth it generates.

The North West Plan 2021

The document is available:
http://media.ljworld.com/pdf/mapping_the_future/northwest_plan.pdf

There are no significant implications at this time for our Region. WMRA will be keen to take part in any work relating to the commitment to consider Crewe's relationship to the North Staffordshire conurbation as part of a future WMRSS Revision.

The South West 2026

This draft Plan contains the principle that employment growth at Cheltenham and Gloucester is to be phased with housing growth as this should serve to reduce out-commuting, including that into our Region, this is supported by WMRA. It will be important to our Region that employment-led growth at Tewkesbury is limited in scale to what can be supported by a small settlement with significant environmental constraints and that it is not permitted to grow into a sub-regional employment centre in its own right, as this would only serve to increase cross-regional boundary commuting. See:
www.southwest-ra.gov.uk/nqcontent.cfm?a_id=538

The East Midlands

This is currently under review, consultation on the submitted document started in September 2006. There are close links between Burton upon Trent and the East Midlands and the future development of Burton upon Trent should be considered in the context of both Regional Spatial Strategies. See:
www.emra.gov.uk/regionalplan/documents.htm

Wales Spatial Plan 2004

It establishes a 20 year strategic agenda for the integration of activities and investment which have a geographic dimension. It can be seen at:
http://new.wales.gov.uk/about/strategy/spatial/?lang=en

It recognises a range of interactions taking place across the English-Welsh border, especially affecting Herefordshire and Shropshire. They include: cross border service provision including shopping, health, education, transport links, including north-south links within England important for connecting Wales as a country, water and sewerage demands, rural policy, the management of river catchments and inter-dependencies in housing markets and the West Midlands Rural Affairs Forum cross border study.

Key Findings from Monitoring

Monitoring of the WMRSS has shown that some significant progress towards the principles of Urban and Rural Renaissance has been made:

- Early evidence that the rate of **migration** from the West Midlands conurbation to the surrounding Shire areas is slowing down;
- Patterns and levels of **housing** completions and commitments are adjusting to those required by the WMRSS. There has also been significant progress in increasing the use of previously developed land and density of development;
- Development of **employment land** in the Major Urban Areas (MUAs) has increased. This has been accompanied by a decline elsewhere, in line with the WMRSS;
- The pattern of **retail commitments** for the future suggests that higher in-centre rates of retail development will be achieved meeting the WMRSS requirements;
- Significant progress made in increasing **waste recycling levels**, although there is a substantial requirement for new waste management capacity.
- The Regional Contextual Monitoring Report 2006 reports that in **urban areas** there are signs of improvement on educational attainment and levels of crime (burglary) and in **rural areas** there is a good quality of life and environment.

However, monitoring of the WMRSS demonstrates that significant progress has yet to be achieved in a range of areas including:

- **Provision of affordable housing** which has consistently been at a rate very much lower than the target expressed in the WMRSS;
- Very high proportion of **office development,** both achieved and in the development pipeline, continues to be "out-of-centre" reinforcing unsustainable travel to work patterns;
- Whilst good progress is being made on the implementation of individual **transport** infrastructure schemes the outcome indicators (eg congestion, length of travel to work journey; modal switch) suggest that there is still a long way to go.
- Contextual monitoring indicates that in **urban areas** there are still lower levels of educational attainment than in rural areas, higher levels of deprivation and a lower quality of life. In **rural areas** there is still a persistence of problems including pressure from out-migration from urban areas and other parts of the Country, car-dependence, difficulties with housing affordability and continued aspirations for rural living.

See: **www.wmra.gov.uk/page.asp?id=52** for Monitoring reports.

Spatial Options

Spatial Options

The Spatial Options are grouped around the chapters of the WMRSS. However, they are all connected and when thinking about your comments please think about what you have said about other topic areas.

The topics were chosen by the Secretary of State when publishing the WMRSS in June 2004, as areas that needed further clarification or policy. This is a partial Revision and therefore the topics may seem disconnected. For the full picture see the current WMRSS: **www.wmra.gov.uk/download.asp?id=1484**

Questions are asked in each section as well as being in the detachable questionnaires. The questionnaire is also available on the web **www.wmra.gov.uk/page.asp?id=56** and can be emailed to **wmrss@wmra.gov.uk** or posted to
WMRSS Revision
West Midlands Regional Assembly
Regional Partnership Centre
Albert House
Quay Place
92-93 Edward Street
Birmingham B1 2RA
or Fax:
0121 245 0201

Urban & Rural Renaissance

Building on the principles of Urban and Rural Renaissance, see page 8, there are two main regional drivers, housing and employment land. The challenge is to balance housing growth with employment growth in order to regenerate the Major Urban Areas while fostering thriving rural communities, reducing the need to travel far, and to achieve sustainable communities and growth. The impact of growth on the environment and communities in the Region has also to be considered, in addition to the contribution that development will make to climate change.

This is a partial Revision of the WMRSS not a full review, meaning that the Vision, Principles and Objectives of the WMRSS will not be changed. The aims of achieving Urban and Rural Renaissance by stemming the outward flow of people from the Major Urban Areas, continue to underpin this Revision. However, these Spatial Options do include some key differences in the balance of development across the Region all of which will need considerable commitment to make them happen.

Spatial Options – Housing

Housing

Objectives: To re-examine regional and sub-regional housing needs and requirements and how these can be best met in the Region up to 2026. To examine local housing market areas as required by Draft PPS3.

The Preferred Option will set out housing figures for each Local Planning Authority up to 2026. Following the Barker Review and the Government household projections (April 2006) it is clear that the Government will expect the Region to build more houses than set out in the current WMRSS.

This change in numbers and approach will in turn change how the cities, towns and rural areas in the Region will grow. However, numbers alone should not be allowed to drive the Revision, it is important that the right type of houses are built in the right places, where people need them, whilst respecting the character of the community and environment where they are built.

The impact on communities, the environment and climate change will depend on the **distribution** of new houses, or in other words, where they are built. This is determined by the space available now and how much will become available in the future and whether the land is suitable to be built on, the **urban capacity**; the number of houses being built on each plot, **density**; and how many, in total, the RPB agrees can be put in the Region, **scale**. The Region also has to consider the type of housing built and how to meet the needs of households who cannot afford to buy on the open market.

The housing numbers run from 2001 to 2026, starting at 2001 as this is a partial Revision of the WMRSS, the Preferred Option will replace or change existing policies. The end date of 2026 allows Local Planning Authorities to use the policies and numbers to provide a 15 year supply of housing land through their local Development Plan Documents, in line with draft PPS3.

The numbers in the Spatial Options refer to **dwellings**; this is not the same as population because the number of people living in each house, **household size**, may vary. This is important when thinking about the links to employment, centres and transport, as it is population change that underpins the demand for jobs and services. Not necessarily increases in the number of dwellings for increased numbers of single retired people.

Housing

Housing Demand

The Government's 2003-based household projections provide an assessment of the likely growth in the number of households in the period up to 2026, given recent demographic trends and social and economic factors. As such, they are an indicator of future housing demand. In total, the 2003-based projections imply a growth of 447,000 households in the Region between 2001 and 2026, given a continuation of past trends. A large proportion of this growth is projected to be in one person households.

In order to estimate the gross level of new houses required, in addition to household change, an allowance has also been made for households needing to be rehoused from demolished stock and for an ongoing 3% vacancy rate in the new stock. In total, this gives an overall estimate of demand of 575,000 new dwellings required between 2001 and 2026. (See the Appendix).

Using a gross dwelling calculation allows a comparison to be made with the proposals in the current WMRSS. Government guidance however is for the WMRSS to contain proposals for net dwellings (i.e. new completions minus demolitions). When the Preferred Option is prepared, estimates of both gross and net requirements at a local planning authority level will be provided.

Estimates of housing demand for local planning authority areas are set out in Appendix One. These are national projections assuming a continuation of historic local migration trends. They form the starting point for developing the housing options.

Local Housing Market Areas

Draft Government guidance (draft PPS3) states that in arriving at the proposed distribution of housing provision, RPBs should plan to distribute housing provision so that housing need and demand are met within the sub-regional housing market area, in which they are generated, unless there is very clear evidence that this is not possible. Evidence needs to relate to the availability of land; the environmental, social and economic implications of development; and infrastructure issues. Consultants were commissioned to carry out a study of Local Housing Market Areas looking at demand, across the Region to support the development of the Spatial Options, see:
www.wmra.gov.uk/page.asp?id=121

Housing Growth

Options	Level of New Housing Development Required 2001-2026 Gross	Net	Dwellings per annum Gross	Net	Net Actual Annual Build Rate 2001 - 2005
One	381,000	293,400	15,200	11,700	17,400
Two	491,200	376,700	19,600	15,100	17,400
Three	575,000	460,500	23,000	18,400	17,400

Housing Growth (Overall Numbers)

Objective:
To re-examine regional and sub-regional housing needs and requirements and how these can be best met in the Region up to 2026.

Before detailed options can be considered, the overall totals for the Region have to be established. The table above sets out three levels of housing growth (gross and net) for the Region, 2001 – 2026. For comparative purposes, the recent annual rate of house building is also shown in the table. Option One is based on a continuation of current WMRSS policies; Option Two has been derived from advice and further discussion with Strategic Authorities; and Option Three meets the overall levels of housing demand associated with the Government's latest household projections and the need to replace obsolete stock which will be demolished.

Option One carries forward the assumptions made about demolition rates in the WMRSS. **Options Two** and **Three** use higher assumptions that are taken from the 2004 Urban Capacity Study of 111,000 demolitions 2001-2026. This higher assumption may get changed in light of new evidence before the Preferred Option.

These Options are reference points against which comments can be made. The Preferred Option may not be one of the three, instead your comments will be used along with a robust evidence base to decide on the best level of household growth for the Region. This approach has been taken following the publication of the Government household projection figures in April 2006 and subsequent Government advice.

What to think about:

There are many issues that have to be thought about when deciding what might be the most appropriate level, and distribution of housing development for the Region:

Local Development Frameworks: The WMRSS will set out the scale of new dwellings required in each Local Planning Authority area, the actual sites will be put forward through LDFs. Therefore, in terms of impact on biodiversity, designated sites etc it is difficult for the WMRSS to assess the direct impact of the Spatial Options. The RPB will work with the statutory environmental agencies in developing the Preferred Option. The Preferred Option will propose policies that build on the existing WMRSS and therefore the principles of sustainable development will be carried forward.

Household projections: The housing Options are based on the use of the Government 2003-based household projections as the indicator of demand. This is one approach, however there may be alternatives. See the Housing Background Paper here: **www.wmra.gov.uk/page.asp?id=121**

Employment growth: Household growth has to be balanced with employment growth across the Region and at sub regional and local levels in order to create and maintain sustainable communities. Employment Growth is an issue being explored through the West Midlands Regional Economic Strategy review.

Climate change: The amount of dwellings affects the amount of domestic energy use, therefore a significant growth in housing across the Region will have an impact on the amount of CO^2 emitted. In addition building houses produces CO^2 called "embodied energy" through the construction process, transfer of materials to site and materials used.

Housing Growth

Physical Infrastructure constraints: The capacity of existing infrastructure, such as water resources, waste water distribution networks and treatment plants, and transport networks may impose constraints on the amount of housing growth in the Region. The RPB will continue to work with all Local Planning Authorities to find out the implications for transport and other infrastructure, this cooperation will shape the Preferred Option. In addition a background paper looking at the infrastructure implications of the housing options has been produced, see:
www.wmra.gov.uk/page.asp?id=121
The WMRSS is not site specific and it will be the LDFs that are able to do direct assessments of the impacts and implications of the proposals.

The Sustainability Appraisal (SA) to date has picked up that Severn Trent has water resource limits particularly in southern and eastern Warwickshire, Worcestershire and Shropshire. The SA examined the Environment Agency data which indicated that much of the Region has no additional surface water available and in some areas groundwater abstraction is unsustainable.

The SA also highlights the amount of aggregates needed, for house building alone assuming 52.5 tonnes per dwelling; this ranges from; Option One would need 20 million tonnes (801,000 tonnes/per year) to Option Three requiring 30.2 million tonnes (1.2 million tonnes/per year).

The Preferred Option will take into account the advice of the Highways Agency, DfT Rail and the Highways Authorities.

Environmental implications: Many environmental assets, such as features of historic value and natural habitats that are of regional importance cannot be replaced and their protection has high priority, see the WMRSS. Some reduction of less sensitive assets may be justified providing appropriate measures are taken to mitigate and/or compensate for any loss. New housing development with careful design and site choice, with appropriate green infrastructure could enhance biodiversity. Growth should avoid exceeding any thresholds beyond which irreversible decline in environmental assets is triggered.

Waste is discussed in a later section of the Spatial Options. It is important to pick up the links between the housing Options and the amount of additional municipal waste and commercial and industrial waste.

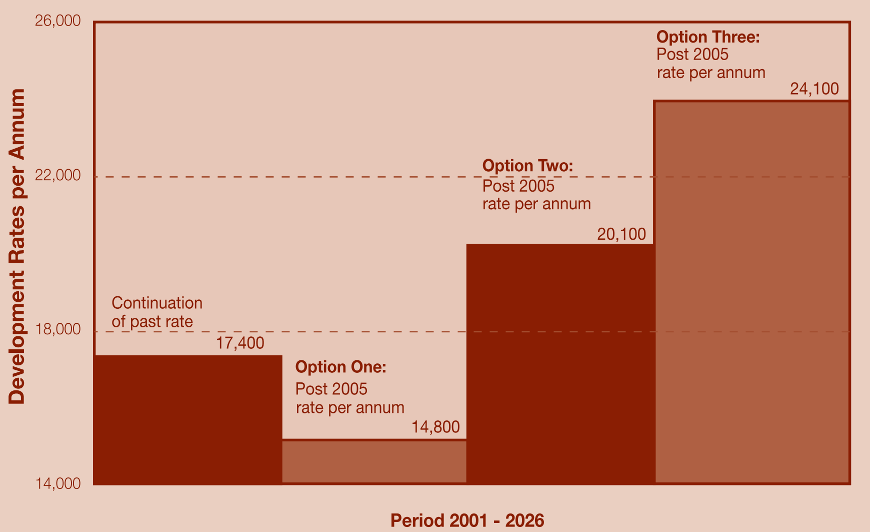
Communities: Areas of large scale new housing development will need a range of new and improved social, health and community facilities to help create sustainable communities, for example health centres or green spaces. However, the amount of provision, which will mainly have to come from Section 106 agreements or the Planning Gain Supplement, will be dependent on the population increase associated with new housing development.

Higher levels of house building should enable more people to access the types of housing they need and may improve the overall affordability of housing across the Region, in both urban and rural areas. It will also accommodate the needs of economic migrants requiring work in the Region, see affordable housing and mix section.

Considerable increase in the size of towns will have an impact on both access to existing health services and the need for more health services. This will also depend on the age of the population as older people will have different health needs to young people. For example; between 2003 and 2028 the number of people aged 50+ is expected to increase from 1.1 million to 1.6 in the Region. There is a national policy of maintaining the independence of older people in their own homes.

Housing Growth

Diagram 1: **Annual rate of housebuilding required to meet each of the Options**



Capacity to build: The current level of new housing development between 2001 and 2005 has averaged 17,400 dwellings per annum. Past building rates must be thought about when looking at the feasibility of increasing rates of build. To develop at the levels implied by Option Two and Three there would need to be a very large increase in the level of house building each year, this level of growth would require significant investment in new infrastructure.

Things to think about include: What is the capacity of the construction industry to build at proposed levels? To what extent will the "best" sites be built on first and how will this impact on the Urban Renaissance of the Region? Do people in the Region have the right skills?

Any new house building will put pressure on environmental resources in the Region and have the potential to increase carbon dioxide emissions. However an element of new house building is essential to meet the ongoing housing demands of the population.

House prices: The Government feels that if the estimated level of housing demand is not met then there could be a continued rise in house prices and increased problems of affordability.

Ratios: The WMRSS seeks to achieve a ratio of housing provision between the MUAs and other areas of 1:1 by 2011 and 1:0.7 by 2021 i.e. for every ten new houses built in the conurbations, seven new houses would be built elsewhere in the Region. The Options One, Two, Three alter these ratios and at higher levels of development the balance between the MUAs and other areas changes, see the questions below;

H1: What overall level of new housing development do you think is appropriate to plan for across the Region?

H2: Can you suggest another level?
There needs to be robust evidence to support it.

H3: For each of the Options do you think that the balance of development between the MUAs and other areas is acceptable?
Please see Table One on page 24 and the following section for a more detailed breakdown of the numbers to Local Authority level.

H4: Do you think that the capacity of the construction industry, including house building, will be sufficient to meet the levels of house building set out in the housing Options?

H5: What measures could be included in RSS policy to minimise these impacts?

Housing Distribution

Table One, see page 24, shows where new dwellings could be built for all Local Planning Authorities in the Region, for each of the Option levels. These three detailed Spatial Options are reference points to help seek views to help development of the Preferred Option. Many different ways of distributing the households could have been developed and the Preferred Option could well be very different, following this consultation. Once submitted the Preferred Option will be subject to further consultation led by the Government Office for the West Midlands.

The WMRSS seeks to encourage development in the MUAs. Beyond the MUAs, longer term strategic housing development is proposed for the foci settlements of Worcester, Telford, Shrewsbury, Hereford and Rugby. The Government has asked that further consideration is given to the role of Burton upon Trent. See WMRSS Policy CF1 and CF2.

Housing Distribution

What to think about:

There are many issues that have to be thought about when deciding what might be the most appropriate level, and distribution of housing development for the Region:

Option One

(381,000 new dwellings gross, 293,400 dwellings net)
This Option has been based, at the Strategic Authority level, on a continuation of current WMRSS proposals to 2026. For other Local Planning Authorities (Shire Districts), the split is, as far as possible, based on the principles of the existing WMRSS supporting Urban and Rural renaissance and taking into account existing commitments and identified urban capacity, see the Housing Land and Urban Capacity Study 2004 on:
www.wmra.gov.uk/page.asp?id=121
Additional requirements which cannot be met by identified urban capacity have been allocated to the 'foci' settlements (including Burton upon Trent) to accommodate longer term greenfield developments.

Option Two

(491,200 new dwellings gross, 376,700 dwellings net)
This Option is derived from the responses of the Strategic Authorities to the Section 4(4) Brief – both the initial advice and from subsequent discussions between the WMRA and each Section 4(4) Authority. As such, the distribution is based on local knowledge of opportunities and constraints as well as seeking to meet an appropriate distribution of housing proposals across the Region. Within the Section 4(4) responses, different authorities adopted slightly different approaches to the distribution of provision between Local Planning Authority areas. All responses have taken account of the potential role of 'foci' settlements, as identified in WMRSS Policy CF2 but for different levels of development.

After receiving the Briefs, more discussions with the Strategic Authorities helped to explore their advice, these discussions resulted in the distribution of household figures in Options Two. These figures have not received in some cases Member approval at the Strategic Authority, or sub regional Partnership level.

Option Two proposes a wider spread of development than Option One, proposing growth in other settlements as well as the named foci settlements and Burton upon Trent. When combined with phasing policies, it is considered that this approach could continue to support the principles of Urban and Rural Renaissance. Development will continue to be focused in the MUAs, foci and Burton upon Trent and other settlements. The balance between the MUAs and other parts of the Region can be seen in Table One on page 24.
The Section 4(4) advice can be found:
www.wmra.gov.uk/page.asp?id=208

Option Three

(575,000 new dwellings gross, 460,500 dwellings net) This is 83,800 dwellings higher than Option Two. It is the level required to meet the high levels of demand set out in the Government's 2003-based household projections. This Option builds on the distribution shown in Option Two. The additional 83,800 dwellings have been distributed to those parts of the Region which, from the 2003-based household projections, are shown to have a relatively higher level of housing demand in comparison to information contained in Options Two. The approach is in line with draft PPS3: Housing.

Table One shows Potential Distribution of New Dwellings 2001 – 2026 gross figures and Table Two shows Potential Distribution of New Dwellings – Annual Build Rates (gross) 2001 – 2026. In both tables the figures are shown at Local Authority level, this is following the advice of GOWM and draft PPS3.

Table One: In some instances the potential growth shown in the Options may be higher than can be physically accommodated in a particular local authority area. These instances are footnoted in Tables One and Two. Development in these cases may involve peripheral expansion of settlements into adjoining local authority areas, this is because of the tight administrative boundaries. See footnote 2 to see where this situation arises.

Table Two shows build rates for each Local Planning Authority, these are annual rates but in reality there will be some variation between years, especially if a housing scheme is dependant on new or improved infrastructure.

MUAs are defined by the Spatial Strategy diagram in the WMRSS, however, for statistical reasons, housing figures for the overall districts have been included in the tables overleaf.

Housing Distribution

Table One: Potential Distribution of New Dwellings 2001 – 2026 gross figures

	Number of Households 2001[1]	Option One Dwellings 2001-2026	Option Two Dwellings 2001-2026	Option Three Dwellings 2001-2026
Birmingham	390,792	70,800	83,600	92,000
Coventry	122,353	19,000	24,400	44,000
Black Country	**438,869**	**[3]79,400**	**[4]99,900**	**[5]106,700**
Solihull	80,930	11,000	15,000	18,000
Metropolitan Area Total	**1,032,944**	**180,200**	**222,900**	**260,700**
Shropshire	**117,301**	**24,800**	**29,100**	**29,100**
Bridgnorth	20,925	4,300	3,200	3,200
North Shropshire	23,149	3,900	7,000	7,000
Oswestry	15,656	2,900	4,200	4,200
Shrewsbury and Atcham	40,308	10,800	9,700	9,700
South Shropshire	17,262	2,900	5,000	5,000
Telford and Wrekin	**63,738**	**24,000**	**30,000**	**36,000**
Staffordshire	**328,234**	**51,300**	**67,900**	**77,900**
Cannock Chase	37,104	6,000	7,000	7,000
East Staffordshire	42,717	7,700	[2]15,000	[2]15,000
Lichfield	37,501	6,500	11,000	16,000
Newcastle-under-Lyme	50,738	7,200	7,500	7,500
South Staffordshire	41,971	5,000	5,000	5,000
Stafford	50,025	9,500	12,900	12,900
Staffordshire Moorlands	38,796	5,500	5,500	5,500
Tamworth	29,382	3,900	4,000	[2]9,000
Stoke-on-Trent	**103,196**	**15,000**	**21,000**	**21,000**
Warwickshire	**210,900**	**39,000**	**52,500**	**67,500**
North Warwickshire	25,176	3,100	3,900	3,900
Nuneaton	48,683	10,000	13,100	15,600
Rugby	36,483	7,100	13,100	[2]23,100
Stratford-on-Avon	47,202	7,200	9,300	9,300
Warwick	53,356	11,600	13,100	15,600
Worcestershire	**223,048**	**31,100**	**47,300**	**62,300**
Bromsgrove	35,167	3,800	4,700	7,200
Malvern Hills	30,070	3,600	6,300	6,300
Redditch	31,652	4,300	[2]8,200	[2]13,200
Worcester	39,060	7,200	[2]11,800	[2]16,800
Wychavon	46,819	7,600	11,600	14,100
Wyre Forest	40,280	4,600	4,700	4,700
Herefordshire	**74,282**	**16,000**	**20,500**	**20,500**
Shire and Unitary Authorities	**1,120,699**	**201,200**	**268,300**	**314,300**
Major Urban Areas[6]	1,186,878	202,400 (53%)[7]	251,400 (51%)[7]	289,200 (50%)[7]
Other Areas	966,765	179,000 (47%)[7]	239,800 (49%)[7]	285,800 (50%)[7]
WEST MIDLANDS REGION	**2,153,672**	**381,000**	**491,200**	**575,000**

Notes:

1 Taken from Table KS20 "Household Composition" from the 2001 Census.

2 To accommodate housing growth may imply development in neighbouring districts.

3 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy. Indicative figures at present are:

Dudley:	**21,000**	**Sandwell:**	**23,600**
Walsall:	**17,400**	**Wolverhampton:**	**17,400**

4 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy. Indicative figures at present are:

Dudley:	**23,800**	**Sandwell:**	**34,900**
Walsall:	**21,000**	**Wolverhampton:**	**20,200**

5 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy. Indicative figures at present are:

Dudley:	**25,400**	**Sandwell:**	**36,400**
Walsall:	**22,400**	**Wolverhampton:**	**22,500**

6 MUAs include Metropolitan districts plus Stoke-on-Trent and Newcastle under Lyme.

7 The totals for the Major Urban Areas and the Other Areas are shown as a percentage of the total for the West Midlands region.

Totals may not add due to rounding.

Housing Distribution

Table Two: Potential Distribution of New Dwellings – Annual Build Rates (gross) 2001-2026

	Annual Build Rate [1] 2001-2005	Option One Dwellings 2001-2026	Option Two Dwellings 2001-2026	Option Three Dwellings 2001-2026
Birmingham	3,016	2,832	3,344	3,680
Coventry	716	760	976	1,760
Black Country	**2,452**	**[3]3,176**	**[4]3,996**	**[5]4,268**
Solihull	537	440	600	720
Metropolitan Area Total	**6,721**	**7,208**	**8,916**	**10,428**
Shropshire	**1,148**	**992**	**1,164**	**1,164**
Bridgnorth	148	172	128	128
North Shropshire	272	156	280	280
Oswestry	221	116	168	168
Shrewsbury and Atcham	250	432	388	388
South Shropshire	256	116	200	200
Telford and Wrekin	**694**	**960**	**1,200**	**1,440**
Staffordshire	**2,813**	**2,052**	**2,716**	**3,116**
Cannock Chase	427	240	280	280
East Staffordshire	266	308	[2]600	[2]600
Lichfield	580	260	440	640
Newcastle-under-Lyme	207	288	300	300
South Staffordshire	248	200	200	200
Stafford	615	380	516	516
Staffordshire Moorlands	246	220	220	220
Tamworth	224	156	160	[2]360
Stoke-on-Trent	**721**	**600**	**840**	**840**
Warwickshire	**2,586**	**1,560**	**2,100**	**2,700**
North Warwickshire	132	124	156	156
Nuneaton	572	400	524	624
Rugby	403	284	524	[2]924
Stratford-on-Avon	640	288	372	372
Warwick	840	464	524	624
Worcestershire	**2,101**	**1,244**	**1,892**	**2,492**
Bromsgrove	521	152	188	288
Malvern Hills	240	144	252	252
Redditch	306	172	[2]328	[2]528
Worcester	209	288	[2]472	[2]672
Wychavon	453	304	464	564
Wyre Forest	372	184	188	188
Herefordshire	**588**	**640**	**820**	**820**
Shire and Unitary Authorities	**10,649**	**8,048**	**10,732**	**12,572**
Major Urban Areas[6]	7,648	8,096	10,056	11,568
Other Areas	9,722	7,160	9,592	11,432
WEST MIDLANDS REGION	**17,369**	**15,256**	**19,648**	**23,000**

Notes:

1 Taken from the West Midlands Regional Spatial Strategy Annual Monitoring Reports 2001-2005.
2 To accommodate housing growth based at this centre may imply development in neighbouring districts.
3 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy.
Indicative figures at present are: **Dudley: 840** **Sandwell: 944** **Walsall: 696** **Wolverhampton: 696**
4 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy.
Indicative figures at present are: **Dudley: 952** **Sandwell: 1,396** **Walsall: 840** **Wolverhampton: 808**
5 Detailed distribution of this provision would be determined through a Black Country Joint Core Strategy.
Indicative figures at present are: **Dudley: 1,016** **Sandwell: 1,456** **Walsall: 896** **Wolverhampton: 900**
6 MUAs include Metropolitan districts plus Stoke-on-Trent and Newcastle under Lyme.
Totals may not add due to rounding.

Housing Distribution

Urban/Rural Renaissance

The principle of Urban Renaissance and the sequential approach set out in draft PPS3, of developing previously developed (brownfield) land first ahead of greenfield land, is central to the Spatial Options. However, all of the Options will involve development on greenfield land. The higher the level of development, the more greenfield land is likely to be needed to meet the proposed level of development.

Initial estimates suggest that, with the proposed distribution set out in **Table One**, Option Two could require the development of around a further 39,000 dwellings on greenfield sites over and above existing commitments and draft Local Development Framework proposals (as at 2004); while Option Three would require the development of a further 123,000 dwellings on greenfield housing sites.

Further work will be undertaken as part of the development of the Preferred Option, to assess the target for development on brownfield land in different parts of the Region. In addition to this, phasing policies will be developed in the Preferred Option to make sure that the principles of Urban and Rural Renaissance are implemented, through development in the MUAs being the primary focus.

Options Two and Three will mean a greater spread of development across both the urban and rural areas including some expansion of market towns. Options Two and Three also imply a higher level of development at the sub-regional foci settlements and at Burton upon Trent.

Option Two, and to a greater extent Option Three, could also involve the release of Green Belt land for housing development. This could involve peripheral development around the MUAs and other urban areas.

In the future, most new developments will be built at densities higher than have occurred in the past. Draft Government guidance indicates that there should be a presumption that no new development should be built at a net density of less than 30 dwellings per hectare and recommends a range of densities, depending on the nature of the area, from 30 – 40 dwellings per hectare in rural areas to over 70 dwellings per hectare in City Centres. This will imply a greater concentration on terraced properties and flats. This could help to ease affordability problems but could limit the extent to which new housing development could meet the full range of identified needs.

What to think about

When thinking about the distribution of housing, in addition to the issues raised under the housing growth on page 20, you need to think about;

- What is the relationship and balance between new housing in different parts of the Region, particularly the Major Urban Areas, and the provision of high quality employment land?
- At what point will building houses at high densities lead to problems in meeting the full range of housing needs?
- At what point will new housing development outside the MUAs increase the risk of undermining Urban Renaissance, leading to unsustainable out-migration, particularly of younger and more affluent households?
- At what point will new housing lead to unacceptable loss/damage to environmental assets or breach thresholds resulting in the irreversible decline in environmental assets?
- At what point will the lack of new housing lead to unsustainable pressures on the existing housing stock e.g. overcrowding, homelessness, or excessive rises in house prices.
- How will the distribution of housing affect rural communities and affordability?

Housing Distribution

What this means for different parts of the Region

In developing the Preferred Option, reference will be made to housing demand within local housing market areas as required by draft PPS3. Where provision cannot be made within the same local housing market areas in which demand arises provision will be made in other areas taking account of the underlying principles of Urban and Rural Renaissance.

The WMRA has commissioned a study which has identified 38 local housing market areas across the Region, see:
www.wmra.gov.uk/page.asp?id=121

In the following section, local authorities and local housing market areas have been grouped to explain the implications of the Housing Options. These groupings do not imply a definite policy direction. The Preferred Option will explore these issues further.

West Midlands conurbation
(and surrounding area)

A particular issue in the Region, is to try to meet the housing demands arising from the West Midlands conurbation, in ways that do not undermine Urban Renaissance. In total, the West Midlands conurbation is home to 2.6 million people with around 1.18 million people living in Birmingham and Solihull; nearly 1.1 million people in the Black Country; and 301,000 in Coventry. Projected housing demand in this part of the Region, particularly from Birmingham (as evidenced in the 2003-based projections) is relatively high, due to the young age structure and ethnic diversity of the population, see the Appendix. The 2003-based projections are based on assumptions of a continuation of recent past trends.

The vision in both the **Birmingham Coventry and Black Country City Region Growth and Prosperity Strategy** and the **Black Country Study** of a growing population in the conurbation will require high levels of new housing development, particularly as occupancy rates continue to decline. Successful regeneration will require the extensive restructuring of land uses, including the use of employment land for housing. New development is also likely to be at high densities. Infrastructure and reclamation costs will be very high. However, if provision is made to meet demand within surrounding areas, this could increase the level of out migration and potentially undermine successful regeneration.

The conurbation is surrounded by **Green Belt**. The settlements within and immediately beyond the Green Belt are generally small – medium sized towns which have grown significantly over the last 60 years through provision for out-migrants from the West Midlands conurbation. The one exception is the larger settlement of **Telford** (pop. 158,000) which was developed as a New Town from the 1960s onwards, to meet the overspill needs of Birmingham and the Black Country. Current WMRSS Policy is to limit development in these settlements to promote renaissance of the MUAs. The levels and distribution of development in Options Two and Three challenge this approach.

Birmingham and Solihull, in particular have a wide area of influence across the Region, including areas in South East Staffordshire and North Worcestershire. Housing demand is high in this part of the Region and because of its scale, see the Appendix, it is unlikely that housing demand arising in Birmingham can be met within its administrative boundaries.

Housing Distribution

What this means for different parts of the Region

The **Black Country** also has a wide area of influence covering parts of Staffordshire, Telford, Shropshire and Worcestershire. The draft Phase One Revision: Black Country Study has identified opportunities for Urban Renaissance and new housing developments, consistent with the current WMRSS proposals and time period to 2021. However, in coming forward with these proposals, the overarching Black Country Study has also examined a wider, longer term policy framework to 2031 with associated technical evidence also looking forward over 30 years to 2031. It has therefore been able to test the robustness of the strategic policies being put forward to 2021 by taking account of this longer term potential for growth and change - most notably in assessing housing and employment land capacity.

From this analysis, it is apparent that the strategy proposed in the draft Phase One Revision for the Black Country Study could potentially be capable of absorbing faster housing growth to 2021 and 2026. However, in assessing the feasibility and desirability of this approach, there are a range of factors that need to be considered including whether appropriate delivery processes and mechanisms could be put in place to accelerate development.

Against this background, whilst Options Two and Three of Phase Two now identify levels of housing provision for the Black Country above the minimum identified in Phase One, consultation on these Options will need to take the above considerations into account.

Telford is part of the emerging City Region with close links to the Black Country. The town is still benefiting from its background as a New Town. The Section 4(4) return from Telford and Wrekin has identified that the town has significant capacity for further development without extensive investment in infrastructure. Its position astride the M54 and with rail links to the conurbation (including Birmingham) means that it is well placed to meet housing demands arising in the West Midlands conurbation, particularly the Black Country.

Coventry's area of influence covers Warwickshire. Parts of the city suffer from low housing demand. Significant opportunities exist for land use restructuring and regeneration within Coventry. The city should be able to meet its housing demand. Development at the levels set out in Options Two and Three could involve the release of peripheral Green Belt land.

North Staffordshire Conurbation
(and surrounding areas)

The North Staffordshire Conurbation is generally a weak housing demand area. The RENEW pathfinder has been set up to tackle issues of low demand. The area potentially has an ample supply of brownfield land to meet projected demand in the period up to 2026 – all be it, land which generally requires major investment to render it suitable for new housing and employment development.

Further housing development in surrounding areas both in Staffordshire and Cheshire could undermine Urban Renaissance unless it is carefully phased and designed to meet local needs.

Housing Distribution

In the east of the Region, **Burton upon Trent** has very close links with neighbouring areas in South Derbyshire and North West Leicestershire.

The current WMRSS does not identify Burton upon Trent as a foci settlement, although the Secretary of State requested that the issue should be considered as part of the Phase Two Revision. It is a town of a scale that can accommodate significant level of new development and is closely linked to neighbouring urban areas in South Derbyshire in the East Midlands. It also has links, through rail and road communications with Lichfield and Tamworth and the Birmingham. Development at levels in Options Two and Three, are consistent with Burton upon Trent as a focus for significant new development on both brownfield and greenfield land.

In the south east of the Region, **Warwickshire** has very close links with Coventry and parts of Worcestershire. Some parts in the north of the County, for example Nuneaton and Bedworth, have relatively low housing demand but areas in the south of the County together with southern Worcestershire are high demand areas containing attractive towns and villages which attract migrant households both from within and outside the Region.

While **Rugby** has links with Coventry its future role is more likely to be in connection with its position located between the affluent areas of the Region and the Milton Keynes South Midlands growth area, where significant proposals for development are contained within the RSSs for the East Midlands and South East.

Worcester is identified as a foci settlement for significant development, see Policy CF2. Development at Worcester would extend beyond the limits of the City's current administrative boundaries.

Options Two and Three also propose new development in other towns across the area.

In the west of the Region, settlements are smaller. **Hereford** and **Shrewsbury** are the main administrative and service centres for a very wide rural area, extending into Wales.

The area is generally attractive to migrant households from outside the Region, but has suffered economically as traditional rural industries and services have declined. However, Options Two and Three also propose a spread of housing developments throughout the smaller market towns of the area, which will aid Rural Renaissance.

H6:
Table One and Table Two on pages 24+25 show housing development across all local authorities in the Region.
What do you think about the overall balance of proposals under each of the Options?

H7:
You may wish to consider specific parts of the Region, please set out any comments you wish to make on any part of the Region.

H8:
In particular, do you think that Burton upon Trent should be a foci settlement, accommodating significant development on greenfield land?

H9:
Do you think that the currently identified sub-regional foci of Worcester, Telford, Shrewsbury, Hereford and Rugby should fulfil this role, accommodating significant development on greenfield land?

Affordable Housing & Housing Mix

Objective: To examine, within the overall requirement, how additional new affordable housing provision can be made across the Region.

Delivery of a balance of housing types and mixed communities is an important part of the WMRSS, Urban Renaissance and Rural Renaissance. The WMRSS sets a framework for Local Development Documents to define how many affordable houses are needed in their area.

The Regional Housing Strategy (RHS), June 2005, provides estimates of the need for affordable housing in different parts of the Region and provides a framework to aid the delivery of such houses. It estimates that up to 2021, 77,900 (3,900 per year) affordable houses are needed across the Region of which 46,500 (2,300 per year) need to be social housing. The figures are based on the current WMRSS housing numbers. It is expected that further work will be commissioned to update these estimates, through the Regional Housing Executive.
The RHS can be found at
www.wmra.gov.uk/page.asp?id=63

The WMRSS states, para 6.24, that for the period 2001-11, an estimated 6,000 – 6,500 affordable dwellings are needed each year across the Region. The Annual Monitoring Report shows that this target has not been met, with average annual build rates only being about half this level.

What to think about

The WMRSS sets out strategic planning policies to aid the delivery of affordable housing. Local Development Documents provide the detail at local level to aid local implementation and will contain targets for the provision of affordable housing. However, planning policies, whether regional or local, are only one of several policy mechanisms that are needed to secure the provision of affordable housing. Alone, planning policies are not able to solve all the affordable housing issues.

There are two distinct aspects to the provision of affordable housing:

a) Improving the general affordability of houses, particularly for first time buyers; and

b) the provision of housing that has an element of subsidy for those who cannot compete in the open market. Draft PPS3 definition – see: **www.communities.gov.uk/embedded_object.asp?id=1162097**

This can be social or shared equity housing.

The Government believe that substantially increasing the level of new house building will improve the general affordability of houses and thereby help first time buyers to purchase property. Options Two and Three substantially increase the level of new house building across the Region. However, obtaining an appropriate housing mix in new developments is key to meeting the needs of first time buyers and other groups in the population.

Housing mix includes type of property e.g. terraced, detached; size of property e.g. number of bedrooms; and tenure e.g. owner occupied or privately rented. The required housing mix will vary in different parts of the Region and will need to be influenced by emerging local and sub-regional housing need assessments. Particularly within the MUAs, the aim will be to create robust 'pathways of choice' so that people can make the necessary housing choices for their changing life styles while staying within their local communities.

Affordable Housing & Housing Mix

The delivery of the social aspect of affordable housing (i.e. housing provided with a subsidy) has been averaging 2,600 dwellings per annum in the Region, between 1986 and 2005. Private sector contributions from Section 106 agreements linked to planning permissions for new housing have also contributed to the delivery of these dwellings. The Government have a standard criterion for determining the minimum size of site (25 dwellings) on which a local authority can negotiate with a private developer to secure a contribution to the provision of affordable housing (Circular 6/98). New draft Government guidance (draft PPS3) is suggesting reducing this threshold to 15 dwellings. Special circumstances have to be proven for regional or local planning policy to set a lower threshold. Initial work suggests that, at least in the short – medium term, the level of provision of social housing with a subsidy is unlikely to be higher than 3,000 dwellings per annum.

The need for social housing varies widely across the Region, depending on the characteristics of the existing housing stock, on current house prices and the mix of new development, and on local incomes. Given the wide range of needs across the Region, consideration needs to be given whether an affordable housing target at a Local Planning Authority level could be specified in the WMRSS.

It is hoped that the Preferred Option will include a regional target for affordable housing possibly supplemented by some guidance on the varying levels of need across the Region. This will enable Local Planning Authorities to determine the detailed policies that are needed at the local level to help develop detailed affordable housing policies, including where thresholds need to be lowered and/or where a higher proportion of affordable housing provision should be negotiated. This has the potential to increase the amount of affordable housing where it is most needed.

The RPB approach to provision of affordable housing in rural areas is consistent with draft PPS3 which states "Local Planning Authorities should make sufficient land available within or adjoining market towns or villages." This will include sites in smaller villages where an 'exceptions' site policy may be appropriate.

H10: Do you think that the proposed approach where the WMRSS provides a Regional target and where Local Planning Authorities provide local targets through the Local Development Frameworks process is appropriate?

H11:
What would the implications be of having a District level affordable housing target (as a minima) in the WMRSS?

H12:
Do you have any other ideas on how levels of affordable housing delivery can be better directed by the WMRSS?

H13:
Evidence from monitoring suggests that no more than 3,000 affordable houses, with subsidy, are likely to be built each year across the Region. **Do you have robust evidence to support or contradict this view?**

H14:
Should the WMRSS identify those parts of the Region with a relatively high need for social housing where a lower threshold for negotiating Section 106 agreements with the private sector should be considered in LDDs?

H15:
Do you have any robust evidence on an appropriate housing mix within new developments that are needed in different parts of the Region?

Managing Housing Development

The role of the WMRSS is to manage growth throughout the Region to promote Urban and Rural Renaissance and create and maintain sustainable communities.

The Government response to the Barker Report, see Context, seeks to increase the level of house building by a third across England by 2016. Priority however remains for development of brownfield land in sustainable locations before the development of greenfield land.

While the Preferred Option will maintain the WMRSS priority of significantly increasing house building within the MUAs, post 2011, Options Two and Three will also require rapid implementation of house building elsewhere in the Region at the same time. Options Two and Three imply release of land in the foci and other urban areas earlier than the WMRSS anticipated. This is in line with the Government's New Growth Points initiatives, however it is important that the phasing of such developments is carefully controlled.

Some allocations will be automatically phased, particularly if significant new strategic infrastructure investment is required before development can start. There is a danger however that if planning policy seeks to exercise too tight a control over phasing issues, the overall building rate could fall below what is required to meet demand. Equally, there is a danger that, if control is too loose, the current urban outflow will continue, helped by the provision of greenfield housing developments outside the MUAs.

The WMRSS sets minima targets for the MUAs and maxima targets for other parts of the Region. Given the Government response to the Barker Report the use of maxima targets for new housing development may no longer be appropriate. However, development in excess of the targets in areas outside the MUAs could undermine Urban Renaissance. Minima targets in the MUAs may still be appropriate to deliver the Governments growth agenda.

Work on the Preferred Option will consider phasing requirements and is likely to provide differential targets for new housing provision over suitable time periods, covering all local authority areas. This will provide the framework for the regular monitoring of the WMRSS housing policies.

H16:
Options Two and Three imply release of land in the foci and other urban areas earlier than anticipated in the WMRSS – do you agree with this approach?

H17:
It could be considered that the Government's growth agenda implies that the use of maxima targets for areas outside the MUAs is inappropriate – do you agree with this approach?

H18:
Do you think the use of minima targets for the MUAs is still appropriate?

Questionnaire on: Spatial Options – Housing

H1: What overall level of new housing development do you think is appropriate to plan for across the Region?

Options	Level of Demand 2001-2006 (gross) (please tick)	Yes (please tick)	No (please tick)	Comment
One	381,000			
Two	491,200			
Three	575,000			

H2: Can you suggest another level? There needs to be robust evidence to support it.

Level	Evidence base

H3: For each of the Options do you think that the balance of development between the MUAs and other areas is acceptable? Please see Table One on page 24 and the section on housing distribution for a more detailed breakdown of the numbers to Local Authority level.

Options	Balance of development in MUAs	Comment
One	53% MUAs 47% other areas	
Two	51% MUAs 49% other areas	
Three	50% MUAs 50% other areas	

YOUR DETAILS

NAME:
ORGANISATION:
ADDRESS:
EMAIL:

To be completed and returned by 5th March 2007

MAIL: WMRSS Revision, West Midlands Regional Assembly, Albert House, Quay Place, 92 -93 Edward Street, Birmingham, B1 2RA

FAX: 0121 245 0201 **WEB:** www.wmra.gov.uk/wmrss **EMAIL:** wmrss@wmra.gov.uk

If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Housing

H4: Do you think that the capacity of the construction industry, including housebuilding, will be sufficient to meet the levels of housebuilding set out in the housing Options?

Options	**Level of Household Growth** Required 2001-2006 gross	p.a.	**Yes** (please tick)	**Comment**
One	381,000	15,200		
Two	491,200	19,600		
Three	575,000	23,000		

H5: What measures could be included in WMRSS policy to minimise these impacts?

Comments:

H6: Table One and Table Two on page 24+25 show new housing development across all local authorities in the Region.
What do you think about the overall balance of proposals under each of the Options?

Comments:

YOUR DETAILS

NAME:
ORGANISATION:
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Questionnaire on: Spatial Options – Housing

H7: You may wish to consider specific parts of the Region, please set out below any comments you wish to make on any part of the Region. Please specify the area in which you are commenting.

Comments:

H8: In particular, do you think that Burton upon Trent should be a foci settlement, accommodating significant development on greenfield land?

Comments:

H9: Do you think that the currently identified sub-regional foci of Worcester, Telford, Shrewsbury, Hereford and Rugby should fulfil this role, accommodating significant development on greenfield land?

☐ Yes ☐ No ☐ Comment

Affordable Housing & Housing Mix

H10: Do you think that the proposed approach where the WMRSS provides a Regional target and where Local Planning Authorities provide local targets through the Local Development Frameworks process is appropriate?

Comments:

H11: What would the implications be of having a District level affordable housing target (as a minima) in the WMRSS?

Comments:

H12: Do you have any other ideas on how levels of affordable housing delivery can be better directed by the WMRSS?

Comments:

YOUR DETAILS

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If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Housing

H13: Evidence from monitoring suggests that no more than 3,000 affordable houses, with subsidy, are likely to be built each year across the Region. **Do you have robust evidence to support or contradict this view?**

Comments:

H14: Should the WMRSS identify those parts of the Region with a relatively high need for social housing where a lower threshold for negotiating Section 106 agreements with the private sector should be considered in LDDs?

☐ No ☐ Yes - which parts of the Region

H15: Do you have any robust evidence on an appropriate housing mix within new developments that are needed in different parts of the Region?

Evidence	Area

Managing Housing Development

H16: Options Two and Three imply release of land in the foci and other urban areas earlier than anticipated in the WMRSS – do you agree with this approach?

☐ Yes ☐ No ☐ Comment

H17: It could be considered that the Government's growth agenda implies that the use of maxima targets for areas outside the MUAs is inappropriate – do you agree with this approach?

☐ Yes ☐ No ☐ Comment

H18:
Do you think the use of minima targets for the MUAs is still appropriate?

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:
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ADDRESS:

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If you need more space, please attach extra sheets and refer to the question numbers.

Spatial Options – Employment

Employment Land

Objectives: To re-examine regional and sub-regional employment land needs and requirements and to consider the desirability and feasibility of identifying district level figures for the period to 2026. To re-assess existing strategic land designations and identification of broad location for additional provision.

The Region's economy has undergone significant changes over recent years. It is clear that the type of employment land will need to change. We are seeing a loss of manufacturing industry, but a growth in services and office type employment which may need different types of locations. Office development can generate significant levels of employment on relatively small sites. The warehousing and distribution sector has experienced considerable growth which has helped to promote strong demand for industrial land in many parts of the Region. Employment generation from warehousing and development is lower than offices but involves a significantly higher land take. We have to bear in mind that the economic cycle could lead to increased manufacturing investment even in the context of long-term decline, and we need to provide for this. We also need to ensure that the land supply matches the skills and employment profile of the workforce. It is recognised that small and medium sized enterprises do and will continue to play an important role in the economic prosperity of the Region and it is important that there are opportunities for these businesses to expand and develop.

In the future there are likely to be some industrial sites and areas which no longer meet modern industrial requirements where there may be potential for conversion to other uses such as housing. However, using too much existing employment land for housing now could lead to too little land being available for employment.

While thinking about the housing Options we have to also consider the impact of this scale of housing on the availability of employment land. The Preferred Option will make stronger links between employment land provision and the housing distribution.

One example of this balanced approach has been demonstrated by the draft Phase One Revision: The Black Country Study. In this case, an integrated approach was adopted, assessing economic and job needs, understanding spatial implications and co-ordinating this with assessments of housing needs and capacity. The submission proposes a balance of policies for Urban Renaissance. This includes the provision of new opportunities for housing development through the use of former poor quality employment sites along public transport corridors. Alongside this, locations are identified for the provision of quality, accessible employment land to promote a restructured economy and meet the needs of future households.

The first section on employment land is concerned with employment development outside of centres and therefore relates mainly to industrial/warehousing development and office development outside of centres. The growth in offices within centres is examined in the context of Strategic Centres, see page 44.

The West Midlands Economic Strategy (WMES) is currently being reviewed by Advantage West Midlands, the Policy Options in this Review will have connections to the Spatial Options. The WMES review is considering the best way to achieve future economic prosperity, the challenges that need to be overcome and opportunities grasped. The evidence gathered to support the WMES Review and these Spatial Options have been shared. For more information about the WMES Review see:

www.advantagewm.co.uk/wmesreview.html

Employment Land

Future employment land requirements

There isn't one particular recognised method for estimating employment land requirements. The West Midlands Employment Land Advisory Group (WMELAG) considered many methods including a labour demand model, housing growth methodology and an analysis of past trends. The group thought the most effective and reliable method is a five year "reservoir" approach based on an analysis of past trends, although it was recognised that there were advantages and disadvantages. In particular, there is a need to relate past trends to households projections and also the policy aspirations of the WMRSS.

The five year reservoir would consist of readily available land and would act as a rolling reservoir. At any point in time, during the WMRSS period, each district would therefore need to demonstrate that there is a portfolio of readily available employment sites (i.e. sites with no major development constraints) which is the equivalent of the reservoir figure. This reservoir of land would need to be maintained throughout 2001-2026. A Local Planning Authority would also need to maintain a land bank of not readily available sites (i.e. sites with development constraints) which would be brought forward through the plan period to top-up readily available supply.

To fit with the policy aspirations of the WMRSS there is a need to focus employment development within the MUAs, Policy PA1. In order to ensure consistency with this objective it may be necessary for the reservoir figures to be minimum in the MUAs and maximum elsewhere. The reservoir will be subject to regular annual monitoring to assess performance as compared to estimated requirements. An indication of employment land requirements based on this method is included in Table Three, page 38. This analysis excludes completions on regionally significant sites which are addressed through other policies.

How does the minimum reservoir approach work within a MUA authority?

Using for example, a MUA authority with a readily available minimum reservoir requirement of 50 hectares. Using this figure as a base the authority would need to provide a portfolio of land in accordance with RSS Policy PA6. The authority would need to identify how much land should be readily available within each category of the portfolio. It could equate to the following:

- Sub-regional employment land – 25 hectares of readily available land at all times.
- Good quality land – 15 hectares of readily available land at all times.
- Other land – 10 hectares of readily available land at all times.

The MUA authority would also need to maintain a supply of not readily available sites across the portfolio of employment land. This would enable sites to be brought forward as readily available supply diminishes. This could include allocating land to meet longer term requirements.

If the authority's current supply equated to 30 hectares of readily available land and 50 hectares of not readily available land, this would indicate that additional readily available sites would be needed to meet the minimum reservoir requirements. This deficit could be addressed by bringing forward not readily available sites for development and in the longer term identifying additional sites to boost supply.

As part of the MUA the supply of readily available land could exceed the minimum targets if for example, strong market demand resulted in not readily available sites being brought forward for development at a faster rate than expected. The overall aim of this approach would be to ensure that no desirable employment development is lost due to the lack of a suitable site.

Employment Land

How does the minimum reservoir approach work within a Shire authority?

Within the Shire Authorities it may be desirable to restrict employment land supply to maximum figures to ensure that development is focused within the MUAs. Using for example a Shire authority with a requirement to provide a maximum reservoir of readily available employment land of 25 hectares. Again the authority would need to provide a portfolio of employment land in accordance with Policy PA6. This could equate to the following:

- Sub-regional employment sites – 12 hectares of readily available land at all times.
- Good quality – 9 hectares of readily available land at all times.
- Other local – 4 hectares of readily available land at all times.

The Shire authorities existing employment land supply equates to 20 hectares of readily available land and 100 hectares of not readily available land. The Shire authority could therefore decide to accelerate the rate at which not readily available sites are being brought forward to increase readily available supply closer to the 25 hectare maximum figure.

If an over-supply of readily available land occurred at any point in time in the plan period the Shire authority would need to take all reasonable attempts within the authorities control to address this conflict. This could include delaying the release of allocated sites for development until later in the plan period or de-allocating land if the site was no longer seen as necessary to meet the maximum figures. With the case of a maximum authority it may also be necessary to control the rate of completions. As such, the indicative longer-term figures to 2026 would act as a maximum level of completions for that authority.

What to think about

Providing guidance on employment land requirements will help local authorities to prepare LDFs and make sure that future employment land requirements are met. The reliability of long term forecasts needs to be thought about as well, as does the need to relate employment land needs to household growth and policy objectives.

E1:
Do you agree that future employment land requirements should be quantified in the WMRSS?
If employment land is not quantified in the WMRSS, individual authorities will calculate their own land requirements, the WMRSS would have general guidance on the type of methodology that could be used.

E2:
If the amount of employment land requirements is included, should it be broken down to Strategic Authority or district levels?

E3:
Do you agree with the principle of a reservoir of employment land?

E4:
What period of time should the reservoir cover?

Employment Land

RELS Completions

The Regional Employment Land Study (RELS) is produced annually to provide a description and analysis of the employment land supply position within the Region. RELS monitors all land committed for an industrial/employment use in excess of 0.4 hectares and falling within use classes B1b (research and development), B1c (light industrial), B2 (general industrial) and B8 (warehousing and distribution).

The study also monitors B1a office development outside City and Town centres. The following table is based on an analysis of employment land completions monitored by RELS over the last 10 years. Two growth rates have then been applied to the figures. Over the ten-year period (1995-2004) output in the Region grew at an annual average rate of 2.2%.

The Regions output growth is forecast to grow at a slightly higher annual average rate of 2.4% during the next 15 years. Indicative longer term demand figures are also illustrated for the period 2001 to 2026. These are indicative figures only but give an indication of the land required for employment use over a 25 year period should past trends be replicated.

RELS analysis in table Three does not include completions on Regional Logistics Sites, Major Investment Sites or Regional Investment Sites.

E5:
Should employment land requirements in the MUAs be identified as maximum or minimum figures?
i.e. should the reservoir figures identified in Table Three act as maximum or minimum figures.

E6:
Outside of the MUAs should employment land figures be identified as maximum or minimum figures?

What to think about

Ensuring an adequate supply of employment land is essential for the Region's economic prosperity. Where there are not sufficient brownfield sites available, meeting the employment land requirements set out in table three could have an impact on greenfield/Green Belt sites. Growth in employment development could also have implications for the environment and climate change, in terms of access to employment sites and emissions through economic activity.

The Waste Options raise issues around using employment sites for waste management facilities, please read that section before answering E7.

E7:
Should employment land requirements set out in the table three be adjusted to take account of:
- Number and type of households.
- Anticipated changes in past trends.
- Labour supply growth.
- Population.
- The need to provide a portfolio of employment sites.
- Increased need for waste management facilities, see waste Options.
- Areas of deprivation and employment need.
- Other suggestions.

Employment Land

Table Three: RELS Completions

	Total land developed 1995-2004 (hectare)	1995-2004 Average Completions (hectare)	Indicative readily available 5 year reservoir figure based on 2.2% historic growth rate of output (hectare)	Indicative readily available 5 year reservoir figure based on 2.4% forecast growth rate output (hectare)	Indicative longer term requirements 2001 - 2026 (hectare)	2005 total supply of employment land (hectare)	Percentage of brownfield completions over 1995-2004 period
Birmingham	235.7	23.6	118	129	590 - 645	225	81.4
Coventry	124.4	12.4	62	68	310 - 340	56	72.5
Dudley	66.5	6.7	34	37	170 - 185	44	74.8
Sandwell	150	15	75	82	375 - 410	128	99.6
Solihull	32.4	3.2	16	18	80 - 90	92	23.3
Walsall	78.1	7.8	39	43	195 - 215	120	90.1
Wolverhampton	72.1	7.2	36	39	180 - 195	74	83.1
Metropolitan Area	**759.2**	**75.9**	**380**	**416**	**1900 - 2080**	**740**	**81.5**
Herefordshire	**43.3**	**4.3**	**22**	**24**	**110 - 120**	**175**	**74.9**
Stoke-on-Trent	**43.9**	**4.4**	**22**	**24**	**110 - 120**	**297**	**87.6**
Telford & Wrekin	**72.4**	**7.2**	**36**	**39**	**180 - 195**	**207**	**62.4**
Bridgnorth	4.7	0.5	2	3	10.0 - 15.0	18	44.3
North Shropshire	20.2	2	10	11	50 - 55	77	33.3
Oswestry	5.3	0.5	2	3	10.0 - 15.0	30	24
Shrewsbury/Atcham	24.3	2.4	12	13	60 - 65	64	21.2
South Shropshire	7	0.7	3	4	15 - 20	15	24.4
Shropshire	**61.5**	**6.1**	**29**	**34**	**145 - 170**	**204**	**27.9**
Tamworth	43.3	4.3	22	24	110 - 120	93	17.5
Lichfield	54.6	5.5	28	30	140 - 150	179	82.7
Cannock Chase	33.9	3.4	17	19	85 - 95	99	92.9
South Staffordshire	32.2	3.2	16	18	80 - 90	127	29.5
East Staffordshire	100.7	10.1	51	55	255 - 275	148	8.4
Newcastle	41.4	4.1	21	22	105 - 110	133	75.7
Stafford	55.5	5.6	28	31	140 - 155	119	44.2
Stafford Moorlands	12.2	1.2	6	7	30 - 35	98	48.4
Staffordshire	**373.8**	**37.4**	**189**	**206**	**945 - 1030**	**996**	**43.9**
North Warwickshire	85.7	8.6	43	47	215 - 235	225	99.5
Nuneaton & Bedworth	83.9	8.4	42	46	210 - 230	46	87.2
Warwick	56.7	5.7	29	31	145 - 155	54	19.4
Rugby	65.5	6.5	33	36	165 - 180	76	8.4
Stratford	73.7	7.4	37	40	185 - 200	63	16.1
Warwickshire	**365.5**	**36.6**	**184**	**200**	**920 - 1000**	**463**	**51.1**
Redditch	14.6	1.5	7	8	35 - 40	21	36.1
Bromsgrove	36.3	3.6	18	20	90 - 100	40	28.2
Wyre Forest	4.7	0.5	2	3	10.0 - 15.0	45	30.3
Worcester	25.5	2.6	13	14	65 - 70	55	4.6
Wychavon	44	4.4	22	24	110 - 120	72	8.4
Malvern Hills	18.4	1.8	9	10	45 - 50	21	20
Worcestershire	**143.5**	**14.4**	**71**	**79**	**355 - 395**	**254**	**17.7**
Total	**1863.1**	**186.3**	**933**	**1022**	**4665 - 5110**	**3,337**	**60.6**

*** Figures for reservoir and indicative longer term requirements rounded**

Average completions cover 10 year period beginning in April 1994 and ending in March 2004. RELS completions post 2002 include sites greater than an acre in size, while pre 2002 completions relate to sites greater than 1 hectare. Above analysis excludes all completions on regionally significant sites.

E8:

Do you have any comments on this table?

For example, you may wish to consider whether the figures are sufficient to meet the employment land requirements of a particular area or whether there would be any conflict with the policy objectives of the Spatial Strategy.

Protection of Employment Land

The loss of employment land to alternative uses is an important issue facing the Region. The Regional Employment Land Survey has noted that over 200 hectares of employment land has been lost to alternative uses in each of the last two years. The pressure on employment land is likely to increase in the future particularly in light of the challenging housing targets identified earlier in the Spatial Options. There is a need to ensure that employment sites, which can contribute to the portfolio of employment land, are protected from alternative uses. The WMRSS could give guidance on the protection of employment land or this could be done through LDFs.

Consideration also needs to be given to ensure that waste management sites are protected from competing uses particularly given the issues identified in the **Waste Options**. Waste management activities are often located on employment land.

What to think about:

Failing to protect employment land could have a negative effect on the Region's economy. Equally, there is a need to ensure that redundant employment land is released for alternative uses where there is no potential for re-use or redevelopment.

PEL1:
Should the WMRSS give more guidance on the need to retain employment sites which can contribute to the portfolio of employment land?

PEL2:
Should the WMRSS identify the need to protect waste management sites from competing uses?

Regional Investment Sites

Regional Investment Sites (RIS) are sites of between 25 and 50 hectares with development restricted to high-quality developments supporting the objectives of the Spatial Strategy. Examples of high quality developments include offices which could not be accommodated within a strategic or city centre and research and development facilities.

WMRSS Policy PA7 requires that at least one RIS should be available to serve each High Technology Corridor (HTC) and Regeneration Zone (RZ). There are a number of gaps in existing provision with no sites currently identified to serve the Central Technology Belt, the West Birmingham and South Black Country RZ or the Coventry and Nuneaton RZ. There are also questions over the adequacy of provision within the East Birmingham/North Solihull RZ and the Coventry-Solihull-Warwickshire HTC.

The WMRSS Review should also consider whether further clarity is needed on the type of uses which can be located on a RIS and whether the existing guidance in the WMRSS is sufficient.

The Preferred Option will also provide further clarity on the role of offices in RIS. There is a need to ensure that office development in RIS does not conflict with the objective of the WMRSS and PPS6 to focus large scale office development within the network of strategic and city centres.

What to think about

Filling the gaps in RIS provision could create significant employment opportunities and contribute to the diversification of the regional economy. Meeting gaps in provision could have implications on greenfield sites, if no brownfield sites are available.

RIS1:
Do we fill the gaps in the provision of RIS?

RIS2:
If yes, what processes should be used for filling the gaps in provision?
For example, the WMRSS could set the context for sub-regional studies which would consider gaps in provision.

RIS3:
Is there a need to change the policy on the control of uses on RIS?
The current WMRSS policy restricts development to high-quality uses falling within use class B1 for example, offices and research and development facilities. In some parts of the Region high quality B2 (general industrial) uses are also permitted.

Major Investment Sites

Major Investment Sites (MIS) are large sites in the order of 50 hectares which are intended to accommodate very large scale investment by single users.

WMRSS Policy PA8 requires that the Region should have two MIS readily available for development at all times. Antsy in Rugby is the only MIS available for development. However, the WMRSS states that its designation as an MIS should be reviewed if a major new investment by Marconi is not forthcoming, as now appears likely. The Region is therefore currently unable to meet the requirement of this policy. Another MIS will become available at Wobaston Road in Staffordshire, although this site needs infrastructure investment and land contamination treatment. Outline planning permission has been granted by South Staffordshire Council to Advantage West Midlands to develop the Wobaston Road site for uses including a MIS. The proposal is for a 135,000 m2 MIS development on 45.5 hectare site.

What to think about

Failure to provide a minimum of two MIS could lead to the Region failing to attract or accommodate investment by a major single user with the potential to create significant employment opportunities. If extra provision is needed there could be implications for greenfield sites, if no brownfield sites are available. MIS could remain vacant for years if no user is identified.

MIS1:
Do you think that the WMRSS has adequate MIS provision?
You should also consider the adequacy of MIS provision in the event that Ansty is not maintained as a MIS.

MIS2:
If no, what are the options for additional provision?

MIS3:
Should more flexibility be introduced to the MIS policy?
For example: the current policy restricts occupation of a MIS to a single user. Do you agree that this should continue to be the case?

Regional Logistics Sites

Objective: To identify the number and broad location of regional warehousing and distribution facilities.

Regional Logistics Sites (RLS) are employment sites that concentrate warehousing and distribution facilities. Defined in Policy PA9 as 50 hectares or more (approximately 71 football pitches). Hams Hall is the only RLS in the Region and the supply of land there is limited, 34 hectares remain available.

The Midlands Way, see page Ten, is exploring the possibility of a Midlands Level Logistics Strategy, looking at the issue across the two Regions. This is timely as both RSSs are being revised at a similar time.

Regional Logistics Studies

Stage One, June 2004, aimed to find out what is influencing the logistics industry in the short, medium and long term at both the national and regional level, and identifies robust criteria for assessing and choosing Regional Logistics Locations and RLS.

Stage Two, September 2005, built on Stage One by identifying the level of need and the number, size and broad location of additional logistics facilities. It also provided advice on drafting future WMRSS policy and reviewed the criteria identified in Stage One. The conclusions noted the strong potential demand for future RLS and identified a number of broad locations where such demand could be accommodated. It highlights the importance of genuine modal choice for logistic sites, and promotes that future sites should have access to the rail network.

What to think about

Meeting the potential demand for RLS could attract new investment to the West Midlands and create significant employment opportunities, for example a 75 hectare site could generate 6,100 local and regional jobs. By making sure that RLS have rail access the Region could encourage a more sustainable form of freight transport. There may also be parking issues that need to be addressed through policy.

Environment: There could be implications for greenfield sites, and on the Green Belt, if there are no brownfield sites available to meet demand. This could impact on the biodiversity of the immediate area.

Climate Change: Potential impacts on climate change will need to be minimised and where appropriate, mitigation and/or compensation may be required.

RL1: Significant growth in logistic provision in the Region is anticipated. Should part of this growth be accommodated on RLS?

RL2: If yes, how many RLS are needed?

Stage Two of the RLS study sets out a number of choices for the future provision of RLS based on the Great Britain Freight Model and market data. These produce a range of potential requirements for RLS including two 75 hectare sites based on a continuation of current market trends (39% of warehouses over 25,000 m^2 locating on rail linked sites) or four 75 hectare sites based on an increase in the proportion of large distribution facilities being located on a RLS (70% of warehouses over 25,000 m^2 being located on rail linked sites).

Regional Logistics Sites

RL3:
The Stage Two study recommends the following criteria for RLS. Do you agree?

- At least 50 hectares of development land available.
- Good rail access. Defined as: a generous loading gauge which is capable of accommodating inter modal units on standard platform wagons, the ability to handle full length trains, available capacity to run freight train services and permits full operational flexibility.
- Good quality access to the highway network. Defined as being served by the national motorway network or major non-motorway routes which show low levels of network stress (congestion) and allow reasonable vehicle operating speeds.
- A suitable configuration which allows large scale high bay warehousing, inter modal terminal facilities, appropriate railway wagon reception facilities and parking facilities for all goods vehicles both those based on the site and visiting the site.
- A need for such facilities due to demand from the logistics market which cannot be met in the medium to long term by existing capacity.
- Located away from incompatible neighbours, allowing 24 hour operations no restrictions on vehicle movements.
- Has good access to labour. Defined as being a sub region of employment need, having reasonable levels of qualification at NVQ Level 1 and 2 and opportunity to improve qualification levels, being a net exporter of lower order labour, and having a competitive wage rate for relevant lower order occupations.
- Minimising the impact on the local environment.
- Suggest other criteria

RL4:
WMRSS Policy PA9 currently identifies Telford and North Staffordshire as being priority locations for RLS. A rail freight facility is already under construction in Telford which will play an important sub-regional role serving the west of the Region. No RLS provision has been made in North Staffordshire.
Is North Staffordshire still an appropriate location for RLS provision?

RL5:
The Stage Two RLS study identifies the broad areas below as having potential for a RLS. **Do you agree that these areas are the best broad locations for RLS provision?**

- Based around the M6 Toll, A5, A38, West Coast Main Line (WCML) and Derby to Birmingham railway line transport corridors. Covers the administrative areas of the eastern part of East Staffordshire, Lichfield and Birmingham to the north of the M6.
- Based around the M6 Toll, M6, M54, A5, Stour Valley railway line, Cannock Branch railway line and the Wolverhampton to Telford railway line transport corridors. Covers the administrative areas of Wolverhampton, South Staffordshire (except the area to the west of Dudley), Walsall and Cannock Chase.
- Based around the M6 Toll, A5, M42, WCML, Derby to Birmingham railway line, and Whitacre and Nuneaton railway line transport corridors. Covers the administrative areas of Tamworth and North Warwickshire.
- Based around the M6, M69, A5, WCML and Rugby and Birmingham railway line transport corridors. Covers the administrative areas of Nuneaton and Bedworth, Coventry and Rugby.

RL6:
Should priority be given to the extension of existing RLS where there is spare capacity available at the existing rail freight terminal?
Alternatively, where sites cannot be extended should satellite sites be considered? Satellite sites would utilise the rail freight infrastructure at an existing RLS. A pre-requisite for a satellite site would be the availability of spare capacity at the existing rail terminal.

Evidence Base:

The Regional Logistics Sites Studies supporting this approach can be seen on:
www.wmra.gov.uk/page.asp?id=121

Strategic Centres

Objective: To identify investment priorities within the strategic network of centres.

Strategic centres are those higher ranking town and city centres that serve the Region and where most spending occurs ranging from Birmingham to Lichfield. This leaves a large number of other centres, individual towns and district or local centres that have an important but not strategic role where lower levels of spending occur e.g. Bromsgrove, Bilston and Droitwich. An essential characteristic of centres is their greater accessibility which needs to be maintained and improved wherever possible.

Having investment priorities means deciding where major new retail, leisure and office investment should go in the Region.

What to think about:

Government guidance in PPS6 sets out what needs to be thought about when deciding what is the right level of retail development in centres. The WMRSS builds on the advice of PPS6 to support the growth and health of all of the centres in the Region.

Vital centres are fundamental to the achievement of Urban and Rural Renaissance. The Preferred Option will need to reflect these principles of the WMRSS. It will also have to make sure that investment into strategic centres doesn't harm smaller centres including essential service centres in rural areas. It must also help to regenerate vulnerable centres and support vital and viable market towns within the strategic network to make sure the best facilities can be accessible to all sections of the community. This relationship between different centres and their functions is referred to as 'balanced network'.

The Preferred Option will support local authorities with responsibilities for the strategic centres to be proactive in finding new development and in considering whether investment should be prioritised, compared to investment elsewhere including in other centres. The phasing of development will be an important part of reducing any adverse effects on neighbouring centres.

The distribution of new households, see page 23, will affect which centres will grow and how. As will related employment needs based on new population or regeneration needs. Strategic Park and Ride policies and Parking Standards policies together with improvements to public transport will also have an impact on centres.

Dudley is not included as a Strategic Centre as it is proposed to be deleted from the network of strategic centres in the draft Phase One Revision: Black Country Study. However, within the draft Phase One submission, Merry Hill/Brierley Hill is proposed to be included within the network of strategic centres, a proposal also recognised in the following section.

The foci, and Burton upon Trent, are all included in the network of strategic centres so the role and scale of housing development and population/household growth directed to them will need to be reflected in terms of the related retail and leisure provision.

An example of this relationship between population and household growth and the development of strategic centres is demonstrated in the draft Phase One Revision: Black Country Study. In this case, the planned growth of its four Strategic Centres (including the proposal for Merry Hill/Brierley Hill) is based on policy assumptions about growth in population and incomes derived from an overall long term economic strategy. The planned growth in main town centre uses in the Black Country, including ambitious requirements for new retail and office floorspace, is therefore part of a comprehensive strategy to achieve Urban Renaissance and is deliberately not based on projecting past trends; rather, it is based on an integrated package of proposals to achieve economic and population growth.

Cultural assets can act as a catalyst and anchor for attracting retail and other commercial development.

Strategic Centres

The Regional Centres Study

This study was carried out to help to decide where investment should go, and should not go. The study included Office for National Statistics 2003 based district level household forecasts, which are the same as the higher level of housing set out in the Section 4 (4) Briefs, see:
www.wmra.gov.uk/page.asp?id=208
It did not take into account the housing distribution set out on page 23.

Once we have your views on housing and employment land, further re-runs of the Regional Centres Study may be needed to develop the Preferred Option.

Retail and leisure development are driven by the amount of people in a centre or its catchment area. Therefore, where retail and leisure development goes is often worked out after decisions have been made in terms of the distribution of housing/population development.

The Centres Study contains varying levels of additional retail floorspace requirements across the network of strategic centres, however, the consultants concluded that while expenditure on leisure services in the West Midlands Study Area would grow by 34% between 2005 and 2021, approximately 60% of this growth would be absorbed by restaurants, cafes and bars facilities vital to the future health of all of the Region's centres and could not be specifically distributed between centres. With regard to major leisure facilities, standards devised by Sport England could be used to assess the likely consequences of the distribution of new households and population in terms of specific new facilities. The location of these facilities should in the first instance be sought in or adjoining the strategic centres, see PPS6.

Similarly new and improved **cultural facilities** to serve the increased population within the Region will be needed with the focus of provision in the network of strategic centres where such provision might be used as the catalyst for more general centre regeneration.

The Study was based on a number of assumptions including moderate expenditure growth, and significant increases in floorspace efficiency and the role of e-tailing. To see the Study go to
www.wmra.gov.uk/page.asp?id=121

Comparison retailing relates to shopping for goods other than food and drink and everyday items.

The recommendations of the Centres Study for new comparison retail floorspace development (Study Table 8.1) can be shown as ranges of development for the various levels of centre with the upper end reflecting the 2003 population/household projections, see table below. The Preferred Option may include a table of this sort in a reworked Policy PA 11, to show the broad retail investment priorities within the network of strategic centres.

Net Additional Comparison Retail Development in Centres within the Network of Strategic Centres 2005-2021

Level 1 centre	Up to 150,000 m^2 net	Birmingham
Level 2 centres	Up to 50,000 m^2 net	Coventry, Stoke-on-Trent City Centre (Hanley)
Level 3 centres	Up to 30, 000 m^2 net	Solihull, Worcester, Shrewsbury, Telford, Hereford, Burton, Leamington
Level 4/5 centres	Up to 20,000 m^2 net	Stafford, Redditch, Sutton Coldfield, Kidderminster, Stratford
		Tamworth, Nuneaton, Rugby, Newcastle-under-Lyme
		Cannock, Lichfield

N.B. The above figures do not discount commitments and represent new requirement over and above existing provision, development proposals in individual centres that involve some replacement of existing provision can be larger than the above figures.

SC1:
Do you have any comments on these levels of provision?

SC2:
Do you have any comments on the assumptions included in the Regional Centres Study?

Strategic Centres

The draft Phase One Revision: The Black Country Study includes specific gross retail floorspace requirement figures for 2004 to 2021. These figures are derived from the same technical basis as the Regional Centres Study, and reflect the growth agenda for the Black Country.

WMRSS Phase One Revision: Black Country Study proposed Comparison Retail Development

Although the Centres Study includes figures for Black Country Strategic Centres, the following proposals have already been submitted to the Secretary of State in the RSS Phase One Revision and need to be taken into account in the current consultation:

Comparison retail floor space 2004-2021 (including commitments)	
Wolverhampton	54,000 m^2 (gross)
Brierley Hill/Merry Hill	51,000 m^2 (gross)
Walsall	45,000 m^2 (gross)
West Bromwich	35,000 m^2 (gross)
Non-strategic centres	51,000 m^2 (gross)
Total	**236,000 m2 (gross)**

Significant Applications

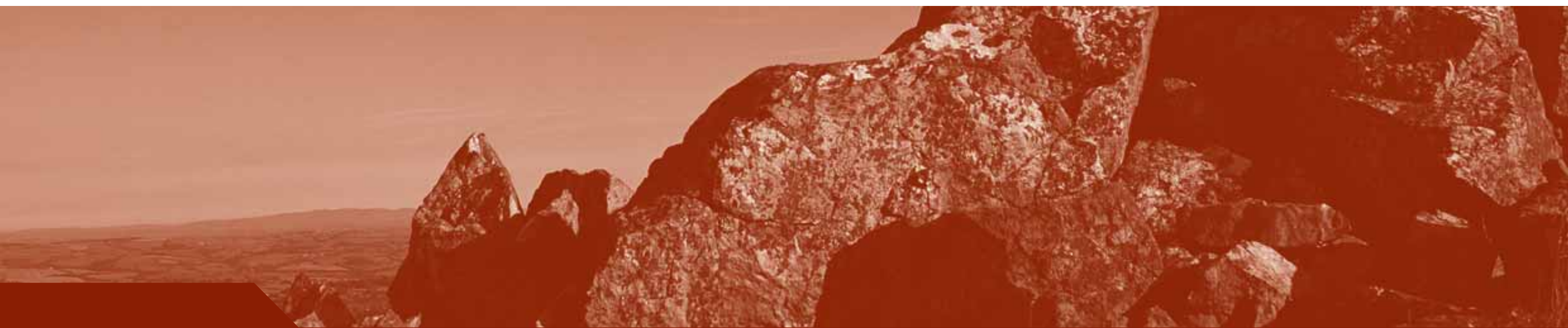
The RPB is consulted on retail planning applications that are above 10,000 m^2 gross floorspace. This is to see if the applications conform with and support the WMRSS or not cause significant harm to the implementation of the WMRSS. If a planning application falling below this threshold is thought to be regionally significant, it will also be referred for a conformity decision.

The Centres Study sets out new thresholds for comparison shopping developments, see the table to the right:

The Preferred Option may change Policy PA11 and include a range of new thresholds for referral to the RPB for a conformity opinion.

Location Category	
Within or on the Edge of a Strategic Centre	m^2 gross
Tier 1 – Birmingham	25,000
Tier 2 – e.g. Coventry	20,000
Tier 3 – e.g. Shrewsbury	10,000
Tier 4 – e.g. Stafford	10,000
Tier 5 - e.g. Cannock	10,000
Within or on the Edge of a Non-Strategic Centre	10,000
Out of Centre	10,000

SC3:
Do you have any comments on the suggested thresholds for referral to the RPB?



Strategic Centres

Upper limit for development

Whilst the emphasis in the WMRSS is on the network of strategic centres, the role and importance of local centres is recognised. Future development in these other non-strategic centres, i.e. 'free standing' settlements and 'district' centres within larger settlements, will be of a modest scale, varying according to local circumstances and local need. It might be necessary to propose some upper limit for development in these other centres in the Preferred Option for example 10-15,000 m2 gross, in order to ensure that large developments that should be focussed in the network of strategic centres do not occur elsewhere thereby undermining the role of the strategic centres.

SC4:
Should an upper limit for development in non-strategic centres be introduced in order to protect the role of the strategic centres?

The WMRSS, para 7.61 provides an indication of strategic centres that are worthy of particular attention either as being within the MUAs, the focus of Urban Regeneration, or as centres that were considered to be particularly vulnerable (some centres appear under both criteria), the following Options suggest different approaches for comment.

Accessibility

The Centres Study defined centres that are least locally dominant meaning people who live there travel to more distant centres. This policy approach aims to emphasise/ prioritise extra provision in these centres. It gives priority to Lichfield, West Bromwich, Cannock, Sutton Coldfield, Newcastle under Lyme, Stratford upon Avon, Kidderminster and Walsall. This recognises the sustainable travel benefits of provision, on a limited scale, in centres outside the Strategic Centres.

SC5
Do you think that WMRSS policies should give priority to centres where people currently travel away for retail and leisure?

Regeneration

This policy approach aims to identify centres in need of regeneration as shown in the Centres Study. These are centres described as:

- showing some signs of weakness
- showing significant signs of weakness
- very weak

These priority centres would be: West Bromwich, Cannock, Rugby, Walsall, Lichfield, Newcastle-under-Lyme, Nuneaton, Tamworth, Kidderminster, Sutton Coldfield, Redditch, Stafford and Telford.

SC6:
Do you think that WMRSS policy should support this regeneration approach?

Market/competitiveness/ opportunity

This policy approach uses the same information as the regeneration approach but places the emphasis on the centres described as:

- healthy
- very healthy
- aspirations to expand.

These priority centres would be: Birmingham, Merry Hill/Brierley Hill, Coventry, Hanley, Wolverhampton, Worcester, Hereford, Burton-upon-Trent.

SC7:
Do you think that WMRSS policy should support this market led/opportunity approach?

For information, the above lists of centres in SC5-7 include those in the Black Country, although it should be noted that Draft RSS Phase One proposals have already been submitted to the Secretary of State.

Offices

The development of offices is considered in national planning policy (PPS6) as a use appropriate to, and to be sought in town centres. However, the activities in offices vary considerably. To some extent this variation is recognised in the Use Classes Order, with Class A2 covering services that are 'principally to visiting members of the public' Financial Services, Professional Services (other than health and medical services) and other services which it is appropriate to provide in a shopping area). Class B1a relates to offices other than use within Class A2. PPS6 see: **www.communities.gov.uk/index.asp?id=1501955** looks to local authorities to apply a sequential approach to the location of office development starting in town centres and only considering first, edge of centre and then out of centre development if it cannot be accommodated within or close to the town centre.

Office development in relation to centres is linked to the local labour force and the ease of access to centres. It is less related to the amount of people who live in the centre or catchment area, than retail and leisure activity. Therefore, office development is more often seen as an economic driver, and a vital part in the diversification of local economies that have been heavily dependent on manufacturing in the past and where the latter employment opportunities are diminishing. There are strong links to the employment section, see page 34, and the housing section in particular the distribution of new development. The responses to the housing and employment options will be taken into account when developing the Preferred Option policies with respect to offices.

Recent trends in the location of office development have favoured local authorities outside the MUAs. Apart from Birmingham City Centre, office development both within and outside the MUAs has been predominantly located out-of-centre. These trends could affect the success of Urban Renaissance. Offices are particularly needed in some of the older industrial areas within the MUAs to compensate for the declining manufacturing sector and within the respective town centres in order to improve the general well being of the centre.

There has also been an increase in the amount of home working particularly in rural parts of the Region. This follows an increase in the availability of ICT infrastructure, including broadband.

What to think about

Ultimately, where the offices will go, especially if built to meet the levels of need that is predicted in the Centres Study, will have to be thought about along with the housing and employment Options. Office development must continue to support the principle of Urban Renaissance. Economic diversification and the role of the sub-regional foci will also have to be thought about.

Accessibility also needs to be taken into account, for staff and movement of goods. This may have an impact on emissions and therefore contribute to climate change. Travel arising from new developments should be minimised with the use of public transport in travelling to offices sought. A growth in office development will also impact on the amount of commercial and industrial waste produced, see section on waste, and how it is managed may have an impact on Climate Change. The promotion of the reuse of buildings for offices could reduce land take and environmental impact.

Offices

The Regional Centres Study

The Centres Study gives forecasts of the levels of office development that might be needed in the Region, see: **www.wmra.gov.uk/page.asp?id=121** These forecasts are based on work by Cambridge Econometrics that uses growth rates in the finance and business service sectors as a proxy for the totality of office development and current distribution as the basis for allocating the forecasts.

Based on recent development rates, the levels of provision set out in the Centres Study are ambitious and will need pro-active planning initiatives by virtually all authorities and partners across the Region. The greatest effort will need to be focussed on providing opportunities in and adjoining centres, only Birmingham City Centre seems to have any impetus for significant centre development.

The Study includes projections for additional office floorspace provision for the Strategic Centres and the rest of the Region. The rest of the Region's provision includes both capacity within non-strategic centres and out-of-centre i.e. away from any existing town or city centre big or small. However, there may be some concentrations in out-of-centre business park style developments e.g. Birmingham Business Park, Wolverhampton Business Park.

Table Four sets out levels of provision under the distribution scenarios that perform best in the evaluation matrix in the Study by strategic centre and Local Authority. In some cases ranges are included in the table with figures varying across the range of scenarios. These figures provide floorspace to be provided in non-strategic centres, including market towns and smaller settlements, according to their needs in line with PPS6. Approaches to out-of-centre provision is considered on page 51.

Table Four shows the projection work carried out for the Regional Centres Study on the basis of current trends. Figures proposed for the Black Country Study as part of the draft Phase One Revision are shown separately.

The projections are trend based and do not currently fully take into account physical or policy constraints that might limit a centre or a local authority's ability to accommodate such levels of development or economic aspirations of particular centres or authorities. The Spatial Options give the opportunity for this evidence base to be subject to practical and policy consideration, in particular incorporating employment need. Within this context preferred office allocations will have to take account of housing growth distribution.

In contrast, the proposals for office floorspace in the draft Phase One Revision: Black Country Study have already taken policy considerations into account and are very much based on an assessment of what is required to achieve economic restructuring in the sub-region to support the overall Urban Renaissance. The four strategic centres in the Black Country are the proposed engines of economic growth in the sub-region and Phase One Studies have demonstrated that they have sufficient capacity to meet the ambitious requirements for additional office floor space identified in the box on page 50. See: **www.blackcountryconsortium.co.uk**

Offices

Table Four Additional Office Floorspace from 2001 to 2021 ('000 m2)

Local Authority	LA Total	Including Strategic Centre Provision
Birmingham	780 - 860	Birmingham Centre (480-530) Sutton Coldfield (10-20)
Coventry	260 - 290	Coventry Centre (140-160)
Solihull	250 - 260	Solihull Centre (100)
Telford	160 - 190	Telford Centre (70-90)
Warwick District	140 -160	Leamington Spa (40-50)
Stratford-on-Avon	110 - 120	Stratford (20-20)
Stafford Borough	90 - 110	Stafford (30-40)
Lichfield	80 - 100	Lichfield City (30-40)
Wychavon	90	
City of Stoke on Trent	80 - 90	Stoke-on-Trent City Centre (Hanley) (20)
Herefordshire	80 - 90	Hereford (30)
East Staffordshire	80	Burton (20)
Worcester	60 - 80	Worcester Centre (40-50)
Newcastle-under-Lyme Borough	60 - 70	Newcastle (40)
Shrewsbury and Atcham	60	Shrewsbury (20)
Redditch	50 - 60	Redditch (30-40)
Rugby	50 - 60	Rugby (20)
Wyre Forest	50 - 60	Kidderminster (30)
Cannock Chase	40 - 60	Cannock (10-20)
Malvern Hills	50	
South Staffordshire	50	
Nuneaton and Bedworth	40	Nuneaton (20)
Tamworth	40	Tamworth Centre (20)
North Warwickshire	40	
North Shropshire	30	
Staffordshire Moorlands	30	
Oswestry	20	
Bridgnorth	20	
South Shropshire	10	
Bromsgrove	10	

RSS Phase One Revision – Black Country – proposed office floor space

Although the Centres Study includes figures for Black Country Strategic Centres, the following proposals have already been submitted to the Secretary of State in the RSS Phase One Revision and need to be taken into account in the current consultation:

Growth in office (B1a) floor space 2004-2021 (including commitments) within strategic centres

Wolverhampton	up to 186,000 sq m (gross)
Brierley Hill/Merry Hill	up to 186,000 sq m (gross)
Walsall	up to 186,000 sq m (gross)
West Bromwich	up to 186,000 sq m (gross)
Outside of strategic centres	up to 51,000 sq m (gross)
Total	**up to 845,000 sq m (gross)**

O1:
Do you have any comments on Table Four that will help the RPB to develop an office provision policy?

O2:
Do you think the Centres Study has identified the right levels of additional office floorspace/development?

O3:
If no, do you have any robust evidence that can support your comment and the development of the Preferred Option?

Offices

Out of Centre Offices

National planning policy is that office development should be handled in a sequential approach with development expected to take place in town centres in the first instance. However, it is unlikely that either all centres (in or adjoining the town or city centre) will have sufficient capacity to accommodate the desired levels of office development. Or that all types of office development can be accommodated in or adjoining centres e.g. some large headquarters offices. Local authorities will need to be more proactive than ever before if the levels of required office development are to be accommodated in and adjoining centres, or elsewhere. While the guidance in PPS6 and the sequential approach will be followed in the Region, the following Options raise questions as to whether the proactive role of local authorities should extend to specific allocations for office development out of centres but in locations with good accessibility.

The Regional Centres Study recognised the main element of office development that has recently taken place on out-of-centre locations and the continued supply of such sites with planning permissions. It also predicted that a significant amount of out-of-centre office development should be provided otherwise employment benefits are likely to be lost to competing areas.

The office scenarios in the Study involved between 40-44 % of the Region's office needs being met by the network of Strategic Centres, which compares to just 31% of recent completions in all of the Regions centres. In order to encourage/support non-strategic centre office provision into town/district centres this 40-44% figure needs to be increased so that out-of-centre development is exactly that, outside any centre big or small.

The following policy approaches are in relation to B1a uses (described on page 48). As well as helping shape any new policy in the Preferred Option the answers given to the offices questions will help clarify the relationship between existing WMRSS policy on RIS that are provided for B1 uses and the town centres policies.

What to think about

- What is the environmental, economic and social impact of out-of-centre offices?
- How will people travel to work?
- Are there places in the Region that would benefit from having offices in out-of-centre locations?
- Is the Region in danger of loosing valuable economic development opportunities by not making specific provision for some out-of-centre office development?
- Is it appropriate to deal with proposals for out-of-centre office development on an ad hoc basis driven by applications rather than by site allocations?
- Even out-of-centre offices should be provided in sustainable locations.

Offices

PPS6 sequential approach linked to RIS

This approach would continue to support the PPS6 sequential approach looking to the Local Planning Authority or the applicant to argue the case for any out-of-centre office development on the grounds of inability to find a preferable site within or adjoining a centre. Within this approach, the role of the RIS as the first port of call for out-of-centre office development would be clarified.

O4:
Do you think the sequential approach to out-of-centre office development is the best approach?

Out-of-centre Office Policy, as a percentage

This approach would involve the WMRSS setting out provision for out of centre office development in terms of a percentage of total provision for the local authority area on the basis that such specific provision is required as part of the employment land portfolio. Both this option and the following approach recognise the particular demands of parts of the office market.

The Regional Centres Study advanced scenarios that increased the percentage of office provision within the network of Strategic Centres to 40-44%, but also that this should be increased to take account of the continued policy preference for development in or adjoining centres. Either the larger centres, within the strategic network, or smaller centres outside the network. This approach recognises market demands while still seeking to improve centres.

As with the previous approach, the role of the Regional Investment Sites would be incorporated within the out-of-centre provision.

O5:
Do you think WMRSS policy should set out maximum percentages for out-of-centre office development?

O6:
If yes, what percentage would you suggest?

Out-of-centre Office Policy, as a criteria

This approach represents a midpoint between the two approaches described above by setting out criteria, in terms of specific development requirements, against which provision for out-of-centre office development would be judged.

Within the local authority level of provision, this approach would still involve making explicit provision for out-of-centre development i.e out of centres be they big (part of the strategic network) or small while at the same time continuing to support the centres.

The criteria should be set so as to provide, in effect, a limit on the likely scale of out-of-centre provision e.g. above a certain minimum floorspace, ancillary to research and high technology activities, highly accessible to the national highway network.

As with the previous two approaches, the role of the RIS would be incorporated within the out-of-centre provision.

O7:
Do you think that WMRSS policy should set out criteria for out-of-centre office development?

O8:
If yes, what criteria would you suggest?

O9:
Do you have any additional comments about out-of-centre office development?

Evidence Base:

The technical work supporting the Strategic Centres Options, including Offices can be seen on:

www.wmra.gov.uk/page.asp?id=121

Regional Casinos

Objective: To provide guidance to local authorities across the Region for the location of the new generation of casinos.

The Gambling Act 2005 introduced a new context for the gaming industry and in particular proposed a new range of casinos – regional, large and small.

Regional casinos are expected to have a minimum total customer area of 5,000 m^2, and provide a large number of gaming machines offering unlimited jackpot prizes. They are major developments offering clear potential for regeneration, with potential to bring in major investment and economic regeneration. For example; a regional casino may provide a range of gambling activities and hotel accommodation, conference facilities, restaurants, bars, areas for live entertainment and other leisure attractions that could include major sports and leisure facilities. The large (1,500 m^2) and small (750 m^2) casinos while of a smaller scale will offer many, albeit substantially fewer gaming machines with more limited jackpot prizes.

The Government is currently proposing one regional casino, nationally, and have appointed an Advisory Panel to help find the best site. No local authority proposals in this Region were on the shortlist published in May 2005. However, depending on the success of the first Regional Casinos there may be more in the future. A shortlist for future large casinos is being considered, this includes proposals from Dudley, Solihull (both submitted unsuccessful bids for the regional casino) and Wolverhampton. The Advisory Panel has to date sought the views of the Regional Assembly on both the general principle of having a regional casino in the Region and the consistency of the shortlisted large casino proposals with the WMRSS. In the light of this experience policy options are considered below in relation to both the new regional and large casinos.

The Preferred Option will set out guidance for Local Planning Authorities to consider when proposing a regional casino or when considering a planning application.

What to think about

The WMRSS aims to focus major new recreation and leisure developments in town and city centres, to promote Urban Renaissance. The WMRSS also recognises the importance of a number of locations spread across the Region as foci for tourism related development (Policy PA10). Whether they are in or adjoining centres or out-of-centre accessibility is a relevant consideration.

The Government short listed applications for regional casinos shows that the scale of development is often thought to need, or be most appropriate, in specialist out-of-centre locations. The deliberations of the Casino Advisory Panel are expected to be published at the end of 2006 and may provide further guidance on the preferred locations of the various types of casino and the ways in which the economic and social effects of such developments should be taken into account. In the light of the latter, any future bids from the West Midlands would need to have to consider areas of employment need and proximity to the potential workforce and areas of deprivation in order to maximise any regeneration potential.

When the Local Planning Authority is considering a proposal, account will need to be taken of the potential impact of such development on health, issues of dependency, depression etc. and impact on or relevance to particular sections of the community e.g. the Islamic community and other religious groups opposed to gambling and using the proceeds from gambling. Development will also need to consider the potential impact on road congestion and pollution and promoting the use of public transport to reach casinos. The promotion of sustainable transport and alternatives to the car would be beneficial in this respect. Other forms of pollution such as from noise and light could be generated by the larger casinos and need to be considered.

The WMRA together with Advantage West Midlands commissioned consultants to provide advice on the social and economic impact of potential casino development in the Region. The Final Report can be seen at:

www.wmra.gov.uk/page.asp?id=121

Regional Casinos

New Style Regional Casinos and Urban Renaissance

This approach links the broad regeneration aims of the Government particularly in relation to regional casinos and Urban Renaissance, this would mean locations within the MUAs. It separates regional casinos from any presumption or priority location in town centres but proposes no additional criteria to those already in Government guidance regarding regeneration/community benefits and social impact and reference to PPS13 (Transport). Given their smaller scale, should large casino sites be sought in town centres in the first instance, consistent with the PPS6 sequential approach.

RC1: Should the guidance in the WMRSS for where regional and large casinos be based on assessing the impact on Urban Renaissance?

RC2: Should WMRSS policy state that large casinos should in the first instance be in town and city centres?

Local Criteria for New Style Casinos

This approach would add more local/regional criteria to RC1 but would not name specific sites/locations.

RC3: Should the guidance in the WMRSS on where Regional and large Casinos go be based on assessing the impact on Urban Renaissance, RC1, however add more specific local criteria both in terms of location and potential benefits?

RC4: If yes, what criteria would you suggest?

Evidence Base:

The technical work supporting this approach can be seen on:
www.wmra.gov.uk/page.asp?id=121

Find out more: Gambling Act 2005
www.opsi.gov.uk/ACTS/acts2005/20050019.htm

Questionnaire on: Spatial Options – Employment

Employment Land

E1: Do you agree that future employment land requirements should be quantified in the WMRSS?
If employment land is not quantified in the WMRSS, individual authorities will calculate their own land requirements, the WMRSS would have general guidance on the type of methodology that could be used.

☐ Yes ☐ No ☐ Comment

E2: If the amount of employment land requirements is included, should it be broken down to Strategic Authority or district levels?

☐ Strategic Authority level ☐ District level ☐ Comment

E3: Do you agree with the principle of a reservoir of employment land?

☐ Yes ☐ No ☐ Comment

E4: What period of time should the reservoir cover?

☐ 5 years ☐ 7.5 years ☐ 10 years ☐ Suggested years

E5: Should employment land requirements in the MUAs be identified as maximum or minimum figures?
i.e. should the reservoir figures identified in Table Three on page 38, act as maximum or minimum figures.

☐ Maximum ☐ Minimum

E6: Outside of the MUAs should employment land figures be identified as maximum or minimum figures?

☐ Maximum ☐ Minimum

E8: Do you have any comments on Table Three?
For example, you may wish to consider whether the figures are sufficient to meet the employment land requirements of a particular area or whether there would be any conflict with the policy objectives of the Spatial Strategy.

Comments:

YOUR DETAILS

NAME:
ORGANISATION:
ADDRESS:
EMAIL:

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If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Employment

E7: Should employment land requirements set out in Table Three on page 38, be adjusted to take account of:

	YES	NO	Comments and Area comments relate to:
Number and type of households			
Anticipated changes in past trends			
Labour supply growth			
Population			
The need to provide a portfolio of employment sites			
Increased need for waste management facilities, see waste Options.			
Areas of deprivation and employment need			
Other suggestions			

Protection of Employment Land

PEL1: Should the WMRSS give more guidance on the need to retain employment sites which can contribute to the portfolio of employment land?

☐ Yes ☐ No ☐ Comment

PEL2: Should the WMRSS identify the need to protect waste management sites from competing uses?

☐ Yes ☐ No ☐ Comment

Regional Investment Sites

RIS1: Do we fill the gaps in the provision of RIS?

☐ Yes ☐ No ☐ Comment

RIS2: If yes, what processes should be used for filling the gaps in provision?
For example, the WMRSS could set the context for sub-regional studies which would consider gaps in provision.

Comments:

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Questionnaire on: Spatial Options – Employment

RIS3: Is there a need to change the policy on the control of uses on RIS?
The current WMRSS policy restricts development to high-quality uses falling within use class B1 for example, offices and research and development facilities. In some parts of the Region high quality B2 (general industrial) uses are also permitted.

☐ Yes ☐ No ☐ Comment

Major Investment Sites

MIS1: Do you think that the WMRSS has adequate MIS provision?
You should also consider the adequacy of MIS provision in the event that Ansty is not maintained as a MIS

☐ Yes ☐ No ☐ Comment

MIS2: If no, what are the options for additional provision?

☐ Yes ☐ No ☐ Comment

MIS3: Should more flexibility be introduced to the MIS policy? For example: the current policy restricts occupation of a MIS to a single user. Do you agree that this should continue to be the case?

☐ Yes ☐ No ☐ Comment

Regional Logistics Sites

RL1: Significant growth in logistic provision in the Region is anticipated.
Should part of this growth be accommodated on RLS?

☐ Yes ☐ No

RL2: If yes, how many RLS are needed?

Comments:

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Questionnaire on: Spatial Options – Employment

RL3: The Stage Two study recommends the following criteria for RLS. Do you agree?

Criteria	Yes	No	Comment
At least 50 hectares of development land available.			
Good rail access. Defined as: a generous loading gauge which is capable of accommodating inter modal units on standard platform wagons, the ability to handle full length trains, available capacity to run freight train services and permits full operational flexibility.			
Has good quality access to the highway network. Defined as being served by the national motorway network or major non-motorway routes which show low levels of network stress (congestion) and allow reasonable vehicle operating speeds.			
A suitable configuration which allows large scale high bay warehousing, inter modal terminal facilities, appropriate railway wagon reception facilities and parking facilities for all goods vehicles both those based on the site and visiting the site.			
A need for such facilities due to demand from the logistics market which cannot be met in the medium to long term by existing capacity.			
Located away from incompatible neighbours, allowing 24 hour operations no restrictions on vehicle movements.			
Has good access to labour. Defined as being a sub region of employment need, having reasonable levels of qualification at NVQ Level 1 and 2 and opportunity to improve qualification levels, being a net exporter of lower order labour, and having a competitive wage rate for relevant lower order occupations.			
Minimising the impact on the local environment.			
Suggest other criteria			

RL4: WMRSS Policy PA9 currently identifies Telford and North Staffordshire as being priority locations for RLS. A rail freight facility is already under construction in Telford which will play an important sub-regional role serving the west of the Region. No RLS provision has been made in North Staffordshire.
Is North Staffordshire still an appropriate location for RLS provision?

☐ **Yes** ☐ **No** ☐ **Comment**

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Questionnaire on: Spatial Options – Employment

RL5: Do you agree that these areas are the best broad locations for RLS provision?

Broad Location	Yes	No	Comment
A: Based around the M6 Toll, A5, A38, West Coast Main Line (WCML) and Derby to Birmingham railway line transport corridors. Covers the administrative areas of the eastern part of East Staffordshire, Lichfield and Birmingham to the north of the M6.			
B: Based around the M6 Toll, M6, M54, A5, Stour Valley railway line, Cannock Branch railway line and the Wolverhampton to Telford railway line transport corridors. Covers the administrative areas of Wolverhampton, South Staffordshire (except the area to the west of Dudley), Walsall and Cannock Chase.			
C: Based around the M6 Toll, A5, M42, WCML, Derby to Birmingham railway line, and Whitacre and Nuneaton railway line transport corridors. Covers the administrative areas of Tamworth and North Warwickshire.			
D: Based around the M6, M69, A5, WCML and Rugby and Birmingham railway line transport corridors. Covers the administrative areas of Nuneaton and Bedworth, Coventry and Rugby.			
Other suggestions			**Evidence**

RL6: Should priority be given to the extension of existing RLS where there is spare capacity available at the existing rail freight terminal?
Alternatively, where sites cannot be extended should satellite sites be considered? Satellite sites would utilise the rail freight infrastructure at an existing RLS. A pre-requisite for a satellite site would be the availability of spare capacity at the existing rail terminal.

Comments:

Strategic Centres

SC1: Do you have any comments on the levels of provision, see page 45?

Comments:

SC2: Do you have any comments on the assumptions included in the Regional Centres Study?

Comments:

SC3: Do you have any comments on the suggested thresholds for referral to the RPB, see page 46?

Comments:

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Questionnaire on: Spatial Options – Employment

SC4: Should an upper limit for development in non-strategic centres be introduced in order to protect the role of the strategic centres?

☐ Yes ☐ No ☐ Comment

SC5 Do you think that WMRSS policies should give priority to centres where people currently travel away for retail and leisure?

☐ Yes ☐ No ☐ Comment

SC6: Do you think that WMRSS policy should support the regeneration approach, see page 47?

☐ Yes ☐ No ☐ Comment

SC7: Do you think that WMRSS policy should support the market led/opportunity approach, see page 47?

☐ Yes ☐ No ☐ Comment

Offices

O1: Do you have any comments on Table Four that will help the RPB to develop an office provision policy, see page 50?

☐ Yes ☐ No ☐ Comment

O2: Do you think the Centres Study has identified the right levels of additional office floorspace/development?

☐ Yes ☐ No ☐ Comment

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Questionnaire on: Spatial Options – Employment

O3: If no, do you have any robust evidence that can support your comment and the development of the Preferred Option?

Comments:

O4: Do you think the sequential approach to out-of-centre office development is the best approach?

Yes No Comment

O5: Do you think WMRSS policy should set out maximum percentages for out-of-centre office development?

Yes No Comment

O6: If yes, what percentage would you suggest?

Comments:

O7: Do you think that WMRSS policy should set out criteria for out-of-centre office development?

Yes No Comment

O8: If yes, what criteria would you suggest?

Comments:

O9: Do you have any additional comments about out-of-centre office development?

Comments:

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Questionnaire on: Spatial Options – Employment

Regional Casinos

RC1: Should the guidance in the WMRSS for where regional and large casinos go be based on assessing the impact on Urban Renaissance?

☐ Yes ☐ No ☐ Comment

RC2: Should WMRSS policy state that large casinos should in the first instance be in town and city centres?

☐ Yes ☐ No ☐ Comment

RC3: Should the guidance in the WMRSS on where regional and large casinos go be based on assessing the impact on Urban Renaissance, RC1, however add more specific local criteria both in terms of location and potential benefits?

☐ Yes ☐ No ☐ Comment

RC4: If yes, what criteria would you suggest?

☐ Yes ☐ No ☐ Comment

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Waste

Waste

Objective: To provide sufficient opportunities to meet identified needs of the West Midlands for waste management for all streams.

Once the Phase Two Revision is completed the waste policies and text in the Preferred Option will form the **Regional Waste Strategy**. PPS10 states that the WMRSS should include a concise strategy for waste management, looking forward for a fifteen to twenty year period. See: **www.communities.gov.uk/embedded_object.asp?id=1500751**

The RSS will have to guide the pattern of waste management in the Region in accordance with the **waste hierarchy** (waste prevention; re-use; recycle/compost; energy recovery; disposal) which is part of the Waste Strategy for England.

The Preferred Option will set out a distribution of waste tonnages requiring management, a pattern of waste management facilities of national, regional and sub-regional significance, and supporting policies.

It will specifically set out for each Waste Planning Authority (WPA) the tonnages of Municipal Waste and Commercial and Industrial Waste, that they should manage. It is up to each Waste Disposal Authority (WDA) how they choose to manage the Municipal Waste arising in their area, which means re-using, recycling or recovering value from waste, for example energy, or at the bottom of the hierarchy, landfilling.

Depending on which technology each WDA chooses to manage their **Municipal Waste** there will be a need for a different number of facilities. Some technologies are commercially viable managing 50,000 tonnes of waste per year in which case just over 50 facilities would be needed in the Region. However, if WDAs choose to work together using a technology that is more economical at a larger scale, for example 250,000 - 500,000 tonnes per year, there may only be a need for 5 or 10 facilities.

The Region has almost half of England's **Energy from Waste** capacity varying in size from under 100,000 tonnes per year to 400,000. In the future Telford is examining the possibility of a new small facility to manage its own waste. The Black Country Authorities have commissioned a study to explore their common waste management requirements but have not settled on the technology or decided whether they will commission a single large facility or a number of smaller facilities at this stage.

For **Commercial and Industrial Waste**, and other wastes, the WPA need to allocate sufficient sites to manage the waste arising in the Region. Government policy was published in Waste Strategy 2000 which aims to reduce the amount of waste going to landfill and to increased recycling and recovery. A Review of England's Waste Strategy has been undertaken and the revised strategy is expected to be published early 2007, it will set out National targets for waste management.

In order to discourage tipping waste to landfill the Government has introduced two measures:

1) **Landfill Tax** which when it was first introduced rose at an annual rate of £1 per tonne per year but it is now rising at £3 per tonne per year. It is currently at £21 per tonne and by 2012 will rise to £35 per tonne making the approximate cost of landfill in the Region rise from £30 per tonne to £50 per tonne in the next 6 years.

2) **Landfill Allowance Trading Scheme**. This sets targets for the amount of Biodegradable Municipal Waste each WDA can landfill using a 1995 base level and reducing it by 25% by 2010; 50% by 2013 and 65% by 2020. However, by 2020 we might be generating twice as much waste as we were in 1995. If WDAs don't meet the target the Government will impose a fine of £150 per tonne for each tonne of 'active' waste tipped over the allowance. That is 3 times the estimated cost of landfill in 2012.

Waste

What to think about

As household numbers and employment activity increases the amount of waste generated increases.

The amount of Municipal Waste is closely related to households rather than population. It is important to maximise the amount of waste we segregate and recycle at home and work because once it is mixed together it becomes contaminated, for example newspapers mixed with unclean tins, and cannot be recycled as easily.

We create more than twice as much waste at work as at home. The Government is seeking to break the traditional link between growth in economic activity and growth in Commercial and Industrial Waste.

Commercial and Industrial Waste from restaurants, canteens and food shops is landfilled and also gives off methane, therefore it is just as important to divert this waste from landfill. Many facilities which manage Municipal Waste could also manage Commercial and Industrial waste, but it is generally cheaper to landfill waste than to use one of the alternative technologies.

In the rest of Europe a high proportion of waste is incinerated to generate Energy from Waste.

Even if we recycle 50% of our household waste nationally, which is the highest that even the best performing authorities expect to achieve, we will have to build new treatment facilities locally (such as composting or anaerobic digestion plants) to achieve the Government's target to divert 2/3rds of Municipal Waste from landfill.

Climate Change: The amount of methane gas given off from biodegradable waste is 20 times more damaging to the atmosphere than car exhausts. Therefore it is important to reduce the amount of waste landfilled, and this is one of the reasons why the Government has introduced the Landfill Tax and the restrictions on tipping Biodegradable Municipal Waste in the ground.

Managing Your Own Waste

In this Region there has been a general pattern of waste being created in the MUAs and moved to old quarries in the Shire counties to be landfilled. Because there is landfill capacity and the cost of landfill is relatively cheap.

The main principle underpinning the approach to Waste Options is that each Waste Planning Authority (WPA) should in future identify sites to manage all the waste arising within their own area, or sub-region, (Municipal, Commercial & Industrial, Construction & Demolition) and only the residues from those treatment processes should be landfilled. There will need to be a variety of new facilities from small composting sites to large recycling and recovery plants.

Different types of waste are managed in different ways and some facilities are small and collect from their local area such as composting facilities, whilst other facilities may need waste from a wider area to be economically viable, such as paper recycling mills. As a result of this, each WPA will not have facilities to manage all its own waste, but should provide enough capacity to provide for an amount which is equivalent to that which is produced locally from both household and commercial and industrial sources.

As a general principle, the facilities should be as close as possible to the place where the waste is produced, or in central locations which are easily accessible to prevent unnecessary transportation, if economies of scale dictate such facilities are required.

This Region produces over 3 million tonnes of Municipal Waste per year from households and more than twice as much from work places, 7.3 million tonnes of Commercial and Industrial Waste, and even more through construction, demolition and excavation activities.

The Preferred Option will set out how much waste needs to be managed in each area, depending on the number of new households which will influence the amount of Municipal Waste and the level of Commercial and Industrial Waste which it is proposed should be diverted from landfill.

W1:
Should the WMRSS set out the principle that each WPA, or sub region, should manage waste in accordance with the Waste Hierarchy, and allocate enough land in its Local Development Documents to manage an equivalent tonnage of waste to that arising within its boundary, taking into account the appropriate growth in waste arising from the formation of new households and the diversion of Commercial and Industrial Waste from landfill?

W2:
If no, suggest an alternative approach

W3:
Should the basis on which WPAs identify sites be based on safeguarding and expanding suitable sites with an existing waste management use? However they need to be capable of meeting a range of locally based environmental and amenity criteria and have good transport connections.

W4:
Should the basis on which WPAs identify new sites be based on the following criteria;

- **Good accessibility from existing urban areas or major planned development; and**
- **Good transport connections including, where possible, rail or water, and**
- **Compatible land uses, namely:**
  - **Active mineral working sites; or**
  - **Previous or existing industrial land use; or**
  - **Contaminated or derelict land; or**
  - **Land within or adjoining a sewage treatment works; or**
  - **Redundant farm buildings and their cartilage; and**
  - **Be capable of meeting a range of locally based environmental and amenity criteria and have good transport connections?**

W5:
If no, suggest alternative criteria

W6:
Should waste management facilities be permitted on open land, including Green Belt, where it is

- **close to the communities producing the waste;**
- **where there are no alternative sites; and**
- **where it would not harm the openess of the land or the objectives of Green Belt.**

Municipal Waste

This is waste collected by local councils; up until 2002 it was increasing at 3% per year but from 2003 it is now increasing at about 2% per year except when there is a 'one off' increase when authorities introduce 'green waste' collections. The decisions made about the amount and distribution of houses being built in the Region will affect the amount of Municipal Waste produced. Challenging targets are set by Government for diverting biodegradable waste (paper, card, green waste and kitchen waste) from landfill. These targets can be partially met by having waste collected separately and by sorting and processing waste before the residue is landfilled. The targets are so challenging that segregated collections on their own will not be sufficient and there will also be a need for the waste to be treated before it is landfilled.

The following tables show the amount of household waste arising for the three Options set out in the **housing** section. They are based on a growth rate for waste of 1% per year from 2006 until 2011, and no growth from 2011, other than that generated by new households.

The Preferred Option is likely to be a different level to one of these three Options, your comments will be used to guide the level of housing development in the Region, please add your comments to the Housing section (page 17-32) questionnaire.

Waste Tonnages to 2026 based on the Housing Options, see page 20.

Housing Option One	2005/6		2010/11		2015/16		2020/21		2025/26	
Municipal Waste Management	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**
Birmingham	464,000	91,000	493,000	96,000	503,000	92,000	505,000	97,000	507,000	102,000
Coventry	140,000	34,000	142,000	46,000	146,000	46,000	148,000	50,000	149,000	54,000
Dudley	116,000	33,000	133,000	28,000	136,000	28,000	137,000	31,000	139,000	34,000
Sandwell	61,000	97,000	87,000	81,000	107,000	62,000	114,000	56,000	115,000	57,000
Solihull	76,000	17,000	82,000	18,000	85,000	18,000	85,000	20,000	86,000	22,000
Walsall	47,000	111,000	81,000	90,000	103,000	73,000	112,000	68,000	116,000	70,000
Wolverhampton	129,000	27,000	141,000	26,000	144,000	27,000	146,000	30,000	147,000	33,000
Met Area Sub-Total	**1,033,000**	**410,000**	**1,159,000**	**385,000**	**1,224,000**	**346,000**	**1,247,000**	**352,000**	**1,259,000**	**372,000**
Herefordshire	24,000	68,000	41,000	59,000	56,000	48,000	62,000	45,000	65,000	46,000
Shropshire	52,000	126,000	85,000	109,000	111,000	91,000	125,000	84,000	130,000	87,000
Staffordshire & Stoke-on-Trent	370,000	283,000	417,000	283,000	490,000	223,000	515,000	212,000	525,000	216,000
Telford & Wrekin	22,000	81,000	53,000	63,000	70,000	54,000	80,000	54,000	85,000	58,000
Warwickshire	81,000	230,000	156,000	181,000	201,000	147,000	221,000	138,000	228,000	142,000
Worcestershire	72,000	238,000	144,000	189,000	189,000	152,000	209,000	141,000	215,000	144,000
Shire Area Sub-Total	**621,000**	**1,026,000**	**896,000**	**884,000**	**1,117,000**	**715,000**	**1,212,000**	**674,000**	**1,248,000**	**693,000**
WEST MIDLANDS REGION	**1,654,000**	**1,436,000**	**2,055,000**	**1,269,000**	**2,341,000**	**1,061,000**	**2,459,000**	**1,026,000**	**2,507,000**	**1,065,000**

Waste Tonnages to 2026 based on the Housing Options, see page 20.

Housing Option Two	2005/6		2010/11		2015/16		2020/21		2025/26	
Municipal Waste Management	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**
Birmingham	464,000	92,000	495,000	100,000	506,000	99,000	509,000	107,000	512,000	115,000
Coventry	141,000	34,000	143,000	48,000	148,000	49,000	149,000	54,000	151,000	60,000
Dudley	116,000	33,000	133,000	28,000	137,000	30,000	138,000	33,000	140,000	37,000
Sandwell	62,000	98,000	90,000	83,000	113,000	65,000	122,000	60,000	125,000	62,000
Solihull	76,000	18,000	83,000	19,000	85,000	20,000	86,000	23,000	87,000	26,000
Walsall	47,000	112,000	82,000	90,000	105,000	74,000	115,000	69,000	119,000	72,000
Wolverhampton	129,000	27,000	141,000	27,000	145,000	29,000	147,000	32,000	148,000	36,000
Met Area Sub-Total	**1,035,000**	**414,000**	**1,167,000**	**395,000**	**1,239,000**	**366,000**	**1,266,000**	**378,000**	**1,282,000**	**408,000**
Herefordshire	24,000	68,000	42,000	59,000	58,000	49,000	65,000	46,000	68,000	49,000
Shropshire	52,000	126,000	86,000	109,000	113,000	92,000	128,000	86,000	134,000	90,000
Staffordshire & Stoke-on-Trent	371,000	286,000	420,000	291,000	501,000	231,000	530,000	224,000	544,000	232,000
Telford & Wrekin	22,000	82,000	55,000	64,000	74,000	56,000	85,000	58,000	91,000	64,000
Warwickshire	82,000	232,000	161,000	183,000	208,000	151,000	231,000	144,000	240,000	150,000
Worcestershire	72,000	240,000	149,000	191,000	197,000	157,000	220,000	147,000	229,000	153,000
Shire Area Sub-Total	**623,000**	**1,034,000**	**913,000**	**897,000**	**1,151,000**	**736,000**	**1,259,000**	**705,000**	**1,306,000**	**738,000**
WEST MIDLANDS REGION	**1,658,000**	**1,448,000**	**2,080,000**	**1,292,000**	**2,390,000**	**1,102,000**	**2,525,000**	**1,083,000**	**2,588,000**	**1,146,000**

Housing Option Three	2005/6		2010/11		2015/16		2020/21		2025/26	
Municipal Waste Management	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**
Birmingham	464,000	93,000	497,000	102,000	510,000	102,000	514,000	111,000	519,000	121,000
Coventry	143,000	35,000	146,000	54,000	154,000	59,000	158,000	69,000	163,000	79,000
Dudley	116,000	33,000	134,000	29,000	138,000	30,000	139,000	33,000	141,000	37,000
Sandwell	62,000	99,000	91,000	82,000	115,000	64,000	125,000	59,000	129,000	60,000
Solihull	76,000	18,000	83,000	20,000	86,000	21,000	88,000	24,000	89,000	27,000
Walsall	47,000	112,000	84,000	90,000	107,000	72,000	119,000	67,000	124,000	69,000
Wolverhampton	129,000	27,000	142,000	28,000	146,000	29,000	148,000	33,000	150,000	38,000
Met Area Sub-Total	**1,037,000**	**417,000**	**1,177,000**	**405,000**	**1,256,000**	**377,000**	**1,291,000**	**396,000**	**1,315,000**	**431,000**
Herefordshire	24,000	68,000	43,000	59,000	59,000	47,000	67,000	44,000	71,000	46,000
Shropshire	52,000	126,000	87,000	108,000	115,000	90,000	131,000	82,000	139,000	85,000
Staffordshire & Stoke-on-Trent	372,000	287,000	423,000	293,000	513,000	227,000	548,000	217,000	569,000	223,000
Borough of Telford & Wrekin	22,000	83,000	59,000	63,000	82,000	54,000	98,000	53,000	111,000	58,000
Warwickshire	82,000	234,000	168,000	183,000	222,000	150,000	251,000	142,000	268,000	147,000
Worcestershire	72,000	242,000	156,000	191,000	209,000	156,000	238,000	146,000	254,000	151,000
Shire Area Sub-Total	**624,000**	**1,040,000**	**936,000**	**897,000**	**1,200,000**	**724,000**	**1,333,000**	**684,000**	**1,412,000**	**710,000**
WEST MIDLANDS REGION	**1,661,000**	**1,457,000**	**2,113,000**	**1,302,000**	**2,456,000**	**1,101,000**	**2,624,000**	**1,080,000**	**2,727,000**	**1,141,000**

W7:
Do you have any comments on these tables?
(Apportionment of waste to be managed in each Waste Planning Authority depending on new housing and household formation)

Commercial and Industrial Waste

The combined amount of Commercial and Industrial Waste in the Region has not changed significantly in recent years, however, the amount of industrial waste has decreased and commercial waste is growing, reflecting the growth in the service sector and this has changed the type of waste, and the way it can be managed.

Different types of waste management need different amounts of land and need to be located in different areas.

For example, most modern waste management facilities could be put on a general industrial estate without causing a nuisance therefore being close to where the waste is being generated. However, diverting biodegradable waste from landfill could mean open windrow composting, in which case it needs to be 200 metres from sensitive places and could not be on a general industrial estate. Alternatively it could mean 'in-vessel' composting, if it contains food waste, in which case it could be on an industrial estate.

If waste can be used as a resource rather than having to use more raw materials and energy to make metals and plastics this would be a good example of sustainable development and would help to mitigate the effects of climate change. Resource Recovery Parks where waste can be recycled and recovered in one building and used to manufacture new goods in the adjoining building, are an example of this principle. The sites do not need to be large and could be distributed across each WPA to encourage local enterprise and initiative.

W8:
Should the WMRSS policy for Commercial and Industrial Waste be based on:

a-low)
the current levels of diversion of Commercial and Industrial Waste arisings from landfill in Waste Strategy 2000?

b-medium)
policies that reflect the levels of diversion in the draft Revisions to the England's Waste Strategy?

c-high)
policies that reflect a higher rate of diversion, twice that of the draft Revisions to England's Waste Strategy, to anticipate a higher level of diversion arising from the increase in Landfill Tax and producer responsibility obligations?

The table below illustrates W8,
(to 2025 to reflect the England's Waste Strategy 2000).

Landfilling as a % of total Commercial and Industrial Waste	2002	2010	2015	2020	2025
a – low	42%	41%	40%	39%	39%
b – medium	42%	37%	36%	35%	35%
c – high	42%	35%	30%	25%	25%

Commercial and Industrial Waste

The different diversion rates will result in different amounts of Commercial and Industrial Waste going to landfill. The following tables show the landfill capacity that will be required, if W8 Options low, medium and high come about.

Low Diversion (Continuation of Waste Strategy 2000)

	2005/6		2010/11		2015/16		2020/21		2025/26	
Commercial & Industrial Waste	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**
Birmingham	613,060	443,940	634,000	440,000	745,000	497,000	969,000	619,000	969,000	619,000
Coventry	215,760	156,240	223,000	155,000	262,000	175,000	341,000	218,000	341,000	218,000
Dudley	219,240	158,760	227,000	157,000	266,000	178,000	346,000	222,000	346,000	222,000
Sandwell	323,640	234,360	334,000	232,000	392,000	262,000	511,000	326,000	511,000	326,000
Solihull	98,600	71,400	101,000	70,000	119,000	79,000	154,000	99,000	154,000	99,000
Walsall	220,400	159,600	228,000	158,000	268,000	179,000	348,000	223,000	348,000	223,000
Wolverhampton	180,380	130,620	186,000	130,000	219,000	146,000	285,000	182,000	285,000	182,000
Met Area Total	**1,871,080**	**1,354,920**	**1,933,000**	**1,342,000**	**2,271,000**	**1,516,000**	**2,954,000**	**1,889,000**	**2,954,000**	**1,889,000**
Shropshire	211,120	152,880	218,000	152,000	257,000	171,000	334,000	213,000	334,000	213,000
Telford & Wrekin	198,360	143,640	205,000	142,000	241,000	161,000	314,000	200,000	314,000	200,000
Staffordshire & Stoke-on-Trent	867,680	628,320	896,000	622,000	1,053,000	702,000	1,369,000	876,000	1,369,000	876,000
Warwickshire	353,220	255,780	365,000	253,000	429,000	286,000	558,000	356,000	558,000	356,000
Worcestershire	441,380	319,620	457,000	317,000	537,000	358,000	698,000	446,000	698,000	446,000
Herefordshire	97,440	70,560	100,000	69,000	118,000	78,000	153,000	97,000	153,000	97,000
Shire & Unitary Authorities Total	**2,169,200**	**1,570,800**	**2,241,000**	**1,555,000**	**2,635,000**	**1,756,000**	**3,426,000**	**2,188,000**	**3,426,000**	**2,188,000**
West Midlands Region Total	**4,040,280**	**2,925,720**	**4,174,000**	**2,897,000**	**4,906,000**	**3,272,000**	**6,380,000**	**4,077,000**	**6,380,000**	**4,077,000**

Medium Diversion (proposals in the review of England's Waste Strategy)

	2005/6		2010/11		2015/16		2020/21		2025/26	
Commercial & Industrial Waste	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**	**Diversion**	**Residual**
Birmingham	613,060	443,940	677,000	397,000	795,000	447,000	1,032,000	556,000	1,032,000	556,000
Coventry	215,760	156,240	238,000	140,000	280,000	157,000	363,000	196,000	363,000	196,000
Dudley	219,240	158,760	242,000	142,000	284,000	160,000	369,000	199,000	369,000	199,000
Sandwell	323,640	234,360	357,000	209,000	419,000	235,000	544,000	293,000	544,000	293,000
Solihull	98,600	71,400	108,000	63,000	127,000	71,000	164,000	89,000	164,000	89,000
Walsall	220,400	159,600	243,000	143,000	286,000	161,000	371,000	200,000	371,000	200,000
Wolverhampton	180,380	130,620	194,000	122,000	202,000	163,000	237,000	230,000	304,000	163,000
Met Area Total	**1,871,080**	**1,354,920**	**2,059,000**	**1,216,000**	**2,393,000**	**1,394,000**	**3,080,000**	**1,763,000**	**3,147,000**	**1,696,000**
Shropshire	211,120	152,880	233,000	137,000	274,000	154,000	356,000	191,000	356,000	191,000
Telford & Wrekin	198,360	143,640	219,000	128,000	257,000	145,000	334,000	180,000	334,000	180,000
Staffordshire & Stoke-on-Trent	867,680	628,320	956,000	562,000	1,123,000	632,000	1,459,000	786,000	1,459,000	786,000
Warwickshire	353,220	255,780	389,000	229,000	458,000	257,000	594,000	320,000	594,000	320,000
Worcestershire	441,380	319,620	488,000	286,000	573,000	322,000	744,000	400,000	744,000	400,000
Herefordshire	97,440	70,560	106,000	63,000	125,000	71,000	163,000	87,000	163,000	87,000
Shire & Unitary Authorities Total	**2,169,200**	**1,570,800**	**2,391,000**	**1,405,000**	**2,810,000**	**1,581,000**	**3,650,000**	**1,964,000**	**3,650,000**	**1,964,000**
West Midlands Region Total	**4,040,280**	**2,925,720**	**4,450,000**	**2,621,000**	**5,203,000**	**2,975,000**	**6,730,000**	**3,727,000**	**6,797,000**	**3,660,000**

Commercial and Industrial Waste

High Diversion										
	2005/6		2010/11		2015/16		2020/21		2025/26	
Commercial & Industrial Waste	Diversion	Residual	Diversion	Residual	Diversion	Residual	Diversion	Residual	Diversion	Residual
Birmingham	613,060	443,940	698,000	376,000	869,000	373,000	1,191,000	397,000	1,191,000	397,000
Coventry	215,760	156,240	246,000	132,000	306,000	131,000	419,000	140,000	419,000	140,000
Dudley	219,240	158,760	250,000	134,000	311,000	133,000	426,000	142,000	426,000	142,000
Sandwell	323,640	234,360	368,000	198,000	458,000	196,000	628,000	209,000	628,000	209,000
Solihull	98,600	71,400	111,000	60,000	139,000	59,000	190,000	63,000	190,000	63,000
Walsall	220,400	159,600	251,000	135,000	313,000	134,000	428,000	143,000	428,000	143,000
Wolverhampton	180,380	130,620	205,000	111,000	256,000	109,000	350,000	117,000	350,000	117,000
Met Area Total	**1,871,080**	**1,354,920**	**2,129,000**	**1,146,000**	**2,652,000**	**1,135,000**	**3,632,000**	**1,211,000**	**3,632,000**	**1,211,000**
Shropshire	211,120	152,880	241,000	129,000	300,000	128,000	410,000	137,000	410,000	137,000
Telford & Wrekin	198,360	143,640	226,000	121,000	281,000	121,000	386,000	128,000	386,000	128,000
Staffordshire & Stoke-on-Trent	867,680	628,320	987,000	531,000	1,229,000	526,000	1,684,000	561,000	1,684,000	561,000
Warwickshire	353,220	255,780	402,000	216,000	640,000	75,000	686,000	228,000	686,000	228,000
Worcestershire	441,380	319,620	503,000	271,000	627,000	268,000	858,000	286,000	858,000	286,000
Herefordshire	97,440	70,560	110,000	59,000	137,000	59,000	188,000	62,000	188,000	62,000
Shire & Unitary Authorities Total	**2,169,200**	**1,570,800**	**2,469,000**	**1,327,000**	**3,214,000**	**1,177,000**	**4,212,000**	**1,402,000**	**4,212,000**	**1,402,000**
West Midlands Region Total	**4,040,280**	**2,925,720**	**4,598,000**	**2,473,000**	**5,866,000**	**2,312,000**	**7,844,000**	**2,613,000**	**7,844,000**	**2,613,000**

Hazardous Waste

This Region, although traditionally a relatively more industrialised region than elsewhere, surprisingly does not generate proportionately more Hazardous Waste than other Regions. The Region produced 665,000 tonnes of Hazardous Waste in 2003 and is a net importer, treating more than it generates.

There are various generic types of Hazardous Waste which need to be managed in different ways. There are only two sites in the UK which treat highly volatile liquid wastes and there has been no indication from national Government that there is a need for a new facility of national importance in this Region, or elsewhere, to manage this waste.

Since the change in name, from Special Waste, and the change in definition of Hazardous Waste the construction and demolition sector has been much more careful about the categorisation of which wastes on a site are hazardous, and which are not. As a consequence the quantity of Hazardous Waste arising from construction and demolition projects has reduced significantly and more contaminated soils are being treated 'in situ' rather than being removed. There has also been a reduction in the number of landfill sites accepting Hazardous Waste, and because of the increasing costs of disposal and transport, alternative methods of managing Hazardous Waste have been developed, substantially reducing arisings, and greater care is being taken by the industry in categorising waste as hazardous.

Most Hazardous Waste in the Region arises in the MUAs, there are two major facilities reprocessing Hazardous Waste in the Black Country. The residues from these processes is further treated, but a large proportion is landfilled. On the basis of current information these plants are well placed to manage the Region's Hazardous Waste and they could be expanded, or another facility could be constructed if a third player wanted to enter the market. There is however very limited licensed Hazardous Waste Landfill capacity in the Region.

It has not been possible to estimate a figure for the facilities that will be required to manage Hazardous Waste as the industry is still adjusting to the changes in regulation. Without information on tonnages, discussions are taking place with the Environment Agency and DEFRA to make sure that adequate and safe provision will be made for Hazardous Waste arising within the Region. On the evidence that the total quantities of waste classified as hazardous has significantly reduced, and that the Region is a net importer of Hazardous Waste for treatment, it is not considered necessary to make any specific provision for new sites to manage Hazardous Waste, but the situation will be monitored closely.

W9:
Should the WMRSS include a policy which requires Waste Development Frameworks to safeguard existing sites for the treatment and management of Hazardous Waste

W10:
If yes, should WMRSS policy state that Waste Development Frameworks in the Major Urban Areas give specific priority to identifying new sites for facilities, to store, treat, and remediate Hazardous Waste, including contaminated soils and demolition waste?

W11:
Should WMRSS policy state that Waste Development Frameworks for the non Major Urban Areas, identify new sites for the disposal of Hazardous Waste, including where necessary encouraging the creation of protective cells in landfills for stable Hazardous Waste?

Construction and Demolition Waste

WMRSS policies focus development in the Major Urban Areas and by definition these areas are already developed and in the majority of cases development will involve demolition of existing buildings, and in some cases the ground stabilised and decontaminated, depending on the previous use, before the sites can be redeveloped.

In order to meet housing Options Two and Three, more land will be required for residential development. In addition to brownfield sites this will include greenfield sites, due to urban capacity. The quantity of Construction and Demolition Waste arising from the housing Options Two and Three will only grow in proportion to the number of new houses if there is an increase in demolitions outside the MUAs or use of contaminated or uncontaminated previously developed land. The construction industry also has improved site supervision resulting in less waste being generated and more being re-used and recycled.

It takes about 50 tonnes of aggregate to build a new house, in this Region most of that aggregate has to be transported up to 50 miles to the MUAs where the growth is proposed. If a third of that demand can be provided by recycling material from existing structures which are demolished, there will be a significant saving to the environment in terms of CO_2 emissions from transporting the material and in terms of the impact on the countryside from reducing the scale of quarrying to extract primary aggregate.

The management of Construction and Demolition Waste can either take place on-site or off-site. The decision on which course of action to follow is usually made on the perceived time that it will take to process the material on-site and the cost. If the material is managed on site there are potential consequences in terms of noise, dust and odour from the activities. If the material is taken off-site there is the potential problem of intensive HGV traffic movements on roads which may be unsuited to such movements as well as potential problems in where the material is taken.

If developers adhere to 'considerate construction' practices, the recycling of demolished structures which takes place on the demolition site need not cause nuisance to adjoining occupiers. In calculating the amount of employment land that will be required in the future, and how much existing employment land can be redeveloped for housing, the need for recycling sites, and urban quarries should be taken into account. Urban Quarries are modern sites for recycling Construction and Demolition Waste for use as secondary aggregates with very little material going to landfill and which can be located in the built up area without causing a visual or environmental nuisance.

W12: Should the WMRSS encourage greater recycling of Construction and Demolition Waste through:
a) maximising 'on-site' recycling; and
b) promoting 'urban quarries' in the MUAs where material from a variety of sites can be recycled to a high standard?

Landfill

Depending on answers to W1 - Whether each WPA should provide sufficient facilities to manage the waste arising within its own area and the Options for Municipal Waste and for Commercial and Industrial Waste (W2 – W8) there will need to be different provision made for additional landfill capacity, or more waste management facilities. The distribution of landfill sites is uneven because it generally involves the restoration of former mineral working. In addition to that capacity which is Licensed or Permitted by the Environment Agency, there is landfill capacity in this Region which has planning permission but where the owners/operators have not sought to obtain a Licence.

This Region has a relatively good supply of landfill capacity compared with other regions as a result of the geology and the scale of mineral activity. There is also a good prospect of more capacity coming forward as existing marl/clay sites are worked out and they start to be restored. In the Region there are a total of 69 Permitted sites; 13 in the West Midlands conurbation with a capacity of just over 9 million cubic metres, and 54 in the surrounding areas with a capacity of nearly 70 million cubic metres. The majority of the capacity is in Warwickshire and Staffordshire with significantly less in Worcestershire, virtually none in Shropshire and none at all in Herefordshire. Stoke-on-Trent and Telford have, relative to their size, significant capacity.

Comparing the different scenarios for both Municipal and for Commercial and Industrial Waste the existing permitted landfill capacity should meet the needs of the Region until 2017 in the worst case and possibly until 2020 in the best case. Over and above this Licensed capacity there are sites which have planning permission and which do not yet have a Permit or Licence.

WMRSS Policy WD3C expresses a presumption against granting planning permission for new landfill sites unless there are special circumstances or an established local need. Landfill capacity will be the subject of regular monitoring. On the basis of the information available this policy will be kept but will be built on in the Preferred Option because the existing capacity is running out more quickly than was anticipated, and the regulations controlling the granting of Pollution Prevention Control is reducing the existing Permitted capacity and restricting new capacity from being brought forward.

W13:
Should the WMRSS policy state that Waste Development Frameworks restrict the granting of planning permission for new sites for landfill to proposals which are necessary to restore despoiled or degraded land, including mineral workings, or which are otherwise necessary to meet specific local circumstances?

W14:
Should the WMRSS only support the allocation of new landfill sites in Waste Development Frameworks where they are supported by evidence of the depletion of existing landfill capacity and a shortage of capacity in the plan period following a study of the existing sites with planning permission for landfill but which do not have a waste management licence or permit from the Environment Agency?

Agricultural Waste

The Environment Agency estimates that Agricultural Waste in the Region produced 5.9 million tonnes in 2003, a decrease of around 13% between 1998 and 2003.

About 97% of this was manure, slurry and straw. There were also 335,000 tonnes of other agricultural wastes, including silage effluent & milk; 68,000 tonnes was difficult and chemical waste; apart from slurries, there were some 70,000 tonnes of liquid waste, mainly silage effluent, pesticide washings, sheep dip and oil from vehicles and machinery. The Region also produced more than 9,000 tonnes of agricultural plastics.

Agricultural Waste has recently become a ‘controlled waste’ and the ability of farmers to dispose of waste on their land, other than the manure, slurry and straw, has been greatly reduced. Because agricultural holdings are by their very nature dispersed they are often a long way from waste management facilities and transfer stations. It is a commercial waste, not a household waste, and therefore local authorities are not obliged to provide facilities for the collection or management of agricultural waste but they may do so.

From the information available the total quantity of difficult waste arising from agriculture is not high in quantity, but can pose problems in volume terms because materials such as plastic sheeting, which is light in weight, and drums needs to be managed with care because of possible contamination with pesticides.

W15:
Should the WMRSS include a policy which requires relevant Waste Development Frameworks outside the MUAs to identify sites for the treatment and management of Agricultural Waste based on the premise that:

- **agricultural undertakings adopt sustainable waste management practices with regard to waste arisings and best agricultural practice in relation to any wastes treated or disposed of on a farm: and**
- **opportunities for necessary additional sustainable waste management capacity in rural areas for waste recovery or recycling should be based on:**
- **effective protection of amenity and the environment; and**
- **the proposed activity is appropriate to the area proposed?**

Managing Waste in New Development

It is Government policy to ensure the design and layout of new development supports sustainable waste management. This has implications for all forms of new development. In respect to the design of new developments, Section 54 of the Clean Neighbourhoods and Environment Act provides powers for regulations to be made to require developers and construction and demolition projects to prepare Site Waste Management Plans (SWMP). This Section of the Act has not yet been implemented, but would require developers to prepare and submit plans which set out the arrangements for managing and disposing of waste created in the course of development.

The concept of **Resource Efficiency** requires careful consideration of both the consumption of minerals and the generation and management of waste materials. Urban Renaissance, which encourages more development in the MUAs, provides an opportunity to support greater resource efficiency by capturing the resources in construction and demolition waste through recycling. As well as reducing the need to quarry natural materials, such an approach would help to reduce the transport impacts of moving both minerals and waste between the MUAs and surrounding areas. A requirement to prepare SWMPs would help to achieve this important objective by drawing greater attention to the consumption, waste and transport of construction materials.

On 25 July 2006 the Department for Communities and Local Government launched a consultation paper on the validation of planning applications. The consultation proposes that there should be a national mandatory list of requirements for items which would need to accompany a planning application. This list could be supplemented by a list of local requirements, prepared by individual local authorities. The proposals provide that where an application does not meet the published national and local requirements, it would be considered incomplete and the Local Planning Authority (LPA) would not be required to validate it. Whilst SWMPs are not on the national mandatory of requirements proposed by the Government, they are included in a suggested list of additional information LPAs could use to create their own list of local requirements.

The RSS could include a policy which would require all Planning Authorities in the Region to include SWMPs in their list of local validation requirements for developments in excess of 10 dwellings or 1,000 sq. metres of development.

W16:

Should all Local Planning Authorities in the Region include a requirement in their local validation checklist for all Full or Reserved Matters planning applications for developments in excess of 10 dwellings or 1,000 sq. metres, or outline planning applications for sites in excess of 0.4 hectares of development to include a Site Waste Management Plan, without which they will not be registered as valid?

There are real problems in collecting monitoring data about the availability of waste management capacity in the Region which is at the right geographic scale and accurate enough to inform strategic planning for waste. The WMRSS could include a policy which would require all Waste Planning Authorities in the Region to include a requirement in their local validation checklist for developers implementing all permissions involving the management, processing or recycling of waste to submit annual returns on the level of waste management activity.

W17:

Should all Waste Planning Authorities in the Region include a requirement in their local validation checklist for all Full or Reserved Matters planning applications for waste management facilities to include information on annual throughput capacity in tonnages/ litres/ cubic metres (depending on the type of waste/facility), without which they will not be registered as valid?

Managing Waste in New Development

Design of New Development

The Spatial Options set out alternative housing growth proposals for the Region. Waste Collection Authorities (WCA's) are already facing challenging targets to divert waste from landfill and it is important that the new houses are constructed in a way which makes it as easy as possible for householders to recycle waste. The WMRSS could contain a policy that requires all LDDs (and through the LDDs, Supplementary Planning Guidance) to address the need to store, collect, manage and dispose of waste in a way which will move the management of waste up the 'waste hierarchy'. These policies should apply equally to redevelopment and new development on brownfield or greenfield sites, and for all forms of development; residential, commercial, industrial, retail and service.

Residential Development

Good design and layout in new development can help to secure opportunities for sustainable waste management, including for kerbside collection and community recycling as well as for larger waste facilities. Participation in these schemes requires householders to be able to segregate and to store their waste separately using a number of different sized and shaped containers, which are either provided by the Waste Collection Authority, or by themselves. Depending on the form of housing, and when it was constructed this storage space may, or may not, be available.

Industrial, Commercial and Retail Development

Waste storage and collection on commercial and industrial sites can also be a challenge. It can be very unsightly if waste is not stored in appropriate containers or if the containers are left in visually prominent locations in the street scene. Open storage of waste also lead to safety and security problems. If buildings have multiple occupiers, the storage and collection of waste can also lead to problems between different tenants and difficulties in the management of sites, if not addressed positively. Good design and layout in new development can help to secure opportunities for sustainable waste management through the provision of sufficient space within dwellings and business premises for the storage of segregated waste, and for kerbside collection of municipal waste and community recycling. These detailed and local issues should be considered in Local Development Frameworks.

W18:
Should the WMRSS require all LDDs to have policies which require provision to be made in the design of all new residential and in commercial and industrial development for the segregated storage of waste and for on-site waste management to be part of the 'Design and Access Statements'?

Managing Waste in New Development

Economic Development Opportunities

This Region generates about 3 million tones of Municipal Waste every year and 7.5 million tones of Commercial and Industrial Waste. The cost of managing wastes varies with the type of material, its condition, and how far away the treatment facilities and landfill sites are. Government policy is to change the economics of waste management by a variety of legislative and fiscal measures so that it is simpler and economically more attractive to recycle and re-use waste rather than dispose of it (see the landfill section).

At present the Region is one of the cheapest areas to landfill waste because of the large number of mineral sites, particularly clay quarries, which require restoration.

In the Region the waste sector of the economy will grow from about £300 m. in 2006 to about £500 m. in 2012, just as a consequence of planned increases in the Landfill Tax. The waste industry has traditionally been associated with low skill/low wage jobs, but the development of new technologies to manage and recycle waste will create many higher skilled technical opportunities to operate and maintain highly complex plant and equipment. A recent report for the Energy and Utility Skills Council, by looking at the age profile of the industry and existing skills levels, estimated that there would be a growth in the employment opportunities in this sector.

There will be further economic growth associated with the opportunities for research, development and manufacturing of techniques and equipment to convert the waste into resources.

Evidence Base: The Regional Technical Advisory Body for Waste (RTAB) commissioned four studies supporting these waste Options that can be seen on: **www.wmra.gov.uk/page.asp?id=121** The aim of the studies was to understand the capacity and needs in the Region. In addition consultants looked at a series of scenarios for managing Commercial and Industrial Waste.

Find out more: The draft review of England's Waste Strategy: **http://www.defra.gov.uk/environment/waste/strategy/review/** sets targets for the reduction of Municipal and Commercial and Industrial Waste going to landfill. It also sets recycling and recovery targets for Municipal Waste.

Data on waste arisings and how waste was managed in the Region 1998/99 and 2002/03 can be found: **http://www.environment-agency.gov.uk/subjects/waste/**

Questionnaire on: Spatial Options – Waste

Managing Your Own Waste

W1: Should the WMRSS set out the principle that each Waste Planning Authority, or sub region, should manage waste; in accordance with the Waste Hierarchy, and; allocate enough land in its Local Development Documents to manage an equivalent tonnage of waste to that arising within its boundary, taking into account the appropriate growth in waste arising from the formation of new households and the diversion of Commercial and Industrial Waste from landfill?

☐ Yes ☐ No ☐ Comment

W2: If no, suggest an alternative approach;

W3: Should the basis on which WPAs identify sites be based on safeguarding and expanding suitable sites with an existing waste management use? However they need to be capable of meeting a range of locally based environmental and amenity criteria and have good transport connections.

☐ Yes ☐ No ☐ Comment

W4: Should the basis on which WPAs identify new sites be based on the following criteria;
Good accessibility from existing urban areas or major planned development; and good transport connections including, where possible, rail or water, and compatible land uses, namely,

- **Active mineral working sites; or**
- **Previous or existing industrial land use; or**
- **Contaminated or derelict land; or**
- **Land within or adjoining a sewage treatment works; or**
- **Redundant farm buildings and their cartilage; and**
- **Be capable of meeting a range of locally based environmental and amenity criteria and have good transport connections?**

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:
ORGANISATION:
ADDRESS:

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To be completed and returned by 5th March 2007

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If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Waste

W5: If no, suggest alternative criteria below;

W6: Should waste management facilities be permitted on open land, including land within the Green Belt, where it is

- **close to the communities producing the waste; and**
- **where there are no alternative sites; and**
- **where it would not harm the openess of land or the objectives of Green Belt**

☐ Yes ☐ No ☐ Comment

Municipal Waste

W7: Do you have any comments on the tables on pages 59-60?

Comments

Commercial and Industrial Waste

W8: Should the WMRSS policy for Commercial and Industrial Waste be based on:

Criteria		Yes	No	Comment
a-low)	the current levels of diversion of Commercial and Industrial Waste arisings from landfill in Waste Strategy 2000?			
b-medium)	policies that reflect the levels of diversion in the draft Revisions to the England's Waste Strategy?			
c-high)	policies that reflects a higher rate of diversion, twice that of the draft Revisions to England's Waste Strategy, to anticipate a higher level of diversion arising from the increase in Landfill Tax and producer responsibility obligations?			

The table below illustrates W8, (to 2025 to reflect the England's Waste Strategy 2000).

Landfilling as a % of total Commercial and Industrial waste	2002	2010	2015	2020	2025
a – low	42%	41%	40%	39%	39%
b – medium	42%	37%	36%	35%	35%
c – high	42%	35%	30%	25%	25%

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Questionnaire on: Spatial Options – Waste

Hazardous Waste

W9: Should the WMRSS include a policy which requires Waste Development Frameworks to safeguard existing sites for the treatment and management of Hazardous Waste?

☐ Yes ☐ No ☐ Comment

W10: If yes, should WMRSS policy state that Waste Development Frameworks in the Major Urban Areas give specific priority to identifying new sites for facilities, to store, treat, and remediate Hazardous Waste, including contaminated soils and demolition waste?

☐ Yes ☐ No ☐ Comment

W11: Should WMRSS policy state that Waste Development Frameworks for the non MUAs, identify new sites for the disposal of Hazardous Waste, including where necessary encouraging the creation of protective cells in landfills for stable Hazardous Waste?

☐ Yes ☐ No ☐ Comment

Construction and Demolition Waste

W12: Should the WMRSS encourage greater recycling of Construction & Demolition Waste through:
a) maximising 'on-site' recycling; and
b) promoting 'urban quarries' in the MUAs where material from a variety of sites can be recycled to a high standard?

☐ Yes ☐ No ☐ Comment

Landfill

W13: Should the WMRSS policy state that Waste Development Frameworks restrict the granting of planning permission for new sites for landfill to proposals which are necessary to restore despoiled or degraded land, including mineral workings, or which are otherwise necessary to meet specific local circumstances?

☐ Yes ☐ No ☐ Comment

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Questionnaire on: Spatial Options – Waste

W14: Should the WMRSS only support the allocation of new landfill sites in Waste Development Frameworks (WDFs) where they are supported by evidence of the depletion of existing landfill capacity, and a shortage of capacity in the plan period following a study of the existing sites with planning permission for landfill, but which do not have a waste management licence or permit from the Environment Agency?

☐ Yes ☐ No ☐ Comment

Agricultural Waste

W15: Should the WMRSS include a policy which requires relevant WDFs outside the MUAs to identify sites for the treatment and management of Agricultural Waste based on the premise that:

- **agricultural undertakings adopt sustainable waste management practices with regard to waste arisings and best agricultural practice in relation to any wastes treated or disposed of on a farm: and**
- **opportunities for necessary additional sustainable waste management capacity in rural areas for waste recovery or recycling should be based on:**
    - **effective protection of amenity and the environment; and**
    - **the proposed activity is appropriate to the area proposed?**

☐ Yes ☐ No ☐ Comment

Managing Waste in New Development

W16: Should all Local Planning Authorities in the Region include a requirement in their local validation checklist for all Full or Reserved Matters planning applications for developments in excess of 10 dwellings or 1,000 sq. metres, or outline planning applications for sites in excess of 0.4 hectares of development to include a Site Waste Management Plan, without which they will not be registered as valid?

☐ Yes ☐ No ☐ Comment

W17: Should all Waste Planning Authorities in the Region include a requirement in their local validation checklist for all Full or Reserved Matters planning applications for waste management facilities to include information on annual throughput capacity in tonnages/ litres/ cubic metres (depending on the type of waste/facility), without which they will not be registered as valid.

☐ Yes ☐ No ☐ Comment

W18: Should the WMRSS require all LDDs to have policies which require provision to be made in the design of all new residential and in commercial and industrial development for the segregated storage of waste and for on-site waste management to be part of the 'Design and Access Statements'?

☐ Yes ☐ No ☐ Comment

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Spatial Options – Transport and Accessibility

Transport and Accessibility

The topics addressed in this section were suggested by the Secretary of State as needing immediate revision. The full Regional Transport Strategy is contained within the WMRSS and should be looked at with these options.

There may also be a need to look at the priorities for investment set out in Policy T12.

A major issue that has to be considered in the development of the Preferred Option and the implementation plan is the availability of funding to deliver the necessary infrastructure to support the growth proposals.

The transport & accessibility options have strong links to a number of the existing WMRSS policies on transport. The options also have links to other policy areas being revised, for example; strategic centres.

In a number of areas national and local policy is developing. The Metropolitan Authorities have undertaken a substantial programme of research into the impact of road user charging within Coventry, Solihull, Birmingham, and the Black Country. The findings of this research are being used to inform a debate on future policy. Similarly there is a national debate on how transport impacts on climate change are addressed. The outcome of this debate could impact upon the Preferred Option.

When considering your responses to all of the Transport Options you may wish to consider the social, environmental, economic and resource impact that these options could have.

Strategic Park and Ride

Objective: To identify broad locations for Strategic Park and Ride sites in the Region.

What to think about:

Strategic Park and Ride provides greater opportunities to develop more sustainable access across the Region. It provides car users with public transport access to strategic destinations and major centres, in and outside of the Region. There are different types of Strategic Park and Ride, some provide an alternative for hundreds of car drivers to park outside our major centres, others such as Parkway Stations, provide access to long distance rail services e.g. Warwick to London. Two Strategic Park and Ride sites are already identified in WMRSS Policy T6 B at Brinsford and Worcester Parkway.

Strategic Park and Ride is best located where it has access to good quality public transport services (trains, trams or buses) and has good connections to the Strategic Highway Network.

Strategic Park and Ride development will have different impacts on the environment, depending on where they are located, for example they may be sited on previously developed land or greenfield sites. Their objective is to increase the use of public transport, particularly in congested areas. As a consequence they can have a positive impact on climate change, the environment and health within the Region.

It is important to think about the broad locations in connection with the household and population growth in the Region. As our centres grow there will be greater potential for people to travel, for work, retail and leisure reasons. Strategic Park and Ride can provide a more sustainable alternative to support such growth.

The Spatial Options are concerned with Park and Ride sites of regionally strategic significance, however there is a developing network of local schemes which provide improved access to centres. These schemes are covered by WMRSS Policy T7 C and this is not being revised.

Three approaches have been considered to help identify potential broad locations, these are described further below:

- Criteria Based;
- Location; and
- Target Destinations.

Criteria Based

This approach does not specify the broad locations, but allows promoters (such as Network Rail, local authorities and train operating companies) to develop proposals which adopt the criteria set out in the WMRSS. This is a 'bottom-up' approach and allows for greater policy alignment and closer working relationships between the local, regional and national transport providers.

The current WMRSS Policy T6 C requires Strategic Park and Ride locations to be considered against the following criteria:

i) The frequency, capacity and quality of the Ride element;
ii) The environmental and traffic impacts at the Park location;
iii) The potential for interchange with other public transport;
iv) The potential relief to routes into the target destination; and
v) The implications of the Park and Ride on the railway network and other services.

SPR1:
Do you agree these are the right criteria?

SPR2:
If not what else should be considered?

Strategic Park and Ride

Location

The West Midlands Park and Ride Strategy Phase 2 shows that there is evidence to support the principle of identifying Strategic Park and Ride locations as "Edge of Major Urban Area" or "External Town". See:
www.wmra.gov.uk/page.asp?id=121
It identifies a number of locations within these categories. Examples include:

Edge of Major Urban Area
- Coleshill (already underway);
- Longbridge; and
- Quinton/M5 Junction 3.

External Town
- Kidderminster;
- Lichfield Trent Valley;
- Shrewsbury;
- Stafford;
- Tamworth; and
- Telford.

SPR3:
Do you agree that Strategic Park and Ride locations may be categorised as "Edge of Major Urban Area" and "External Town"?

SPR4:
Are the broad locations identified above the right ones, or should others be considered?

Target Destinations

The existing WMRSS Policy T6: Strategic Park and Ride is one of a number of policies that attempts to reduce congestion in major centres. The policy includes the concept of "Target Destinations" however, the WMRSS does not identify these places.

There are many important destinations in the Region that may be considered to be "Target Destinations". See WMRSS Policy PA11: The Network of Town and City Centres. This policy is also being revised as part of the Phase One Revision: The Black Country Study. In addition there may be other major destinations that need to be considered such as the National Exhibition Centre/Birmingham International Airport area.

There are also "Target Destinations" outside of the Region, the most obvious example being London, but there may be others.

SPR5:
Do you agree that the "Target Destinations" within the Region are the Centres identified in WMRSS Policy PA11?

SPR6:
Is London the only "Target Destination" outside the Region that should be accessed by Strategic Park and Ride or are there others?

SPR7:
Are there opportunities for Strategic Park and Ride in the West Midlands to provide access to "Target Destinations" outside of the Region?

SPR 8:
Which of the three approaches do you feel would best provide the guidance needed and why?

Evidence Base

The West Midlands Strategic Park and Ride Strategy Phase 2 (September 2003) was undertaken on behalf of regional partners see:
www.wmra.gov.uk/page.asp?id=121

The Strategic Rail Authority's West Midlands Route Utilisation Study also addresses strategic park and ride see:
www.dft.gov.uk/stellent/groups/dft_railways/documents/page/dft_railways_612350.pdf

Car Parking Standards

Objective: To identify parking standards specific for the Region.

Parking standards set out how many spaces are needed for different types and sizes of development.

What to think about

The existing WMRSS Policy T7: Car Parking Standards and Management states that all local authorities should work together, before the next review of the WMRSS, to identify:

(i) Those town centres and heritage areas to which more restrictive standards should be applied because of their public transport accessibility, higher densities and/or sensitive character; and

(ii) A broad indication of more restrictive maximum standards for relevant land use categories.

By working together the Region's local authorities have been able to consider areas, and land uses, that should have parking standards different to those specified in PPG13: Transport. PPG13 does not include all land uses, for example, the guidance does not help to identify parking on mixed use developments, nor does it provide parking standards for other facilities such as hospitals and airports. In considering your response it would be helpful if you considered whether standards are needed or should be determined locally based upon an assessment of need.

These parking standards options set out where and how maximum parking standards could be made more regionally specific than those set out in national guidelines.

Parking supply and availability is a very important feature of any centre. Care should be taken to avoid introducing WMRSS policies that deter investment in centres, particularly those considered to be vulnerable. WMRSS Policy PA11 sets out the strategic town and city centres across the Region. This Policy is also being revised as part of the Phase One Revision: The Black Country Study.

In order to help the local authorities to co-ordinate this work, consultants were commissioned to investigate the Region's parking standards. This approach has been under-pinned by the following objectives:

- The potential to use parking standards as part of a strategy to manage demand;
- The need to make the most effective use of available land, particularly in centres;
- The need to improve the environment;
- To maintain and enhance the economic viability of town and city centres; and
- To facilitate good design.

It is important to consider how changes to this policy relate to the distribution of housing and employment land policies. These important Regional Drivers will influence the Preferred Option for parking standards.

PS1:
Does the West Midlands need to have regionally specific parking standards that are different to those set out in the national guidelines?

PS2:
Should regional parking standards be identified for land uses not included in national guidelines (PPG13: Transport) and if so which?

PS3:
Should some parking standards only be defined in Local Development Frameworks, and if so which?

Car Parking Standards

Four approaches have been considered to help identify how parking standards can be more regionally specific, these are described further below and your views are sought:

- Criteria Based;
- Settlement Characteristics;
- Local Accessibility; and
- Site Specific Accessibility.

The Settlement, Local and Site Specific Accessibility approaches all describe how parking standards could vary from the national guidelines (PPG13: Transport) depending on specific circumstances.

Criteria Based

This approach sets out criteria for local authorities to consider when setting out local parking standards in their LDFs and LTPs. This approach does not intend to provide specific standards in the WMRSS policy, but to provide regional guidance about the criteria that need to be considered when local authorities establish parking standards that differ from those set out in PPG13: Transport. In developing standards authorities would also need to consider the environmental impact of parking standards, particularly on heritage areas.

The suggested criteria to be considered in determining regionally specific parking standards are:

- How accessible the site is by public transport;
- The level of Traffic Congestion;
- Parking Availability (in relation to demand);
- Economic Need;
- Social Need; and
- The level of parking needed for the operational needs of the site.

PS4: Do you agree with these suggested criteria?

PS5: Should any other criteria be considered?

Settlement Characteristics

This approach suggests that different settlements should have regionally specific parking standards, according to the classification of the settlement. Consultant's research suggests that:

Small Settlements, such as rural market towns and regeneration areas, should continue with PPG13 standards.

Larger Urban Areas and very large developments, with reasonably good levels of public transport accessibility, should have parking standards **50%** of PPG13.

Large City Centres, served by comprehensive public transport networks, should have parking standards **20%** of PPG13.

To help understand how this policy would affect parking provision, for every 100 m^2 of non-food retail development proposed in an area: the maximum number of parking spaces in:

- Small Settlements developments would have 5 parking spaces;
- Larger Urban Areas and very large developments would have 2.5 parking spaces; and
- Large City Centre developments would have 1 parking space.

PS6: Do you agree with the principle of dividing the Region into settlement types?

PS7: Do you agree with the definitions of the settlement types?

PS8: Do you agree with the 50% and 20% reductions?

Car Parking Standards

Local Accessibility

This approach suggests that parking standards should be based on a public transport accessibility indicator, so the greater the potential for public transport access, the stricter the parking standards.

The public transport accessibility indicator is based on the number of buses, trams and trains entering the central area of a settlement between 7:30am to 9:30am on a weekday (it does not take account of vehicle capacity, vehicle loadings or the origin of the services). The public transport accessibility indicator shows the potential of a place to attract people by transport modes other than the car.

The technical study has identified three levels of public transport accessibility:

Poor Access, between 0-100 inbound buses, trams and trains in the morning peak period would continue with PPG13 standards.
Good Access, between 100-1000 inbound buses, trams and trains in the morning peak period, would have parking standards **50%** of PPG13.

Excellent Access, in excess of 1000 inbound buses, trams and trains in the morning peak period, would have parking standards **20%** of PPG13.

To help understand how this policy would affect parking provision, for every 100 m^2 of non-food retail developement proposed in an area:

- Poor Access Centres would have 5 parking spaces;
- Good Access Centres would have 2.5 parking spaces; and
- Excellent Access Centres would have 1 parking space.

PS9: Do you agree with this Local Accessibility approach?

PS10: Do you agree with the 50% and 20% reductions?

Site Specific Accessibility

The DfT has recently developed an accessibility planning tool Accession, this has been supplied to all Local Transport Authorities. Accession quantifies accessibility, based on sustainable transport journey times to the destination. The technical study suggests that Accession could be modified to measure the relative accessibility of proposed new development sites across the Region and help identify complementary parking standards.

The Site Specific Accessibility approach quantifies a proxy for the level of accessibility to the proposed site from a number of assumed origins. The proxy is based on average journey times by public transport, cycling and walking. This information is then plotted on a zone map.

The zone map would show how accessible a place is, by transport modes other than the car, and would help to determine the appropriate parking standard for the proposed development.

It is suggested that the sustainable mode journey time proxy would be split into three categories:
Sites with Poor Journey Times, these would continue with PPG13 standards.
Sites with Average Journey Times, these would have parking standards **50%** of PPG13.
Sites with Excellent Journey Times, these would have parking standards **20%** of PPG13.

To help understand how this policy would affect parking provision, for every 100 m^2 of non-food retail development proposed in an area:

- Sites with Poor Journey Time would be 5 parking spaces;
- Sites with Average Journey Time would be 2.5 parking spaces, a **50%** reduction; and
- Sites with Excellent Journey Time would be 1 parking space, **20%** of the PPG13 standard.

PS11: Do you agree with this Site Specific Accessibility approach?

PS12: Do you agree that site specific considerations should result in a 50% or 20% reduction in provision?

Evidence Base:

The Parking Standards Study (September 2005) was undertaken on behalf of regional partners see:
www.wmra.gov.uk/page.asp?id=121

The DCLG's PPG3: Housing and PPG13: Transport are available at:
www.communities.gov.uk/index.asp?id=1144014

Road User Charging

Objective:
To provide guidance on road user charging.

WMRSS Policy T8: Demand Management includes a policy that encourages local authorities to bring forward local road charging schemes in congested parts of the Region and the policy anticipates that further guidance should be developed for the next review of the WMRSS, to ensure consistency across the Region.

Since the publication of the WMRSS, the DfT has moved the demand management/road user charging agenda forward significantly with the introduction of the Transport Innovation Fund (TIF).

The Region has been successful in receiving TIF monies to carry out studies to further investigate the potential for demand management in West Midlands Conurbation, and Shrewsbury. The studies were reported in September 2006 and contributed to the debate.

These are very important studies that will need to be considered carefully by the wide range of regional stakeholders. In their joint response to the WMRA Section 4(4) Brief, see: www.wmra.gov.uk/page.asp?id=208 the Metropolitan Authorities suggest that the outcome of their work should inform future WMRSS policy.

Given the Government's recent position with TIF, it may be considered that the majority of the current WMRSS Policy T8 is still relevant. However, reference to a cordon charging scheme for Birmingham is no longer appropriate until the outcome of the TIF work is completed.

The Regional Road User Charging policy revision also has strong links with other WMRSS Policies. It is therefore important to consider how changes to this policy relate to the growth and distribution of housing and employment land policies, for example, where traffic congestion is identified as a problem and potential knock-on effects in rural areas.

What to think about

Your views are being sought on whether it is appropriate to propose minor amendments to the current WMRSS Policy T8, in the absence of the TIF outcome and a clearer position from Government (a road transport White Paper is expected in Spring 2007).

RUC1:
Do you agree that the existing regional policy for Demand Management should remain the same until more is known of the outcome of the TIF work and the wider implications?

RUC2:
Should the existing regional policy be changed to remove the reference to local charging schemes in the more congested city centres, such as Birmingham and include reference to the TIF and potential national scheme?

Evidence Base:

A Scoping Study was undertaken on behalf of regional partners see::
www.wmra.gov.uk/page.asp?id=121

Further work supporting West Midlands TIF may be found at:
www.westmidlandsltp.gov.uk/default.php?id=2454

For further information about Shrewsbury's TIF see:
www.shropshire.gov.uk/traveltransport.nsf/open/693A0E70B805FCD78025709F00570432

The DfT document 'Managing Our Roads' (July 2003) may be found at:
www.dft.gov.uk/stellent/groups/dft_roads/documents/divisionhomepage/030684.hcsp

Role of the Region's Airports

Objective:
To establish the implications of the Air Transport White Paper (December 2003) for the Region, including:
- Future roles of Birmingham International (BIA), Coventry, Wolverhampton and Cosford;
- The wider spatial and economic impacts of any proposed airport expansion; and
- Subsequent master planning.

The review should identify any WMRSS policy changes necessary to both support the development and mitigate against environmental impacts.

The Air Transport White Paper (ATWP) (December 2003) see: **www.dft.gov.uk/stellent/groups/dft_aviation/documents/divisionhomepage/029650.hcsp** sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years. The ATWP includes a commentary for each Region.

Extracts from the Air Transport White Paper

Birmingham International Airport (BIA): Traffic levels are forecast to increase by 2030 to between 32 million passengers per annum (mppa) and 40mppa (dependent in part on the level of growth at airports in the South East). The optimal capacity of the existing runway is likely be around 20mppa although this is heavily dependent on the average number of passengers carried per aircraft and the diurnal profile of the traffic using the runway.

The consultation document put forward two options for a single additional runway at the airport - a close parallel runway around 400m to the west of the existing runway with significant dependency in its operation; or a wide-spaced runway with a separation of around one kilometre, which offers the potential for fully independent operation. The accompanying appraisal indicated that a wide-spaced runway would provide greater capacity and larger economic benefits, but would also have greater environmental impacts, especially in respect of the number of people subject to aircraft noise. Both options included lengthening of the existing runway to allow services to be offered to more distant destinations and larger aircraft types to use the airport.

In October 2002 the airport operator published its own variant proposal ('The Birmingham Alternative') in response to DfT consultation. This included a shortened wide-spaced runway option (limited to 2,000 metres) together with other adjustments, designed to reduce land-take in sensitive locations. This option, which is a refinement of the wide-spaced option in the consultation document, would provide sufficient capacity to handle forecast traffic to 2030 and beyond. It would also give strong economic benefits and, taken together with extension of the existing runway, should be capable of catering adequately for the anticipated future mix of traffic at the airport.

Only smaller types of aircraft (turboprops, regional and narrow bodied jets) would be able to use the new short runway, and to mitigate potential noise impacts this could be limited further to the quieter types. As a result, the noise impacts would be significantly less than with the full-length wide-spaced option, which could have accommodated much noisier, larger and wide-bodied heavy aircraft. Nonetheless, the impacts could still be large, with possibly 81,000 people living within the 57dBA noise contour in 2020 compared to 34,000 in the 1999 base year under DfT latest assumptions. The numbers affected could be higher still by 2030 without significant technology improvements beyond 2015.

In response to the consultation, there was strong support among aviation industry, economic development and business stakeholders in the Region for the development of a second runway at BIA. This was accompanied by recognition among some other stakeholders, including a number of local authorities, of the considerable economic benefits that this would bring to the Region and the UK as a whole. However, potential noise impacts were a major area of concern for local people, environmental groups and a number of other stakeholders.

Role of the Region's Airports

Extracts from the Air Transport White Paper (contd) Of the options proposed, there was strongest support for the 'Birmingham Alternative' proposal. The Government shares the view that this would be the best option. It would require less Green Belt to be taken and the loss of fewer properties than the full-length option, and avoids the loss of Bickenhill Meadow Site of Special Scientific Interest. It could also be phased more effectively, and would not require a major diversion of the A45 and it would have lower noise impacts than the full-length option.

DfT consider, however, that noise impacts on the scale that could arise from the new runway must be addressed.

DfT have concluded, therefore, that the growth of BIA should be subject to stringent limits on the area affected by aircraft noise, as an incentive to airlines to introduce the quietest suitable aircraft as quickly as is reasonably practicable. The limits should look at least ten years ahead, and will need to be reviewed at intervals between now and 2030 to take account of emerging developments in aircraft noise performance.

DfT also agrees with the airport company that the new runway should be limited to aircraft with a noise quota no greater than 0.5 (typically this means modern variants of aircraft such as the Boeing 737 and Airbus A320 families), and should not be used at night.

With a new runway operating, emissions modeling predicts that NO^2 levels will be within the EU 40µg/m3 annual limits.

Subject to these conditions, the DfT has concluded that the option put forward by the operator is on balance acceptable, and are satisfied that it is a significant improvement on the original full-length option. The DfT therefore invite the airport operator to safeguard the land required, to develop a master plan and to consult the interested parties on this, as an input to future revisions of the WMRSS and the local planning framework prior to the preparation of a planning application.

Although forecasts suggest the runway may be needed around 2016, it is for the airport operator to judge when the project would be commercially desirable and, accordingly, when it would be appropriate to submit a planning application. In the meantime, the airport operator will also need to put in place a scheme to address the problem of generalised blight resulting from the runway proposal.

The airport operator will also need to work closely with the Strategic Rail Authority, the Highways Agency and regional stakeholders to develop a robust strategy for improving surface access to the airport. The aim should be to improve the public transport mode share significantly, with 25% as a long-term target. Improved rail, bus and coach services will need to contribute to this, alongside the new interchange at Birmingham International Station and new SkyRail connection to the Airport.

Road access to the airport and future capacity requirements on the M42 between Junctions 3 to 7 will also need to be reviewed. This review will need to ensure that there is adequate capacity for both background and airport traffic growth on this key section of motorway. It will also need to address the complexities associated with designing an acceptable widening scheme for the M42 and new airport access arrangements from the motorway, should these prove to be necessary. These will need to be considered alongside other factors such as the pressures of other potential developments along this corridor and the results of the Advanced Traffic Management scheme currently being piloted by the Highways Agency. The airport operator should initiate such a review with the Highways Agency, in conjunction with regional and local interests, at an early stage.

Wolverhampton Business Airport (WBA) WBA should continue its role of serving business and general aviation. The airport could be capable of delivering commercial services on a limited scale, but should do so only in line with regional planning and transport priorities, and the scale of development at the site must take account of the constraints imposed by the lack of strategic road access. With this in mind, any such development should be a matter for decision locally.

Role of the Region's Airports

Extracts from the Air Transport White Paper (contd)

Coventry Airport
Coventry Airport currently serves a specialist role within the Region, catering for business aviation, air mail and some freight, and can continue to perform this role within existing constraints. There is a current planning application for a terminal development at the airport. However, in the light of the DfT's conclusions on capacity elsewhere in the Midlands, and having regard to potential surface access, environmental and airspace constraints, the DfT would not envisage any significant further development being appropriate beyond the level of passenger throughput in the current application.

RAF Cosford
There could be potential for the commercial use of RAF Cosford, but this is dependent on the RAF's decisions on spare capacity. If the RAF decided to make capacity available, it would be for local and regional planning bodies in the first instance to decide on the appropriate scale of development.

Current Position

The DfT has produced a progress report for the Air Transport White Paper (ATWP). See:
www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_613840.hcsp
Since the publication of the ATWP airport proposals have moved on:

Birmingham International Airport (BIA) published its Draft Masterplan in November 2005.

In April 2006, **Coventry Airport** received planning permission for the Interim Passenger Facility and now has permission to grow to 0.98 mppa. A Public Inquiry considering further passenger growth to 2 mppa ended in July 2006, the Inspector's decision is expected during 2007.

Wolverhampton Business Airport (WBA) had a planning application for the development of a new runway, an engine facility and the removal of a restriction on the use of jet aircraft in June 2004. The planning application envisaged 0.5 mppa. The application was withdrawn in November 2005.

Cosford is currently being considered for a major defence training contract.

What to think about

When considering your response please consider the social, economic, and environmental implications of airport development within the context of the strategy set out in the ATWP. Airports act as attractors for employment and housing development as well as generating transport movements and associated environmental impacts; for example noise pollution.

Climate change: Airports and air travel have significant environmental impacts. Whilst aviation's share of greenhouse gas emissions is modest its rapid growth undermines progress made in other sectors.

Communities: Air travel provides the opportunity to link ethnic minority and migrant communities to their country of origin. This is culturally and economically important.

Airports are large employers and can provide opportunities for people in the local community, therefore, access to airports and their related development needs to be considered.

Suggested Policy Revision

The suggested approach is that the WMRSS should be revised to take account of the ATWP and the current position with the Region's airports. This would mean that WMRSS Policy T11: Airports would be revised to:

- Support the extension of the runway and associated works at BIA;
- Safeguard the development of a second runway as set out in the ATWP at BIA;
- No further development of Coventry Airport beyond the outcome of the Public Inquiry;
- Continue Wolverhampton Business Airport role of serving business and general aviation;
- Consider the role of RAF Cosford following the outcome of the Defence Training Review; and
- Amend modal split targets for BIA in the WMRSS Monitoring section.

The requirements in relation to environmental assessment and mitigation would remain.

A1: Do you have any comments on suggested policy revision?

A2: What surface access modal split targets should be included in the WMRSS?

Role of the Region's Airports

It is expected that the Phase Two Revision will consider the **role of the Region's airports**. Each airport has a variety of roles, for example they:

- Support the local and regional economy, connecting us with international markets for business, goods and services;
- Provide different patterns of use, some are seasonal, while others are busier on weekends or weekdays;
- Generate ancillary activities, including car parking, security, catering and maintenance; and
- Attract economic activity to the wider area.

The role of the Region's airports may be defined in more detail as follows:

Birmingham International Airport, the Region's principal international airport providing:

- Longhaul international services;
- International Scheduled and Non Scheduled Services;
- Domestic Scheduled and Non Scheduled Services;
- Business aviation; and
- Belly held freight.

Coventry Airport, providing a complementary role to BIA, providing:

- International and domestic scheduled and non scheduled services to an overall maximum to be determined by the outcome of the current S78 Public Inquiry;
- Dedicated Freight Services;
- Business Aviation; and
- General Aviation.

Wolverhampton Business Airport

- Continuing its role of providing business and general aviation.

RAF Cosford

- To be reviewed following Ministry of Defence announcements.

A3:
Do you agree with the roles described for each airport?

Masterplanning

The ATWP requires major airports to produce masterplans, however, in this Region this requirement only applies to BIA. It may be helpful for local planning and transport authorities if all airports produced some form of masterplan that considers the wider impact of airport development e.g. off-site car parking. One possible approach is for the WMRSS to include a policy that requires all airport operators to produce a document that sets out the airports long term development aspirations for their whole area of influence, in partnership with Local Planning Authorities. This would provide a consistent approach to the consideration of airport development across the Region. It is expected that this document will inform the relevant LDF and the LTP. These documents can then consider the wider development implications and priorities.

A4:
Is the requirement for an 'Airport Development Document' an appropriate policy to include in the WMRSS?

A5:
If an 'Airport Development Document' policy is not supported, then how else can the WMRSS manage the wider impacts of airport development?

Other Airports

Even though there are several airports in the Region, many people use airports elsewhere, particularly those in the London area, Manchester and East Midlands.

A6:
Should the WMRSS include policies to deal with airport related cross-boundary planning issues?

Evidence Base:

The reports below have been produced on behalf of the WMRA, along with an 'in-house' reference document, all of these may be found at: **www.wmra.gov.uk/page.asp?id=121**

- The Regional Economic Impact of Airport Expansion (July 2005)
- Air Transport – Surface Access and Environmental Issues (August 2005)
- Coventry Airport Airspace Implications for the Regional Spatial Strategy
- West Midlands Environmental Baseline Reference Document

Questionnaire on: Spatial Options – Transport and Accessibility

Strategic Park & Ride

SPR1: Do you agree that the criteria on page 73 are the right criteria?

☐ Yes ☐ No ☐ Comment

SPR2: If not what else should be considered?

☐ Suggested Criteria

SPR3: Do you agree that Strategic Park and Ride locations may be categorised as "Edge of Major Urban Area" and "External Town"?

☐ Yes ☐ No ☐ Comment

SPR4: Are the broad locations identified on page 74 the right ones, or should others be considered?

☐ Yes ☐ No ☐ Comment

SPR5: Do you agree that the "Target Destinations" within the Region are the Centres identified in WMRSS Policy PA11?

☐ Yes ☐ No ☐ Comment

SPR6: Is London the only "Target Destination" outside the Region that should be accessed by Strategic Park and Ride or are there others?

☐ Yes ☐ No ☐ Comment

SPR7: Are there opportunities for Strategic Park and Ride in the West Midlands to provide access to "Target Destinations" outside of the Region?

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:

ORGANISATION:

ADDRESS:

EMAIL:

To be completed and returned by 5th March 2007

MAIL: WMRSS Revision, West Midlands Regional Assembly, Albert House, Quay Place, 92 -93 Edward Street, Birmingham, B1 2RA

FAX: 0121 245 0201 **WEB:** www.wmra.gov.uk/wmrss **EMAIL:** wmrss@wmra.gov.uk

If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Transport and Accessibility

SPR 8: Which of the three approaches (Criteria Based, Location or Target Destinations) do you feel would best provide the guidance needed and why?

Comments:

Car parking Standards

PS1: Does the West Midlands need to have regionally specific parking standards that are different to those set out in the national guidelines?

☐ Yes ☐ No ☐ Comment

If "Yes" please answer Questions PS2-PS12, if "No" please move to the 'Road User Charging' section and questions on page 78.

PS2: Should regional parking standards be identified for land uses not included in national guidelines (PPG13: Transport) and if so which?

☐ Yes ☐ No ☐ If Yes, Please Specify

PS3: Should some parking standards only be defined in Local Development Frameworks, and if so which?

☐ Yes ☐ No ☐ If Yes, Please Specify

PS4: Do you agree with these suggested criteria on page 76?

☐ Yes ☐ No ☐ Comment

PS5: Should any other criteria be considered?

Comments:

PS6: Do you agree with the principle of dividing the Region into settlement types?

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:

ORGANISATION:

ADDRESS:

EMAIL:

To be completed and returned by 5th March 2007

MAIL: WMRSS Revision, West Midlands Regional Assembly, Albert House, Quay Place, 92 -93 Edward Street, Birmingham, B1 2RA

FAX: 0121 245 0201 **WEB:** www.wmra.gov.uk/wmrss **EMAIL:** wmrss@wmra.gov.uk

If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Transport and Accessibility

PS7: Do you agree with the definitions of the settlement types on page 76?

☐ Yes ☐ No ☐ Comment

PS8: Do you agree with the 50% and 20% reductions?

☐ Yes ☐ No ☐ Comment

PS9: Do you agree with the Local Accessibility approach on page 77?

☐ Yes ☐ No ☐ Comment

PS10: Do you agree with the 50% and 20% reductions?

☐ Yes ☐ No ☐ Comment

PS11: Do you agree with this Site Specific Accessibility approach on page 77?

☐ Yes ☐ No ☐ Comment

PS12: Do you agree that site specific considerations should result in a 50% or 20% reduction in provision?

☐ Yes ☐ No ☐ Comment

Road User Charging

RUC1: Do you agree that the existing regional policy for Demand Management should remain the same until more is known of the outcome of the TIF work and the wider implications?

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:

ORGANISATION:

ADDRESS:

EMAIL:

To be completed and returned by 5th March 2007

MAIL: WMRSS Revision, West Midlands Regional Assembly, Albert House, Quay Place, 92 -93 Edward Street, Birmingham, B1 2RA

FAX: 0121 245 0201 **WEB:** www.wmra.gov.uk/wmrss **EMAIL:** wmrss@wmra.gov.uk

If you need more space, please attach extra sheets and refer to the question numbers.

Questionnaire on: Spatial Options – Transport and Accessibility

RUC2: Should the existing regional policy be changed to remove the reference to local charging schemes in the more congested city centres, such as Birmingham and include reference to the TIF and potential national scheme?

☐ Yes ☐ No ☐ Comment

Role of Airports

A1: Do you have any comments on the suggested policy revision outlined on page 81?

☐ Yes ☐ No ☐ Comment

A2: What surface access modal split targets should be included in the WMRSS?

☐ Yes ☐ No ☐ Comment

A3: Do you agree with the roles described on page 82 for each airport?

☐ Yes ☐ No ☐ Comment

A4: Is the requirement for an 'Airport Development Document' an appropriate policy to include in the WMRSS?

☐ Yes ☐ No ☐ Comment

A5: If an 'Airport Development Document' policy is not supported, then how else can the WMRSS manage the wider impacts of airport development?

Comments:

A6: Should the WMRSS include policies to deal with airport related cross-boundary planning issues?

☐ Yes ☐ No ☐ Comment

YOUR DETAILS

NAME:

ORGANISATION:

ADDRESS:

EMAIL:

To be completed and returned by 5th March 2007

MAIL: WMRSS Revision, West Midlands Regional Assembly, Albert House, Quay Place, 92 -93 Edward Street, Birmingham, B1 2RA

FAX: 0121 245 0201 **WEB:** www.wmra.gov.uk/wmrss **EMAIL:** wmrss@wmra.gov.uk

If you need more space, please attach extra sheets and refer to the question numbers.

Additional Information

Additional Information

What Happens Next?

After all of the views have been collected and analysed the RPB writes a Preferred Option which is a set of WMRSS Policies and an explanatory text.

There will be a short informal consultation on the Preferred Option by the RPB before sending it to the Secretary of State. As soon as the Secretary of State receives the Preferred Option a formal public consultation is carried out for twelve weeks. For more information about this see: **www.gowm.gov.uk/gowm/Planning/?a=42496**

After this an Examination in Public is held. For more information about this see the Project Plan: **www.wmra.gov.uk/page.asp?id=56** or Planning Policy Statement 11 on: **www.communities.gov.uk/embedded_object.asp?id=1143844**

What happens to my views?

Responses to this consultation will be summarised and available on the web. The Secretary of State will also be sent a pre submission consultation statement setting out how the Statement of Public Participation was met, what consultation was carried out and how successful it was.

Additional Information

Evidence Base

The Spatial Options have been written with a lot of consideration for background information and technical detail, called the evidence base. The table below summarises the completed studies and technical work that have been carried out by the WMRA/RPB. This information will provide the evidence for the Preferred Option when being debated at the Examination in Public. All this technical work, together with a list of more evidence not directly used by the Policy Leads in preparing the Spatial Options, is available on the website:

www.wmra.gov.uk/page.asp?id=121

Table correct at time of print. When further technical work is completed it will be published on the WMRA website:

www.wmra.gov.uk/page.asp?id=121

The **Annual Monitoring Report** and supplementary Reports also form part of the evidence base, see:

www.wmra.gov.uk/page.asp?id=52

The **Phase One Revision:** The Black Country Study evidence base, where relevant, will also be taken into account in developing the Preferred Option for Phase Two; it can be viewed on the website:

www.blackcountryconsortium.co.uk/page.asp?PageRef=53

The **Regional Economic Strategy** is currently being reviewed by AWM; part of this process is to develop an evidence base. More information about the WMES Review and evidence base can be found at:

www.advantagewm.co.uk/wmesreview.html

As part of the Sustainability Appraisal (SA), an SA Scoping Report was published, which includes a baseline data survey. This document can be seen at:

www.wmra.gov.uk/page.asp?id=245

WMRSS Phase Two Technical Work
WMRSS Phase Two Technical Work
WMRSS Affordable Housing Study - Final Report (September 2005)
WMRSS Housing Phasing Study - Final Report (June 2005)
Regional Housing Land and Urban Capacity Study 2004 (August 2005)
Migration Report, Average Annual Migration 1999-2004 (February 2006)
Local Housing Market Areas - Final Revised Technical Report (October 2006)
Regional Waste Scenarios Study (July 2005)
West Midlands Waste Facilities - Future Capacity Requirements (November 2004)
Waste Treatment Capacity Survey (August 2004)
Waste Residues Report (June 2006)
Airports Economic Study - Final Report (July 2005)
Air Transport - Surface Access & Environmental Issues (August 2005)
Parking Standards Study - Draft Scoping Report (September 2005)
West Midlands Strategic Park and Ride Strategy (September 2003)
West Midlands Regional Freight Study - Final Report (January 2005)
West Midlands Regional Logistics Study: Stage One - for AWM (June 2004)
West Midlands Regional Logistics Study: Stage Two - Final Report (September 2005)
The Social and Economic Impact of Casino Development in the West Midlands Region - Final Report (March 2006)
Regional Centres Study (March 2006)

Jargon Buster

We have tried to define most technical words and phrases throughout the Spatial Options but a list of additional technical words is included below. The Project Plan has a longer version, these are the extra words and terms that have been used in the Spatial Options.

Commercial Waste	Commercial waste comes from premises used wholly or mainly for trade, business, sport, recreation or entertainment; it excludes household and industrial waste.
Industrial Waste	Industrial waste is waste from a factory or industrial process; it excludes waste from mines, quarries and agricultural waste.
Local Development Framework	A folder of Local Development Documents, produced by Local Planning Authorities and have to be in conformity with the WMRSS.
Regional Logistics Sites	Regional Logistics Sites (RLS) are employment sites that concentrate warehousing and distribution facilities.
Municipal Waste	All waste collected by local authorities including waste collected from households, Household Waste Recycling Centres, litter bins, street sweeping and fly tipping.
Planning Policy Statements	Issued by central Government, these replace Planning Policy Guidance notes. They explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system.
Project Plan	It sets out how and when the Revision will be addressed and which policies will be reviewed. It also describes how stakeholders, Regional partners and the public can get involved.
Regional Economic Strategy	Provides the framework and defines the actions necessary for the Region's economic development and regeneration; produced by AWM.
WMRSS – West Midlands Regional Spatial Strategy	A statutory development plan for the Region to show how it should look in 15 years time or more. It identifies the scale and distribution of new housing, indicates areas for regeneration, expansion or sub-regional planning and specifies priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment/disposal.
Section 4(4) advice	Detailed advice from the Strategic Authorities to the RPB.
Strategic Authorities	Country Council, Metropolitan and Unitary Authorities.
Spatial Planning	Spatial Planning brings together, and integrates, policies on land use with other guidance designed to influence the nature of places and how they function.
Secretary of State (SoS)	The Minister responsible for all policies relating to Town and Country Planning, for example publishing of the WMRSS.
Urban Capacity	Applies equally to urban and rural areas and considers the amount of land available for development.
Waste Collection Authorities	District Councils and Unitary Authorities are responsible for collecting Household Waste and they may make arrangements to collect waste of a similar nature from small businesses.
Waste Disposal Authorities	County Councils and Unitary Authorities are responsible for making arrangements to dispose of Household Waste collected by Waste Collection Authorities in their area and for operating and disposing of waste from Household Waste Recycling Centres.
Waste Facilities	A broad term which includes a wide range of different types of sites that store, sort, recycle, treat or dispose of waste material. These could include: traditional landfill, energy from waste plants, recycling, sorting and large or small waste transfer facilities.

Contact Information

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Requests for translation, interpretation, large text and audio tape will be dealt with on an individual basis, and should be directed to: access@wmra.gov.uk or telephone 0121 245 0200.

The Regional Planning Body has prepared these Spatial Options and will conduct the Revision within the framework of the Race Relations (amendment) Act 2000 and the Disability Discrimination Act 1995.

If anyone has any issues or complaints with regards to these Spatial Options please contact: Olwen Dutton, Chief Executive of West Midlands Regional Assembly, **chiefexecutive@wmra.gov.uk**
0121 678 1031.

Appendix

Table One: Housing Demand (2001-2026) using 2003-based Sub-National Household Projections

	Household Change[1] 2001-2026	Households requiring Re-housing from Demolished Stock[2] 2001-2026	Household Change *plus* Households requiring Re-housing from Demolished Stock 2001-2026	*Plus* 3% Vacancy Allowance in New Housing 2001-2026	Total Demand[3] 2001-2026
Birmingham	105,459	44,390	149,849	4,495	154,344
Coventry	19,447	7,932	27,379	821	28,200
Black Country	**[4]53,517**	**[5]34,355**	**[6]87,872**	**[7]2,635**	**[8]90,507**
Solihull	9,932	2,295	12,227	367	12,594
Metropolitan Area Total	**188,355**	**88,972**	**277,327**	**8,320**	**285,645**
Shropshire	**26,557**	**351**	**26,908**	**807**	**27,715**
Bridgnorth	4,121	25	4,146	124	4,270
North Shropshire	7,676	75	7,751	233	7,984
Oswestry	5,302	24	5,326	160	5,486
Shrewsbury and Atcham	6,598	121	6,719	202	6,921
South Shropshire	3,860	106	3,966	119	4,085
Telford and Wrekin	**18,171**	**945**	**19,116**	**573**	**19,689**
Staffordshire	**65,375**	**2,499**	**67,874**	**2,036**	**69,910**
Cannock Chase	8,916	229	9,145	274	9,419
East Staffordshire	14,364	438	14,802	444	15,246
Lichfield	7,406	60	7,466	224	7,690
Newcastle-under-Lyme	7,441	1,197	8,638	259	8,897
South Staffordshire	4,780	272	5,052	152	5,204
Stafford	9,865	197	10,062	302	10,364
Staffordshire Moorlands	7,180	85	7,265	218	7,483
Tamworth	6,423	21	6,444	193	6,637
Stoke-on-Trent	**4,966**	**14,141**	**19,107**	**573**	**19,680**
Warwickshire	**66,940**	**1,301**	**68,241**	**2,047**	**70,288**
North Warwickshire	4,714	276	4,990	150	5,140
Nuneaton and Bedworth	10,352	78	10,430	313	10,743
Rugby	9,584	3	9,587	288	9,875
Stratford-on-Avon	15,729	690	16,419	493	16,912
Warwick	26,561	254	26,815	804	27,619
Worcestershire	**56,135**	**2,014**	**58,149**	**1,744**	**59,893**
Bromsgrove	7,715	277	7,992	240	8,232
Malvern Hills	8,729	441	9,170	275	9,445
Redditch	7,244	96	7,340	220	7,560
Worcester	10,023	157	10,180	305	10,485
Wychavon	14,931	555	15,486	465	15,951
Wyre Forest	7,493	488	7,981	239	8,220
Herefordshire	**20,886**	**901**	**21,787**	**654**	**22,441**
Shire and Unitary Authorities	**259,030**	**22,152**	**281,182**	**8,435**	**289,617**
Major Urban Areas[9]	200,762	104,310	305,072	9,152	314,224
Other Areas	246,623	6,814	253,437	7,603	261,040
WEST MIDLANDS REGION	**447,385**	**111,124**	**558,509**	**16,755**	**575,264**

Notes:

1 2003-based Sub-National Household Projections (Source: ODPM, March 2006).

2 Includes Demolitions 2001-2026, taken from the Regional Housing Land and Urban capacity Study 2004 (August 2005).

3 Includes Household Growth plus Households to be Re-housed from Demolished Stock plus 3% Vacancy Allowance.

4 Indicates that the Household Change for this period will be:

Dudley:	**13,063**	**Sandwell:**	**16,741**
Walsall:	**10,707**	**Wolverhampton:**	**13,006**

5 Indicates that the number of Households requiring Re-housing from demolished stock for this period will be:

Dudley:	**6,280**	**Sandwell:**	**17,401**
Walsall:	**6,298**	**Wolverhampton:**	**4,376**

6 Indicates that the Household Change plus Households requiring Re-housing from Demolished Stock will be:

Dudley:	**19,343**	**Sandwell:**	**34,142**
Walsall:	**17,005**	**Wolverhampton:**	**17,382**

7 Indicates that the plus 3% Vacancy Allowance in New Housing will be:

Dudley:	**580**	**Sandwell:**	**1,024**
Walsall:	**510**	**Wolverhampton:**	**521**

8 Indicates that the Total Demand will be:

Dudley:	**19,923**	**Sandwell:**	**35,166**
Walsall:	**17,515**	**Wolverhampton:**	**17,903**

9 MUAs include Metropolitan districts plus Stoke-on-Trent and Newcastle-under-Lyme.

Totals may not add due to rounding

Table Two: Housing Demand (2001 – 2026) using 2003-based Sub-National Household Projections

	Total Demand[1]	Demand[1] from Local Need	Demand[2] from Migration
Birmingham	154,344	188,433	-34,089
Coventry	28,200	34,770	-6,569
Black Country	**[3]90,507**	**[4]113,673**	**[5]-23,165**
Solihull	12,594	18,714	-6,120
Metropolitan Area Total	**285,647**	**355,590**	**-69,943**
Shropshire	**27,715**	**9,263**	**18,452**
Bridgnorth	4,270	1,057	3,214
North Shropshire	7,984	1,706	6,278
Oswestry	5,486	920	4,566
Shrewsbury and Atcham	6,921	4,794	2,127
South Shropshire	4,085	787	3,298
Telford and Wrekin	**19,689**	**18,365**	**1,325**
Staffordshire	**69,910**	**47,253**	**22,657**
Cannock Chase	9,419	8,080	1,339
East Staffordshire	15,246	7,049	8,197
Lichfield	7,690	3,750	3,940
Newcastle-under-Lyme	8,897	6,680	2,218
South Staffordshire	5,204	4,304	899
Stafford	10,364	6,317	4,047
Staffordshire Moorlands	7,483	2,215	5,268
Tamworth	6,637	8,858	-2,221
Stoke on Trent	**19,680**	**30,180**	**-10,500**
Warwickshire	**70,288**	**31,536**	**38,753**
North Warwickshire	5,140	3,822	1,317
Nuneaton and Bedworth	10,743	9,036	1,707
Rugby	9,875	5,467	4,407
Stratford-on-Avon	16,912	4,688	12,224
Warwick	27,619	8,522	19,097
Worcestershire	**59,893**	**31,813**	**28,081**
Bromsgrove	8,232	3,269	4,963
Malvern Hills	9,445	1,112	8,333
Redditch	7,560	8,661	-1,101
Worcester	10,485	8,193	2,293
Wychavon	15,951	6,343	9,608
Wyre Forest	8,220	4,234	3,986
Herefordshire	**22,441**	**7,700**	**14,740**
Shire and Unitary Authorities Total	**289,617**	**176,109**	**113,508**
Major Urban Areas[6]	314,224	392,450	-78,225
Other Areas	261,040	139,250	121,790
WEST MIDLANDS REGION	**575,264**	**531,699**	**43,565**

Notes:

1 Includes Household Growth plus households to be re-housed from demolished Stock plus 3% vacancy allowance for new dwellings.
2 Household growth from migration plus 3% vacancy allowance for new dwellings.
3 Indicates that the Total Demand will be:

Dudley:	**19,923**	**Sandwell:**	**35,166**
Walsall:	**17,515**	**Wolverhampton:**	**17,903**

4 Indicates Demand from Local Need will be:

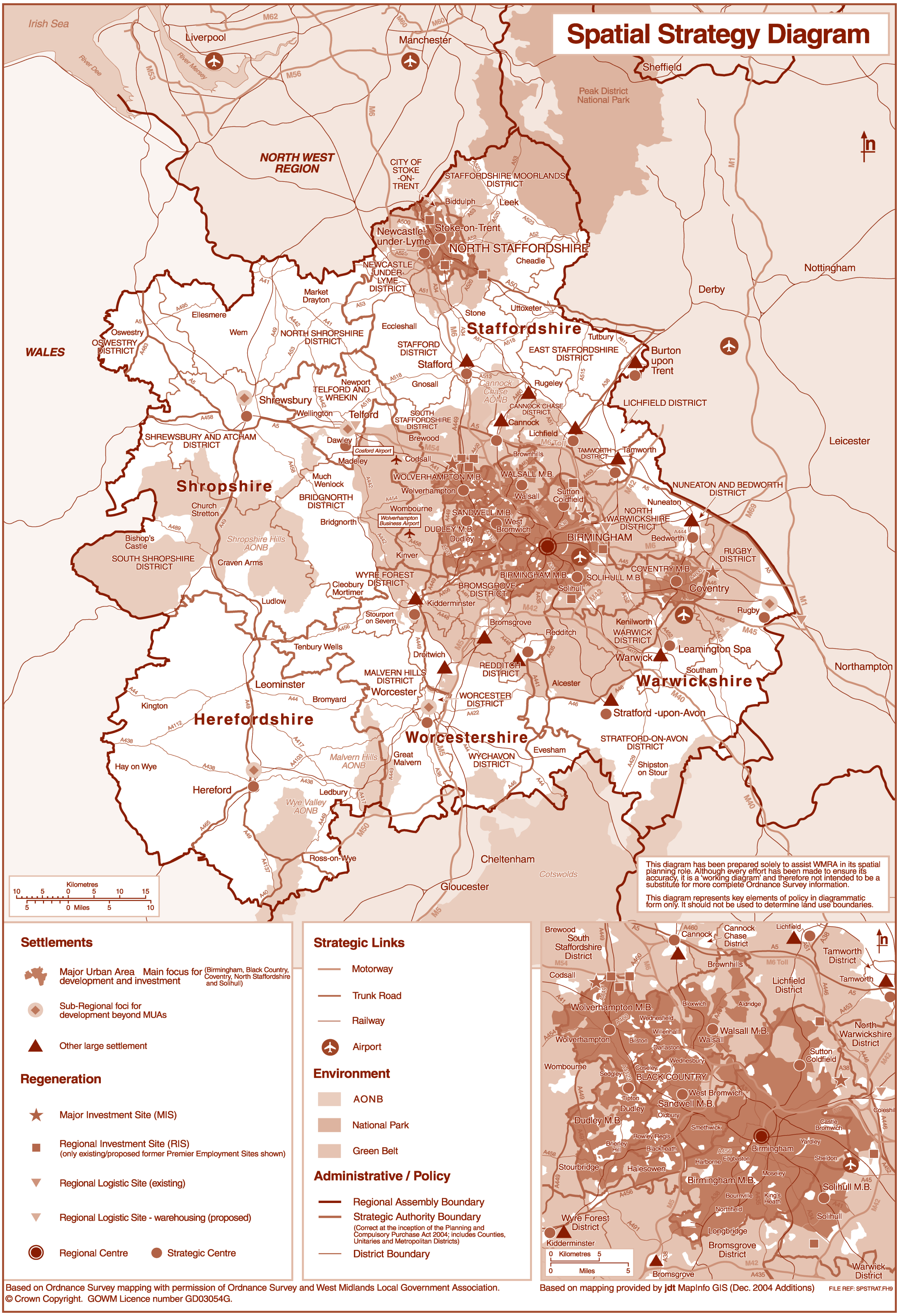
Dudley:	**22,856**	**Sandwell:**	**41,035**
Walsall:	**26,775**	**Wolverhampton:**	**23,007**

5 Indicates Demand from Migration will be:

Dudley:	**-2,932**	**Sandwell:**	**-5,869**
Walsall:	**-9,260**	**Wolverhampton:**	**-5,104**

6 MUAs include the built-up areas of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, Wolverhampton, Newcastle-under-Lyme and Stoke-on-Trent.
Totals may not add due to rounding.

Illustrative Map



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