Waste Site Assessment Proforma: Bloomfield Road / Budden Road, Coseley

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The site is brownfield land with longstanding industrial buildings some of which are underused.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by heavy industry, open storage, scrap yards and aggregate recycling. Part of the site (approximately 12 hectares) is identified as a Local Employment Area (E16.2 in the Dudley Borough Development Strategy (DBDS).
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	B	There are three scrapyards on the site. There is further scope for waste development if land is available.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the heavy industrial uses, the site will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	C	The site is just over 10 minutes drive time from Junction 10 of the M6 at off peak times.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	Site is around 28.1 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not apparently constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	Waste would be suitable associated with heavy industrial character of the site.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	There is adequate unconstrained frontage from Bloomfield Road and Budden Road.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Access to the site is on good already well-trafficked roads through residential areas in Tipton and Coseley. Impact would likely be limited.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There are residential properties off Lilac Avenue and Bloomfield Terrace approximately 50 m from the site to the east. There is interest in promoting housing to the south west beyond the canal and at the northern extent of the site. Further proposals to the south east would encroach onto a small area of the site east of Bloomfield Road.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	C	Development would need to respect the SINC associated with the canal to the west.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Despite the presence of nearby residential receptors, waste development would not alter the heavy industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The site is not prominent and views onto the site are filtered from surrounding publicly accessible areas.

Summary Assessment

A significant area of brownfield land characterised by heavy industry, open storage, scrap yards and aggregate recycling.

The area is under pressure from housing proposals with significant areas of interest to the north east and south west. One SHLAA site encroaches into the assessment area east of Bloomfield Road. These areas of interest together with existing housing across Bloomfield Road and Central Drive may present a challenge to the development of further waste uses.

Site access is unproblematic and the local highway network comprises already well-trafficked roads through residential areas in Tipton and Coseley. Traffic impacts would likely be limited.

Although in an area of residential development pressure, the area retains good potential for additional waste uses subject to highway network considerations and the mitigation of amenity effects upon existing and any new housing consented close to the site boundary.

Suitable Uses

Energy from Waste
Transfer Station
Treatment Facility
Materials Recycling

394200 394300 394400 394500 394600 394700 394800 394900 395000 395100 395200 395300 395400 395500 395600 395700

293800 293700 293600 293500 293400 293300 293200 293100 293000 292900 292800 292700 292600 292500

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.1
Bloomfield Road, Coseley

Site area (ha): 32.1
Site area minus exclusionary criteria (ha): 28.1

January 2020

wood.

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Waste Site Assessment Proforma: Lower Gornal Wastewater Treatment Works

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The site is an operational sewage treatment works.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The site itself is isolated away from other developed areas. The surrounding area of the site is open Green Belt with more distant residential areas.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	The site is an operational sewage treatment works. However, it is understood that it is due to close in 2020, and it has been put forward by Severn Trent for redevelopment in response to the Black Country Plan 'Call for Sites'.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	C	Given its existing use, the site will be served by sewerage. It is unclear whether the entire site is available.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	E	The site is remote and well beyond a 10-minute drive (likely nearly 20 minutes) from any motorway junction.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The size is physically large enough to accommodate facilities, the site area is approximately 10.5 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape of the site would not affect development potential.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		C	The site is constrained by overhead power cables and existing sewerage infrastructure. It is unclear whether the entire site is available.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	As an isolated sewage works, there are no detrimental impacts upon employment opportunities.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	The site has a difficult highway frontage to a narrow lane that would appear to be unadopted. A use only generating traffic at similar levels to the current works is likely to be acceptable.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		C	There will be some conflict with traffic or pedestrians associated with the Crooked House pub. The B4176 and wider local highway network comprises already well-trafficked through residential areas in Gornalwood.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There are residential properties close to the site boundary on Oakland Drive and Guys Lane. Further housing has recently been built off Oak Lane / Stallings Lane 200m to the south.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	E	Aside from the operational structures, the site is a designated SINC. Development would need to respect the SINC and mitigate any loss or potential effects.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The site is largely hidden by trees and vegetation. Low development is likely to be visible only from the PROW to the south.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The site is largely hidden by trees and not prominent.

Summary Assessment

A 10.5 area partly occupied by a sewage treatment works and be woodland.

The site lies entirely within the Green Belt and partly within a wider designated SINC that extends to encompass Barrow Hill Local Nature Reserve.

Site access from the B4176 is narrow but likely to be acceptable for traffic movements comparable to the existing works, If the site were to generate traffic outside of normal working hours or at weekends there would be some conflict with traffic or pedestrians on the unadopted road/footpath to the Crooked House pub. The local highway network comprises already well-trafficked roads through residential areas in Gornalwood but as the site is nearly 20 minutes from a motorway junction, waste uses would likely serve a very localise need.

Without the revision of Green Belt boundaries, the site has no realistic potential to accommodate buildings or other structures that would compromise the openness of the area. Any development would need to mitigate effects upon the designated SINC.

Suitable Uses

All subject to Green Belt considerations:

Transfer Station

Treatment Facility

Materials Recycling Facility

389700 389800 389900 390000 390100 390200 390300 390400 390500 390600 390700 390800 390900 391000 391100 391200

291300 291200 291100 291000 290900 290800 290700 290600 290500 290400 290300 290200 290100

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Mineral Areas of Search

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.2
Lower Gornal Wastewater Treatment Works

Site area (ha): 10.5
Site area minus exclusionary criteria (ha): 10.5

January 2020

wood.

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Waste Site Assessment Proforma: Mucklow Hill Trading Estate, Halesowen

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The site is brownfield land with some longstanding industrial buildings some of which are underused.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by large industrial uses together with a large former forge. The site is identified as a High Quality Employment Area (E14.1) in the Dudley Borough Development Strategy (DBDS).
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	There are no existing waste management facilities within the study area.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the heavy industrial uses, the site will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is within approximately a 5-10-minute drive of the M5. The likely route would be along suitable A roads (A458 and A459).

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The study area is approximately 74.8 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape of the study area does not limit development potential.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	No constraints have been identified
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		E	There are presently no waste uses within the estate. Waste development could have a detrimental impact.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	There is adequate unconstrained frontage at a number of points off the A458 and A459.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	The local highway network is well trafficked with some HGVs. Unconstrained access to the M5 is available via the A458.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	Part of the site has been identified as a noise action plan important area. There are no sensitive land uses within 250m that would be impacted by odour associated with developments within the study area. There is some interest in promoting housing on nearby gap sites but this does not present a significant threat to the estate.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	Development would need to respect and mitigate effects upon the SINC to the Dudley Canal.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The study area makes up part of a wider industrial zone, development within the study area would not alter the heavy industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The site is not prominent and views onto the site are filtered from surrounding publicly accessible areas.

Summary Assessment

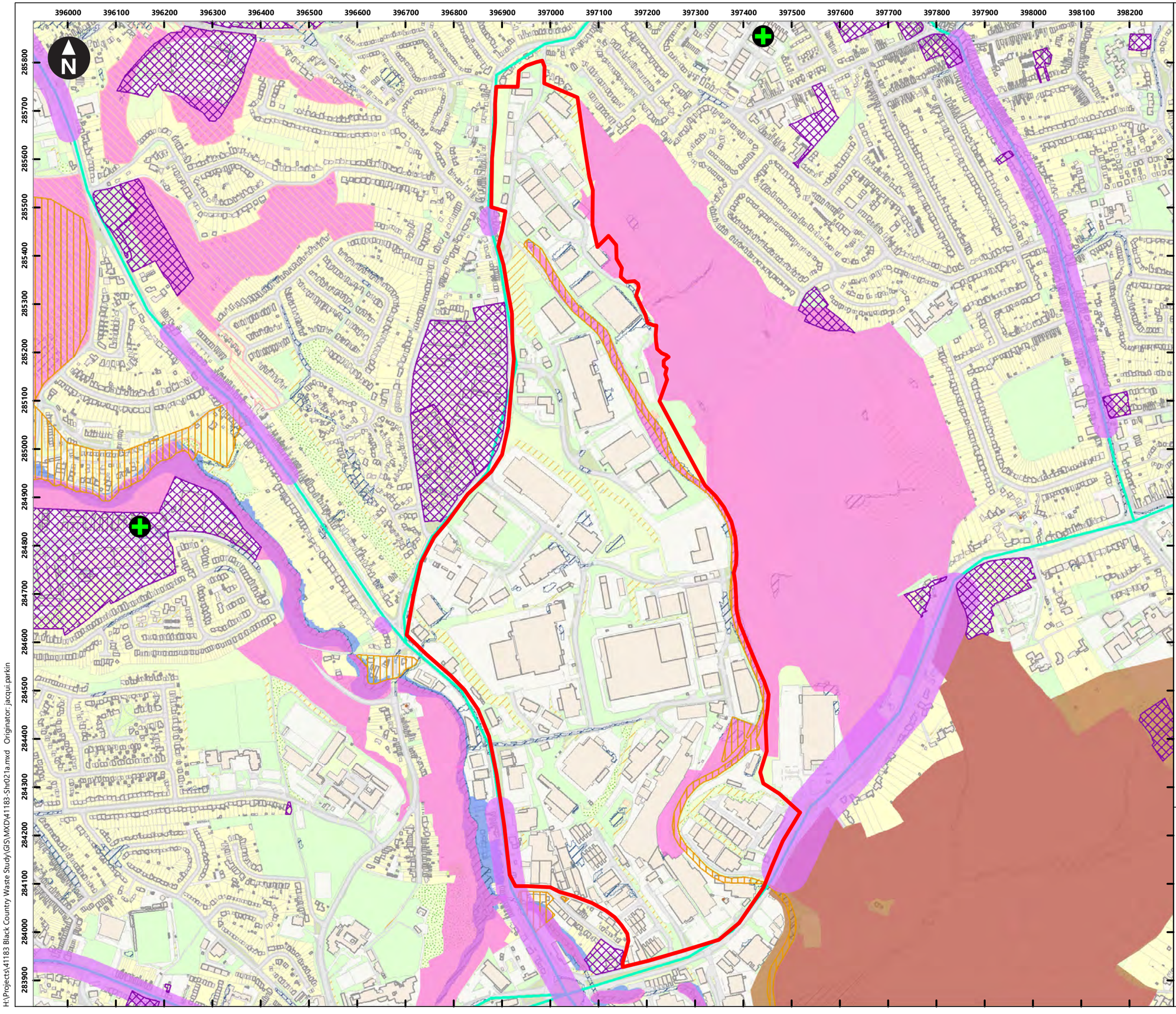
A significant industrial estate including a large former forge but with no history of waste uses. The estate is well occupied with site options restricted to the former forge.

Site access is unproblematic from with the A458 or A459, and the local highway network comprises already well-trafficked roads through residential areas in Halesowen and with swift access to the M5.

Although very suitable for its existing uses, the estate is of a quality that would be inappropriate for waste uses.

Suitable Uses

Not applicable



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 350 400 450 m

Scale at A3: 1:7,500

Black Country Waste Study

Figure M.3
Mucklow Hill Trading Estate, Halesowen

Site area (ha): 76.3
Site area minus exclusionary criteria (ha): 74.8

January 2020

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Waste Site Assessment Proforma: Cornwall Road and Parkrose Industrial Estates, Soho

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	A large traditional industrial area dating from at least the 19th century with a range of brownfield sites and under used buildings.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by a mix of heavy industry uses, storage areas, and waste sites.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are about ten operational waste sites within the assessment area. Some of these uses are underused or subject to redevelopment proposals.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial and residential uses, sites within the study area will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The study area is within 5 minutes drive time from Junction 1 of the M5.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are a number of vacant or potentially available development plots in excess of 1 hectare.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies an area of deep coal and fireclay. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The area is characterised by heavy industry and waste uses. It is appropriate for further waste development.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Frontages within the study area possess good visibility.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	Access to the study area from the wider area is on good already well-trafficked roads and is connected by dual carriageway to the M5 via the A457 and A4252.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	The assessment area appears to be secure from direct encroachment. However, new housing to the south and west and further proposals on Rolfe Street may constrain the potential of these boundaries to accommodate further waste uses.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Despite the presence of nearby residential receptors, waste development would not alter the heavy industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	Industrial plots within the study area are not prominent and views onto the plots are filtered from surrounding publicly accessible areas.

Summary Assessment

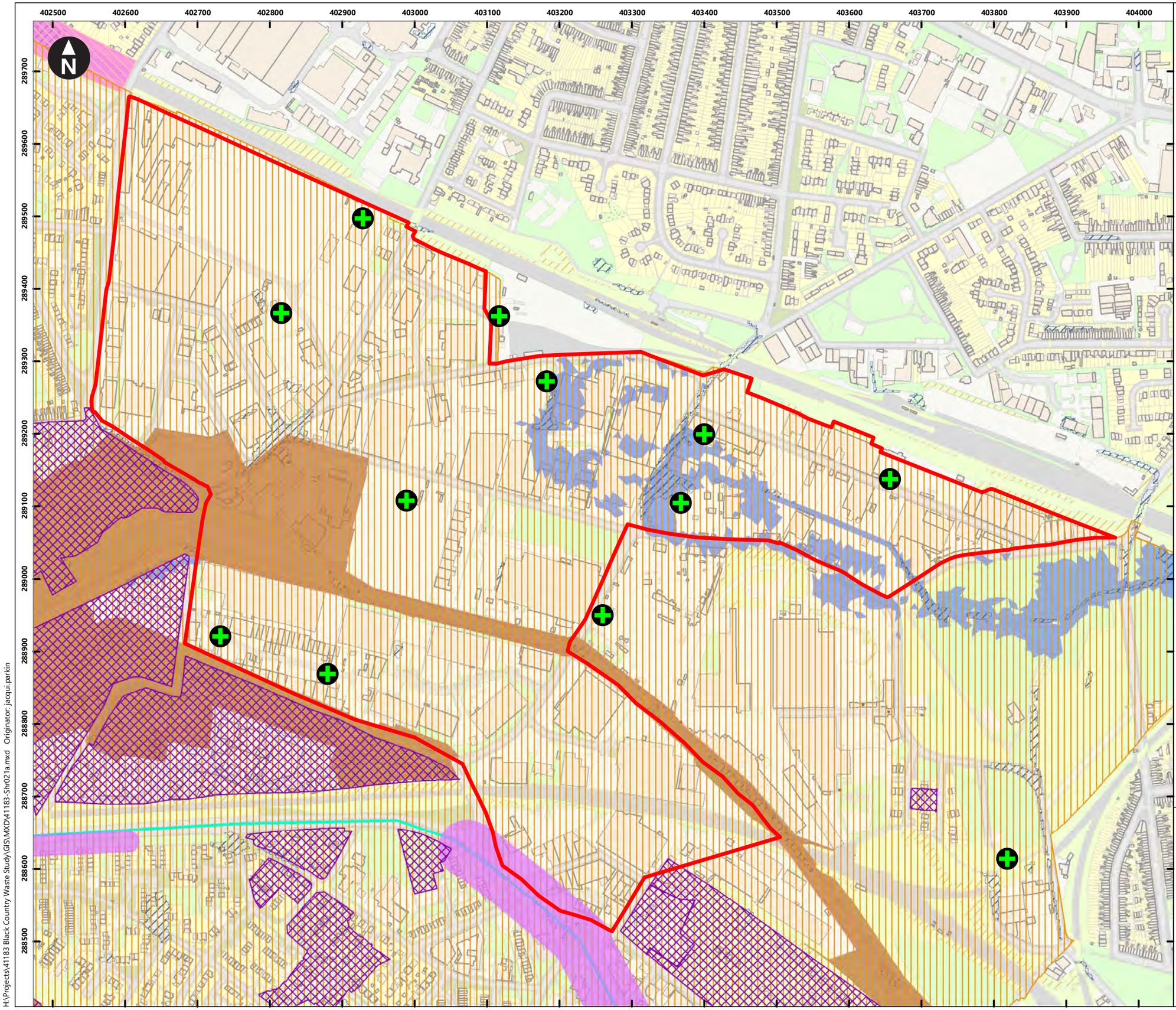
A significant area of brownfield land characterised by a mix of traditional and more modern employment uses including heavy industry, storage areas, and waste sites.

The site is very well related to the motorway network being under 5 minutes drive time from the M5 and accessible via the A456 and A4252 dual carriageways. The internal roads possess straight frontages with good visibility. The highway effects of additional development in this area should not be significant.

There has been some recent housing development to the south and west of the site and further proposals at its southern boundary on Rolfe Street. Although these are close to some existing waste uses and may constrain the potential of these boundaries to accommodate further waste uses, the majority of the area is unaffected and a safeguarding policy will ensure that its potential to accommodate a wide range of facilities remains secure.

Suitable Uses

Energy from Waste
Transfer Station
Treatment Facility
Materials Recycling



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.4
Cornwall Road and Parkrose Industrial Estates, Soho

Site area (ha): 61.0
Site area minus exclusionary criteria (ha): 60.1

January 2020

wood.

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Waste Site Assessment Proforma: Tat Bank, Langley

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The assessment area is made up of brownfield land and active industrial units.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The area is characterised by some modern industrial units, heavy industry, open storage, scrap yards and other operational waste uses.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are four operational waste facilities within but towards the fringes of the assessment area.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial uses, the study area will be served by sewerage and a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The area is within 5 minutes drive time from Junction 2 of the M5 along the A4034 and A457 dual carriageways.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are no apparently vacant plots although some in excess of 1 ha that may potentially become available.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	Parts of the assessment area overlay an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		B	Currently the study area comprises of many active industrial business units. Waste uses would be generally compatible subject to their specific location.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The frontages in the assessment areas are largely straight and site access would be unproblematic.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	Access from Junction 2 of the M5 is via dual carriageway and past a very small residential area on Stone Street.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There are very few nearby residential areas – the nearest being on Stone Street to the west, Wellesley Road to the east and along the Birmingham Road to the north. There are a number of housing proposals close to the boundaries of the area but these are separated by major roads and infrastructure. The centre of the assessment area is approximately 400m from any boundary.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no designated sites within the assessment area. There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		D	Despite some housing within 250m of the boundary, the area is not readily apparent to a significant number of residential receptors. However the majority of the area is highly visible from the elevated M5.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		B	Although highly visible from the elevated M5, waste development would conform to the existing heavy industrial character of the area.

Summary Assessment

A significant area of industrial activity characterised by modern units, heavy industry, open storage, scrap yards and operational waste facilities.

Site access is unproblematic. The site is located within 5 minutes drive time from Junction 2 of the M5 largely by the A4034 and A457 dual carriageways dual carriageway and local estate roads with few residential receptors. Traffic impacts are likely to be limited.

There is some development pressure for housing in the surrounding area. None of the proposed sites encroach on the area and all are separated from it by major roads or railways and do not represent a significant threat.

Although no obvious development plots were identified and some employment uses may be sensitive, the area is generally suitable for waste and large enough to accommodate a significant facility well away from sensitive receptors.

A safeguarding policy would be appropriate to preserve the potential of the area.

Suitable Uses

Transfer Station

Treatment Facility

Materials Recycling

399000 399100 399200 399300 399400 399500 399600 399700 399800 399900 400000 400100 400200 400300 400400 400500

289500 289400 289300 289200 289100 289000 288900 288800 288700 288600 288500 288400 288300

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.5
Tat Bank, Langley

Site area (ha): 54.1
Site area minus exclusionary criteria (ha): 53.1

January 2020

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Waste Site Assessment Proforma: Charles Street Enterprise Park and Queens Court Trading Estate, Swan Village

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The assessment area accommodates long-standing industrial uses and open areas of previously developed land.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by a mix of employment uses including some heavy industry, open storage areas and waste sites.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are seven operational waste sites within, adjoining or close to the assessment area.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given existing industrial uses the assessment area will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is just over 5 minutes drive time from Junction 1 of the M5.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are no apparently vacant plots although some in excess of 1 ha that may potentially become available.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The assessment area overlies an area of deep coal and fireclay. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The area accommodates some heavy industry and waste uses. It is appropriate for further waste development.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Frontages within the study area possess good visibility.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Access to the study area from the wider area is via the A41 dual carriageway although passing through some residential areas on Phoenix Street.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Aside from some existing residential properties within 50m on Greets Green Road and Ivan Avenue, there is significant pressure on the assessment area from housing proposals. The former Liberty Drawn Tubes site is being redeveloped for 128 dwellings and there are further proposals that would extinguish two waste uses either side of Charles Street in the north west area of the area. A further housing proposal abuts the southern boundary.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	The canal corridor has been designated a SINC which would need to be acknowledge by any development proposal. There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	New residential receptors will mean that significant parts of the site would be far more visible than previously. The degree to which this would be acceptable will depend upon the nature of any new proposal.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		B	Industrial plots within the study area are not prominent and views onto the plots are filtered from surrounding publicly accessible areas.

Summary Assessment

A significant area of brownfield land characterised by a mix of employment uses including some heavy industry, storage areas, and waste sites.

Highway access is unproblematic. Frontages are generally straight access from the M5 is via the A41 dual carriageway although passing through some residential areas on Phoenix Street.

Although largely free of on-site constraints, the area is under significant pressure from housing proposals. At its north eastern extent, the former Liberty Drawn Tubes site is being redeveloped for 128 dwellings. Further proposals would encroach and extinguish two waste uses either side of Charles Street in the north west area of the area. A further proposal still on the Brandon Way Industrial Estate to the south east could also threaten the potential of the Queens Court Trading Estate.

Taken together, and if implemented, the assessment area would retain potential for waste development but this would likely be most feasible in a core area around Charles Street north of Ryders Green Road and away from its boundaries.

Suitable Uses

Transfer Station
Treatment Facility
Materials Recycling

397800 397900 398000 398100 398200 398300 398400 398500 398600 398700 398800 398900 399000 399100 399200 399300

292300 292200 292100 292000 291900 291800 291700 291600 291500 291400 291300 291200 291100

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.6
Charles Street Enterprise Park and Queens Court Trading Estate, Swan Village

Site area (ha): 43.3
Site area minus exclusionary criteria (ha): 42.7

January 2020

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Waste Site Assessment Proforma: Hill Top and Bilport Lane Industrial Estates, Wednesbury

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The site is brownfield land with some longstanding industrial buildings some of which are underused.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by large employment uses with heavy industry (Tangorail) to the north of the Tame Valley Canal.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	There are no existing waste management facilities within the study area.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the heavy industrial uses, the site will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The study area is approximately 5 miinutes drive of Junction 9 of the M6 via the partly dualled A461 and the A4196.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site is mostly occupied with a vacant area at its northern extent comprising just over 2 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape of the study area does not limit development potential.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	A high voltage overhead line crosses the site between two pylons adjacent to the vacant area. This should not constrain development.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		C	There are presently no waste uses within the Hill Top Estate. There is a waste use adjacent to the Bilport Lane Estate which is more suitable.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	There is adequate unconstrained access via a ghost lane junction with the A4196 and off Bilport Lane itself.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		C	The local highway network is well trafficked and the A461 from the M6 passes residential areas for much of its route to the M6. High Top Estate is far more constrained in this respect.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Both estates are away from residential areas. Housing on the A461 to the east lies beyond a railway embankment.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	Development would need to respect and mitigate effects upon the SLINC to the railway embankment.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The study area is well hidden and screened to by an embankment to its eastern boundary.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The site is not prominent.

Summary Assessment

A significant industrial area divided in to two distinct areas by the Tame Valley Canal. The Hill Top Estate is well occupied and of a quality that is unsuitable for waste development. There are no waste uses in this area and access passes through residential areas.

Bilport Lane has more potential. It is industrial in nature, adjacent to a waste use and located 5 minutes drive time from Junction 9 of the M6 along well trafficked roads although through some residential areas adjoining the A461. Site access is unproblematic from Bilport Lane which has a ghost lane junction to the A4196.

An area of vacant land is located to the north of Tangorail and is probably within that company's control. It is not known whether the site is available.

The site is well away and screened from existing residential areas and there are no non-employment proposals nearby. Overall, and it available, the Bilport Lane Estate has some potential for waste uses and this would be secured through a safeguarding policy.

Suitable Uses

Transfer Station
Treatment Facility
Materials Recycling

397800 397900 398000 398100 398200 398300 398400 398500 398600 398700 398800 398900 399000 399100 399200 399300

294500 294400 294300 294200 294100 294000 293900 293800 293700 293600 293500 293400 293300 293200

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.7
Hill Top and Bilport Lane Industrial Estates, Wednesbury

Site area (ha): 20.2
Site area minus exclusionary criteria (ha): 19.9

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Waste Site Assessment Proforma: Powke Lane and Waterfall Lane Trading Estate, Rowley Regis

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The study area is made up of brownfield land and active industrial units.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The area is characterised by some modern industrial units, heavy industry, open storage and some waste uses.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are five operational waste facilities within the assessment area all located in the area north of Garratts Lane.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial uses, the study area will be served by sewerage and a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The area is between 5 and 10 minutes drive time from Junction 2 of the M5

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The area is around 46 hectares with some plots in excess of 1 ha that are vacant or may potentially become available.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels in the area are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not apparently constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The study area overlies an area of deep coal and fireclay. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The area is characterised by mixed employment uses including some heavy industry and waste. It is appropriate for further waste development.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The area has good unconstrained highway frontage to Powke Lane and Garratts Lane.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		C	Access from the M5 passes through residential areas but uses the good quality A4100 Powke Lane and A4034 Oldbury Road. These roads are well trafficked roads and impacts would likely be limited.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The area is extensive but relatively narrow – with very little of the site more than 150m from housing. The potential for additional waste uses is likely to be constrained across the site varying according to its nature, detailed siting and intervening buildings. Proposals for housing at its northern and southern extents will no add significant constraints.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	Development would need to respect the SINC's to the area boundaries. There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Developing sites within the study area would not alter the current character of the views or create unacceptable visual impacts.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	There are sites within the study area that are not prominent and would be filtered from publicly accessible areas.

Summary Assessment

A significant area of brownfield land characterised by a mix of traditional and more modern employment uses including heavy industry, storage areas, and waste sites.

The site is reasonably accessible being located 5 to 10 minutes from the M5. This route passes through residential areas but uses the good quality A4100 Powke Lane and A4034 Oldbury Road. These roads are well trafficked roads and impacts would likely be limited. Within the site, Powke Lane is on good standard and access to individual sites should be unproblematic.

There are no housing proposals within the study area

The area is narrow and constrained by existing housing to the boundaries. Existing waste uses are well located in this respect although further waste development is likely to be restricted to defined areas. There are some proposals for housing at the areas northern and southern extents but these do not constitute a significant additional constraints.

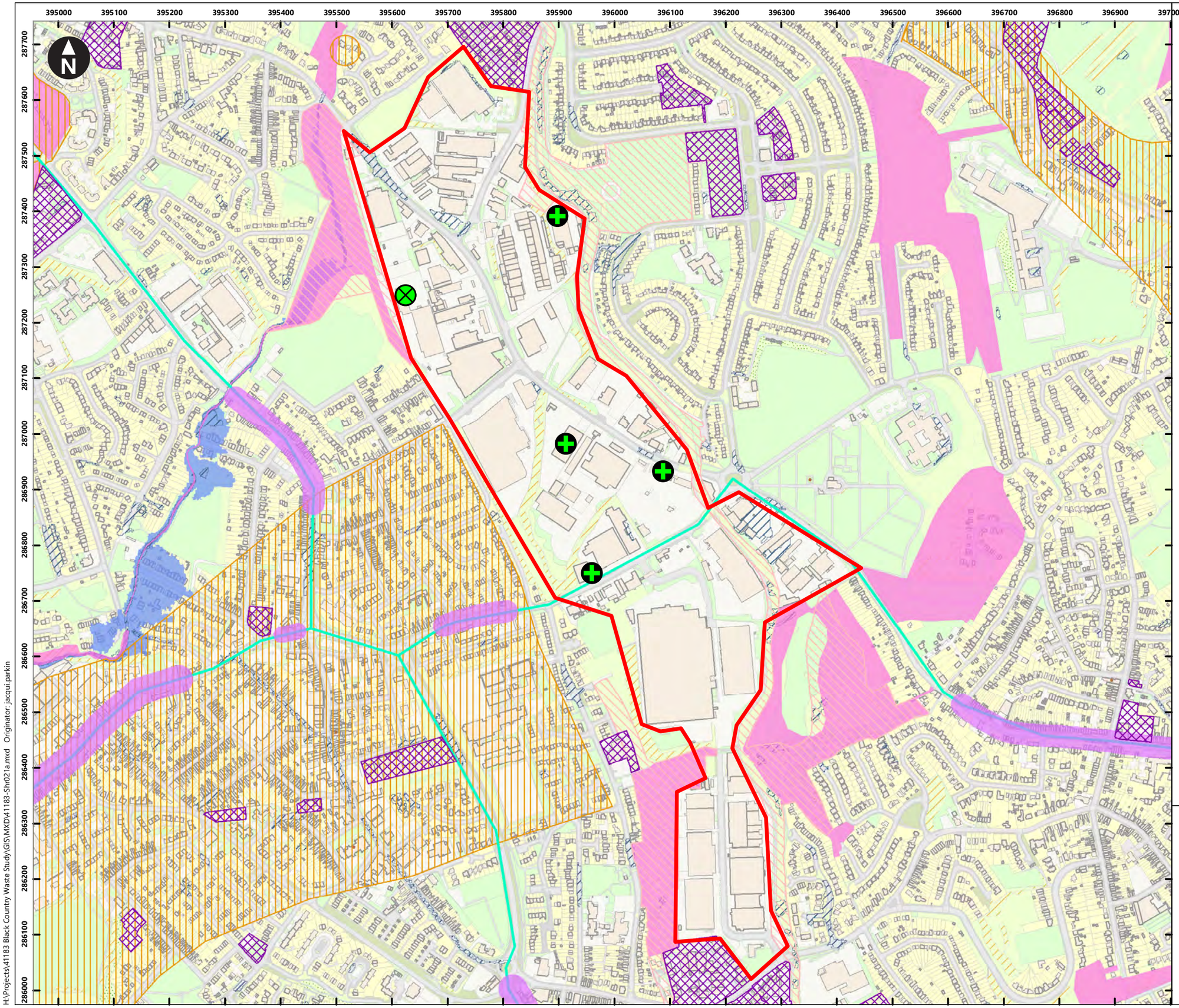
Overall the area retains some potential for small additional waste uses and this would be secured through a safeguarding policy.

Suitable Uses

Transfer Station

Treatment Facility

Materials Recycling



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 350 m

Scale at A3: 1:6,500

Black Country Waste Study

Figure M.8
Powke Lane and Waterfall Lane Trading Estates, Rowley Regis

Site area (ha): 46.3
Site area minus exclusionary criteria (ha): 46.1

January 2020

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Waste Site Assessment Proforma: Dartmouth Road, Sandwell

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	A large employment area.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	D	The site is mixed employment but of good quality characterised light industry, dealerships, some B8 use and a single waste site.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	D	There are no obvious opportunities to extend or co-locate with existing waste uses.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given current employment uses the study area will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The study area is within 2 minutes drive time from Junction 1 of the M5.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		E	There are no apparent development plots in excess of 1 hectare.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies an area of deep coal. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	The area is characterised by high quality employment and not industrial or waste uses
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Frontages within the study area possess good visibility.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	Access from the M6 is of high quality and avoids residential areas.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	The assessment area appears to be secure from encroachment. There is existing housing adjacent to the site on Great Arthur Street but otherwise no non-employment proposals close to its boundary.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Despite the presence of nearby residential receptors, development would not alter the character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	Industrial plots within the study area are not prominent and views onto the plots are filtered from surrounding publicly accessible areas.

Summary Assessment

A significant area very well related to the motorway network being well within 5 minutes drive time from the M5 and accessible via high quality distributor and estate roads.

The area generally comprises high quality employment uses within a good maintained environment characterised by light industry, dealerships and some B8 use. There is a single waste site (Jayplas Recycling Centre) but this does not significantly detract from the general quality of the environment.

Although some sites could come forward, these are considered to offer limited potential for waste uses.

Suitable Uses

Unsuitable for further waste development

401300 401400 401500 401600 401700 401800 401900 402000 402100 402200 402300 402400 402500 402600 402700 402800

290100 290000 289900 289800 289700 289600 289500 289400 289300 289200 289100 289000 288900

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.9
Dartmouth Road, Sandwell

Site area (ha): 26.2
Site area minus exclusionary criteria (ha): 26.2

January 2020

wood.

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Waste Site Assessment Proforma: Ashmore Lake Industrial Estate, Willenhall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The study area is brownfield land.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The majority of the site is characterised by heavy industry, of some longstanding, open storage and scrap yards.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are ten operational mostly small, open waste facilities and scrapyards within the study area. Most of these are clustered clustered around Springvale Road and Sharesacre Street
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	There is potential to utilise existing infrastructure.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for sites within the study area to be served by rail.
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is approximately 5 minutes away from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are large areas of open storage and under used land in excess of 1 hectare that could become available.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies an area of shallow coal, brick and fireclays. The legacy of current and previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		B	Part of the area is characterised by industry and waste uses. Although recent development has been of higher quality and sensitivity, the area retains potential for further waste development.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		C	Quality of access varies. Although generally acceptable, some roads (Sharesacre, Springvale and Ann Streets) are narrow and HGV movements difficult.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		D	The estate lies within a residential area and all routes from the M6 pass sensitive receptors. The perimeter roads of Charles Street, Stringes Lane and St Annes Road are unsuitable for significant HGV traffic.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	There are pockets of housing to the site boundary and there has been recent encroachment off Spring Lane to the north and St Annes Road to the south-west. There is also a withdrawn planning application on Charles Street
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	Despite the presence of residential receptors, waste development would not alter the largely industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		C	The estate is not prominent being somewhat hidden within the urban area.

Summary Assessment

A significant area of brownfield land characterised by heavy industry, open storage and a cluster of scrapyards in its southwestern area. Some recent development has served to improve the wider estate with some higher quality and sensitive land uses (Müller) and modern premises.

Although large, the estate is surrounded by, and to some extent concealed within a residential area. All routes from the M6 are of a good standard but are well trafficked and pass sensitive receptors for significant distances through the Bentley and County Bridge areas of Willenhall. The perimeter roads of Charles Street, Stringes Lane and St Annes Road are unsuitable for significant HGV traffic and Sharesacre, Springvale and Ann Streets are narrow making HGV movements difficult.

The estate has experienced significant pressure from non-employment uses in recent years. Pockets of new housing have encroached from Spring Lane in the north and from St Annes Road to the south-west.

Taken together, the estate is under some threat from other uses its ongoing potential for waste uses could be threatened if this trend continues. Areas of potential exist but will depend upon the specifics of each site in terms of occupancy, ground condition, proximity to housing and access – most notably at the junction of Monmer Road and St Annes Road - although further uses off Sharesacre Street are unlikely to be able to be accommodated acceptably. A safeguarding policy would ensure that its ability to retain this potential remains.

Suitable Uses

Transfer Station
Treatment Facility
Materials Recycling

396200 396300 396400 396500 396600 396700 396800 396900 397000 397100 397200 397300 397400 397500 397600 397700

300100 300000 299900 299800 299700 299600 299500 299400 299300 299200 299100 299000 298900

N

Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.10
Ashmore Lake Industrial Estate, Willenhall

Site area (ha): 40.0
Site area minus exclusionary criteria (ha): 40.0

January 2020

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Waste Site Assessment Proforma: Holland Industrial Park, Heath Road and Environs, Darlaston

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	A large traditional industrial area dating from at least the 19th century with a range of brownfield sites and under used buildings.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site is characterised by a mix of heavy industry uses, storage areas, and waste sites.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are about ten operational waste sites within the assessment area, including EMR Darlaston (in terms of site area, one of the largest waste sites in the Black Country), Veolia Recycling and Ecobat Technologies (formerly G&P Batteries). However, some of the other sites appear underused and may offer potential for further co-located development.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial and residential uses, sites within the study area will be served by sewerage and potentially a grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	C	Rail access is technically feasible following works to strengthen a weak bridge.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The study area is within 5 minutes drive time from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are large areas of open storage and under used land in excess of 1 hectare that could become available.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The configuration and levels on the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area is unconstrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies an area of shallow coal, brick and fireclays. The legacy of current and previous industrial uses will need to be evaluated.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The area is characterised by heavy industry and waste uses. It is appropriate for further waste development.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Frontages within the study area possess good visibility.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	Access to the study area from the wider area is on good already well-trafficked roads and is connected to the M6 by the A454 dual carriageway and Bentley Road South.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	Existing housing border parts of the southern and western boundaries which will constrain adjacent areas. However, there are significant areas well away from housing that hold good potential for further waste development. There are no nearby non-employment proposals that threaten the site.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Despite the presence of some residential receptors, the site is not widely visible locally nor from the A454 and the M6.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	Industrial plots within the study area are not prominent and views onto the plots are filtered from surrounding publicly accessible areas.

Summary Assessment

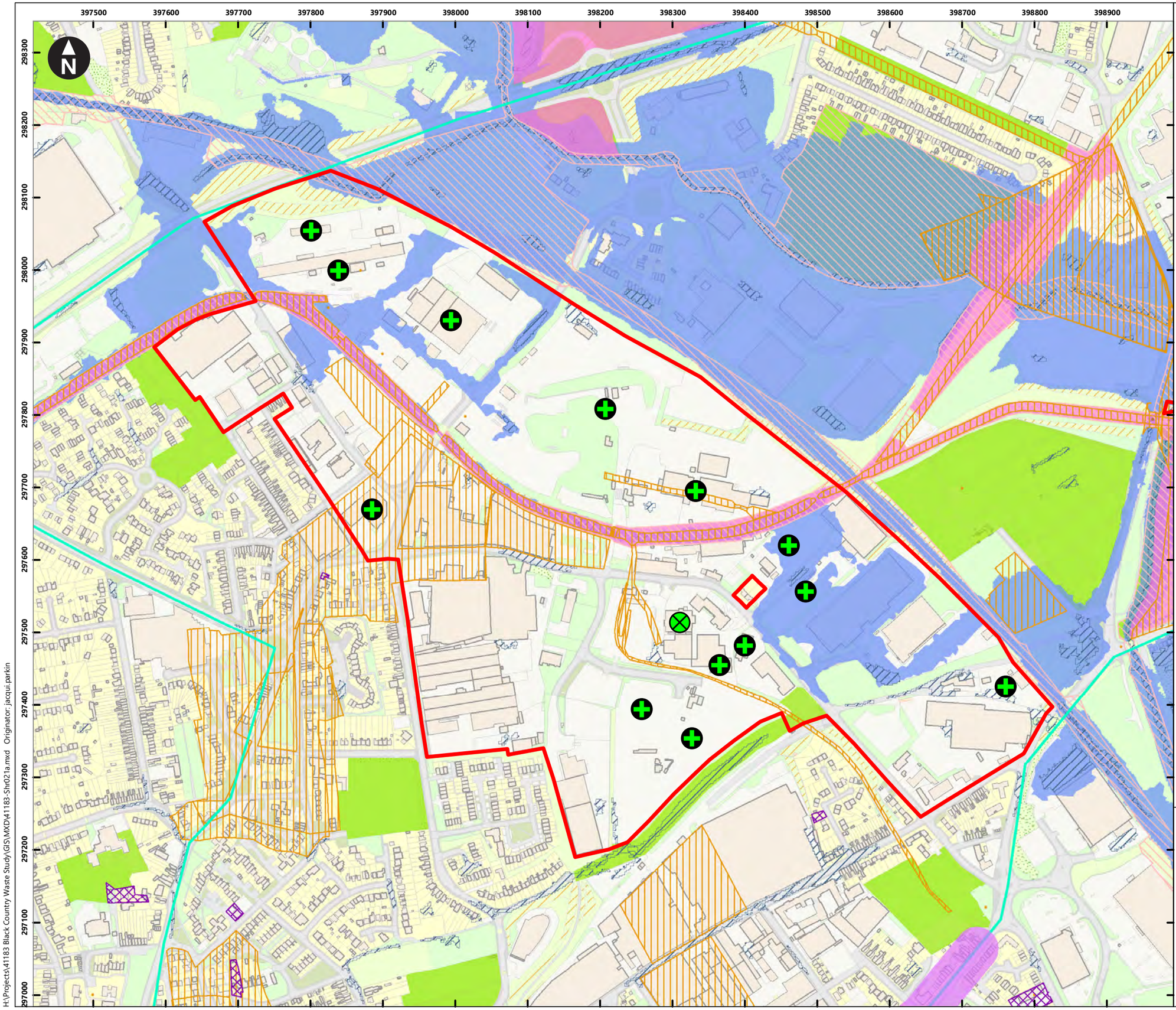
A significant area of brownfield land characterised by a mix of heavy industry, open storage areas, some significant waste sites and some underused land.

The site is very well related to the motorway network being under 5 minutes drive time from Junction 10 of the M6 and accessible via the A454 dual carriageway and good local roads. The internal roads possess straight frontages with good visibility. The highway effects of additional development in this area should not be significant. Rail access is also technically feasible following works to strengthen a weak bridge although there are no firm proposals to take this forward.

Both estates appear secure. There are no housing proposals that would directly or indirectly affect the potential of the site which may hold significant future opportunities. A safeguarding policy will ensure that its potential to accommodate a wide range of facilities remains.

Suitable Uses

Energy from Waste
Transfer Station
Treatment Facility
Materials Recycling



Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.11
Holland Industrial Park / Heath Road and Environs, Darlaston

Site area (ha): 53.9
Site area minus exclusionary criteria (ha): 52.4

January 2020

wood.

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Waste Site Assessment Proforma: Phoenix 10, off Darlaston Road, Pleck

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	Brownfield sites formerly a copper works (the James Bridge Site) cleared between 1993 and 2003 with some remaining vacant buildings. Other areas comprise the Alumwell and Storage Lagoon sites which are both former tips.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The area surrounding the sites is characterised by heavy industry, car works, industrial offices and metal works.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	There are no immediately proximate waste uses.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	There is potential to utilise existing sewerage infrastructure and potentially a grid connection associated with former industry.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for the sites to be served by rail.
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is just over 5 minutes drive time from Junctions 9 and 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	Sites comprises about 17.0 hectares of open hardstanding, restored tips with an abandoned building adjacent to Reservoir Place.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	It is not envisaged that the form of levels of plots across the area will constrain development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area does not appear to be constrained by infrastructure.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The sites are affected by previous coal mining and spoil tipping/ infilling no evidence of subsidence was observed. Contamination from the previous use of the 'James Bridge' site as a copper works is known to be severe. Assessment reflects a strategy for remediation identified by the land owners (Walsall Council and Homes England) and is being supported by the WMCA and Black Country LEP.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	As the sites are vacant there are no employment uses within them that would be detrimentally affected by waste development. However, Phoenix 10 is one of the key projects that will benefit from the Black County LEP's Land and Property Investment Fund, aimed at remediating derelict sites and is expected to provide B1, B2 and B8 floor space to deliver 1,100 full time jobs. Only a Materials Recycling facility could fall within Class B2 and may be considered acceptable. The assessment also reflects the implications for the employment uses adjacent to the 'James Bridge' site off Reservoir Road and Woodwards Road.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Reservoir Place is served by a ghost lane on Darlaston Road and is of a good standard, straight and the site access is suitable. A further access off Darlaston Road could also be suitable although its adjacency to housing and the M6 flyover would need further assessment. This access would also require a bridge to the Walsall Canal to open up the area.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Access from Junction 9 of the M6 would be best secured via the B4200 to the rear of the Gallagher Retail Park. This would avoid impacts upon the residents along the A4148 Bescot Road and the A4038 Darleston Road through Pleck.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Residential areas are located away from the sites boundaries beyond intervening industrial uses the Walsall Canal corridor and a substantial are of vegetated former tip. West Walsall Academy lies to the north which will constrain waste uses in this area.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	Habitats present on the former tips will need to be assessed. Development would also need to respect the canal designated as a SINC and wildlife corridor.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	With the exception of the former tips, waste development would not alter the largely industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		B	The sites are not prominent and views into them are filtered from surrounding publicly accessible areas.

Summary Assessment

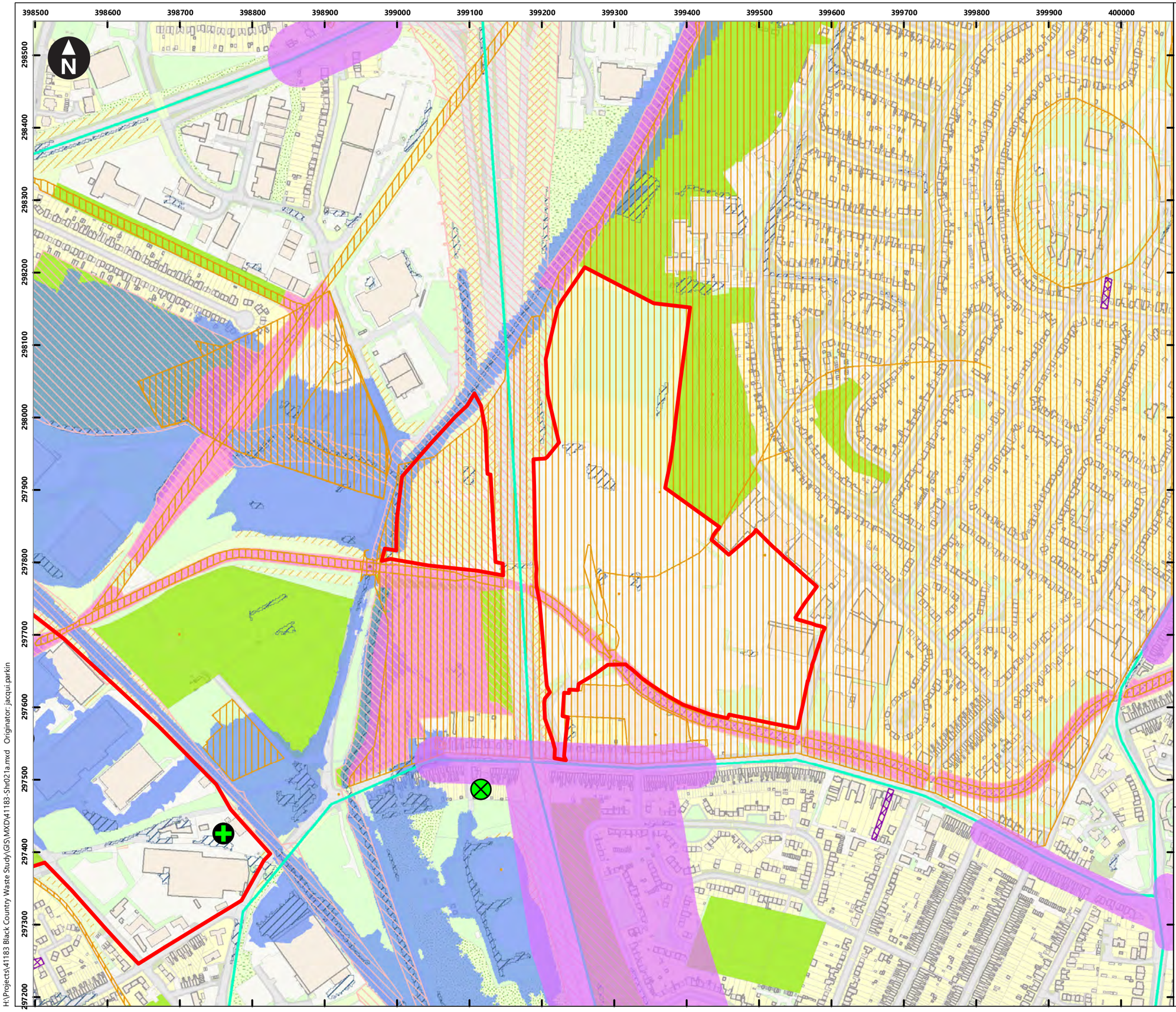
The significant largely cleared brownfield James Bridge site was formerly a copper works with associated tips. The area retains a largely industrial feel and waste would not be presently inconsistent. However Phoenix 10 is one of the key projects that will benefit from the Black County LEP's Land and Property Investment Fund, aimed at remediating derelict sites. An agreement is in place between the WMCA, Walsall Council, Homes England, the Black Country LEP and Henry Boot Developments to remediate and develop the site, specifically to address the shortage in supply of land for industry and distribution in the Black Country. It is expected to provide around 620,000 sq. ft. of industrial and distribution floor space (around 57,000 sq. m.) and to deliver 1,100 full time jobs. Providing opportunities for new waste infrastructure is therefore not a specific objective of the Phoenix 10 project, and is not likely to generate as many jobs as the general employment uses being promoted. While we cannot rule out that a Materials Recycling facility could fall within Class B2 and may be considered acceptable on part of the site, this is not the case for the other types of facility identified.

The sites are located within 5 minutes from Junction 9 of the M6 and access avoiding residential areas would be best secured via the B4200 to the rear of the Gallagher Retail Park. There is an existing suitable access off Reservoir Place and a further existing access off Darlaston Road may also hold some potential subject to assessment.

Given the proposed redevelopment plans, the sites have only limited potential for waste uses.

Suitable Uses

Materials Recycling



Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.12
Phoenix 10, off Darlaston Road, Pleck

Site area (ha): 17.1
Site area minus exclusionary criteria (ha): 17.0

January 2020

wood.

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Waste Site Assessment Proforma: Leamore and Newfield Close Industrial Estates, Bloxwich

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The assessment area is brownfield land.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The Leamore and Bloxwich estates are characterised by predominantly light industry but with some heavy industry and scrapyards. The area off Green Lane is also industrial in nature but with large B8 uses and a car auction.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are four operational waste facilities clustered to the east of Fryers Road south of the Wyrley and Essington Canal. These include Walsall Council's Fryers Road WTS and HWRC There is also a scrapyard off Newfield Close off Green Lane. Another site west of Fryers Road has planning permission for an EfW, and an industrial unit at Willenhall Lane has a CLOPUD confirming that a pyrolysis plant is permissible.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	There is potential to utilise existing sewerage infrastructure and potentially a grid connection associated with former industry.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	C	An extinguished rail head serves the northern extent of the northern site. It is not clear whether there is potential for its reinstatement.
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is just over 5 minutes drive time from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	There are areas of vacant or under used land and buildings in excess of 1 hectare across all areas that could become available for re-use.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	It is not envisaged that the form of levels of plots across the area will constrain development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area does not appear to be constrained by infrastructure.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies an area of shallow coal, brick and fireclays. The legacy of current and previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		B	Dependent upon location, there are a number of opportunities for further waste uses that would not impact upon the more recent, higher quality development such as the Lidl distribution centre.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Quality of access is unproblematic off straight estate roads with good visibility.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Access from the M6 to the southern Green Lane area is via Bloxwich Lane and Reedswood Way which generally avoid residential areas. The more distant northern area relies on access via Leamore Lane which passes only scattered areas of housing.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Some housing has encroached to the west of the Wyrley and Essington Canal north of Leamore Lane. The layout of this development does not imply further encroachment. There are no other proposals within or adjacent to the site.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in vacant buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	Despite the presence of residential receptors, waste development would not alter the largely industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		C	The estate is not prominent being located well within the urban area.

Summary Assessment

Two significant areas of brownfield land characterised by largely light industrial uses but with some heavy industry, open storage and a cluster of scrapyards to the east of Fryers Lane and a further waste use off Newfield Close.

The site is well related to the motorway network and accessible within 5 to 10 minutes of Junction 10 to the M6 via the good local distributors of Bloxwich Lane and Reedswood Way that mostly avoid residential areas.

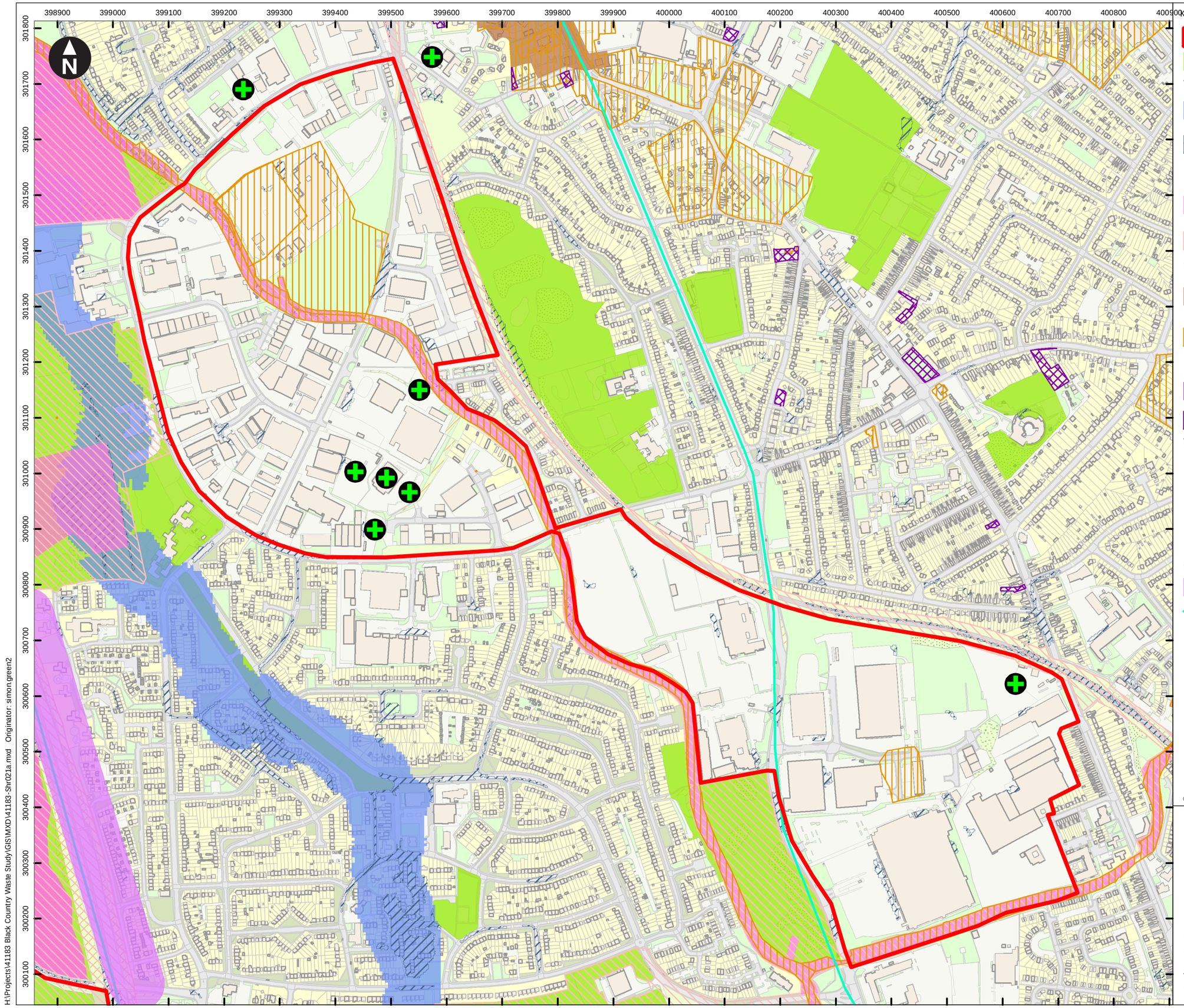
Despite some recent housing development off Leamore Lane and east of the canal, the estates would appear to be secure with no evidence of a threat of further encroachment.

There are a number of opportunities across both areas. In the north a largely vacant heavy industrial use is served by an abandoned rail siding that together with an area consented for an energy from waste facility offers a significant opportunity. Around Green Lane, there are a number of large vacant buildings on the market as well as underused areas of hard standing and vacant land.

Areas of potential exist within the assessment area and a safeguarding policy would ensure that its ability to retain this potential remains.

Suitable Uses

Energy for Waste
Transfer Station
Treatment Facility
Materials Recycling



Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Historic Environment Record (HER) designation

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 350 m

Scale at A3: 1:6,500

Black Country Waste Study

Figure M.13
Leamore and Newfield Close Industrial Estates, Bloxwich

Site area (ha): 81.3
Site area minus exclusionary criteria (ha): 80.4

April 2020

wood.

H:\Projects\41183 Black Country Waste Study\GIS\MXD\41183-Shr021a.mxd Originator: simon.green2

Waste Site Assessment Proforma: Lynx / Beatwaste Site, Bentley

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	A tipped and restored former extraction site. As of June 2019 the land is vacant grass land in the Green Belt with no built development.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The study area is not within an industrial area and the nearest industrial use is 850m away across the M6.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	A tipped and restored former extraction site.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	E	There is unlikely to be any existing infrastructure of value. Those serving nearby residential uses are unlikely to be suitable.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential the study area to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The study area within 5 minutes drive time from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The study area is approximately 12.1 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the study area do not affect the development potential of the site.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The study area is not constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area lies on an area of shallow coal which together with a history of tipping may imply ground instability and contamination.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	There are no nearby employment uses.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	There is unconstrained frontage to Bentley Lane and an existing access at its western extent would satisfactorily serve the site.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Access from the M6 is via Bloxwich Lane and Bentley Lane. This route passes the residential area of Beechdale where but few properties would be effected.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	The site is within 50m of a residential area to the south and the grounds of three schools – Willenhall E-ACT Academy, Old Hall School and Lodge Farm Primary School adjoin the site.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	C	The site lies between two SINC's to the north and south and, Bentley Road notwithstanding, forms part of a green network. Having been restored for upward of ten years, habitats of value may have developed.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		D	Development would be readily apparent from the adjoining residential area, schools and users of Bentley Lane. It is not however visible from the M6.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		D	The site forms a gateway to road users crossing the M6. Development would be obtrusive.
Summary Assessment A 12.5 hectare area of open space in the Green Belt comprising a tipped and restored former extraction site. Site access is unproblematic and there are good linkages to the M6 under 5 minutes away. Although a former waste site, the site is not otherwise suitable for waste. As the site has been restored to open space standard only, it would not be capable of supporting any built development without further land remediation. It is adjacent, or close, to sensitive educational and residential receptors, forms a prominent gateway site and arguably forms part of the green network linking two SINCs and may now accommodate wildlife habitats. **Suitable Uses** Not applicable						

398100 398200 398300 398400 398500 398600 398700 398800 398900 399000 399100 399200 399300 399400 399500

300600 300500 300400 300300 300200 300100 300000 299900 299800 299700 299600 299500 299400

N

Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.14
Lynx/Beatwaste Site, Bentley

Site area (ha): 12.5
Site area minus exclusionary criteria (ha): 12.1

January 2020

wood.

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Waste Site Assessment Proforma: York's Bridge, Lichfield Road, Pelsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	E	The site is wholly undeveloped agricultural land in the Green Belt.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The site is not within or adjacent to an industrial area.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	The site is not a former waste site.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	E	There is unlikely to be any existing infrastructure of value. Those serving nearby residential uses are unlikely to be suitable.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential the study area to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is nearly 10 minutes away from Junction T6 of the M6 Toll.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises 21.0 hectares
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the site do not affect the development potential.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The site forms part of a Minerals Safeguarding Area for coal, brick clay and fireclay. Shallow coal deposits may have implications for development. As no development exists, no evidence of subsidence can be observed.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	Within the study area there are no employment uses.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The study area has long unconstrained frontage to the A4124.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		D	There are residential properties on the A4124 opposite the site. Unless gained from the M6 Toll and A5 to the northeast, access would be through high quality residential areas in Pelsall. Assessment reflects the reluctance of operators to use the M6 Toll.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	There are residential receptors within Pelsall bordering the site to the south and south east. The area is under significant pressure for housing development, evidenced by the entire site being promoted through the SHLAA.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	C	Being under arable agriculture, the site is unlikely to be of significant habitat value. However, the potential to accommodate species from the directly adjacent Pelsall North Common Nature Reserve will require assessment.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		E	There are a number of nearby residential receptors within Pelsall as well as the users of Lichfield Road. Any development that extends the urban area would have significant visual impact.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		E	The site forms a gateway to users of the A4124 and the B4154 from Wyrley Common. Development would be obtrusive.

Summary Assessment
An area of agricultural land in the Green Belt. The site does not relate well to the Black Country and is most obviously best accessed from the M6 Toll and the A5 in Staffordshire although there is a reluctance of operators to use the M6 Toll.
For any development to take place, the site will need to be removed from the Green Belt and possess defensible boundaries that this site does not. It is accessible from the A4124 but forms a prominent gateway site that may have some habitat value linked to the adjacent Pelsall North Common Nature Reserve.
Regardless of its potential for housing, the site is unsuitable for waste uses.
Suitable Uses
Not applicable

401800 401900 402000 402100 402200 402300 402400 402500 402600 402700 402800 402900 403000 403100 403200 403300

305300 305200 305100 305000 304900 304800 304700 304600 304500 304400 304300 304200 304100 304000

N

Key

Site boundaries

Open Spaces

Agricultural land grades 1, 2 & 3a

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

Mineral Areas of Search

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.15
York's Bridge, Lichfield Road, Pelsall

Site area (ha): 17.8
Site area minus exclusionary criteria (ha): 17.8

January 2020

wood.

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Waste Site Assessment Proforma: Home Farm, Sandhills, Brownhills

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	E	The site an undeveloped agricultural land in the Green Belt with two groups of agricultural buildings.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The site is not within or adjacent to an industrial area. An active quarry is located some distance to the south east.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	The site is not a former waste site.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	E	There is unlikely to be any existing infrastructure of value. Those serving nearby residential uses are unlikely to be suitable.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential the study area to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is 5-10 minutes drive time from Junctions T5 and T6 of the M6 Toll.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises 84.1 hectares
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the site do not affect the development potential.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		A	The site forms part of a Minerals Safeguarding Area for sand and gravel. The nearby Shire Oak sand and gravel quarry is required to cease extraction in 2025 and recycling operations to cease in 2028
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		E	The site is actively farmed and there are two groups of agricultural buildings.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The study area has long unconstrained frontage to the A461.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		D	There are residential properties on the A4124 opposite the site. Unless gained from the M6 Toll and A5 to the northeast, access would be through high quality residential areas in Brownhills or Walsall Wood. Assessment reflects the reluctance of operators to use the M6 Toll.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	There are residential receptors on Lichfield Road and Chester Road bordering the site to the south east and south west. The area is under significant pressure for housing development, evidenced by the entire site being promoted through the SHLAA.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	Being under arable agriculture, the site is unlikely to be of significant habitat value. However, trees, hedgerows and other vegetation has the potential to provide habitats for protected species.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		E	There are a number of nearby residential receptors within Sandhills as well as the users of Lichfield Road. Any development that extends the urban area would have significant visual impact.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		E	The site forms a gateway to users of the A461 Lichfield Road from the north east. Development would be obtrusive.
Summary Assessment An very area of agricultural land in the Green Belt. The site does not relate well to the Black Country and is most obviously best accessed from the M6 Toll and the A5 in Staffordshire although there is a reluctance of operators to use the M6 Toll. For any development to take place, the site will need to be removed from the Green Belt and possess defensible boundaries that this site does not. It is accessible from the A461 but forms a prominent gateway site. Regardless of its potential for housing, the site is unsuitable for waste uses. **Suitable Uses** Not applicable						

405000 405100 405200 405300 405400 405500 405600 405700 405800 405900 406000 406100 406200 406300 406400 406500 406600 406700 406800

305800 305700 305600 305500 305400 305300 305200 305100 305000 304900 304800 304700 304600 304500 304400 304300

N

Key

Site boundaries

Open Spaces

Agricultural land grades 1, 2 & 3a

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Locally Listed Buildings
HER Mon Records
Areas of Potential Archaeological Importance

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

Mineral Areas of Search

0 50 100 150 200 250 300 350 m

Scale at A3: 1:6,000

Black Country Waste Study

Figure M.16
Home Farm, Sandhills, Brownhills

Site area (ha): 84.1
Site area minus exclusionary criteria (ha): 84.1

January 2020

wood.

H:\Projects\41183 Black Country Waste Study\GIS\MXD\41183-Shr021a.mxd Originator: jacqui.parkin

Waste Site Assessment Proforma: Shaw Road, Dunstall

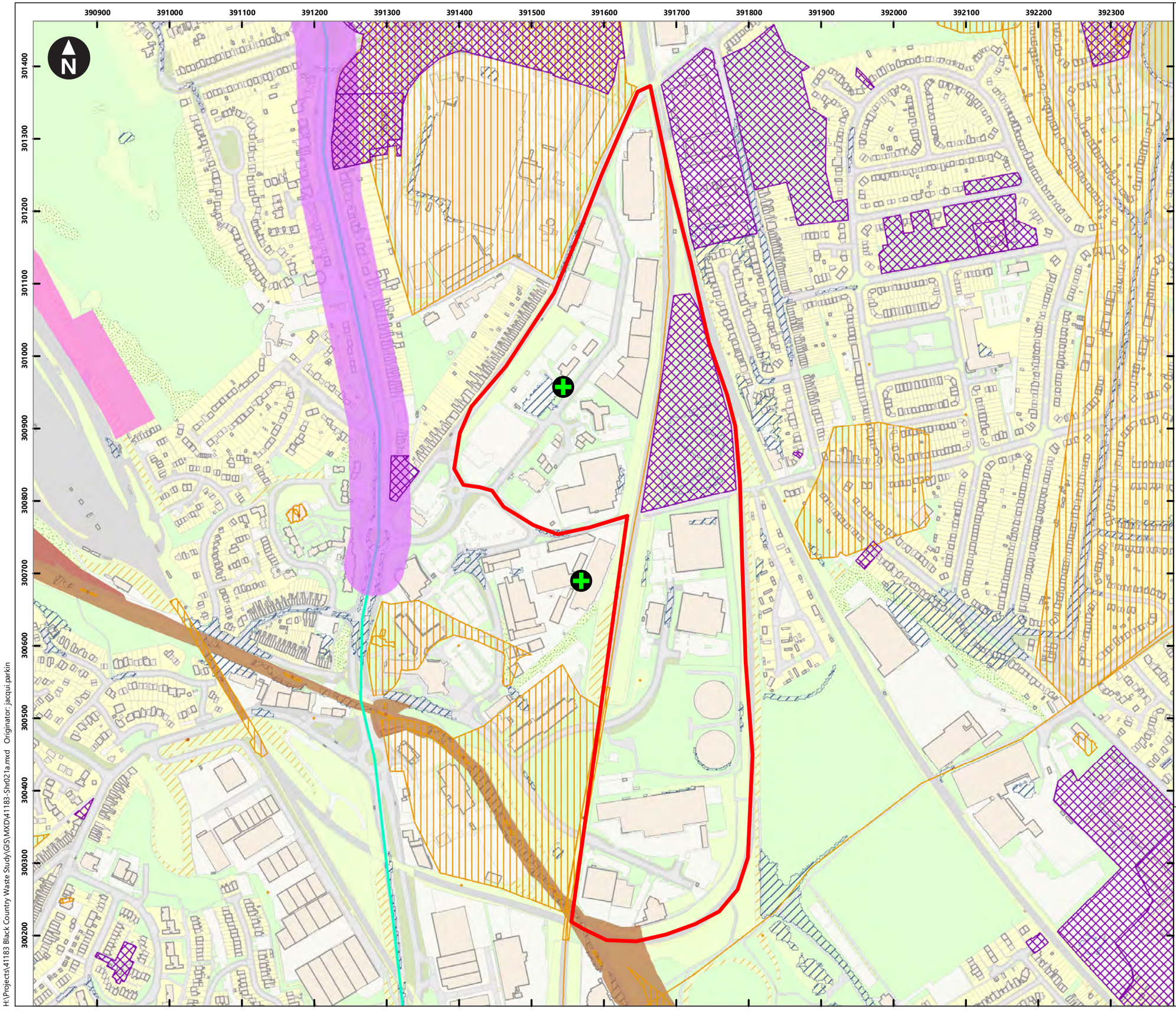
Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The assessment area is brownfield land
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	B	The site is a mixed employment area including some heavy industry, more recent high quality B2 uses, a small business park, trade counters, and a household recycling site. There are areas of vacant land most notably in the south associated with two gasometers.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	B	A household recycling site fronts Shaw Road. There are no other on-site waste uses.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the developed uses within the study are, there is potential to utilise existing infrastructure.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for the site to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is approximately 10 minutes away from Junction 2 of the M54.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		C	The study area is approximately 24.6 hectares. There are vacant plots of at least 1 hectare within the study area.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the area are unlikely to constrain development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The assessment area does not appear to be constrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		C	The site overlies deep coal and subsidence is unlikely. The legacy of current and previous industrial uses will need to be evaluated. The gasometers are known to be subject of proposals for remediation.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	A number of businesses are of good quality and the area is close to Wolverhampton Science Park. A waste use would detract from an improving and regenerating area.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Quality of access is unproblematic off straight estate roads with good visibility.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		D	Vehicles accessing the study area from Junction 2 of the M54 via A449 would pass through residential areas along its route.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The site is presently away from housing aside from those screened on Bushbury Lane and a travellers' park concealed beyond a railway embankment. The area is however under pressure to provide further non-employment development with a food outlet proposed adjacent to the HWRC and significant housing proposed off Showell Road. The gasometers are to be demolished prior to redevelopment – and this is unlikely to be for a waste use.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There are no apparent areas of habitat value on the site although there is some potential on unmaintained scrub or in vacant buildings for bat roosts.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	Development in the northern part of the area would significantly change views for users of Stafford Road and the railway.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		B	The area is not especially prominent and does not form a gateway.
Summary Assessment An area of brownfield land north of, but well away from the City centre. It is accessible from the M54 via the A449 which is predominantly residential in nature. Despite the presence of some heavy industry and a household waste recycling site, the area has been subject to significant regeneration activity in recent years. The area contains some good quality B2 uses, trade counters and a small high quality business park. There are proposals for housing and a food outlet proposed adjacent to the HWRC and significant housing proposed off Showell Road. The gasometers are consented to be demolished prior to redevelopment. This is unlikely to be available for a waste use. **Suitable Uses** Not applicable						



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.17
Shaw Road, Dunstall

Site area (ha): 24.7
Site area minus exclusionary criteria (ha): 24.6

January 2020

wood.

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Waste Site Assessment Proforma: Corner of Wolverhampton / Ettingshall Corridor

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	A cleared brownfield site. Former industrial uses were cleared in around 2005.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The site forms part of the Vulcan Centre – Central Trading Estate and west of the Monmore Business Park both comprising large industrial uses. There is a recreational parkland area to the west and a residential area to the south west.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	There are no waste uses on or adjacent to the site. Previous uses appear to have been industrial.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	B	As the site is within a major built up area there will be potential to utilise existing sewerage. Planning consent for a standby gas facility implies that the site has gas supply. There is no evidence of any other services.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for rail to serve the site.
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	C	The site is within 10 minutes drive time from Junction 10 of the M6 at off peak times.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises approximately 2.7 hectares. Two unimplemented planning consents for a for a training facility and a standby gas facility would reduce the developable area to around 1.5 hectares
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		B	The levels of the site are suitable for development. Configuration could be complex if planning consents are implemented.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not apparently constrained by existing infrastructure. The consented standby gas facility would remove about 0.1 hectares from the site.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The site is cleared and located south and west of large industrial uses.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		C	The site has adequate unconstrained frontage to Dixon Street and Major Street. Access to the A41 passes under a single track railway bridge with a 3.5m height restriction
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		C	Access the site is on good already well-trafficked roads through residential areas in Parkfields from the A4123. Access to the A41 is unconstrained by residential uses.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There are approximately 40 dwellings between 10m and 100m on Dixon Street and beyond. Development would need to take account of and mitigate the effects upon these receptors. Further housing is being promoted to the south east that would extend the residential frontage to the south of Dixon Road.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	Unlikely to be of value but will need assessment given that the site is adjacent to a canal and has been cleared for about 15 years
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		B	Receptors are limited to residents on Dixon Street and recreational receptors on parkland to the west of the site. Waste development would not be inconsistent with the industrial character of these views.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		C	. A corner site with some local prominence on Dixon Street. This corner is landscaped and this should be retained or treated sensitively as part of any re-development.

Summary Assessment

A cleared brownfield site previously used for industry and adjacent to large industrial uses.

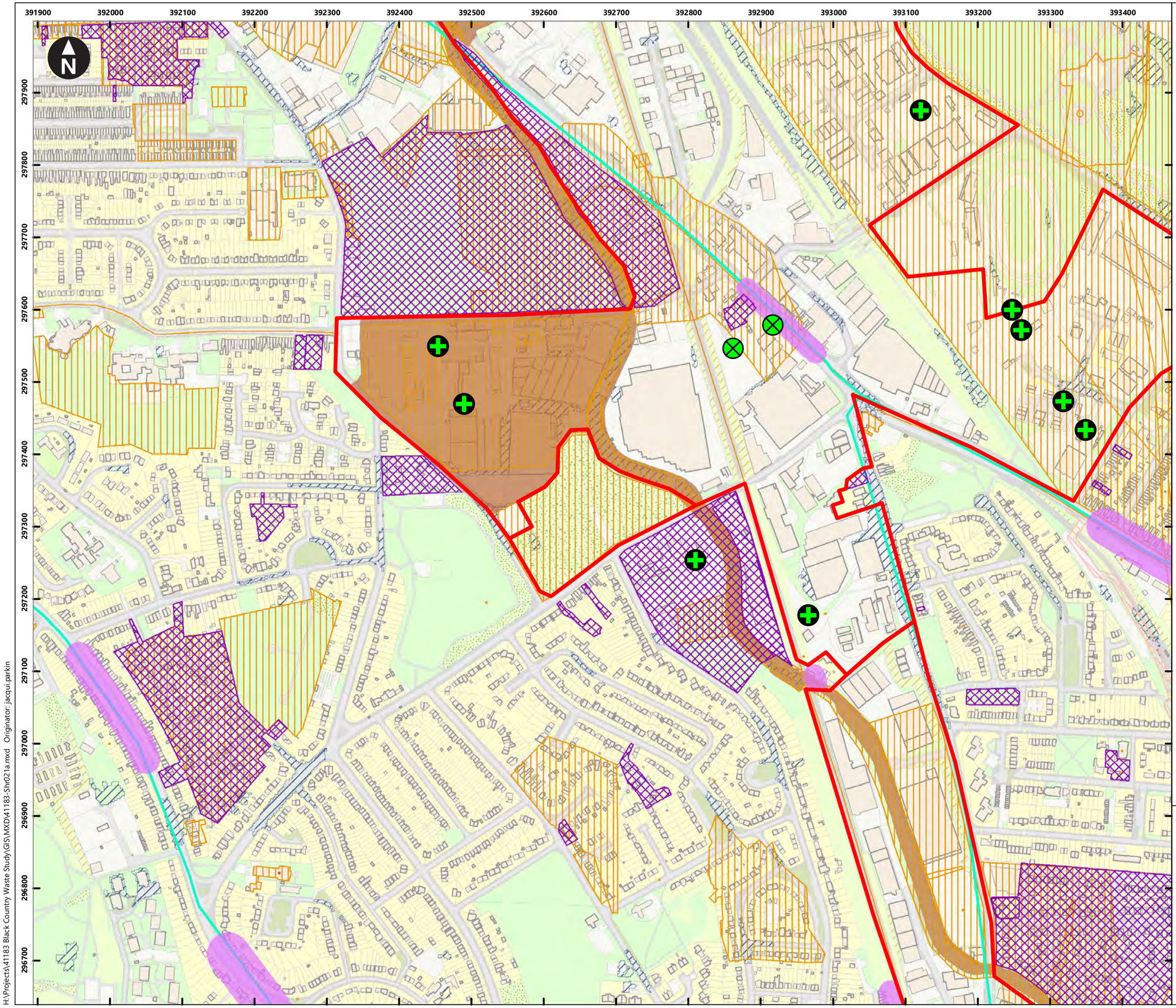
It is in a zone of transition opposite a residential area and a recreation ground. Areas of the site are subject to unimplemented planning consents for a training facility for construction industry and a gas powered standby facility and associated infrastructure that if implemented would produce an irregular site of 1.5 hectares.

Access from the A41 is constrained by a narrow railway bridge with a 3.5m height restriction. Access on and from the A4123 used well trafficked roads but through predominantly residential areas.

Given a location on the edge of an industrial area and proximity to existing dwellings on Dixon Road and further housing proposed to extend the residential frontage to the south east, this site is not considered to be suitable for waste.

Suitable Uses

Not applicable



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.18
Corner of Wolverhampton / Ettingshall Corridor

Site area (ha): 2.7
Site area minus exclusionary criteria (ha): 2.7

January 2020

wood.

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Waste Site Assessment Proforma: Wolverhampton to Ettingshall Corridor (North)

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	There are brownfield sites and vacant industrial buildings within the study area.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The study area is characterised by heavy industry, storage areas, scrap yards and other waste uses.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are nine operational waste facilities within the study area and there may be opportunities to extend or co-locate.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial use of the area there is potential to utilise existing infrastructure.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for the area to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	C	The site is approximately 10-15 minutes drive time from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises 88.5 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	Generally the form and levels of industrial plots within the area are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	No particular constraints were identified from site observations. Vacant plots may be suitable for waste developments.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The area overlies shallow coal deposits which may impact development. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	A waste development would be in character associated with existing heavy industry within the area.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	Vacant identified plots within the study area have adequate highway frontage.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		C	Much depends upon the source of traffic. However, there are residential areas of Bilston and Prestfield along the A41 and routes to the city centre ring road would pass residential areas on all the radial routes (A449, A454, A460 etc).
Amenity	11. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The area west of the railway main line is subject to significant pressure for non-employment uses. This poses a threat to the potential of this area and existing uses. The area to the east is less threatened.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	There are no nearby designations. Although valuable habitat is felt unlikely, areas of scrub and vacant buildings would need to be evaluated.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		B	Waste development would not alter the industrial character of the area. However pressure for housing west of the railway would alter this assessment.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	Identified opportunity sites identified are not in prominent locations and views onto the site are filtered from surrounding publicly accessible areas.

Summary Assessment

A very large area of brownfield land characterised by heavy industry, metallurgical uses, scrap yards and other waste uses.

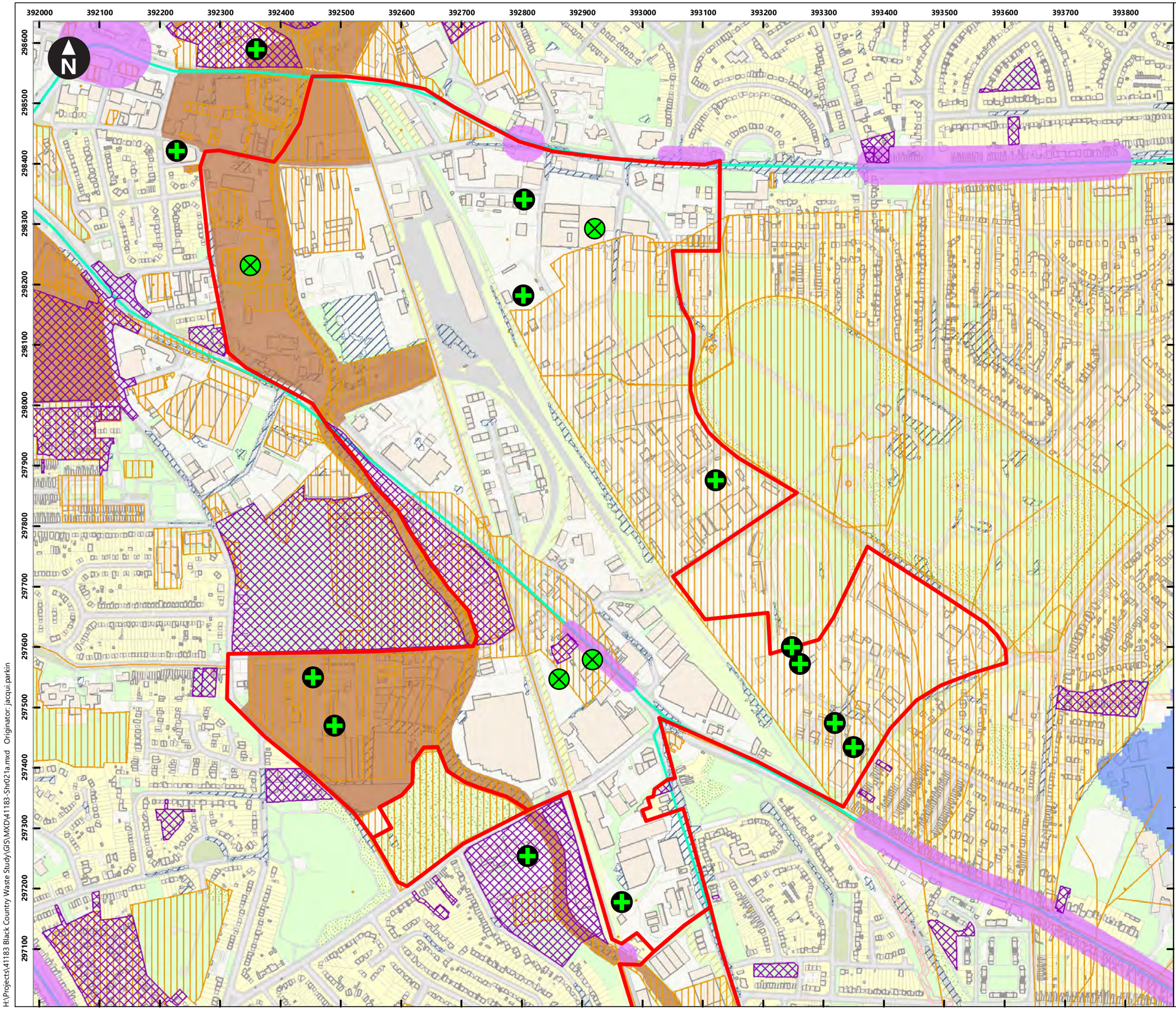
The area is reasonably accessible within 10 to 15 minutes drive time from the M6. The local highway network comprises already well-trafficked roads through residential areas in Park Fields and Monmore Green.

The area is under some pressure from non-employment uses to the west of the railway line and this poses a significant threat to the potential of this area and possibly to existing uses. The area to the east of the railway is less threatened.

The area has good potential for additional waste uses subject to highway network considerations. There are some vacant and apparently underused site, and area – with a particular focus to the east of the railway – would benefit from a safeguarding policy to retain its future potential.

Suitable Uses

Energy from Waste
Transfer Station
Treatment Facility
Materials Recycling



Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 350 m

Scale at A3: 1:6,000

Black Country Waste Study

Figure M.19
Wolverhampton/Ettingshall Corridor (North)

Site area (ha): 89
Site area minus exclusionary criteria (ha): 88.5

January 2020

wood.

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Waste Site Assessment Proforma: Wolverhampton to Ettingshall Corridor (South)

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The study area comprises brownfield land with longstanding industrial buildings, some of which are vacant or under used.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The study area is characterised by light and heavy industry, automotive uses, waste facilities and wholesale retail outlets.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	A	There are two waste treatment sites and a metal recycling site within the study area.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the industrial uses of the area, there is potential to utilise existing infrastructure.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no opportunity for the area to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The study area is approximately 10 minutes drive time from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The study area is approximately 74.5 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of plots within the area are unlikely to constrain development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	No particular constraints were identified from site observations. Vacant plots may be suitable for waste developments.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The area overlies shallow coal deposits which may impact development. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	A waste development would be in character associated with existing heavy industry within the area.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		B	Plots within the Spring Road Industrial Estate have good highway frontage.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Vehicles accessing the western area from the nearest motorway junction via A463 would mostly avoid residential areas. The A4123 serving the Hilton Road Trading Estate is mostly dualled but passes through residential areas. Needwood Drive and Inverclyde Drive are unsuitable for HGVs.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The area is generally unconstrained by existing housing. However there a threat of encroachment by housing around the Hilton Road Trading Estate that will reduce the potential for waste uses in this area. To the east, a very significant proposal would introduce housing to the boundary across the Birmingham Canal.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	There are no nearby designations. Although valuable habitat is felt unlikely, areas of scrub and vacant buildings would need to be evaluated.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		B	Waste development would not generally alter the industrial character of areas. Development within the Hilton Road Trading Estate would be more sensitive in an area of additional pressure for housing development.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		C	The area is not particularly prominent and views of potential sites are filtered from surrounding publicly accessible areas.

Summary Assessment

A very large area of brownfield land characterised by heavy industry, metallurgical uses and waste uses as well as a wholesale retail outlet and some vacant sites.

The area is reasonably accessible within 10 to 15 minutes drive time from the M6. The local highway network is of good standard, already well-trafficked roads although there is the potential to impact upon some residential areas in Millfields. Of more sensitivity would be the area around Hilton Road Trading Estate where access can only be gained through residential areas.

The area is under pressure from housing proposals with significant areas of interest to the north eastern and western boundaries and these could present a threat to potential in these areas. However, the main area of waste use around Manor Road and Millfields Road would not be affected.

Nevertheless, and with a particular focus to the east of the railway, the area would benefit from a safeguarding policy to retain its future potential.

Suitable Uses

Energy from Waste
Transfer Station
Treatment Facility
Materials Recycling

392300 392400 392500 392600 392700 392800 392900 393000 393100 393200 393300 393400 393500 393600 393700 393800 393900 394000 394100

297200 297100 297000 296900 296800 296700 296600 296500 296400 296300 296200 296100 296000 295900 295800 295700

N

Key

Site boundaries

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 350 m

Scale at A3: 1:6,000

Black Country Waste Study

Figure M.20
Wolverhampton/Ettingshall Corridor (South)

Site area (ha): 74.9
Site area minus exclusionary criteria (ha): 74.5

January 2020

wood.

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Waste Site Assessment Proforma: Land adjacent to Tata Steel, Wednesfield

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The site is a cleared brownfield site.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The area surrounding the site is characterised by a mix of long standing and modern employment with some heavy industry and metallurgical uses.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	E	No potential. There is a single small waste use some 100m away.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	B	Given the industry in the surrounding area there is sewer and grid connection nearby.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for the site to be severed by rail.
		Proximity to motorway junctions		To locate facilities within 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		The study area is approximately 5-10 minutes away from Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises 4.8 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The site overlies an area of shallow coal which may have implications for development. No evidence of subsidence was observed. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	Surrounding business are high quality, clean higher end industrial business.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	There is adequate unconstrained frontage to Steel Park Way.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Vehicles accessing the site via the A454 dual carriageway and Neachells Lane would drive past residential areas in Portobello.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	There are residential receptors on Hart road approximately 70m to the north west. A large site is being promoted for housing 250m to the north.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There is likely to be no significant wildlife value on the site although the planted boundaries should be maintained.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	Despite the presence of nearby residential receptors, waste development would not alter the character of the area as a location for large employment uses.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The site is not prominent and views onto the site are filtered from surrounding publicly accessible areas by trees to the site boundary.
Summary Assessment A cleared brownfield site within a high quality industrial area accessible from Junction 10 of the M6 but close to areas of housing. It there may be some potential for waste use, this would be inconsistent with the wider area and is hence discarded from further consideration. **Suitable Uses** Not applicable**Summary Assessment** A cleared brownfield site within a high quality industrial area accessible from Junction 10 of the M6 but close to areas of housing. It there may be some potential for waste use, this would be inconsistent with the wider area and is hence discarded from further consideration. **Suitable Uses** Not applicable						

394400 394500 394600 394700 394800 394900 395000 395100 395200 395300 395400 395500 395600 395700 395800

300400 300300 300200 300100 300000 299900 299800 299700 299600 299500 299400 299300 299200

N

Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.21
Land adjacent to Tata Steel, Wednesfield

Site area (ha): 4.8
Site area minus exclusionary criteria (ha): 4.8

January 2020

wood.

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Waste Site Assessment Proforma: Deans Road, Neachells Lane

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	Apparently greenfield but likely to be a brownfield restored tip.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The site is within a residential area close to industrial areas but is separated from these by railway lines.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	D	Although likely to be a restored tip, the site is otherwise remote from waste uses.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	B	The site will be close to sewerage but is unlikely to be directly connected.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	The site adjoins a railway line but there is no potential to secure access.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	C	The study area is approximately 5-10 minutes away from a Junction 10 of the M6.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The site comprises 12 hectares.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the site are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not constrained by existing infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	Aside from previous uses, the site overlies an area of shallow coal which may have implications for development. The legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	There is currently no employment adjacent to the site.
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		C	There are limited options. Highway frontage would be onto the busy Neachells Lane and be constrained by a narrow humpback bridge to the north.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		B	Vehicles accessing the site via the A454 dual carriageway would drive past residential areas in Portobello.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	Existing housing on Deans Gate and Bowker Street border the site to the south, Deansfield Community School lies to the west. Further housing is being promoted at the sites southern boundary.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	E	The entire site is designated a SINC and forming part of a wildlife corridor. This would be compromised by any development.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		E	The character of the views could significantly change for local residential receptors if the site were developed.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		E	The site is currently recreational land, with strong connectivity to the residential area to the south. Waste use would be out of character.
Summary Assessment The site is not suitable for a proposed waste development. It is a recreational assess, borders many sensitive receptors, is of ecological value and forms part of a wider green network. This would be lost or compromised by any development. **Suitable Uses** Not applicable						

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299300 299200 299100 299000 298900 298800 298700 298600 298500 298400 298300 298200 298100

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Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.22
Deans Road, Neachells Lane

Site area (ha): 12.0
Site area minus exclusionary criteria (ha): 12.0

January 2020

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Waste Site Assessment Proforma: Dales Street, Loxdale, Bilston

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Land Use	1. To maximise the use of 'brownfield' land and redundant buildings	Previously developed land and existing redundant buildings		Opportunities to reuse land and buildings	A	The area comprises developed and vacant brownfield land with some vacant plots.
	2. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The area is characterised by industrial and automotive uses, open storage and scrap yards.
	3. To seek to better utilise existing and former waste management facilities	Existing and former waste management facilities		Potential to extend/maximise the use of existing facilities	B	There are two operational waste facilities in the area and a vacant former sewage treatment works.
	4. To seek to better utilise existing infrastructure	Existing infrastructure		Potential to use of existing infrastructure e.g. grid connection, sewers	A	Given the surrounding industrial uses there is potential to utilise sewer and grid connection.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There is no potential for the site to be served by rail.
		Proximity to motorway junctions		To locate facilities within 15 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	B	The site is 5-10 minutes drive time from Junction 10 of the M6 along the A454.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Site Constraints	1. To ensure site is physically large enough to accommodate facilities	Land available for development – preferably previously developed or existing redundant buildings of at least 1 hectare	Size of 1 hectare		A	The area is approximately 26.6 hectares of which 6 hectares lies within Flood Zone 3.
	2. To ensure site is likely to be capable of being developed	Shape/ configuration of site and site levels	Irregular shaped site, differential levels within site		A	The shape and levels of the area and vacant sites are suitable for development.
		Site constrained by other existing infrastructure	Site includes overhead power line, sub-station, underground cables, drains, flood alleviation system etc.		A	The site is not apparently constrained by infrastructure.
		Significant remediation required to deal with ground contamination and/ or mining 'legacy'	History of previous mining/ contaminative activities		D	The study area overlies areas of shallow coal, this may impact development. No subsidence was observed the legacy of previous industrial uses will need to be evaluated.
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	Dependent upon the specific site, there are opportunities to co-locate new waste development with existing waste uses or complementary industry.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		C	The area has adequate unconstrained frontage to Vulcan Road and Dale Street although the latter is narrow and impedes movement for HGVs.
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land-uses	Any direct/indirect impacts		A	Vehicles accessing the site from the A454 and A463 would avoid residential areas.
Amenity	1. To minimise potential detrimental impacts of • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Existing housing is at the south eastern boundary on Hughes Road. Further housing is proposed at its southern boundary approximately 50m to the west.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	B	There are no nearby designations. Although valuable habitat is felt unlikely, cleared green areas would need to be evaluated.
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		B	Despite the presence of nearby residential receptors, waste development would not alter the heavy industrial character of the site.
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		B	The area is not generally prominent although there may be some sensitivity where its northern and eastern boundaries abut the A463 and the A4444 respectively.

Summary Assessment

A brownfield area of employment uses but largely characterised away from its boundaries by heavy industry, open storage and scrap yards. Further waste uses would not be inconsistent with much of the area. There are two site opportunities of around 1 hectare although one has consent to extend the operations of the Wiggle/Citadel Logistics Centre

The area is accessible within 5 to 10 minutes drive time from the M6 and is directly accessible from the A454 without any impact upon residential areas.

There are no environmental sensitivities on the site aside from some areas of flood risk and resilience measures would need to be incorporated into any proposal.

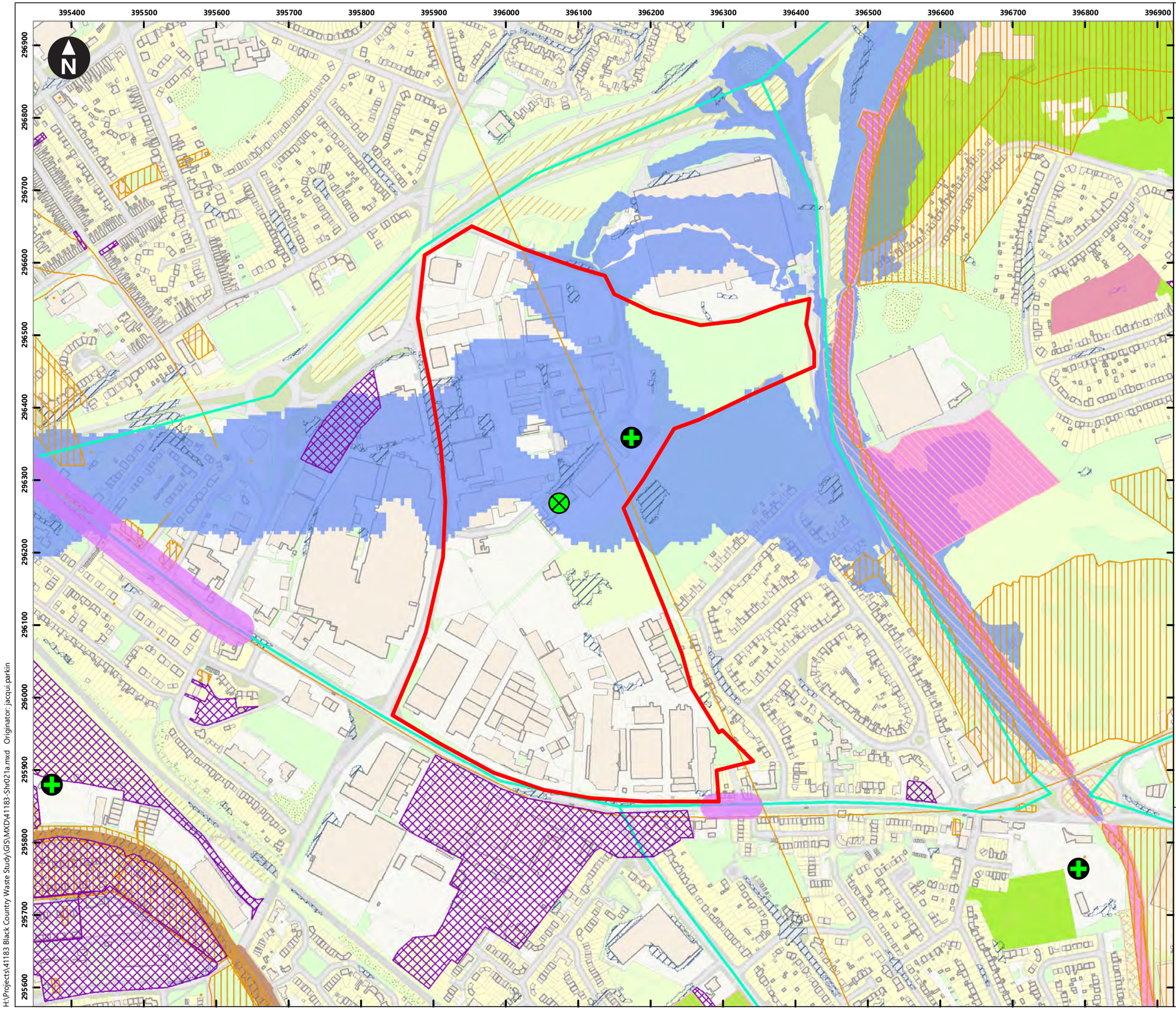
The area is under some pressure form housing development at its southern boundary. A safeguarding policy would support its potential to accommodate future waste uses.

Suitable Uses

Transfer Station

Treatment Facility

Materials Recycling



Key

Site boundaries

Open Spaces

Water Environment

Flood Zone 2
SPZ2 Outer Zone

Risk of Flooding from Surface Water - Extent - 1 in 30 year event

Nature Conservation

Local Nature Reserve
SLINC
SINC

Wildlife Corridor

Cultural Heritage

Historic Parks & Gardens II
Listed Buildings II
Conservation Areas

Development Pressures

Planning Permission for Non-Employment Uses

Site promoted through SHLAA

Waste Uses

Operational

Former

STW

Other

Noise Action Plan Important Areas

Air Quality NO_2 Exceedance Areas

0 50 100 150 200 250 300 m

Scale at A3: 1:5,000

Black Country Waste Study

Figure M.23
Dale Street, Loxdale, Bilston

Site area (ha): 26.6
Site area minus exclusionary criteria (ha): 20.6

January 2020

wood.

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