



**Sandwell**  
Metropolitan Borough Council

**SANDWELL LOCAL PLAN**  
**Site Assessment Report**  
**Appendix D: Proformas 1-100**  
**November 2023**

<b>Site Known as</b>	<b>1: VARNEY BUSINESS PARK, VARNEY AVENUE, West Bromwich</b>		
<b>Site Address</b>	Varney Avenue, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.73	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Vacant land	<b>Site Assessment Reference</b>	1 EMP3-181 SEC3-181
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment		
<b>Surrounding land uses</b>	Employment		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Previously developed land	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	N/A	
Biodiversity or Geodiversity on site or significantly affecting boundaries	N/A	
Heritage Assets on site or significantly affecting boundaries	N/A	
Visual Amenity and Character of the Area	Fairly modern	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	N/A	
Ground Contamination	Not known	
Ground stability	Not known	

<b>Air Quality impact of adjoining uses</b>	Employment uses, proximity of Metro line north of the site	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Limited opportunities given popular, fairly modern well-located units.	
<b>Employment Land</b>	Given the predominance of employment land around the site, continued land allocation as such would seem appropriate	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Redevelopment for either residential or employment uses would seem unlikely within the plan period.	
<b>Viability (taken from Viability Study where referenced)</b>	As above, the viability of bringing forward residential or new employment development within the plan period is unlikely.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing access seems to be acceptable	
<b>Impact on the wider road network</b>	Residential use could create additional vehicular movements	
<b>Other Economic (specify)</b>		
<b>Social</b>		

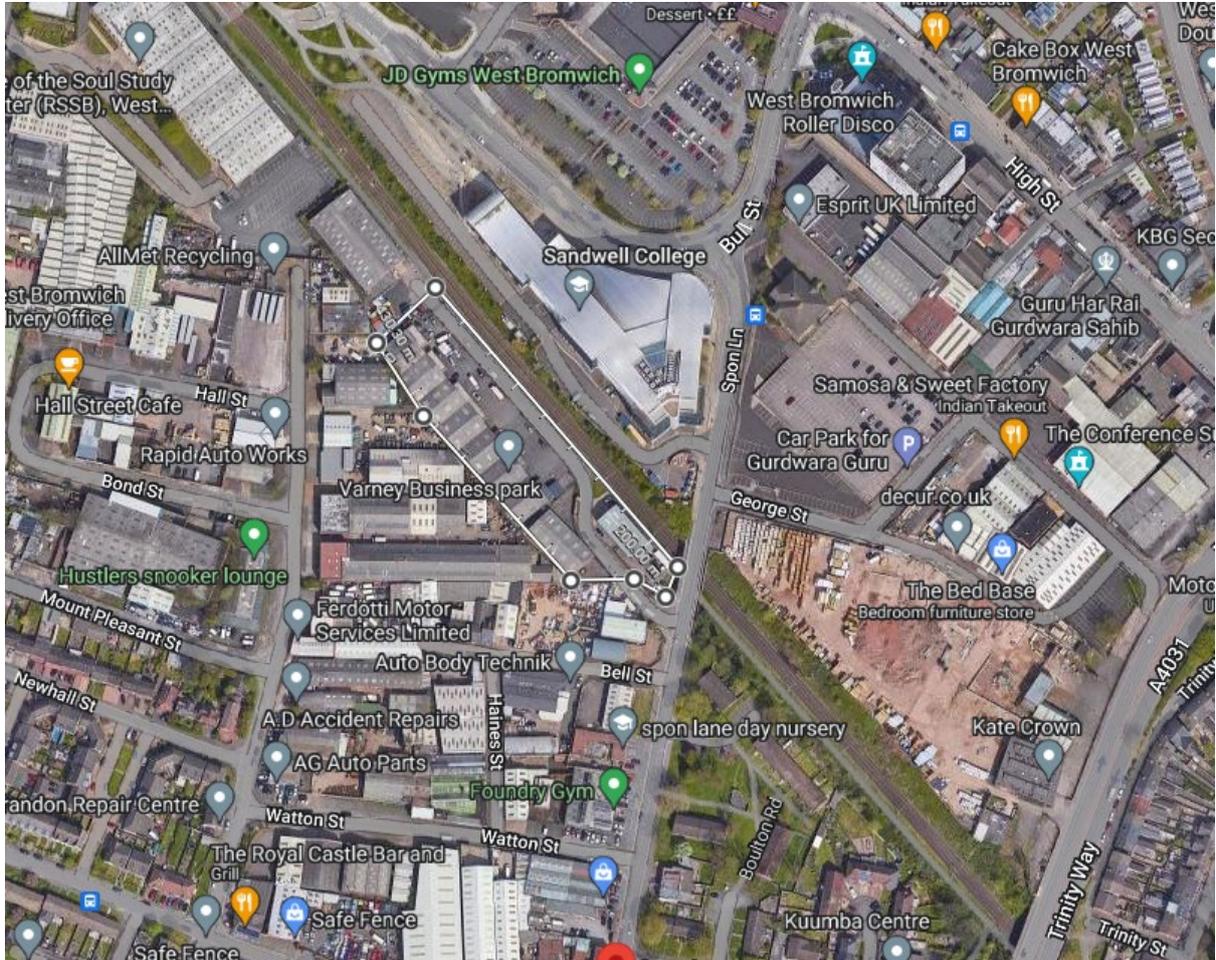
<b>Primary School</b>	10 mins	<b>Strategic Centre / Employment Area</b>			20 mins	
<b>Secondary School</b>	20 mins	<b>Centre / Foodstore</b>			Ped access 15mins	
<b>GP / Health Centre / Walk in centre</b>	10 mins					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Proximity to West Bromwich town centre, to the metro stop and Sandwell College could justify higher density residential development in the long term – particularly if a more comprehensive land use reallocation is planned (e.g. extending the Lyng housing neighbourhood to the north and north east.)					
<b>Connections to local cycle route networks</b>	Cycle route along the metro line adjoining the site to the north					
<b>Public Open Space (ha's and type)</b>	N/A					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A					
<b>Other Social (specify)</b>						
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<p>The opportunity to bring the site forward for residential purposes within the plan period seems unlikely given its good connectivity, popularity and relatively low- cost rental values for small businesses.</p> <p>Consequently, allocation for gypsy and traveller use is not considered appropriate.</p> <p>Continued allocation for Employment use is recommended.</p>						
<b>Sustainability Appraisal</b>						
The Sustainability Appraisal assesses the site as having neutral impacts for objectives 1, 10, 11 and 14; minor positive impacts for objective 6; major positive impacts for objectives 9 and 12; minor negative impacts for objectives 5 and 7; and uncertain impacts for objectives 2, 3, 4, 8 and 13.						
<b>Conclusion</b>						
The site is suitable for housing or employment use. Continuation of the BCP allocation for Employment use is preferred.						

Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>2: Zion Street, Tipton</b>		
<b>Site Address</b>	Land south of High Street, Princes End, Tipton		
<b>Ward</b>	Princes End	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	2.43	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land	<b>Site Assessment Reference</b>	2 EMP4-1 SEC4-1
<b>Background / Context</b>			
<b>Current uses (list)</b>	Local employment land – mixed use including retail, manufacturing and storage		
<b>Surrounding land uses</b>	Employment uses, open space to the south of the site  Mixed use north of the site off Princes End including residential, food retail, hot food takeaways and a large autoparts unit		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	SAD Local employment land BEAR assessed 19	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Continued use for employment should acknowledge the value of the adjoining open space to the south	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Fairly uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs but heavily planted southern boundary should be safeguarded	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Adjoining open space with mature trees defining pedestrian walkway and Lichfield Street Open Space (assessed as Low Quality, Low Value	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	The site comprises a mix of well- established seeming viable businesses – some with some historic visual amenity.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Site not in flood risk area	
<b>Ground Contamination</b>	Possible given mix of established industrial uses	

<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Heavily trafficked Princes End (A4037) with queuing traffic, along with existing employment uses could adversely affect air quality	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Redevelopment for employment use would result in a loss of businesses and jobs – not realistic within the plan period	
<b>Employment Land</b>	Existing employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Development not deliverable within the plan period	
<b>Viability (taken from Viability Study where referenced)</b>	Viability work for the SLP is ongoing	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing access from Princes End	
<b>Impact on the wider road network</b>	Redevelopment could increase vehicular impact on Princes End	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		
The site is a valuable swathe of established seemingly viable businesses		

<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	25 minutes pedestrian access 20 minutes public transport	<b>Centre / Foodstore</b>	10 minutes
<b>GP / Health Centre / Walk in centre</b>	15 minutes ped access 10 minutes pub transport		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	N/A		
<b>Connections to local cycle route networks</b>	Cycle network along former railway line immediately to the south of the site (The Railer)		
<b>Public Open Space (ha's and type)</b>	Adjacent to Lichfield Street open space		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	None		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	N/A		
<b>Opportunities</b>			
Opportunity to retain viable businesses			
Residential redevelopment would be unviable and result in a loss of employment land			
<b>Sustainability Appraisal</b>			
The Sustainability Appraisal assesses the site as having neutral impact on objectives 10 and 14; major positive impacts on objective 9; minor negative impacts on objectives 1, 6, 7, 11 and 12; major negative impacts on objective 5; and uncertain impacts on objectives 2, 3, 4, 8 and 13.			
<b>Conclusion</b>			
Site not considered appropriate for residential use or gypsy and traveller site given surrounding predominantly employment uses.			
Extant planning permission for a small infill storage unit on part of the site			

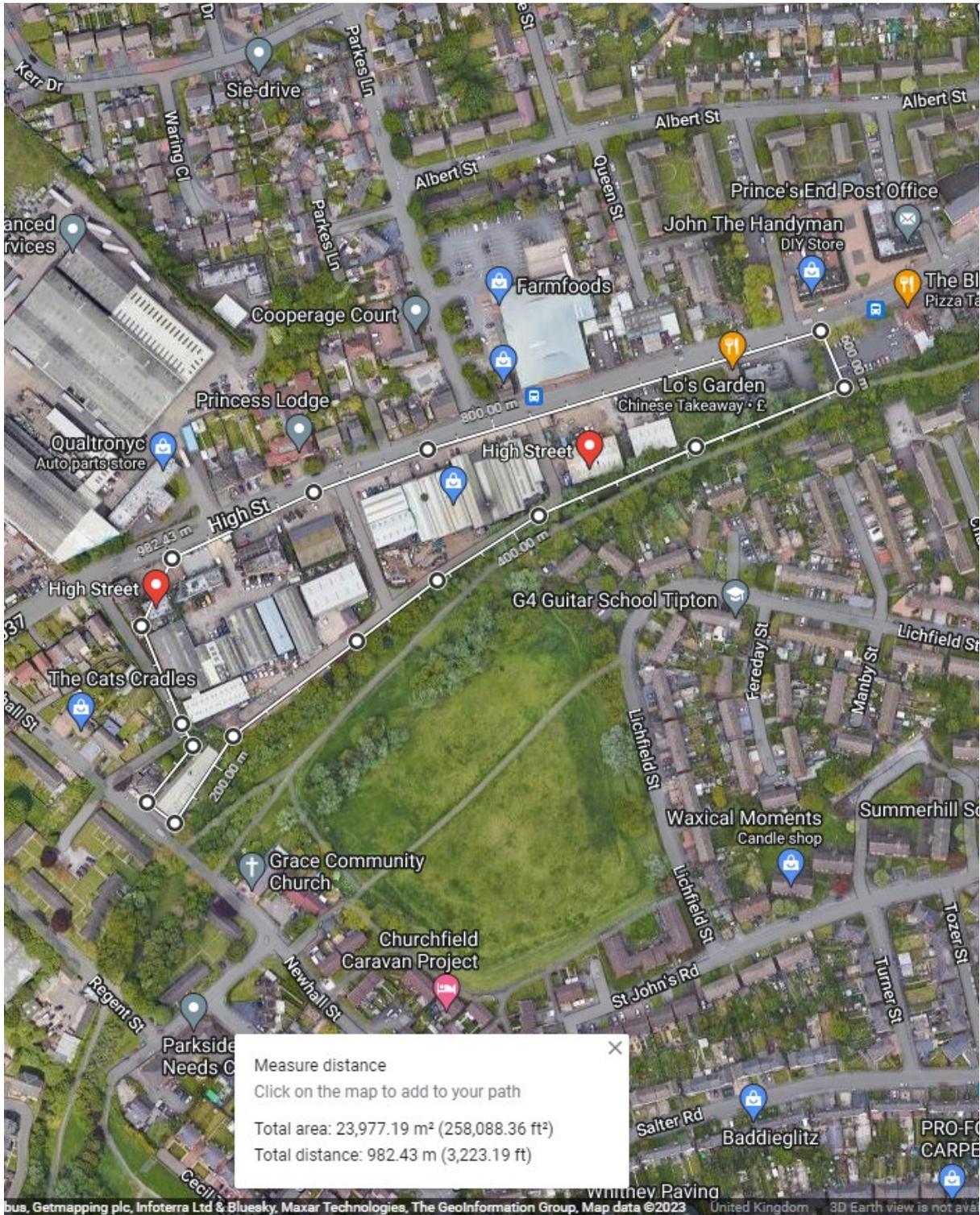
Extensive redevelopment for employment not considered viable – loss of jobs, loss of viable businesses, lack of relocation opportunities.

Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>3: Alexandra Industrial Estate, Alexandra Road, Tipton</b>		
<b>Site Address</b>	Land east of Locarno Road, north of Alexandra Road		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.87	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land - Employment	<b>Site Assessment Reference</b>	3 EMP3-9 SEC3-9
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment, Offices, Open storage, car parking, residential		
<b>Surrounding land uses</b>	Existing employment site to the northeast, residential to the southeast and northwest, employment and open storage on the opposite side of Alexandra Road to the southwest.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	SAD residential BCP employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Site appears uniform	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Mature planting along north east boundary – site close to Tipton Canal	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	The local area has a combination of land uses with a limited visual quality. However, the site is close to the Tipton Canal and Caggies Boatyard – an historic feature	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	The local area is renowned for having adverse ground conditions so detailed site investigations	

	would be necessary to determine whether new development would be viable.	
<b>Ground stability</b>	As above ground stability would need to be assessed	
<b>Air Quality impact of adjoining uses</b>	The adjoining site to the north east comprises an 8000sqm metal manufacturing business – potentially affecting air quality	
<b>Noise impact of adjoining uses</b>	As above, the metal manufacturers (including forging) could create noise impact although the building is approximately 80 m away from the site boundary	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Site not within Flood Zone 2 or 3 on EA flood map, however site known to have flooding issues resulting in approximately 2/3 of the site could be developed for employment use – ca 3000sqm	
<b>Employment Land</b>		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site is currently occupied – willingness of landowner to relocate is not known	
<b>Viability (taken from Viability Study where referenced)</b>	Viability of redevelopment is limited due to known and unknown adverse ground conditions and the presence of several current employment uses. Viability of sites within the SLP still being investigated.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Needs further investigation	

<b>Highways access and transportation (state name / quality of access points)</b>	Existing vehicular access from Locarno Road could be acceptable but the access close to Alexandra Road appears unsatisfactory for new development.				
<b>Impact on the wider road network</b>	The capacity of the site to accommodate ca 45 new houses could introduce additional vehicle movements compared to the existing uses.				
<b>Other Economic (specify)</b>					
<b>Social</b>					
<b>Primary School</b>	10 mins		<b>Strategic Centre / Employment Area</b>	20 mins	
<b>Secondary School</b>	20 mins		<b>Centre / Foodstore</b>	PED15 mins	
<b>GP / Health Centre / Walk in centre</b>	15 mins			PT 10 mins	
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Parts of the site could be developed at a higher density given the location of the site and its good connections to local services				
<b>Connections to local cycle route networks</b>	Nearest cycle route 500m to the east along Tipton Brook				
<b>Public Open Space (ha's and type)</b>	N/A				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>	N/A				
<b>Any character constraints on density (list)</b>					
<b>Opportunities</b>					
There is limited opportunity for development given the site constraints but approximately 3000sqm of employment space could be created, or ca 45 new homes.					
Due to the size of the site Gypsy and Traveller use is unsuitable.					
<b>Sustainability Appraisal</b>					

The Sustainability Appraisal assesses the site as having neutral impact on objective 1; minor positive impact on objective 6; major positive impact on objectives 9, 12 and 14; minor negative impact on objectives 3, 7 and 11; major negative impacts on objective 5 and uncertain impacts on objectives 2,4,8 and 13.

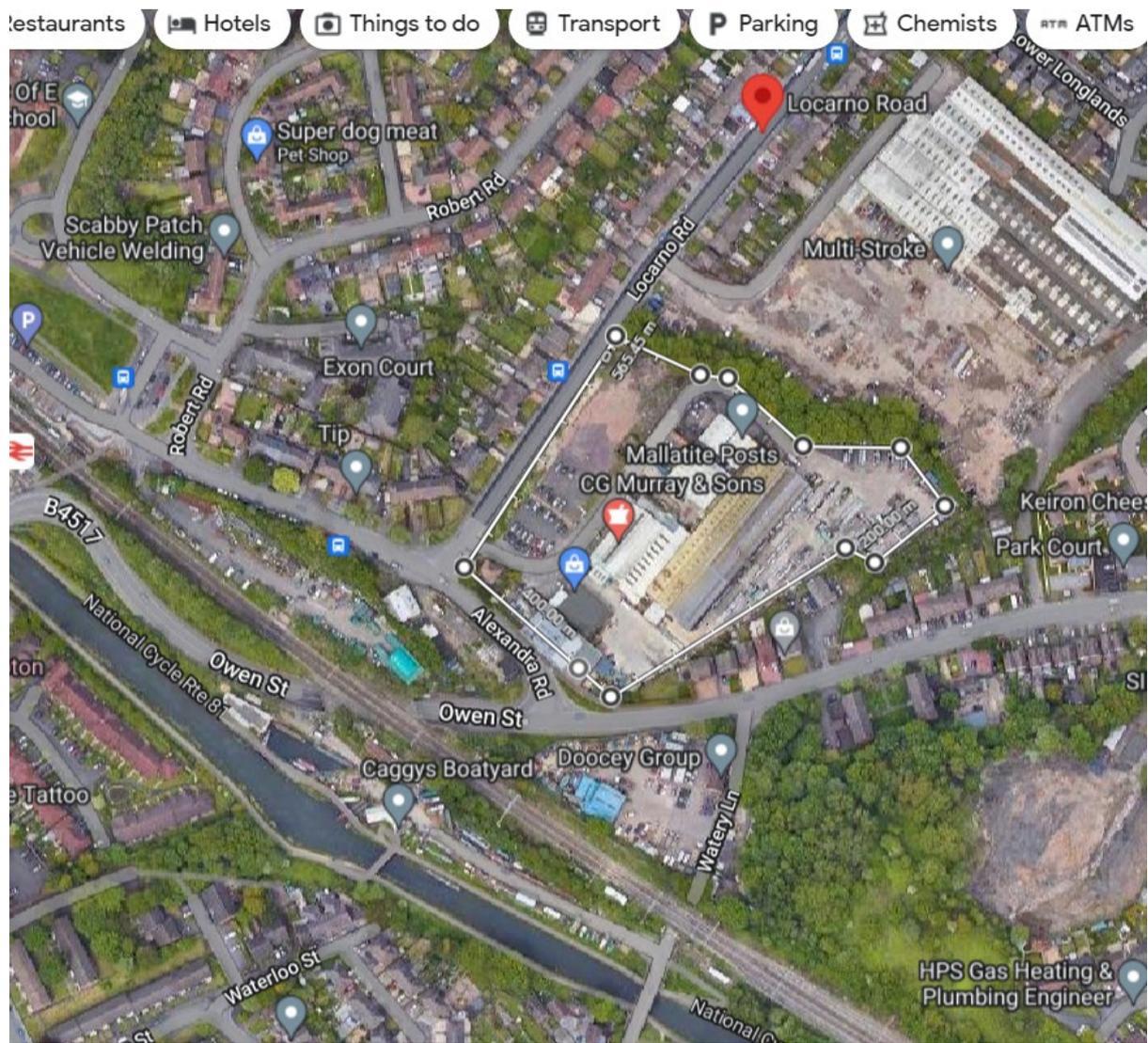
**Conclusion**

Notwithstanding site constraints if the existing employment user was willing /able to relocate, residential use would be suitable in view of the proximity of local services and good transport connections.

Site is too large for gypsy and traveller site.

The BEAR recommends that the site is retained as employment land. It is recommended that the site is allocated as employment land in the SLP.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller
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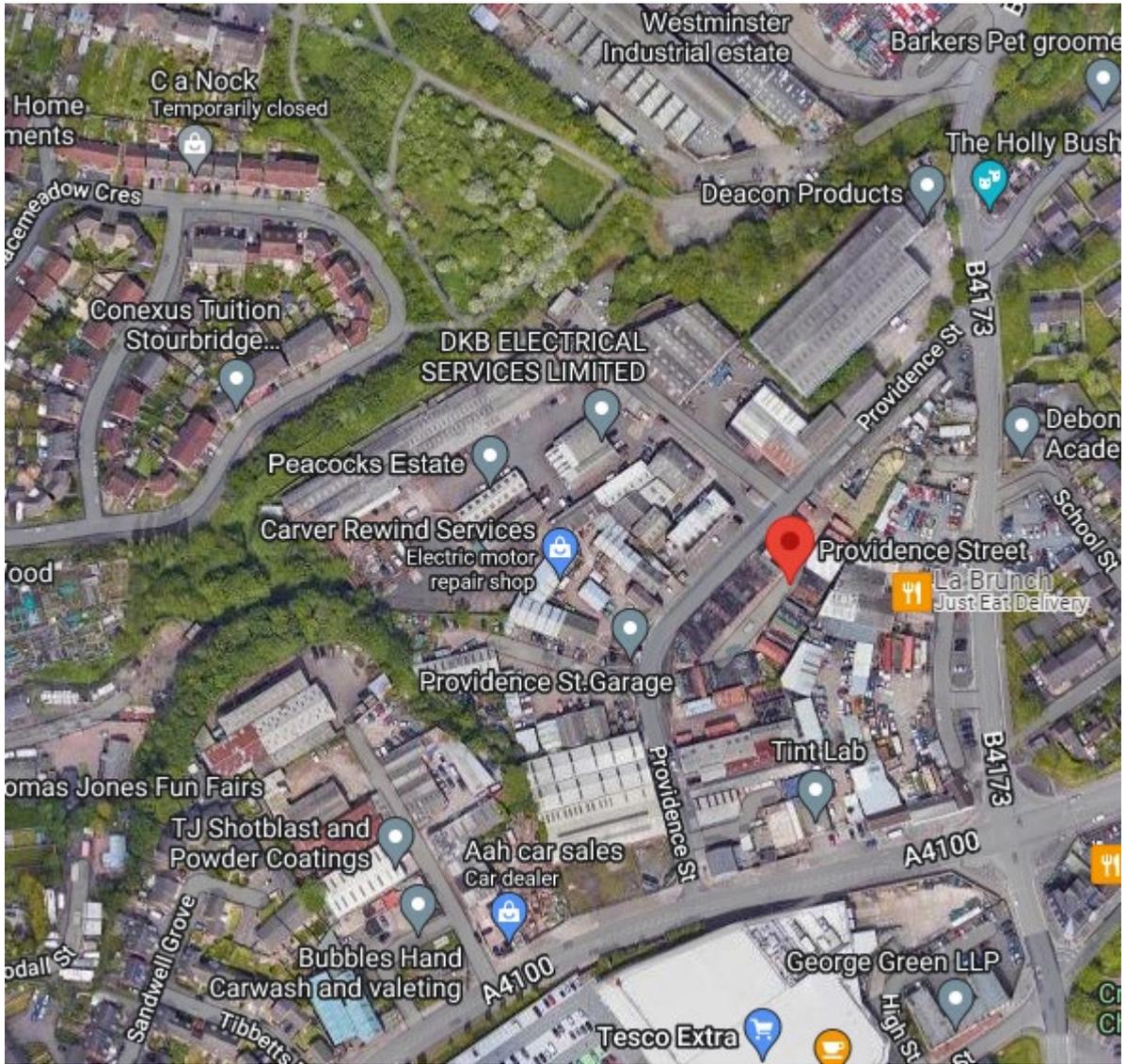
<b>Site Known as</b>	<b>4: Providence Street, Cradley Heath</b>		
<b>Site Address</b>	Land north of High Street, both sides of Providence Street, west of Newtown Lane, Cradley Heath		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	6.3	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Employment uses	<b>Site Assessment Reference</b>	EMP3-99
<b>Background / Context</b>			
<b>Current uses (list)</b>	Variety of operational businesses including car repairs, electrical services, cranes and lifting gear, and used car sales		
<b>Surrounding land uses</b>	Site is mainly surrounded by other employment uses with residential separated by open space to the north west and a Tesco Extra south of the site off Upper High Street.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	Yes		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		

<b>Green Belt</b>	N/A	
<b>Ancient Hedgerow</b>	N/A	
<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	SAD Residential BCP Employment BEAR score 18	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Existing well-established business uses	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Developed land	
<b>Topography</b>	Site appears to slope from south to north	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	N/A	
<b>Heritage Assets on site or significantly affecting boundaries</b>	AHHTV Site partly within Area of Potential Archaeological Importance.	

	Offsite but within 100m: Monument: MBL2751INDUST BDGS; NEWTOWN LANE/FOX OAK LANE Monument: MBL2750 WORKSHOP; NEWTOWN LANE/PROVIDENCE ST	
<b>Visual Amenity and Character of the Area</b>	This site is occupied by a mix of operational businesses of no particular visual amenity or quality.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Site is affected by Flood Risk Zone 3b- Mousewee Brook	
<b>Ground Contamination</b>	Possible ground contamination in view of long-established industrial uses	
<b>Ground stability</b>	Site investigations likely to be necessary	
<b>Air Quality impact of adjoining uses</b>	Mainly employment uses in the vicinity of the site and heavily trafficked roads to the east and south could impact upon air quality	
<b>Noise impact of adjoining uses</b>	Nature of employment uses around the site could create adverse noise conditions	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Limited opportunities for new employment development given the number of established businesses and the low operational costs	
<b>Employment Land</b>	Continues allocation for Employment seems appropriate	

<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Not likely within the plan period given the above comments				
<b>Viability (taken from Viability Study where referenced)</b>	As above, viability of redevelopment within the plan period is unlikely				
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities within the site				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known				
<b>Highways access and transportation (state name / quality of access points)</b>	Access from Providence Street				
<b>Impact on the wider road network</b>	Residential allocation could create additional impact on road network				
<b>Other Economic (specify)</b>	N/A				
<b>Social</b>					
<b>Primary School</b>	10 mins – ped and pt	<b>Strategic Centre / Employment Area</b>	20 mins		
<b>Secondary School</b>	Ped 25 mins PT 20 mins	<b>Centre / Foodstore</b>	10 mins		
<b>GP / Health Centre / Walk in centre</b>	10 mins				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Site is well connected to local services for pedestrians and public transport users and to local centre – sustainable location justifying higher density.				

<b>Connections to local cycle route networks</b>			
<b>Public Open Space (ha's and type)</b>	No loss of open space		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields		
<b>Other Social (specify)</b>			
<b>Any character constraints on density (list)</b>			
<b>Opportunities</b>			
<p>The extent of operational uses occupying popular low-cost units, and the lack of relocation opportunities, makes an employment allocation appropriate for this site.</p> <p>Although the site is well located and connected to existing facilities the realistic opportunity to redevelop the site for residential purposes seems unlikely within the plan period. The predominance of surrounding employment uses makes new residential less attractive and adverse ground conditions could also detrimentally affect viability.</p> <p>Similarly, allocation of part of the site for gypsy and traveller use is also considered to be inappropriate.</p>			
<b>Sustainability Appraisal</b>			
N/A			
<b>Conclusion</b>			
The BCP allocation for Employment use is considered to be the favoured land use allocation.			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller



<b>Site Known as</b>	<b>5: BROWN LION STREET, TIPTON</b>		
<b>Site Address</b>	Former Roman Mosaic Site, Land between Bloomfield Road, Brown Lion Street and Hipkins Street, Tipton		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.5	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land	<b>Site Assessment Reference</b>	5 EMP3-87 SH1
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant land (cleared site)		
<b>Surrounding land uses</b>	Employment, Residential, Car Parking		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Employment BCP, Residential SAD	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/a	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	The site is generally flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A cleared site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Mature trees along northern and eastern site boundary.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Site bounded by an A road to the west, mature trees to the east and north. and south. There is an operational private works car park opposite the site on Brown Lion Street.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A – site not within Flood Zone 2 or 3.	

<b>Ground Contamination</b>	Not known but suspected given historic industrial uses on and around the site	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Bloomfield Road is heavily trafficked and surrounding uses may cause adverse air quality which would need to be investigated if development is forthcoming.	
<b>Noise impact of adjoining uses</b>	As above, the impact of noise arising from surrounding uses and the heavily trafficked Bloomfield Road, should be investigated if redevelopment proves to be viable.	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Although only the site only comprises just under 0.5 hectares, up to ca 1500sqm of employment development could be accommodated.  BEAR not assessed  EDNA2 rejected	
<b>Employment Land</b>	Predominantly employment uses surrounding the site, previous employment use.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The site has been vacant for some time. Given the nature of historic uses in the area, adverse ground conditions would need to be investigated – with possible remediation measures necessary. This could affect delivery within the plan period	
<b>Viability (taken from Viability Study where referenced)</b>	Viability of redevelopment would be dependent on results of site investigations.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes,</b>	Not known	

gas pipes, pylons, culverts, rights of way)				
Highways access and transportation (state name / quality of access points)	Query new access possibilities with Highway Engineers – preferably from Brown Lion Street rather than Bloomfield Road			
Impact on the wider road network	Employment use would result in increased impact onto the road network given that the site is vacant – however this would need to be assessed against the previous use.			
Other Economic (specify)				
<b>Social</b>				
Primary School	15 minutes ped access 10 minutes public transport	Strategic Centre / Employment Area 20 minutes		
Secondary School	20 minutes	Centre / Foodstore 15 minutes ped access 10 minutes pub transport		
GP / Health Centre / Walk in centre	15 minutes			
Housing Density Location – Draft Plan Policy (x)		High Density (min 50 dph, max 100 dph) 25-50 units	X	Moderate Density (40-50 dph) 20-25 units
Any character constraints on density	Proximity to busy A road – higher density could be considered			
Connections to local cycle route networks	Cycle route 150m to the east along former railway line			
Public Open Space (ha's and type)	N/A			
Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)	N/A			
Other Social (specify)				
Any character constraints on density (list)	As Above			
<b>Opportunities</b>				
There is an opportunity to combine this site with EMP3-133 to create a more comprehensive land use change to residential.				

## Sustainability Appraisal

The Sustainability Appraisal assesses the site as having neutral impacts on objectives 1, 4, 8, 11 and 13; minor positive impacts on objectives 5, 6 and 10; major positive impacts on objective 9; minor negative impacts on objectives 7, 12 and 14; and uncertain impacts on objective 2 and 3.

## Conclusion

Planning application for 28 dwellings refused on 08/02/2023 (reference DC/22/67646) due to absence of information relating to land ownership and impact of proposed development on highway safety and design.

Despite refusal, residential development considered appropriate subject to overcoming adverse ground conditions, noise, and air quality. Moderate or higher density units could be introduced.

Employment use appropriate given disposition of surrounding land uses and good transport connections.

Gypsy and traveller site not appropriate given that the site is under 0.5 ha the predominant employment uses around the site, and the lack of connectivity to residential neighbourhoods.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>6: BRANDON WAY EAST SIDE</b>		
<b>Site Address</b>	Land on the east side of Brandon Way, west of Clifford Road, West Bromwich		
<b>Ward</b>	Greets Green and Lyng	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.5 ha	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land - Employment	<b>Site Assessment Reference</b>	6 EMP3-113 SEC3-113
<b>Background / Context</b>			
<b>Current uses (list)</b>	Brandon Hire Station, Lenson Select Building Supplier		
<b>Surrounding land uses</b>	Residential adjoining the site to the east, Employment uses on Brandon Way opposite and to the northwest.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	SAD Residential BCP - Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Previously developed land	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	Semi mature trees within a substantial grass verge between the site and Brandon Way	
Biodiversity or Geodiversity on site or significantly affecting boundaries	As above	
Heritage Assets on site or significantly affecting boundaries	N/A	
Visual Amenity and Character of the Area	This section of Brandon Way is predominantly occupied by employment uses. The site frontage is attractive given a 16m green verge planted with semi mature trees	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	N/A	

<b>Ground Contamination</b>	Not known	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Heavily trafficked Brandon Way and predominance of employment uses could adversely affect air quality	
<b>Noise impact of adjoining uses</b>	As above – Brandon Way and employment uses could create an adverse noise impact – particularly on new residents	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Site appears to be occupied by established viable employment uses	
<b>Employment Land</b>	Yes – existing employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation of existing businesses could be difficult to achieve in the plan period.	
<b>Viability (taken from Viability Study where referenced)</b>	As above along with possible site constraints	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known but suspicion of underground constraints given 16m wide grass verge fronting the site – presence of national oil pipeline?	
<b>Highways access and transportation (state name / quality of access points)</b>	Two existing accesses to site from Brandon Way – visibility good but retention, and/or avoidance, of 16m grass verge could be a constraint.	
<b>Impact on the wider road network</b>	New residential units could introduce additional vehicle movements onto Brandon Way – ca 20 per day	
<b>Other Economic (specify)</b>		

Social						
Primary School	Ped 15	Strategic Centre / Employment Area	20 mins			
	PT 10					
Secondary School	PED- 20 mins	Centre / Foodstore	15 mins			
GP / Health Centre / Walk in centre	PED – 15mins PT – 10 mins					
Housing Density Location – Draft Plan Policy (x)	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40- 50 dph)	X
Any character constraints on density	Narrow plot depth could prohibit traditional housing layout – higher density flatted development could be more appropriate on the wider part of the site					
Connections to local cycle route networks	Site is 160m from national cycleway along the Birmingham Mainline Canal					
Public Open Space (ha's and type)	N/A					
Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)	N/A					
Other Social (specify)	N/A					
Any character constraints on density (list)	Medium density housing in the vicinity of the site					
Opportunities						
<p>The site is occupied by two operational uses. Given the likely difficulties in relocating existing businesses, or the willingness of landowners to do so, alternative employment - or residential use could be difficult to achieve within the plan period.</p> <p>The narrow plot depth would constrain the design of a traditional housing layout, but three-storey flats could be achieved with car parking on the narrow section of the site – vehicular access could however be challenging.</p> <p>Notwithstanding the above-mentioned constraints, the site area would preclude Gypsy and Traveller use.</p>						
Sustainability Appraisal						
<p>The Sustainability Appraisal assesses the site as having neutral impact for objective 1; minor positive impact for objective 6; major positive impact for objectives 9 and 12; minor negative impact for objectives 5, 7 and 14; and uncertain impacts for objectives 2, 3, 4, 8, 10 and 13.</p>						

## Conclusion

Continued allocation for Employment use would be preferred.

A small-scale housing redevelopment could be appropriate, but the main surrounding use is Employment. A continued allocation for Employment would therefore be the preferred option.

The site does not meet the criteria for Gypsy and traveller use as it is too small and irregular in shape.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>7: DROICON INDUSTRIAL ESTATE</b>		
<b>Site Address</b>	Site off Portway Road, Rowley Regis		
<b>Ward</b>	Rowley	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.87	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land - Employment	<b>Site Assessment Reference</b>	7 EMP3-46 SEC3-46
<b>Background / Context</b>			
<b>Current uses (list)</b>	Industrial use		
<b>Surrounding land uses</b>	Residential, Employment, opposite Quarry		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	SAD Residential		

	BCP - Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	The predominantly residential environment would be improved if this site was redeveloped for housing. However, regard must be given to the adjacent open space.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs on site. Mature tree planting along east, south and west boundaries, providing screening to adjacent golf course	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Surrounded by Alsopp's Hill SLINC on east, south and western side. SLINC designation includes trees within site on western boundary.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Planted embankment opposite the site on nw side of Portway Road  Golf Course adjoins site to south east  Container storage to north east adjoining this site – ref SAH-093	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in flood risk zone 2 or 3.	

<b>Ground Contamination</b>	Not known	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Impact of heavily trafficked Portway Road	
<b>Noise impact of adjoining uses</b>	Minimal – residential and storage uses adjacent to site	
<b>Mineral Extraction and Mineral Resource Areas</b>	Working quarry opposite the site on Portway Road being used as landfill site.	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	Proximity to Golf Course  Edwyn Richards Quarry opposite	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Opportunity to redevelop and optimise use of site for employment uses	
<b>Employment Land</b>	BCP allocation for employment  BEAR assessed 20	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation of existing uses	
<b>Viability (taken from Viability Study where referenced)</b>	The need for relocation could affect viability in the short to medium term	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities on adjoining site	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing access from Portway Road	
<b>Impact on the wider road network</b>	Optimum use of the site could create additional impact on Portway Road – ca 30 additional vehicle	

	movements per day based on a moderate new housing density					
<b>Other Economic (specify)</b>						
<b>Social</b>						
<b>Primary School</b>	PT 15 mins	<b>Strategic Centre / Employment Area</b>	PED 20mins			
			PT 20 mins			
<b>Secondary School</b>	PED 20mins	<b>Centre / Foodstore</b>	PT 10 mins			
	PT 20 mins					
<b>GP / Health Centre / Walk in centre</b>	PED 15 mins					
	PT 10 mins					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	Opportunity for high quality housing fronting golf course to the south					
<b>Connections to local cycle route networks</b>	Nearest cycle route along Dudley Canal towpath over 1km to the west.					
<b>Public Open Space (ha's and type)</b>	N/A					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A					
<b>Other Social (specify)</b>						
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<p>Opportunity to introduce around 30 new houses in a predominantly residential area, although willingness/ability to relocate existing uses could be difficult in the short to medium term. The site is not well connected to local schools and services</p> <p>Employment use also suitable and supported by BEAR study.</p> <p>The sites area could accommodate gypsy and traveller use but in view of the poor pedestrian connectivity to local services it does not meet all of the ideal criteria.</p>						

**Sustainability Appraisal**

The Sustainability Appraisal assesses the site as having neutral impact on objectives 1, 10, 11 and 14; minor negative impacts on objectives 3, 6, 7, 9, and 12; major negative impacts on objective 5; and uncertain impact on objectives 2, 4, 8 and 13.

**Conclusion**

Site is suitable for residential or employment use. The BEAR study concluded that the site is appropriate for continued use as employment land and therefore it is recommended that the site is retained as employment land within the SLP.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



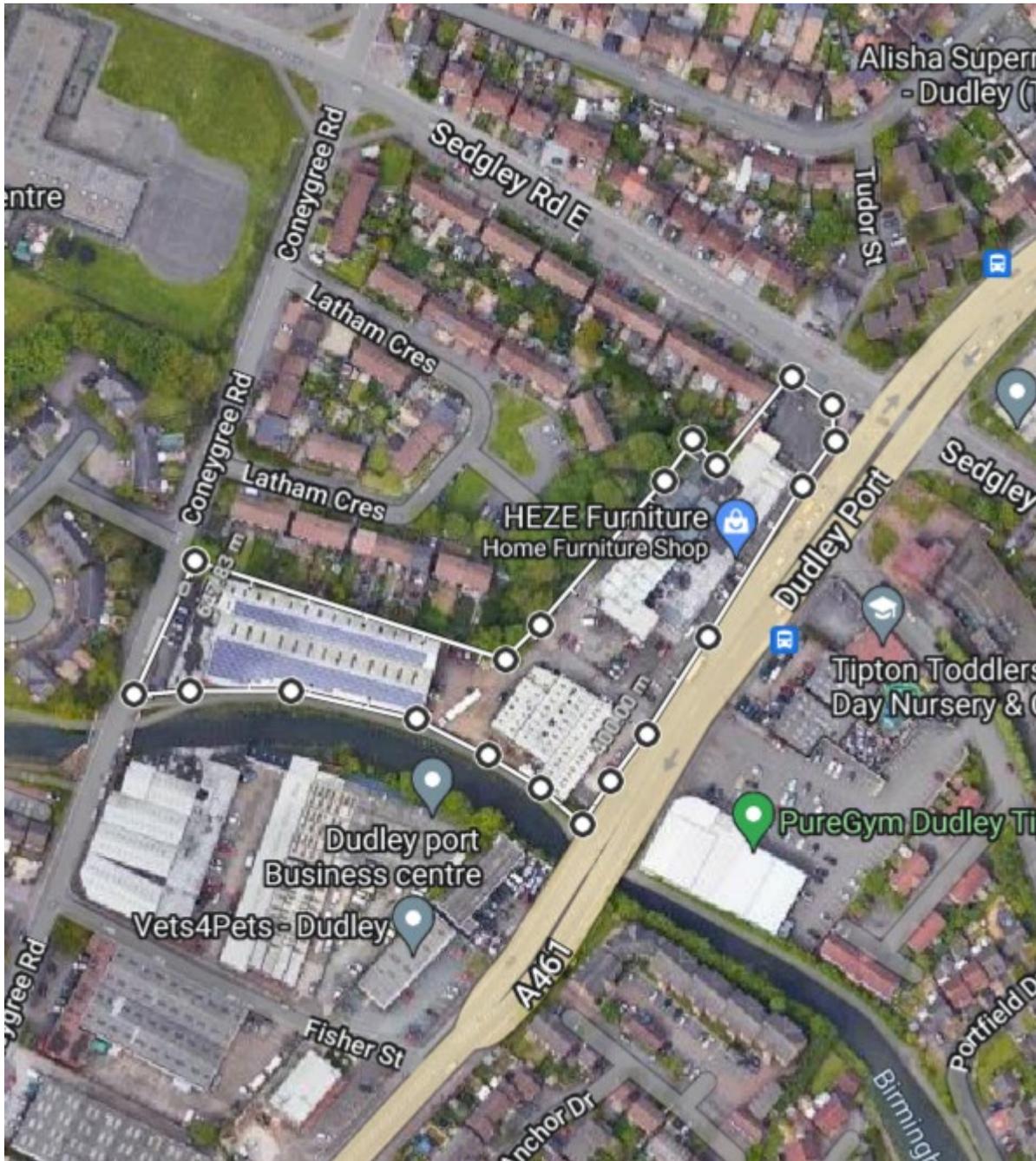
<b>Site Known as</b>	<b>8: Coneygre Road, Burnt Tree, Tipton</b>		
<b>Site Address</b>	Site northwest of Dudley Port, southwest of the junction with Sedgley Road East		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.02	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Employment land, open space (woodland)	<b>Site Assessment Reference</b>	303 EMP3-175
<b>Background / Context</b>			
<b>Current uses (list)</b>	Bathroom suppliers, home furnishing, martial arts centre, steel stockholder and supplier		
<b>Surrounding land uses</b>	Employment uses, residential, Birmingham canal,		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	SAD – Resi		

	BCP- Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs on site but semi mature woodland adjoining north west boundary	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Assessment of woodland adjoining site boundary is advised.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The Birmingham Canal runs opposite the southern site boundary. Part of site adjoining includes woodland with several semi mature trees.  No heritage assets on HER within 100m of site.	
<b>Visual Amenity and Character of the Area</b>	The site is occupied by several employment uses of no particular amenity value	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Possible – further investigation required	
<b>Ground stability</b>	To be ascertained	

<b>Air Quality impact of adjoining uses</b>	Heavily trafficked Dudley Port would impact upon air quality	
<b>Noise impact of adjoining uses</b>	Possible adverse noise impact from traffic passing the site	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Opportunity for new employment uses with good transport connections  BEAR score of 20	
<b>Employment Land</b>	Potential for up to ca 3000sqm of new development	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery of a redevelopment site within the plan period is unlikely.	
<b>Viability (taken from Viability Study where referenced)</b>	Site occupied by several existing employment uses- viability is unlikely within the plan period	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	TBC	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	TBC	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing access from Dudley Port	
<b>Impact on the wider road network</b>	Additional impact depending on capacity of residential development compared to existing commercial vehicle movements	
<b>Other Economic (specify)</b>		
<b>Social</b>		

<b>Primary School</b>	10 ped 15 pt	<b>Strategic Centre / Employment Area</b>			20 minutes
<b>Secondary School</b>	25 pt	<b>Centre / Foodstore</b>			15 minutes ped access 10 minutes public transport
<b>GP / Health Centre / Walk in centre</b>	10 pt 10 ped				
<b>Housing Density Location – Draft Plan Policy (x)</b>			High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Two- and three-storey, fairly new residential development on the opposite side of Dudley Port				
<b>Connections to local cycle route networks</b>	WMLCWIP				
<b>Public Open Space (ha's and type)</b>	Loss of woodland? Check status				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing field or sports pitches				
<b>Other Social (specify)</b>					
<b>Any character constraints on density (list)</b>	Proximity to canal				
<b>Opportunities</b>					
<p>There is an opportunity for residential development of up to 100 dwellings if existing employment uses could be relocated. The site has a main road frontage, is surrounded by residential uses, with a canal frontage along its southwestern boundary. There is good pedestrian connectivity to local schools, health and shopping facilities.</p> <p>An employment allocation is supportive of existing viable businesses and would safeguard against job losses.</p> <p>The site also meets the criteria for gypsy and traveller needs given its size and connectivity, and as it is in a primarily residential area. However, this could negatively affect land values and redevelopment viability.</p>					
<b>Sustainability Appraisal</b>					
Negligible impacts criteria 1, minor negative 7,14, uncertain for criteria's : 2,3,4,8,10,13, minor positive 5 & 6, major positive 9 & 12.					
<b>Conclusion</b>					

Site suitable for residential, employment or gypsy and traveller uses. Moderate to high density housing.			
Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Other (specify): Gypsy and Traveller



<b>Site Known as</b>	<b>9: Silverthorne Lane/Forge Lane Cradley Heath. 3025</b>		
<b>Site Address</b>	Silverthorne Lane, Cradley Heath		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.05ha	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Brownfield industrial	<b>Site Assessment Reference</b>	9 SAH 096 SEC-36
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently a cleared vacant site.		
<b>Surrounding land uses</b>	There are industrial uses on Estates to the north and west though these sites are now allocated for residential use. There is new residential development to the east on the edge of Cradley Heath Town Centre. Cradley Heath railway station is within walking distance to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is within the SHLAA. The site is within a gateway site (gate2).	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land.	
<b>Topography</b>	The site is reasonably flat though the area slopes steadily down to the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	Recent residential developments in the area have been of a moderate density.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 2 or 3.	

<b>Ground Contamination</b>	The previous uses of the site may have left a legacy of ground contamination.	
<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	Existing industrial uses to the north and west may require new development to incorporate air quality amelioration measures though these are allocated for residential redevelopment and may not be long-term uses.	
<b>Noise impact of adjoining uses</b>	Existing industrial uses to the north and west may require new development to incorporate noise amelioration measures though these are allocated for residential redevelopment and may not be long-term uses.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known.	
<b>Waste Infrastructure</b>	No issues	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is cleared and not in beneficial use. It could be appropriate for employment development.	
<b>Employment Land</b>		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	It has been suggested that the site be comprehensively developed with adjoining sites in industrial use. The assembly and clearance of this combined site may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is ongoing to determine the viability of development for the SLP.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	

<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access on Silverthorne Lane.				
<b>Impact on the wider road network</b>	No issues anticipated.				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Recent residential developments in the area have been of moderate density.				
<b>Connections to local cycle route networks</b>	The site is located on Lower High Street that is identified in the SCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	Recent residential developments in the area have been of moderate density.				
<b>Opportunities</b>					
The site could be merged with neighbouring site 1437 (Lower High Street) currently in industrial use though allocated for residential use to provide a comprehensive residential redevelopment site. This is a sustainable location on the edge of the Cradley Heath Town Centre opposite the train station. In addition, the industrial site to the north of the site (Silverthorne Estate) is allocated in the BCP for residential use.					
<b>Sustainability Appraisal</b>					

The Sustainability Appraisal assesses the site as having neutral impact on objectives 1 and 11; minor positive impact on objectives 6; major positive impact on objectives 9 and 12; minor negative impact on objectives 3, 5, 7 and 14; and uncertain impacts on objectives 2, 4, 8, 10 and 13.

**Conclusion**

The site is suitable for residential or employment use. Residential use is preferred as the site is in a highly sustainable location adjacent to Cradley Heath Town Centre and adjacent to Cradley Heath train station. The site is located in a wider area of transition, with large amounts of poor quality employment land having been redeveloped into housing on land to the south of Cradley Heath train station on Woods Lane in recent years.

The site was not assessed as part of the BEAR employment land study.

The site is too large to be allocated as a gypsy/traveller site.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>10: Land off Richmond Street, West Bromwich</b>		
<b>Site Address</b>	Land southwest of Hawkestone Crescent, east of Richmond Street, West Bromwich		
<b>Ward</b>	Wednesbury South	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.1	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Previously developed land which is now wooded scrubland	<b>Site Assessment Reference</b>	10 EMP3-29 SEC3-29
<b>Background / Context</b>			
<b>Current uses (list)</b>	Previously developed land which is now wooded scrubland		
<b>Surrounding land uses</b>	Employment uses, Residential, Black Country new Road		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Employment development site SAD BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	No loss of green belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Existing woodland	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Woodland – site previously developed	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOS but several semi mature trees	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	To be investigated. Likely to be some biodiversity potential associated with woodland	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Site will present an attractive wooded area for residents	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not in flood risk area	
<b>Ground Contamination</b>	Possible need for investigation	

<b>Ground stability</b>	To be ascertained	
<b>Air Quality impact of adjoining uses</b>	Adjoining employment uses to be considered	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	BEAR score of 19	
<b>Employment Land</b>	Site adjoins mainly employment uses	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Dependent on ground conditions (site left vacant when surrounding area was developed)	
<b>Viability (taken from Viability Study where referenced)</b>	Work to understand viability of allocated development sites in the SLP is ongoing	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Site is landlocked and will require third party land to create access from west across operational employment land. Access should not be formed from Meyrick Road due to potential adverse impact on the amenity of residential properties.	
<b>Impact on the wider road network</b>	Existing access roads should be acceptable for new employment use	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

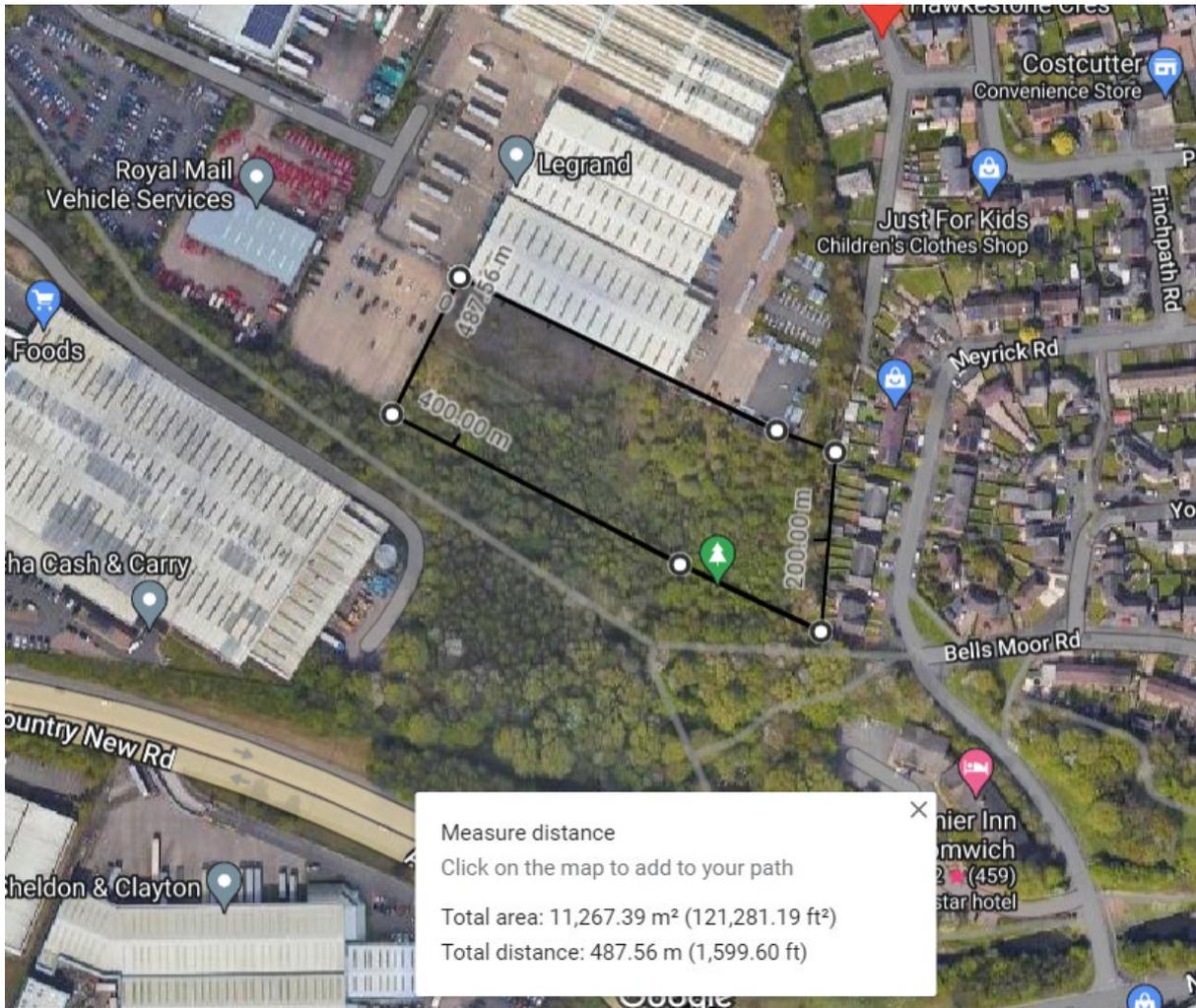
<b>Primary School</b>	15 minutes pedestrian access		<b>Strategic Centre / Employment Area</b>	20 minutes
	15 minutes public transport			
<b>Secondary School</b>	20 minutes		<b>Centre / Foodstore</b>	15 minutes
<b>GP / Health Centre / Walk in centre</b>	15 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Proximity to residential properties to the east			
<b>Connections to local cycle route networks</b>	Canal towpath 150m to the south is part of cycle network			
<b>Public Open Space (ha's and type)</b>	Site not public open space			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	Proximity to residential properties to the east			
<b>Opportunities</b>				
There is an opportunity to redevelop the site for employment use.				
<b>Sustainability Appraisal</b>				
The Sustainability Appraisal assesses the site as having neutral impacts on objectives 1, 10, 11 and 14; minor positive impacts on objective 12; major positive impact on objective 13; minor negative impact on objectives 5, 6, 7 and 9; and uncertain impact on objectives 2, 3, 4, and 8.				
<b>Conclusion</b>				
The site was assessed in the BEAR employment study as being suitable for employment uses (ref. 257a). Residential development is less suitable due to the site being in a predominantly industrial area. The site does not meet the criteria for Gypsy and Traveller use given the surrounding land uses and that the site exceeds the 1ha limit.				
Employment is the most suitable allocation in the SLP.				

Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Other (specify):



<b>Site Known as</b>	<b>11: CASTLE STREET TIPTON</b>		
<b>Site Address</b>	Site bounded by canal and Castle Street, Tipton		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.49 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	EMP3-148
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment uses		
<b>Surrounding land uses</b>	Predominantly housing, adjoining Dudley Canal (Dudley Junction)		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	SAD – Residential, BCP employment		
<b>Green Belt and Landscape Sensitivity Assessment</b>			

Criteria	Assessment	Rating
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	Existing site of limited visual amenity value – residential redevelopment could produce an attractive site in a canalside setting.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
Criteria	Assessment	Rating
<b>Environmental</b>		
Greenfield / Previously Developed Land	N/A	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	N/A	
Biodiversity or Geodiversity on site or significantly affecting boundaries	The site abuts the Birmingham Canal (Wolverhampton Level) which is a Wildlife Corridor NC5 ENV1	
Heritage Assets on site or significantly affecting boundaries	<p>Factory Locks Tipton Conservation Area abuts site.</p> <p>Within 100m of site:</p> <p>Monument: MSD5558, Chapel Street, Tipton, West Midlands.</p> <p>Monument: MBL3068: SETTLEMENT; TIPTON GREEN,</p> <p>DSD429: OFFICE AND STORE WM ROUNDS, Castle Street, Tipton (Listed Building).</p> <p>Canal corridor core habitat zone 6</p> <p>Dudley junction historic landmark south of site</p>	
Visual Amenity and Character of the Area	Current poor-quality employment uses	
Flood risk, drainage and ground water (refer to flood consultees)	Not within a flood risk zone	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	Possible contamination given existing well-established employment uses	
<b>Ground stability</b>	Not known but would need investigation prior to residential redevelopment.	
<b>Air Quality impact of adjoining uses</b>	Predominantly residential – adverse air quality not suspected.	
<b>Noise impact of adjoining uses</b>	Employment uses on north side of Castle Street – possible noise impact	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Opportunity for new employment uses	
<b>Employment Land</b>	BEAR reviewed former housing allocation score 20 - change to employment	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery of land use change constrained by need to relocate current businesses.	
<b>Viability (taken from Viability Study where referenced)</b>	Current employment uses, willingness to relocate?	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities in Castle Street and Dudley Road	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing access from Castle Street could be utilised for new residential. Access from Dudley Road could be problematic in view of site levels and proximity to junction.	

Impact on the wider road network		
Other Economic (specify)		
<b>Social</b>		
Primary School	10mins pt 10mins ped	Strategic Centre / Employment Area
Secondary School	20mins	Centre / Foodstore
GP / Health Centre / Walk in centre	10 ped and pt	
Housing Density Location – Draft Plan Policy (x)		High Density (min 50 dph, max 100 dph) X Moderate Density (40- 50 dph) X
Any character constraints on density	Canal frontage opportunity for residential	
Connections to local cycle route networks	SCWIP	
Public Open Space (ha's and type)	No loss of POS	
Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)	N/A	
Other Social (specify)		
Any character constraints on density (list)	Higher density opportunities on canal frontage	
<b>Opportunities</b>		
<p>There is a good opportunity to create ca 60 high quality homes and remove unattractive, underused employment uses. The site has a long frontage to the canal providing an opportunity for possibly higher density homes. The site is well located close to the local centre and is well-connected to local services.</p> <p>New employment uses could be introduced ca3000sqm, but this allocation is not supported.</p> <p>Given site area and proximity to local services site could be allocated for G and T but this use could prejudice the viability of residential development.</p>		
<b>Sustainability Appraisal</b>		

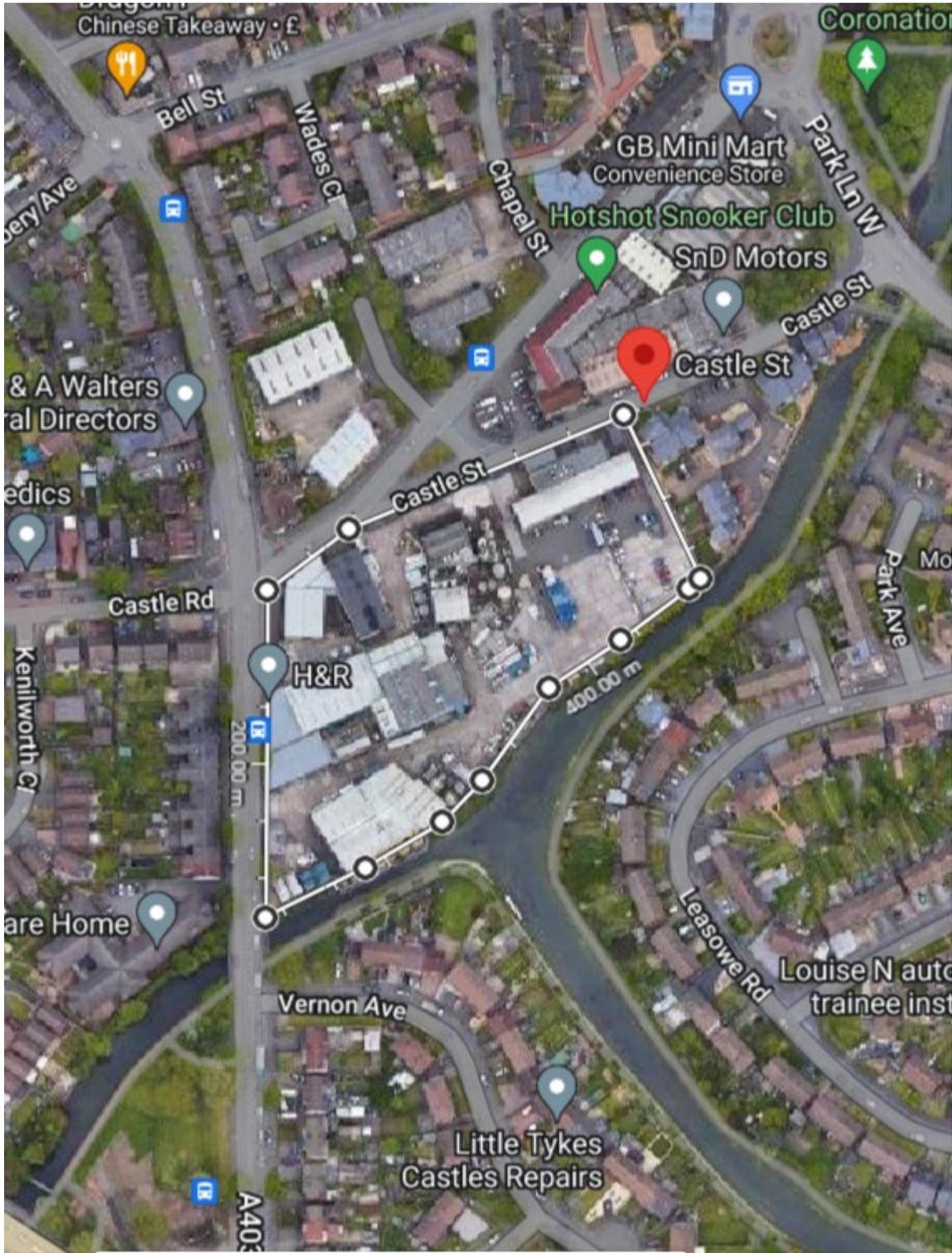
Major negative criteria 5, minor negatives for criteria's 1,7 & 14, negligible impacts criteria 11, minor positives for 5 & 6, major positive impacts on criteria's 9 & 12.

**Conclusion**

A SAD allocation for housing may be difficult to achieve within the plan period given the need to relocate existing businesses.

Employment allocation would support existing businesses. In terms of site area, it exceeds the criteria for Gypsy and Traveller allocation.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller
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<b>Site Known as</b>	<b>12: Land adjacent to Asda, Wolverhampton Road, Oldbury</b>		
<b>Site Address</b>	Land adjacent to Asda and north of Titford Road, Wolverhampton Road, Oldbury		
<b>Ward</b>	Langley	<b>Call for Site Ref</b>	548 (BCP)
<b>Site Area (ha)</b>	2.1	<b>Capacity proposed in Call for Sites submission</b>	Employment
<b>Land Type</b>	Vacant land	<b>Site Assessment Reference</b>	12 SH2 EMP1-4 SAE200
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant land self-set with trees and shrubs		
<b>Surrounding land uses</b>	Asda store and M5 junction 2 to north/ northwest, primary school to east and residential properties to south		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	Primary Flood Zone 1 with a small area being in Flood zone 2 around the watercourse. Surmountable constraint.		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		

<b>Green Belt</b>	N/A	
<b>Ancient Hedgerows</b>	N/A	
<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Wildlife policy NC 5 SAD employment BCP employment	

### Green Belt and Landscape Sensitivity Assessment

<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	Site not in the green belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	No landscape designations.	

### Detailed assessment against environmental, economic and social criteria

<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	No previous development on land last known use allotments. Considered greenfield land.	
<b>Topography</b>	The site is generally quite flat except to the boundaries with the river course, which are steeply banked; there are changes in levels to the land between the residential properties on Titford Road, the site being higher.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	Not agricultural	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPO, the site benefits from tree cover which adds to the visual amenity of the area and assist with pollution given the elevated M5. The tree cover is generally self-seeded and the quality/condition of trees is unknown.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Site is designated a Wildlife Corridor. There is biodiversity potential associated with the presence of watercourse running around site boundaries and trees/vegetation. Has been assessed for SLINC	

	status in 2023 but considered not sufficient to meet SLINC designation threshold.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No Heritage assets	
<b>Visual Amenity and Character of the Area</b>	The levels to the south for existing residents could cause harm in terms of loss of privacy/outlook depending on layout and heights. The existing space is also valued by residents which was demonstrated at the time of the previous planning application	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Part of the site to the north/north west which follows the water course is designated as flood zone 2. Therefore, some constraints but not insurmountable	
<b>Ground Contamination</b>	Site formerly used as allotments, potential risk of herbicides and pesticides so concern would be negligible.	
<b>Ground stability</b>	Historic colliery adjacent the site to north and west of the site but no probable recordings of shallow workings within the site	
<b>Air Quality impact of adjoining uses</b>	Proximity to elevated M5 Motorway so potential air quality issues and mitigation may reduce site area along the water course adjacent to M5 corridor	
<b>Noise impact of adjoining uses</b>	Noise impact from elevated M5	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	<p>Site previously allocated for employment use. Planning permission refused 09/12/2019 for industrial scheme due to high safety issues, overbearing on nearest residential properties and detrimental effect of proposed footpath on residential properties (reference DC/19/63297).</p> <p>Site promoted for employment use as call for sites submission to Black Country Plan</p>	

<b>Employment Land</b>	Not employment land		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	No obvious constraints on delivery given that adverse ground conditions are unlikely. Gaining planning consent could be protracted due to high potential for objections.		
<b>Viability (taken from Viability Study where referenced)</b>	Work to understand the viability of sites within the SLP is ongoing.		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Need to undertake studies to determine		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	No limitations		
<b>Highways access and transportation (state name / quality of access points)</b>	<p>Access for residential use would need to be solely served from Titford Road which is already congested and would likely cause significant issues. In addition, the access is poor and would need widening.</p> <p>Access from Birchley Island for residential use is not acceptable as pedestrian and cycle access is prohibited in view of Motorway restrictions.</p> <p>Employment use could only be accessed from Birchley Island as Titford Road would not be an acceptable access point for industrial vehicles through a residential area.</p>		
<b>Impact on the wider road network</b>	Queueing traffic already evident during rush hour on Titford Road towards junction with Wolverhampton Road. A new site access for residential purposes could add to the impact in view of up to 50 vehicle movements per day.		
<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	15 minutes ped access	<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	10 minutes

<b>GP / Health Centre / Walk in centre</b>	15 minutes ped access 10 minutes pub transport			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	<p>Local housing character – two-storey inter war properties. Up to 40 dph considered appropriate.</p> <p>Primary Flood Zone 1 with a small area being in Flood Zone 2 around the watercourse – reduction in developable area.</p> <p>Safeguard amenity of existing residents in Titford Road – adequate separation distance to prevent overlooking / lack of privacy.</p> <p>Access from Titford Road for residential use could reduce site capacity.</p>			
<b>Connections to local cycle route networks</b>	No designated cycle routes from M5 junction 2 connections would be from Titford Road to the south of the site			
<b>Public Open Space (ha's and type)</b>	Not public open space but the area is valued by residents.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	As above.			
<b>Opportunities</b>				
<p>There is an opportunity to introduce ca 50 homes on this site but overcoming access constraints is key. Access is solely available from Titford Road but previous objections from residents regarding the potential for increased use and congestion, would need to be satisfactorily addressed.</p> <p>Siting of houses should safeguard existing residential amenity and the asset of the watercourse and proposed SLINC should be acknowledged.</p> <p>The existing allocation for Employment use is acceptable with the caveat that a satisfactory site access from Birchley Island must be achieved, and new buildings must not detrimentally affect the amenity of existing residents by way of noise, outlook, overlooking and privacy.</p> <p>The site does not meet the criteria for Gypsy and Traveller Use.</p>				
<b>Sustainability Appraisal</b>				

The Sustainability Appraisal assesses the site as having neutral impact on objective 1; major positive impact on objectives 12 and 14; minor negative impact on objectives 6, 7, 9 and 11; major negative impact on objective 5; and uncertain impact on objectives 2, 3, 4, 8, 10 and 13.

### Conclusion

The site is suitable for a residential or employment allocation but issues of access, amenity, traffic generation and congestion, and biodiversity would need to be overcome or mitigated.

Gypsy and Traveller use is not considered appropriate as the site is too big and does not adequately meet selection criteria.

The site owner has been promoting the site for residential use and undertook pre-application community consultation for a residential scheme at the site in summer 2023.

<https://www.countrysidepartnerships.com/titford-road-oldbury>

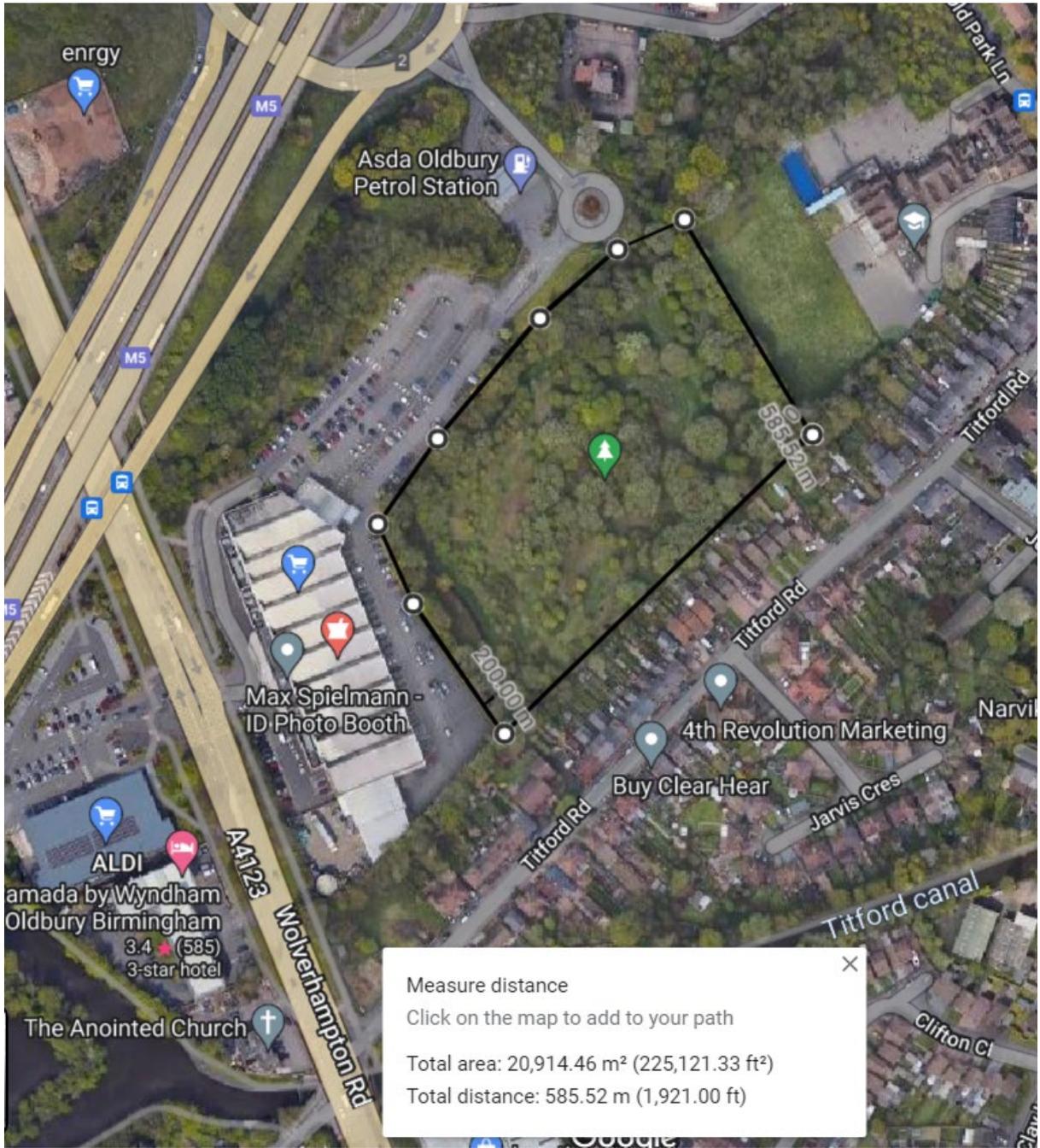
It is recommended that the site is allocated for residential development in the SLP.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>13: SOHO TRIANGLE</b>		
<b>Site Address</b>	Land bounded by West Coast Main Line, Birmingham Canal and access from Vittoria Street.		
<b>Ward</b>	Soho and Victoria	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.71	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Overgrown vacant site formerly used as aggregate storage.	<b>Site Assessment Reference</b>	EMP4-4 SAD Employment BCP Employment
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant overgrown site		
<b>Surrounding land uses</b>	Employment Uses, Transport		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	NO		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	NO		
<b>Site of Importance for Nature Conservation</b>	Merry Hill SLINC		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Wildlife policy NC5 applies – canal corridor Core habitat zone – canal corridor	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Urban matrix recovery zone	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	Land is predominantly overgrown scrubland	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Adjoining greenspaces	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Monument: MBL2442, SOAP WORKS; MERRY HILL; SMETHWICK. Area of potential archaeological importance DSD184: Smethwick Summit, Galton Valley Conservation Area. EBL700 Survey,2002. Within 100m: Monument: MBL3174, LONDON WORKS FACTORY; SMETHWICK - MAIN NO.	

	Local List: DSD650, Soho Junction Viaduct, above Wellington & Vittoria Streets, Smethwick	
<b>Visual Amenity and Character of the Area</b>	Site is heavily overgrown and is bounded by the Birmingham canal to the south and the west coast mainline railway to the north.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Possible given adjoining uses and history of the area	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Adjacent west coast rail line employment uses	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	Gateway site 2	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	BEAR assessment?	
<b>Employment Land</b>	Access under rail line is unsuitable for larger vehicles	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Unlikely that site could be developed given constrained access.	
<b>Viability (taken from Viability Study where referenced)</b>	Site is not considered to be suitable for development given the very limited vehicular access from Foundry Lane/Vittoria Street.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Utilities available on Vittoria Street	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes,</b>	?	

<b>gas pipes, pylons, culverts, rights of way)</b>			
<b>Highways access and transportation (state name / quality of access points)</b>		Poor quality highways access from Vittoria Street under rail line	
<b>Impact on the wider road network</b>		Any development would increase vehicular movements on this poor site access.	
<b>Other Economic (specify)</b>			
<b>Social</b>			
<b>Primary School</b>	PED 15 mins PT 10 mins	<b>Strategic Centre / Employment Area</b>	20 mins
<b>Secondary School</b>	20 mins	<b>Centre / Foodstore</b>	15 mins
<b>GP / Health Centre / Walk in centre</b>	15 mins		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>			
<b>Connections to local cycle route networks</b>	National cycle route along Birmingham Canal adjoining the site to the south		
<b>Public Open Space (ha's and type)</b>	No POS loss		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>			
<b>Any character constraints on density (list)</b>	Proximity to West Coast mainline and Birmingham Canal		
<b>Opportunities</b>			
There is limited opportunity for either residential, employment or gypsy and traveller uses, given the very restricted site access.			

The previous use as open storage of aggregate could be continued subject to the height restriction of commercial vehicles in view of the access under the rail line.

### Sustainability Appraisal

Minor negatives for criteria's 1,6,7, 9,11 & 12. Negligible impacts criteria 14.

### Conclusion

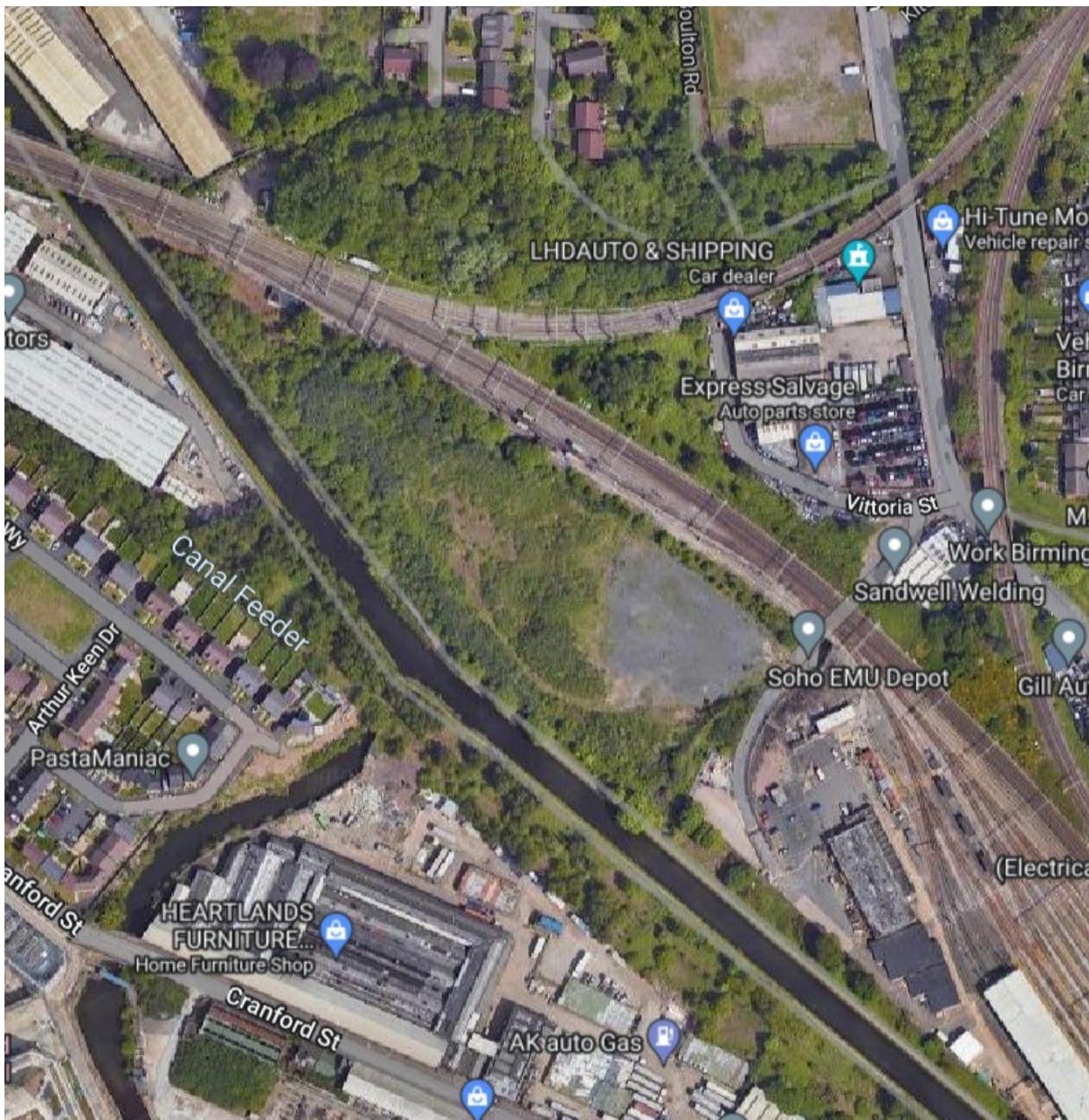
Very limited opportunities for residential uses in view of the site constraints but some open storage could be considered without detriment to local amenity.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>14: OLDFIELD TRADING ESTATE, CRADLEY HEATH</b>		
<b>Site Address</b>			
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.76	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Minerals and aggregate storage	<b>Site Assessment Reference</b>	Emp3-191
<b>Background / Context</b>			
<b>Current uses (list)</b>	Residential, Employment, Recycled aggregates (strategic site for aggregates and minerals in BCP) Catering Supplier		
<b>Surrounding land uses</b>	Employment Uses, Rail line, Residential		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	SAD Residential BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	N/A	
Topography	Site mounded	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	N/A	
Biodiversity or Geodiversity on site or significantly affecting boundaries	N/A	
Heritage Assets on site or significantly affecting boundaries	Area of potential archaeological importance Within 100 m: Monument: MBL2736, CHAIN PROVING HOUSE, NEWLYN ST, CRADLEY HEATH Monument: MBL2735, EAGLE CHAIN WORKS; CORNGREAVES RD	

<b>Visual Amenity and Character of the Area</b>	Unattractive operational site bounded by palisade and sheet metal fencing to Oldfields and a mature planted southern boundary to the south adjoining the elevated rail line. Triangular area north of Oldfields currently occupied by employment uses	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	?	
<b>Ground stability</b>	?	
<b>Air Quality impact of adjoining uses</b>	Potential for adverse air quality given existing site use, employment uses in the vicinity and the adjacent Birmingham Snow Hill to Kidderminster rail line with circa 8 trains an hour passing the site.	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	The site operation recycles aggregates and is an allocated strategic site for aggregate and minerals in BCP	
<b>Mineral Infrastructure and Brickworks</b>	?	
<b>Waste Infrastructure</b>	?	
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>	BEAR assessed score 20	
<b>Employment Land</b>	Existing strategic site in BCP	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Ability to achieve land use change in the short term in view of the need to identify an alternative strategic site for aggregates and minerals.	
<b>Viability (taken from Viability Study where referenced)</b>	As above land use change would not be viable in the short term.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Sewers run along Oldfields	
<b>Infrastructure constraints on / under site (electric cables/sub-</b>	?	

stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)			
Highways access and transportation (state name / quality of access points)	Access possible from Oldfields		
Impact on the wider road network	Additional vehicular impact on Oldfields if new employment or residential uses are introduced.		
Other Economic (specify)			
<b>Social</b>			
Primary School	10 mins pedestrian and public transport	Strategic Centre / Employment Area	
Secondary School	25 mins ped and opt	Centre / Foodstore	
GP / Health Centre / Walk in centre	Ped 15mins Pt 10 mins	10 mins	
Housing Density Location – Draft Plan Policy (x)	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph) x
Any character constraints on density	Proximity to rail line, proximity to local service and public transport connections.		
Connections to local cycle route networks	N/A		
Public Open Space (ha's and type)	N/A		
Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)	N/A		
Other Social (specify)	N/A		
Any character constraints on density (list)	A moderate density should be considered if housing is a preferred use		
<b>Opportunities</b>			

The sites' strategic minerals use suggests its continuation. New employment uses could however be introduced. The site could accommodate 70 units of moderate density housing given its proximity to a local centre and facilities. The site is not suitable for gypsy and traveller use as it exceeds the 1ha parameter

**Sustainability Appraisal**

Scores strongly minus for criteria 5, minor negative for criteria's 6, 7, 11. Negligible impacts on criteria 1. Uncertain impacts on criteria's 2,3,4, 8,10 & 13. Strongly positive for critiria's 9,12 & 14.

**Conclusion**

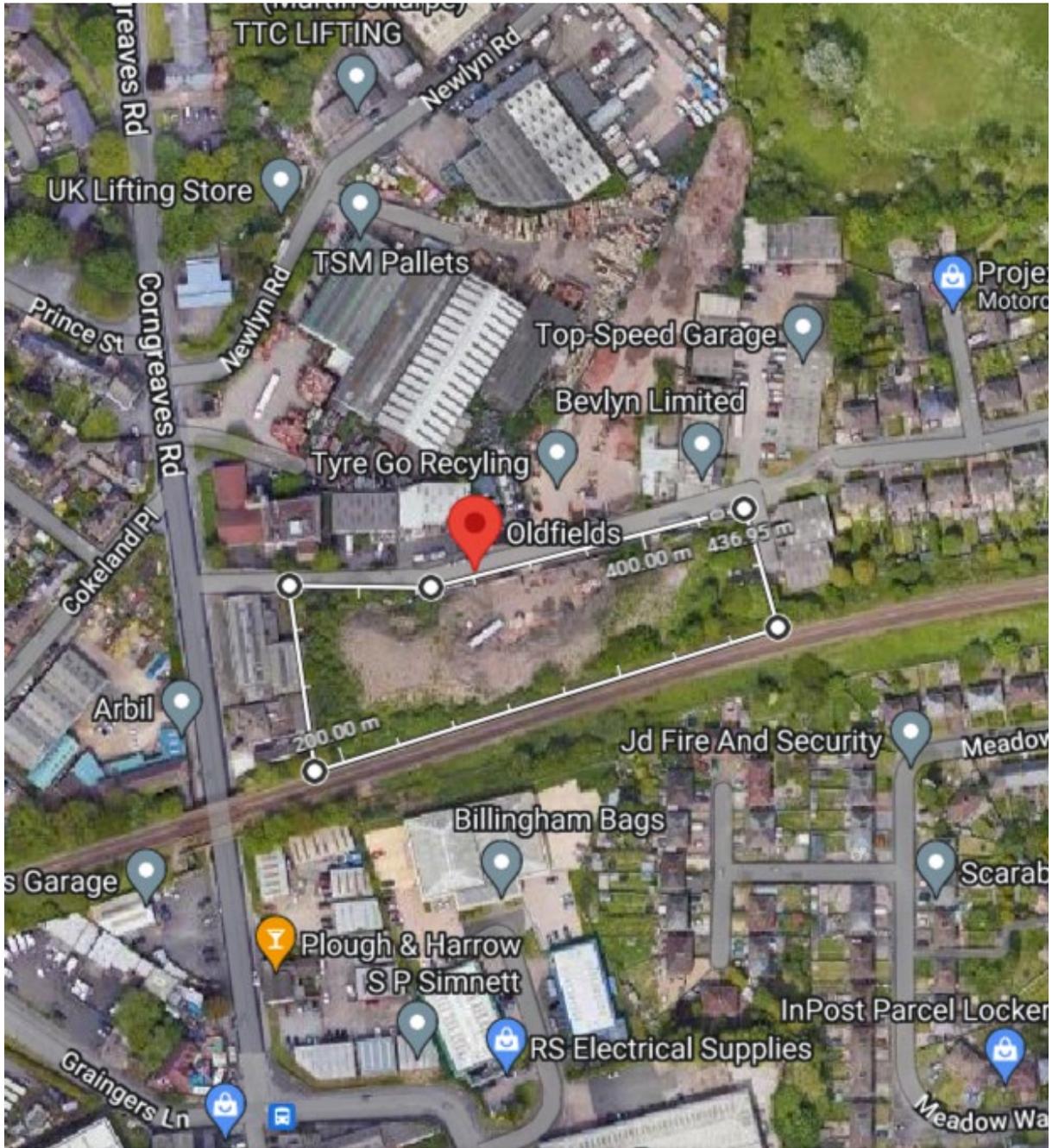
The allocated use of this site should take into account the proximity of EMP3-37 and EMP3-40. Combined, the three sites total ca 6ha. All of these adjoining sites are currently operational with a variety of employment uses – having previously been allocated for residential in the SAD and subsequently Employment in the BCP. Occupiers who responded to previous consultation expressed no wish to relocate. Although the combined sites could provide a developable area for ca 240 houses the predominant existing employment uses and the lack of enthusiasm to relocate, along with the relatively poor environmental conditions, lead to a preferred allocation for Employment uses. Residential use on this site in isolation would not be preferred.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>15: 70 - 74 CRANKHALL LANE, WEDNESBURY</b>		
<b>Site Address</b>	Site off west side of Crankhall Lane		
<b>Ward</b>		<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.78	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment – Laundry service with sports social club	<b>Site Assessment Reference</b>	EMP4-3
<b>Background / Context</b>			
<b>Current uses (list)</b>	Laundry service (aka Sunlight Laundry) Social Club		
<b>Surrounding land uses</b>	Residential /open space		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/a		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	Open space adjoining site to southwest		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>			
<b>Common Land</b>			
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	Wildlife corridor link – policy NC5 ENV1 relating to open space adjoining the site to the south west	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Southwest site boundary adjoins open space – presence of a row of mature trees -canal on the southern boundary. Site abuts canal, a Wildlife Corridor.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The Tame Valley Canal runs along the southern boundary of the site, 190 m away is the Manor House, a medieval Grade 1 Listed Building now used as a museum. Area of potential archaeological importance within 100m.	
<b>Visual Amenity and Character of the Area</b>	Site surrounded by predominantly residential uses and open space as part of Sandwell Community School playing fields. Southern boundary adjoining the canal and overlooking the Manor House.	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Although the site is not in the flood risk zone the adjoining school and playing fields adjoin the river Tame to the north west	
<b>Ground Contamination</b>	?	
<b>Ground stability</b>	?	
<b>Air Quality impact of adjoining uses</b>	Not considered to be detrimental	
<b>Noise impact of adjoining uses</b>	No significant noise impact given surrounding residential and playing fields	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is operational as a laundry service and social club and given its area could accommodate ca 5000sqm of new employment uses.	
<b>Employment Land</b>	Land allocated for Employment use in the BCP	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation of existing use?	
<b>Viability (taken from Viability Study where referenced)</b>	Site does not appear to be physically constrained but the willingness/opportunity to relocate the existing use could hamper a realistic redevelopment timescale	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Overhead power lines cross the adjacent playing fields with a pylon approximately 25m from the south west site boundary	

<b>Highways access and transportation (state name / quality of access points)</b>	Existing 7m wide road allowing larger industrial vehicles to access the site				
<b>Impact on the wider road network</b>	Alternative employment use could increase vehicular movements				
<b>Other Economic (specify)</b>					
<b>Social</b>					
<b>Primary School</b>	PED – 10 mins PT 10 mins		<b>Strategic Centre / Employment Area</b>	PED 20 mins PT 20 mins	
<b>Secondary School</b>	PED 20 mins PT 20 mins		<b>Centre / Foodstore</b>	PED 10 mins PT 10 mins	
<b>GP / Health Centre / Walk in centre</b>	PED 15 mins PT 10 mins				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	x
<b>Any character constraints on density</b>	Local area is predominantly medium density housing.				
<b>Connections to local cycle route networks</b>	Crankhall Lane?				
<b>Public Open Space (ha's and type)</b>					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>					
<b>Any character constraints on density (list)</b>					
<b>Opportunities</b>					
If the existing employment operation is willing / able to relocate, the preferred land use allocation would be residential. The existing 7m access road would allow a 5m carriageway and a single 1.8m footpath. The site					

is in a predominantly residential area and is close to open space a canal and an historic listed building – all assets which could command a high-quality housing development of ca 50 units.

**Sustainability Appraisal**

Minor negative scores for 5, 7 & 11. Negligible effect on criteria 1. Uncertain effects on criteria's 2,3,4,8 &13. Minor positive for criteria 6, major positive impacts on criteria's 9,12 & 14.

**Conclusion**

Local Employment allocation which would allow comprehensive redevelopment to residential under criteria, notwithstanding questionable viability in the short to medium term. Site too large for a G & T site.

**Appropriate uses given constraints and infrastructure requirements**

Housing

employment

Gypsy/Traveller



<b>Site Known as</b>	<b>16: BRYMILL INDUSTRIAL ESTATE</b>		
<b>Site Address</b>	Land west of open space known as The Cracker, east of Brown Lion Street, Tipton		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.97	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	16 EMP3-133 SEC3-133
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment, Vaping Shack, equestrian, open space, residential		
<b>Surrounding land uses</b>	Residential properties surrounding the site, woodland off Regent Street connecting to large area of open space, employment uses		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		
<b>Strategic Open Space</b>	N/A		

Existing Policy Designations (list)	SAD residential BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Previously developed land	
Topography	Site generally level	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	Some mature trees on site. Trees not protected	
Biodiversity or Geodiversity on site or significantly affecting boundaries	Some biodiversity potential associated with trees on site. The Princes End Disused Railway SLINC borders the site to the east.	
Heritage Assets on site or significantly affecting boundaries	N/A	
Visual Amenity and Character of the Area	Although the predominant surrounding land use is residential, there is a mix of existing employment uses on and around the site. There is an existing equestrian use within the site. An area of woodland lies within the site and connects it to a large area of open space to the south east.	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	The site is not in Flood Zone 2 or 3.	

<b>Ground Contamination</b>	Several areas of open space surround the site where adverse ground conditions are suspected in view of historic industrial uses. As with many such sites in Tipton ground contamination is a realistic possibility presenting constraints to new development.	
<b>Ground stability</b>	There is evidence of historic coal mining, the former branch railway line, a refuse tip and consequent landfill on the adjoining open space.	
<b>Air Quality impact of adjoining uses</b>	Existing employment uses	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	There is opportunity for ca 6000sqm of new employment	
<b>Employment Land</b>	Existing employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery of site could be phased.	
<b>Viability (taken from Viability Study where referenced)</b>	Viability could be questionable given the extent of site constraints. Work to understand viability of sites within the SLP is ongoing.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Access to the site could be gained from Regent Street, Hipkins Street or Brown Lion Street.	

<b>Impact on the wider road network</b>	New residential development would create additional impact on road network ca 100 vehicle movements per day			
<b>Other Economic (specify)</b>				
<b>Social</b>				
<b>Primary School</b>	15 ped access 10 pt	<b>Strategic Centre / Employment Area</b>		20 minutes
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>		15 minutes ped access
<b>GP / Health Centre / Walk in centre</b>	10 minutes			10 pub transport
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Proximity to open space Constraints because of adverse ground conditions			
<b>Connections to local cycle route networks</b>	Site is adjacent to cycle route along former Princes End railway line.			
<b>Public Open Space (ha's and type)</b>	Site adjacent to open space			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields or sports pitches			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	As above			
<b>Opportunities</b>				
<p>The site appears to operational and viable with a mix of employment uses. It could be brought forward for residential use along with the vacant adjoining site off Brown Lion Street but the opportunity to assemble land within the plan period would be heavily constrained.</p> <p>There is a good opportunity to introduce over 100 new houses on the site with a longer-term land use change – adverse ground conditions however could affect viability along with the need to relocate existing businesses.</p> <p>Employment redevelopment could create 6000sqm of new floorspace;</p>				

As the site exceeds 1ha it is not considered suitable for gypsy and travellers.

**Sustainability Appraisal**

The site was assessed by the Sustainability Appraisal as having a neutral impact on objectives 1, 4 and 8; minor positive impact on objective 10; major positive impact on objective 9; minor negative impact on objective 3, 5, 6, 7, 11, 12 and 14; major negative impact on objective 13; and uncertain impact on objective 2.

**Conclusion**

The site is suitable for residential or employment use. It was assessed as being suitable for employment use within the BEAR employment study, and is currently occupied by operational businesses. Therefore it is recommended that the site is allocated for employment use within the SLP.

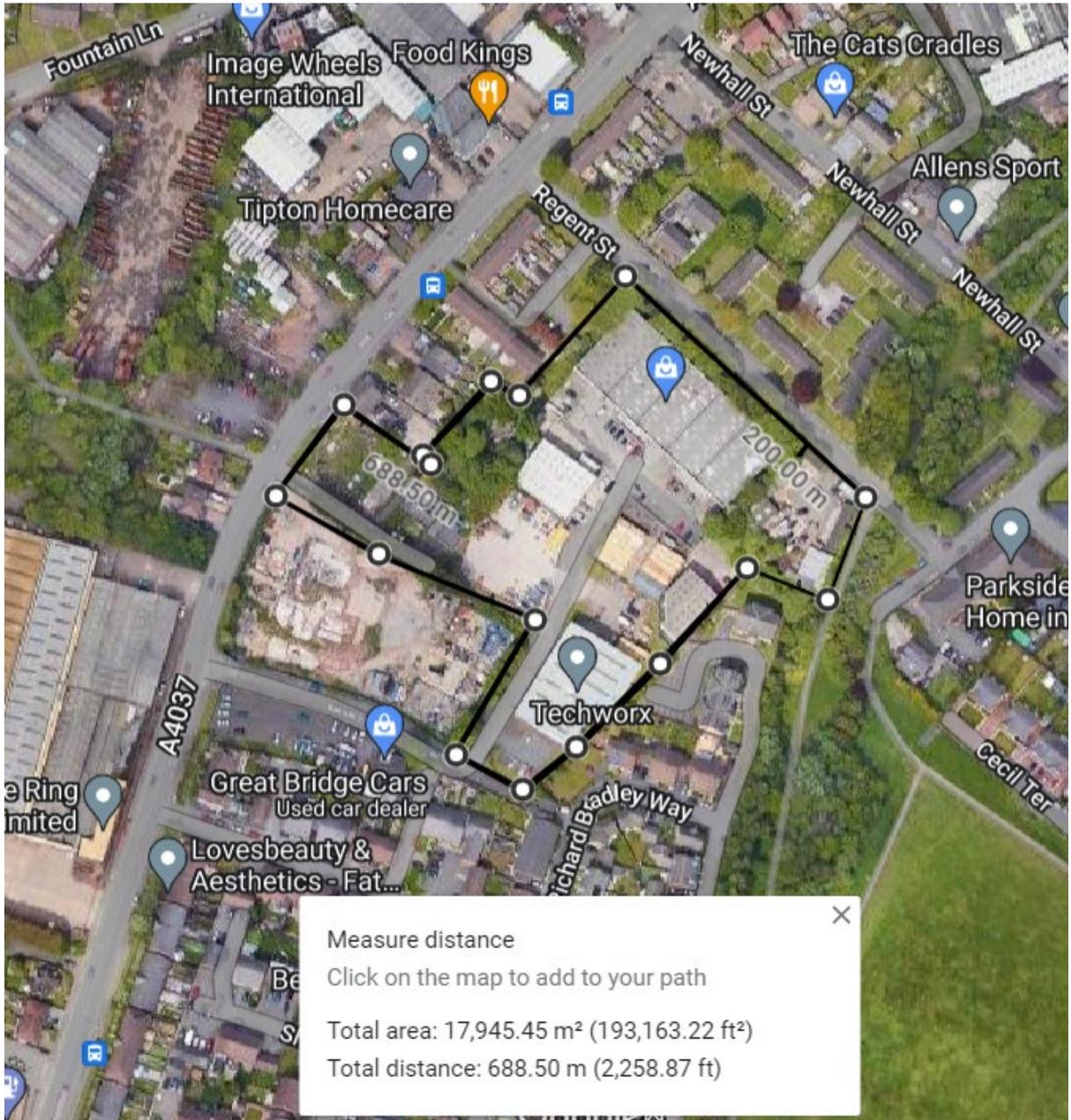
The size of the site prohibits Gypsy and Traveller use

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Travellers



<b>Site Known as</b>	<b>17: WATERFALL LANE, CRADLEY HEATH</b>		
<b>Site Address</b>	Land south of Waterfall Lane, east and west of Dudley Canal, Cradley Heath		
<b>Ward</b>	Blackheath	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.78	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	This site comprises three separate areas of mainly employment land	<b>Site Assessment Reference</b>	17 EMP3-189 SEC3-189
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment – Sandwell taxi licensing depot, West Midlands Blinds, Building Material Suppliers.		
<b>Surrounding land uses</b>	Residential, Dudley Canal, Old Hill Train Station		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Not allocated in SAD – BCP employment Wildlife policy NC5 applies – proximity to canal along south west boundary	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	Not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	No landscape designation	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	Mature trees line the boundary of the site and the Dudley Canal. Trees are not protected	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Core habitat zone 2 - Sites are bounded by the Dudley Canal, with mature trees along its edges. There is a mature belt of trees along the southern boundary of the site (on the northern edge of the rail line). The canal is designated a Wildlife Corridor.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Predominantly residential around the sites	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A – the site is not in Flood Zone 2 or 3	
<b>Ground Contamination</b>	Potential contamination associated with historic uses.	
<b>Ground stability</b>	Potential stability issues associated with historic uses and adjacency to canal	
<b>Air Quality impact of adjoining uses</b>	No obvious adverse air quality issues	
<b>Noise impact of adjoining uses</b>	Proximity of rail line and Old Hill station ca 100 m from south west site boundary	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	As the sites are currently occupied by employment uses, continued use as such during the plan period, would seem most likely. These sites combined could however accommodate ca 8000sqm of new employment development.  BEAR score of 18	
<b>Employment Land</b>	Existing but a housing allocation would be appropriate given the site's excellent location in proximity to Old Hill train station, and to local facilities. 2.69 ha could accommodate up to 150 units with some higher density considered to be acceptable given the location.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Future of existing uses needs to be determined	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of relocating existing businesses would be difficult in the plan period. The mainly Council owned site south of Waterfall Lane, east of the canal, could be brought forward earlier with a view to a longer-term land use allocation for residential.	

	Work to understand the viability implications of sites within the SLP is ongoing.		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Known adverse ground conditions due to mineworking, landfill and contaminated ground – comprehensive site investigations would be necessary.		
<b>Highways access and transportation (state name / quality of access points)</b>	Existing accesses to the employment uses should be satisfactory if the sites are reallocated for residential purposes.		
<b>Impact on the wider road network</b>	The introduction of up to 150 new dwellings could increase vehicle movements by ca 150 per day although proximity to the train station could reduce this impact.		
<b>Other Economic (specify)</b>			
<b>Social</b>			
<b>Primary School</b>	10 mins	<b>Strategic Centre / Employment Area</b>	20 mins
<b>Secondary School</b>	20 mins	<b>Centre / Foodstore</b>	15 mins
<b>GP / Health Centre / Walk in centre</b>			
<b>Housing Density Location – Draft Plan Policy (x)</b>			Moderate Density (40-50 dph) x
<b>Any character constraints on density</b>	The sites' sustainable location close to the train station and its good connectivity to local facilities, could justify higher densities in certain areas ie adjacent to the rail line and station.		
<b>Connections to local cycle route networks</b>	Cycle access to west side of Dudley Canal from Waterfall Lane.		
<b>Public Open Space (ha's and type)</b>	N/A		

<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>	N/A		
<b>Any character constraints on density (list)</b>	As above		
<b>Opportunities</b>			
<p>There is an opportunity to assemble the three adjoining sites which could accommodate up to 150 new dwellings. The mainly council owned site off Waterfall Lane could potentially be brought forward earlier. The other two sites would need existing businesses to be relocated. However, site investigations would need to be undertaken and known adverse ground conditions could seriously affect viability.</p> <p>Allocation for Gypsy and Traveller use is not appropriate.</p> <p>Continued allocation for Employment uses would be suitable.</p>			
<b>Sustainability Appraisal</b>			
<p>The Sustainability Appraisal assesses the site as having neutral impact for objectives 1 and 11; major positive impact for objective 14; minor impact for objectives 5, 6, 7, 9 and 12; and uncertain impacts for objectives 2, 3, 4, 8, 10 and 13.</p>			
<b>Conclusion</b>			
<p>The site is suitable for residential and employment uses. The site was assessed by the BEAR employment study as being suitable for employment use and there are operational businesses already on the site. Therefore it is recommended that the site is retained for employment uses in the SLP.</p> <p>Allocation for Gypsy and Traveller use is not appropriate as the site western half is too small and the eastern half too large.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller





<b>Site Known as</b>	<b>18: HALE TRADING ESTATE TIPTON</b>		
<b>Site Address</b>	Land between Horseley Road and Lower Church Lane, Tipton		
<b>Ward</b>	Great Bridge	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	2.73	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment Land – operational trading estate	<b>Site Assessment Reference</b>	18 EMP3-22 SEC3-22
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment		
<b>Surrounding land uses</b>	Predominantly residential NB site 1183 adjoins to the north east (residential allocation)		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/a		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	SAD local employment land BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	The site is not within the Green Belt	
Landscape Sensitivity (BL23 / BL24)	The site has no landscape designations	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	The site is previously developed land	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	No TPOs but site adjoins a densely planted wooded area	
Biodiversity or Geodiversity on site or significantly affecting boundaries	The site has no biodiversity designations. Land to the north is designated as a SLINC (Alexandra Road).	
Heritage Assets on site or significantly affecting boundaries	N/A	
Visual Amenity and Character of the Area	Modern reasonably attractive industrial enclave surrounded by residential areas and open space	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	The site is not in Flood Zone 2 or 3.	

<b>Ground Contamination</b>	The site is likely to have poor ground conditions associated with historic uses. Further investigation is required	
<b>Ground stability</b>	The site may have stability issues associated with historic uses. Further investigation is required.	
<b>Air Quality impact of adjoining uses</b>	Adjoining uses predominantly residential so no perceived air quality impact	
<b>Noise impact of adjoining uses</b>	No perceived noise impact	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	New employment use could generate ca 8000sqm Site was assessed by the BEAR as being suitable for employment uses (reference 179)	
<b>Employment Land</b>	Site appears to be an operational employment site including the Royal Mail sorting office - Tipton branch	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Existing operational estate	
<b>Viability (taken from Viability Study where referenced)</b>	Some units are vacant	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing accesses to employment uses should be acceptable for residential use.	

<b>Impact on the wider road network</b>	Possibility of additional impact if site is redeveloped for housing.					
<b>Other Economic (specify)</b>						
<b>Social</b>						
<b>Primary School</b>	PED 10 mins PT 10 mins		<b>Strategic Centre / Employment Area</b>	20 mins		
<b>Secondary School</b>	PED 20 mins PT 20 mins		<b>Centre / Foodstore</b>	10 mins		
<b>GP / Health Centre / Walk in centre</b>	15 mins					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Moderate density housing would be appropriate given the character of the surrounding residential area.					
<b>Connections to local cycle route networks</b>	Lower Church Road is 20mph traffic calmed street and suitable for cyclists					
<b>Public Open Space (ha's and type)</b>	No loss of open space					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields					
<b>Other Social (specify)</b>						
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<p>The opportunity for new employment is unlikely in the short to medium term given the general popularity of these fairly modern industrial units. The size of the site could accommodate around 8000sqm of new employment space. The existing employment allocation could therefore continue.</p> <p>In strict land use terms, a residential allocation would be more appropriate and could generate ca 120 dwellings. The site does not appear to be physically constrained and is in the vicinity of local services.</p> <p>The size of the site precludes Gypsy and Traveller use.</p>						

## Sustainability Appraisal

The Sustainability Appraisal assesses the site as having neutral impact on objectives 1 and 11; major positive impact on objectives 9 and 14; minor negative impacts on objectives 3, 5, 6, 7 and 12; and uncertain impact on objectives 2, 4, 8, 10 and 13.

## Conclusion

The site is suitable for residential or employment use. The site was assessed as being suitable for continued employment land in the BEAR and is home to several operational businesses. Therefore it is recommended that the site is retained as an employment site within the SLP.

Gypsy and traveller use is precluded because the site is too large.

Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Gypsy/Traveller



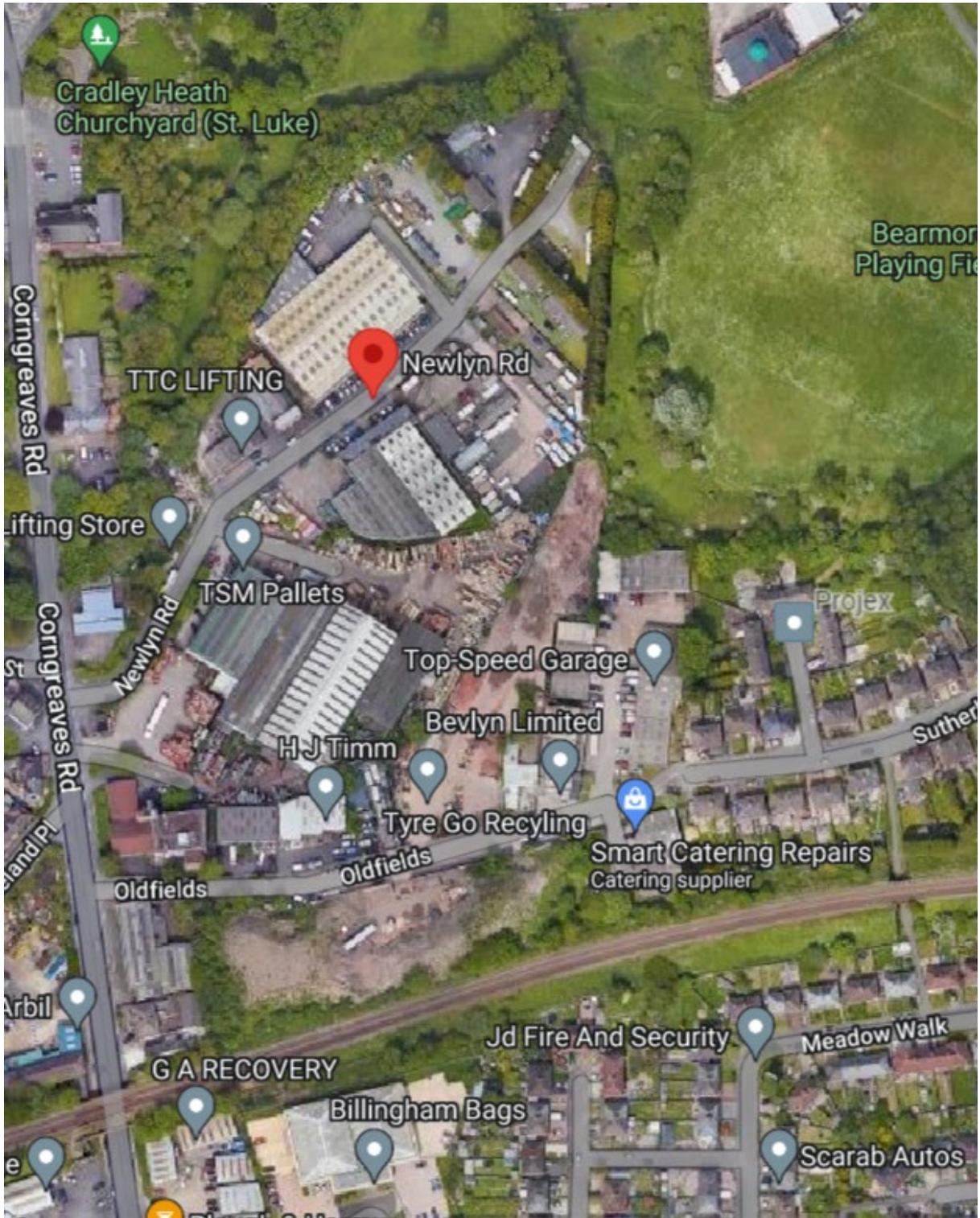
<b>Site Known as</b>	<b>19: NEWLYN ROAD, CRADLEY HEATH</b>		
<b>Site Address</b>	Land off Newlyn Road, north of Oldfields		
<b>Ward</b>	Cradley Heath Old Hill	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	3.4	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	EMP3-40 SAD Residential BCP Employment
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment Uses		
<b>Surrounding land uses</b>	Employment (pallets, lifting gear), playing fields		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	SAD Residential BCP Employment	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	N/A	
Topography	Uniform site levels?	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	N/A	
Biodiversity or Geodiversity on site or significantly affecting boundaries	Not applicable within the site.	
Heritage Assets on site or significantly affecting boundaries	Site adjacent to Bearmore Playing Fields Within 100 m: Monument: MBL2736, CHAIN PROVING HOUSE, NEWLYN ST, CRADLEY HEATH Monument: MBL2817, Cradley Heath Baptist Church, Corngreaves Road, Cradley Heath (Listed Building). Monument: MBL2667, ST LUKE'S CHURCH; UPPER HIGH STREET; CRADLEY HEATH	

<b>Visual Amenity and Character of the Area</b>	Site occupied by mainly single/ two storey employment buildings and offices with large areas of open storage (pallets and containers)	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Possible adverse conditions due to existing uses	
<b>Ground stability</b>	Not know but would need investigation.	
<b>Air Quality impact of adjoining uses</b>	Poor air quality which would need to be investigated within any redevelopment process.	
<b>Noise impact of adjoining uses</b>	Existing and surrounding uses	
<b>Mineral Extraction and Mineral Resource Areas</b>	Mineral resource area	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Allocation of this site for Employment Uses -either independently or in connection with adjoining site EMP3-37 and EMP3-191- could introduce up to 18,000 sqm of new development.  This site could provide ca 9,000sqm	
<b>Employment Land</b>	Existing employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The extent of existing employment operations and their unwillingness to relocate, along with the lack of suitable relocation sites, means that redevelopment is highly unlikely in the short to medium term.	
<b>Viability (taken from Viability Study where referenced)</b>	Notwithstanding the possibility of adverse ground conditions, the lack of relocation opportunities makes the opportunity unviable in the short to medium term.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	To be investigated					
<b>Highways access and transportation (state name / quality of access points)</b>	Existing site accesses from Newlyn Road would be acceptable					
<b>Impact on the wider road network</b>	Increased impact given the possibility of more intensive built development, and additional new employees					
<b>Other Economic (specify)</b>						
<b>Social</b>						
<b>Primary School</b>	PED 10 mins PT 10 mins		<b>Strategic Centre / Employment Area</b>	PED 20 mins PT 20 mins		
<b>Secondary School</b>	PED 25mins PT 25mins		<b>Centre / Foodstore</b>	PED 10 mins PT 10 mins		
<b>GP / Health Centre / Walk in centre</b>	PED 10 mins PT 10 mins					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	x
<b>Any character constraints on density</b>	<p>Proximity to local facilities and good public transport connections could promote higher density living in parts of the combined site (EMP3-191)</p> <p>New 3 storey housing facing adjacent open space could be a design attribute.</p>					
<b>Connections to local cycle route networks</b>	?					
<b>Public Open Space (ha's and type)</b>	Bearmore playing fields to the north east (ca 11 ha)					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A					

<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	As above		
<b>Opportunities</b>			
<p><b>Option 1</b> - There is a good opportunity for new residential uses on this site, notwithstanding viability. Given a moderate density approximately 100 homes could be accommodated. The site could be developed for residential independently of the other adjoining two sites.</p> <p>Similarly, the site could continue to be allocated for Employment uses to support the future of existing uses. Redevelopment for new employment use could be appropriate but difficult to achieve within the plan period.</p> <p><b>Option 2</b> - The site could be combined with EMP3-37 and allocated for either residential or employment uses.</p> <p><b>Option 3</b> - All three sites could be combined and allocated for either residential or employment use.</p> <p>N.B. Sites EMP3-191 and EMP3-37 could be combined and allocated for residential or employment use.</p>			
<b>Sustainability Appraisal</b>			
Strongly negative impacts on criteria 5. Minor negative impacts for criteria's 6,7 & 11. Negligible impacts on 1. Uncertain impacts on criteria's 2,3,4,8,10 & 13. Strongly positive impacts on 9,12 & 14 criteria's.			
<b>Conclusion</b>			
<p>Relocation of existing businesses to achieve long term land use change from Employment to residential is unlikely within this plan period, so the allocation for local employment is appropriate, which would allow comprehensive redevelopment to residential, subject to criteria.</p> <p>The size of the site precludes Gypsy and Traveller use.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>20: Roway Lane, Oldbury - Severn Trent Land</b>		
<b>Site Address</b>	Roway Lane, Oldbury		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	158 (BCP)
<b>Site Area (ha)</b>	3.5	<b>Capacity proposed in Call for Sites submission</b>	Housing/ employment
<b>Land Type</b>	Previously developed land - vacant	<b>Site Assessment Reference</b>	20 SA-0028_SAN SEC1-4
<b>Background / Context</b>			
<b>Current uses (list)</b>	Scrubland, former industrial use		
<b>Surrounding land uses</b>	Industrial to the east, car park to the east/southeast, allotments to the west, warehousing to the northwest		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Mixed use allocation Local Employment land allocation	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	Not in green belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	No landscape designation	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	The site is previously developed land	
<b>Topography</b>	Generally uniform site levels from Roway Lane to Dudley Road	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	Not agricultural	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs. Some self-seeded trees in the south of the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Eco or Geo survey is recommended. Some biodiversity potential associated with self-seeded trees in the south of the site.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No assets	
<b>Visual Amenity and Character of the Area</b>	Site is neglected scrubland with little amenity value – redevelopment for Employment or Housing would improve the amenity and character of the area	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	No issues	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	Former industrial site, landfill, coal mining – ground contamination is most likely.	
<b>Ground stability</b>	Former mine workings. High risk mining area. Site investigations / cost estimate required	
<b>Air Quality impact of adjoining uses</b>	Possible noise issues due to existing employment use off Roway Lane/West Bromwich Street.	
<b>Noise impact of adjoining uses</b>	Site adjoins warehouse and industrial uses. Noise issues which can be sufficiently mitigated without significantly reducing capacity	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The EDNA work found that it was potentially suitable for B2 / B8 industrial use.  The BEAR employment land study identifies the site as vacant and proposed employment land (ref. CFS158)	
<b>Employment Land</b>	The site could be retained as employment land given previous allocation	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Although land is vacant, the need for site investigations and remediation measures may extend the delivery time-line	
<b>Viability (taken from Viability Study where referenced)</b>	Significant capacity limitations / likely to make development unviable without external funding. Work to understand the viability of sites within the SLP is ongoing.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Some capacity issues for gas; Water Cycle Study indicates there is significant headroom / capacity at Minworth Waste Water Treatment Works which serves this area, but need to be aware that it also serves Birmingham's growth over the same period	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Pylon crossing south of site and sewage pipe noted on constraints. Prohibitively expensive to relocate					
<b>Highways access and transportation (state name / quality of access points)</b>	Access possible from West Bromwich Street, Roway Lane and Dudley Road					
<b>Impact on the wider road network</b>	Housing redevelopment of ca 100 units could introduce an additional 100 vehicle movements per day given that the land is currently vacant. A traffic assessment would be necessary.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	15 minutes ped access 10 minutes public transport	<b>Strategic Centre / Employment Area</b>	20 minutes			
<b>Secondary School</b>	20 minutes ped access 25 minutes public transport	<b>Centre / Foodstore</b>	15 ped access 10 minutes public transport			
<b>GP / Health Centre / Walk in centre</b>	15 minutes ped access 10 minutes public transport					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Proximity of existing employment uses – buffer would be required Preferred access points may constrain site capacity Adjacent residential development currently under construction (July 2023) – design and scale of development would be appropriate to apply to this site. Site remediation could reveal no build zones					
<b>Connections to local cycle route networks</b>	Direct connection possible with existing segregated or on- carriageway facilities					
<b>Public Open Space (ha's and type)</b>	N/A					

<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No Loss		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	Density of adjoining site redevelopment Access Remediation Need for buffer zone		
<b>Opportunities</b>			
<p>There is potential to combine this site with adjoining land to create a more comprehensive developable area for either Employment or residential uses. Possible land exchange under discussion at the time of preparing this site assessment.</p> <p>Subject to the viability and timescale of any necessary remediation, the site could be brought forward for redevelopment within the plan period.</p> <p>Based on a presumption that only 70% of the site proves to be developable ca 100 homes could be introduced.</p>			
<b>Sustainability Appraisal</b>			
<p>The Sustainability Appraisal assesses the site as having a neutral impact for objectives 1, 10 and 11; a major positive impact for objectives 9, 12 and 14; a minor negative impact for objectives 3, 6, and 7; a major negative impact for objective 5; and uncertain impact for objectives 2, 4, 8 and 13.</p>			
<b>Conclusion</b>			
<p>Site identified through Black Country Plan Call for Sites for housing or employment use. The EDNA work found that it was potentially suitable for B2/B8 industrial use, subject to a layout being configured to create a scheme that is deliverable and utilises as much of the site as economically possible. The current allocation for Employment use is therefore appropriate, having previously been assessed as such with an amber rating given adverse land conditions.</p> <p>A residential allocation would also be appropriate, but the likelihood of adverse ground conditions could affect viability and deliverability. The need for buffer zones and additional site accesses could affect capacity.</p> <p>The site is not suitable to be allocated for Gypsy and Traveller use given it exceeds 1 hectare.</p> <p>The recommendation for the SLP is that the site is allocated for employment use as it was found suitable for employment use by the BEAR employment study.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>21: 88-90 DUDLEY ROAD WEST</b>		
<b>Site Address</b>	Land north of Dudley Road West, east of The Wonder public house		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.36 ha	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment, Sports Facility	<b>Site Assessment Reference</b>	Other sites 88-90 Dudley Road West
<b>Background / Context</b>			
<b>Current uses (list)</b>	M.J.C. Motors car sales, tyre fitters, indoor sports facility		
<b>Surrounding land uses</b>	Employment use and Public House to the west of the site, residential uses to the east and on the south side of Dudley Road West. Densely planted area within the site to the north.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	NO		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	NO		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		

Strategic Open Space	N/A	
Existing Policy Designations (list)	SAD Residential	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	North of site is densely planted	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	N/A	
Topography	Uniform site levels in general but land slopes down to the canal arm in the north – the Netherton Tunnel runs under part of the site	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	N/A	
Biodiversity or Geodiversity on site or significantly affecting boundaries	Northern part of site heavily planted with some wildlife value	
Heritage Assets on site or significantly affecting boundaries	Within 100 m: Listed Building: NORTH PORTAL, NETHERTON TUNNEL (APPROXIMATELY 130 METRES NORTH EAST OF DUDLEY ROAD WEST) BIRMINGHAM CANAL NETHERTON TUNNEL BRANCH, TIVIDALE	
Visual Amenity and Character of the Area	Open car sales along front of site off Dudley Road West, vehicular access to Stumps formerly an industrial building now used as an indoor sports	

	centre, densely planted northern part of site where it slopes steeply down to canal.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Not Known	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Larger employment uses to the north west of the site could adversely affect air quality.	
<b>Noise impact of adjoining uses</b>	As above along with potential for adverse noise impact from adjacent public house.	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Small site which could accommodate ca 1200 sq m of new development. However, existing employment uses seem well established with limited scope for relocation.	
<b>Employment Land</b>	Existing	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation of existing uses would affect delivery	
<b>Viability (taken from Viability Study where referenced)</b>	Relocation could be difficult within the plan period	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes,</b>	Part of site is above the Netherton Tunnel	



The site offers an opportunity for ca 12 dwellings based on a moderate density, given its location close to existing facilities. Although there are large employment buildings to the north west the areas to the east and south are mainly residential, so this use would be appropriate.

Employment allocation would support existing users but in the longer term, land use change to residential would appear to be more viable.

The site is too small to accommodate a gypsy and traveller use

**Sustainability Appraisal**

Strongly negative for criteria 5, minor negative impacts on criteria's 1 & 7. No/negligible impacts on 11 & 14. Minor positive impacts on criteria 6. Uncertain impacts on criteria's 2,3,4,8,10,13. Strongly positive impacts for criteria 9 & 12.

**Conclusion**

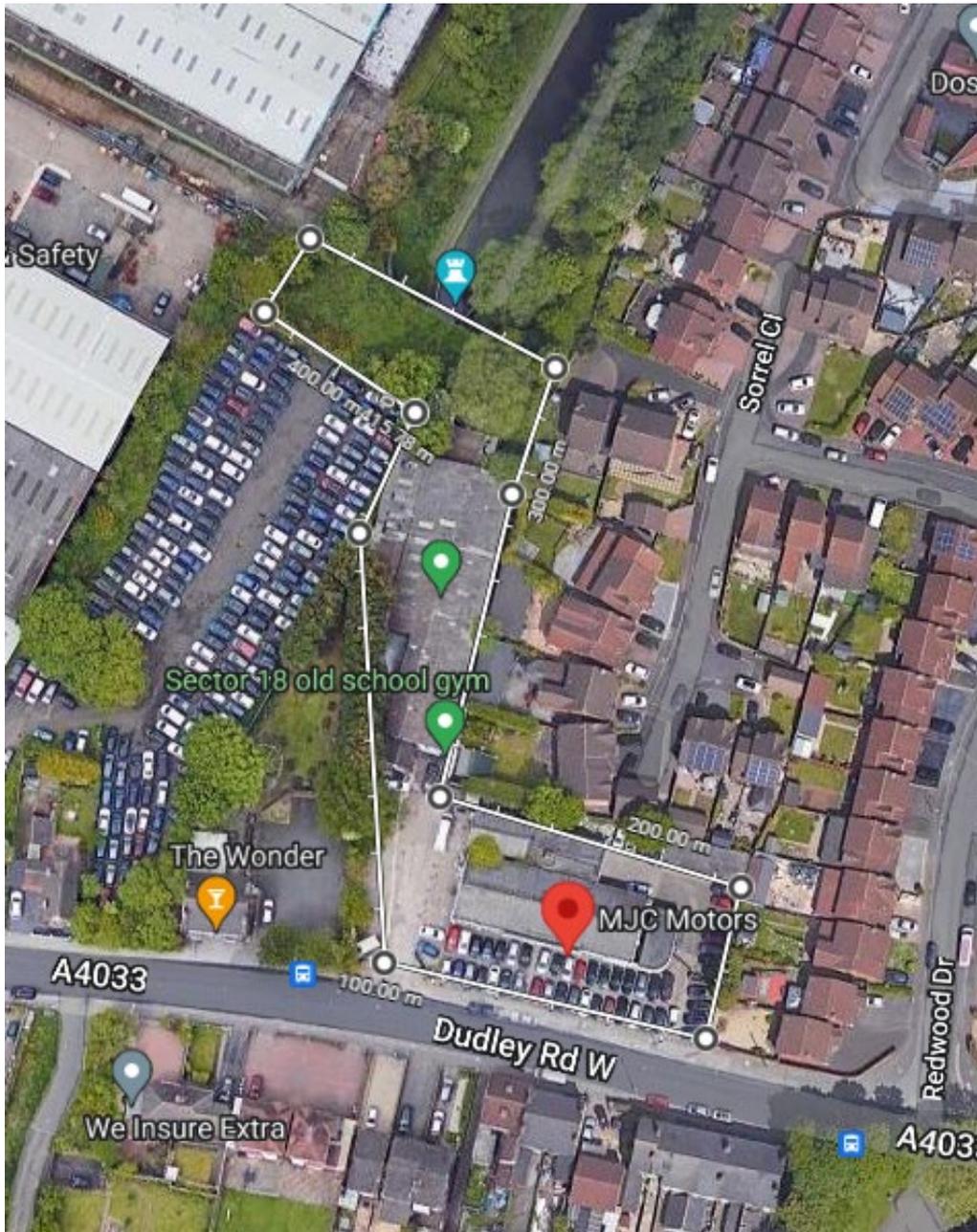
Residential allocation is preferable, land use change to residential would appear to be more viable, but deliverability could be questionable within the plan period, as existing employment uses seem well established with limited scope for relocation.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>22: BANK STREET / CHURCH LANE, WEST BROMWICH</b>		
<b>Site Address</b>	As above		
<b>Ward</b>	Hateley Heath	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.85	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>		<b>Site Assessment Reference</b>	1459
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment -		
<b>Surrounding land uses</b>	Open space, residential, employment		
<b>Constraints</b>			
<b><i>Gateway Constraints (where affecting part of submitted site)</i></b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>			
<b>Ancient Woodland / Veteran Trees</b>			
<b>Local Nature Reserve</b>			
<b>Site of Importance for Nature Conservation</b>			
<b>Flood Risk Zone 3</b>	NO		
<b>Registered Park &amp; Garden</b>	NO		
<b>Scheduled Ancient Monument</b>	NO		
<b>HSE Consultation Zone 1</b>	NO		
<b>Operational Burial Ground</b>	NO		
<b>Common Land</b>	NO		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	Not previously allocated		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Site appears to have uniform levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No known TPOs but mature trees adjoining and to the south of the site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Adjoining well-maintained and planted linear walkway acting as a buffer between this site and adjoining residential properties. Mature tree planting along north western site boundary	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Site partly within area of potential archaeological importance.	
<b>Visual Amenity and Character of the Area</b>	The site is adjoined by an attractive linear walkway to the north and west with a group of convenience stores to the south of Church Lane and residential properties opposite the site off Bank Street. There is also another employment use opposite the site fronting Church Lane.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	

<b>Ground Contamination</b>	Not known	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Potential for adverse air quality in view of adjacent paint coating use and heavily trafficked Church Lane	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Existing operational employment uses on the site so limited scope for redevelopment within the plan period	
<b>Employment Land</b>	Existing	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Unlikely within the plan period	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP. An issue is if existing businesses are to be relocated.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing?	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not know	
<b>Highways access and transportation (state name / quality of access points)</b>	Access from Church Lane and Bank Street should be acceptable	
<b>Impact on the wider road network</b>	New residential use could introduce 40 vehicle movements per day – not known whether this would increase impact on the road network	

<b>Other Economic (specify)</b>						
<b>Social</b>						
<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>	20 minutes			
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	10 minutes			
<b>GP / Health Centre / Walk in centre</b>	10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>					Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Site is well-connected to local services and transport, but the predominant character of the area is medium density housing. Redevelopment of this site for housing should not exceed 45dpa.					
<b>Connections to local cycle route networks</b>	CHECK					
<b>Public Open Space (ha's and type)</b>	N?A					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A					
<b>Other Social (specify)</b>						
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<p>Opportunity for existing businesses to consolidate through an employment allocation. Redevelopment for employment use may not be viable and may not create additional jobs.</p> <p>Bringing the site forward for residential purposes may not be viable in the plan period but a longer- term allocation could introduce up to 40 dwellings.</p> <p>Similarly, the site area and its good connectivity could justify an allocation for gypsy and travellers</p>						
<b>Sustainability Appraisal</b>						
No SA is available due to landowner response precluding alternative use.						

**Conclusion**

In land use terms allocation for residential use is only option due to landowner response.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>23: LOWER HIGH STREET (STATION HOTEL AND DUNNS SITE)</b>		
<b>Site Address</b>	Site at junction of Lower High Street and Chester Road, Cradley Heath		
<b>Ward</b>		<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.3	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Vehicle repairs, car parking, mature planted site boundary	<b>Site Assessment Reference</b>	3467
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment uses		
<b>Surrounding land uses</b>	New Residential adjoining site to the east, west coast mainline railway to south of site on Chester Road, Cradley Heath train station directly opposite the site at junction of Chester Road and Woods Lane. 'Gateway' site to the Borough.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	NO		
<b>Registered Park &amp; Garden</b>	NO		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		

<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	Residential allocation (h13.3), 'Borough Gateway'.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Mature planted area along north west site boundary	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Site within an area of potential archaeological importance Within 100m: Monument: MBL2674, CHAINWORKS; FORGE LANE/LOWER HIGH ST, Cradley Heath Monument: MBL2776, CRADLEY SIGNAL BOX; FORGE LANE; CRADLEY	
<b>Visual Amenity and Character of the Area</b>	Established employment uses of no particular visual merit – incongruous alongside attractive new housing development on Chester Road	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Possible contamination given existing/historic uses	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Potentially poor air quality given surrounding employment uses	
<b>Noise impact of adjoining uses</b>	Noise impact from employment uses around the site and its proximity to a main rail line and station	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Existing established employment uses – limited scope for viable new employment given small scale of site	
<b>Employment Land</b>	Existing	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Need to relocate existing businesses would affect delivery within the plan period	
<b>Viability (taken from Viability Study where referenced)</b>	Viability is questionable in the short to medium term as work is still being undertaken to establish the likely viability of residential and other sites.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	

<b>Highways access and transportation (state name / quality of access points)</b>	Lower High Street is future red route, access for residential possible from Chester Road – check with Highways officers.				
<b>Impact on the wider road network</b>	New residential could potentially increase vehicle movements				
<b>Other Economic (specify)</b>					
<b>Social</b>					
<b>Primary School</b>	Ped 15 mins PT 10 minutes		<b>Strategic Centre / Employment Area</b>	20 minutes	
<b>Secondary School</b>	20 minutes		<b>Centre / Foodstore</b>		
<b>GP / Health Centre / Walk in centre</b>					
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Gateway 2 proximity to train station – higher density residential, also a corner position.				
<b>Connections to local cycle route networks</b>					
<b>Public Open Space (ha's and type)</b>	N/A				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>					
<b>Any character constraints on density (list)</b>	As above – location, connectivity				
<b>Opportunities</b>					
The site to the east has been recently redeveloped for housing at a density of 50 dwellings per hectare. Residential allocation would be consistent with this land use and take advantage of the sites' location close to public transport and connectivity to local services. A similar density could be applied.					

The site is too small in area to accommodate gypsy and traveller use.

Redevelopment for employment use is considered unviable.

### Sustainability Appraisal

Minor negative impacts on criteria's 6,7 & 14. Negligible impacts on 1 & 11. Uncertain impacts on criteria's 2,3,4,8,10 & 13. Minor positive effects on criteria 5, strongly positive impacts on criteria's 9 & 12.

### Conclusion

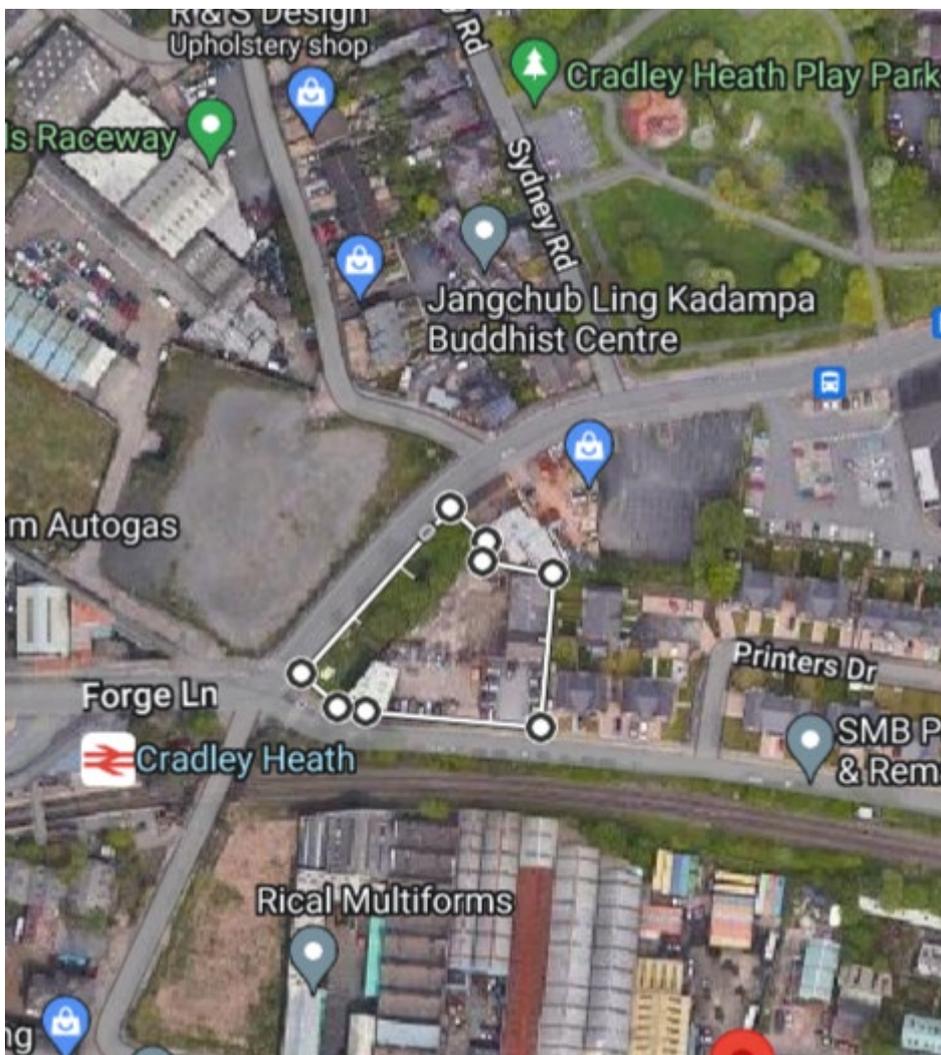
Residential developed is considered to be an appropriate allocation on this site.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>24: MILL STREET GREAT BRIDGE</b>		
<b>Site Address</b>	Land between Lewis Street and Mill Street, Great Bridge		
<b>Ward</b>	Great Bridge	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.86	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Former employment land	<b>Site Assessment Reference</b>	SAH071 Ref 1203 (SH5)
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant Land		
<b>Surrounding land uses</b>	Residential, Ashmores Press Brake Tooling, green walkway		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha)</b>	
<b>SSSI / SAC</b>	N/A	0	
<b>Ancient Woodland / Veteran Trees</b>	N/A	0	
<b>Local Nature Reserve</b>	N/A	0	
<b>Site of Importance for Nature Conservation</b>	Green walkway adjoining eastern site boundary		
<b>Flood Risk Zone 3</b>	yes		
<b>Registered Park &amp; Garden</b>	N/A	0	
<b>Scheduled Ancient Monument</b>	N/A	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	

Strategic Open Space	No	0
Existing Policy Designations (list)	BCP Housing	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	PDL	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	NONE	
Biodiversity or Geodiversity on site or significantly affecting boundaries	Green walkway adjacent to eastern site boundary	
Heritage Assets on site or significantly affecting boundaries	N/A	
Visual Amenity and Character of the Area	Mainly residential uses surrounding the site with an operational tool hire business adjoining to the south	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	Flood risk zone 3	

<b>Ground Contamination</b>	Possible contamination requiring site investigation – covered by extant planning consent	
<b>Ground stability</b>	As above	
<b>Air Quality impact of adjoining uses</b>	No detrimental impact - mainly residential but site close to heavily trafficked Horseley Heath and Tame Road.	
<b>Noise impact of adjoining uses</b>	Possible detrimental noise impact from tool manufacturer adjoining the site to the south	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Site could accommodate new employment uses but given the fairly narrow site access and the surrounding residential uses a housing allocation would be more appropriate (pp granted in 2022 for 20 housing units)	
<b>Employment Land</b>	BCP allocated for housing	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site is cleared	
<b>Viability (taken from Viability Study where referenced)</b>	Marginal with policy changes	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Constraints can be mitigated	
<b>Highways access and transportation (state name / quality of access points)</b>	PP allows access to the site along Lewis Street	

<b>Impact on the wider road network</b>	Additional housing – approximately 20 additional vehicle movements per day				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	PED 10 mins PT 15mins		<b>Strategic Centre / Employment Area</b>	PED 20 mins PT 20 mins	
<b>Secondary School</b>	PED 20 mins PT 20 mins		<b>Centre / Foodstore</b>	PED 10 mins PT 10 mins	
<b>GP / Health Centre / Walk in centre</b>	PED 10 mins PT 10 mins				
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Residential area bounded by green walkway, close to all existing services, medium density				
<b>Connections to local cycle route networks</b>	Horseley Heath SCWIP				
<b>Public Open Space (ha's and type)</b>	N/A				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
The residential planning consent supports the allocation in the Draft Plan and implementation is imminent. This overrides any consideration for Employment or Gypsy and Traveller use.					
<b>Sustainability Appraisal</b>					

The redevelopment of this site will have major positive impacts on the borough's transport network, the health of people in the borough and the education provision of the borough. There will also be a positive impact on the borough's housing offer.

The redevelopment of this site could have minor negative impacts on cultural heritage, biodiversity, natural resources, pollution, equality and the economy

The only major negative impact could be on the implementation of measures for climate change adaptation, if no mitigation measures are sought.

There are negligible/uncertain impacts on the borough's landscape and waste issues.

### Conclusion

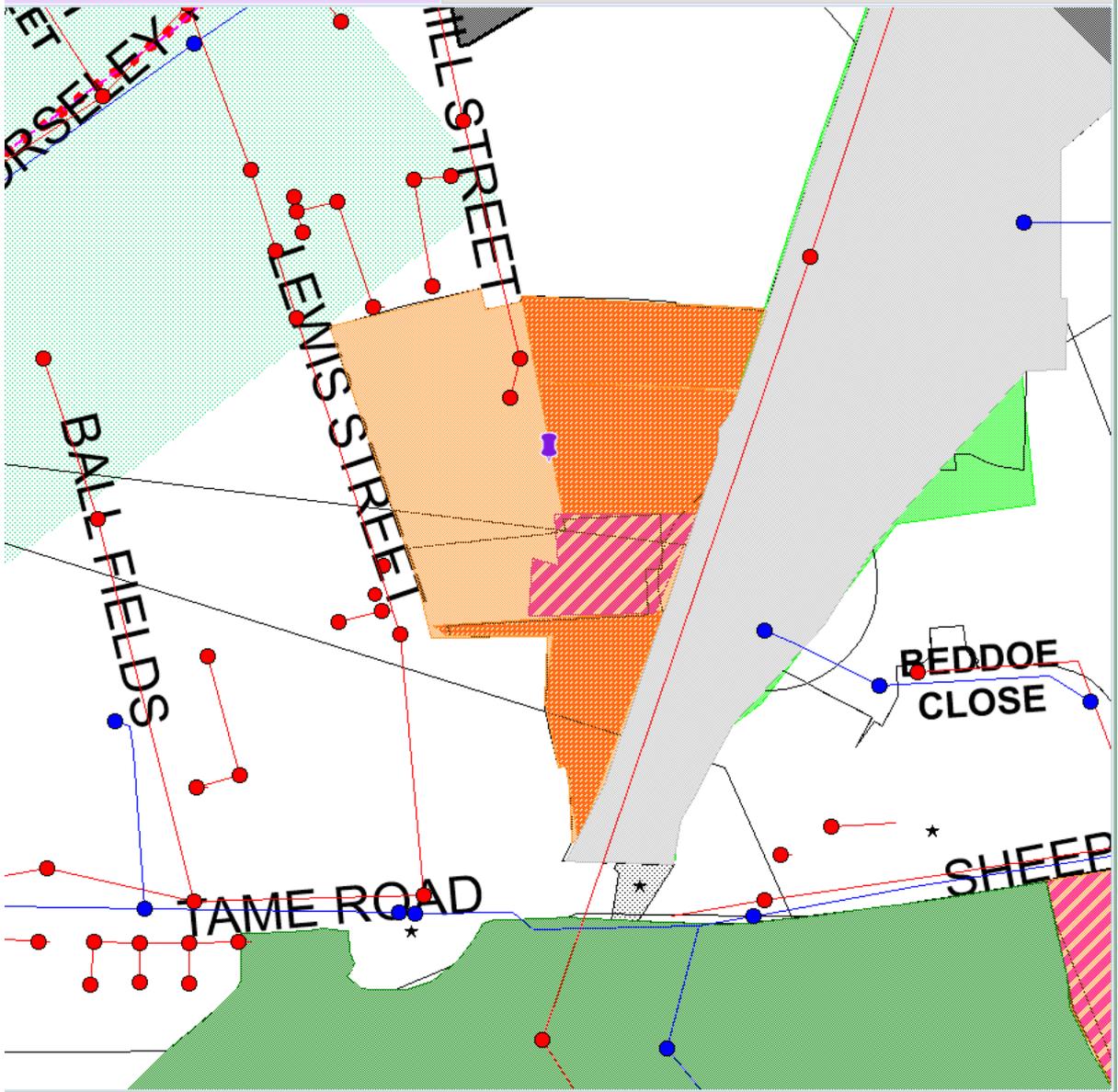
Residential allocation is appropriate

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



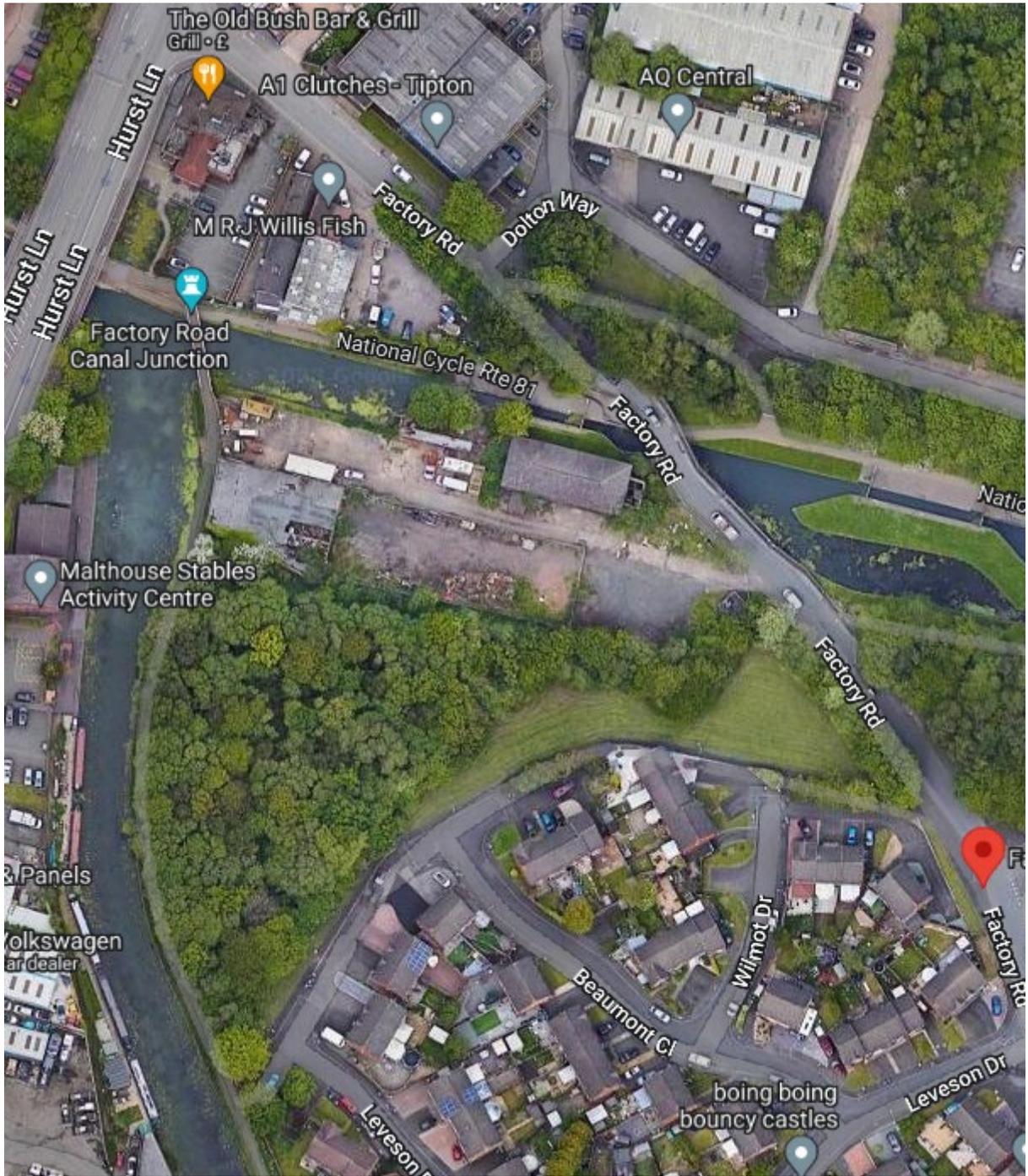
<b>Site Known as</b>	<b>26: BOAT GAUGING HOUSE, FACTORY ROAD, TIPTON</b>		
<b>Site Address</b>	Gauging House and adjoining land		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.57	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	residential	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant former Gauging House (Grade 2 listed building) and adjoining disused land		
<b>Surrounding land uses</b>	Open space, Tipton Canal, Factory Locks (listed) residential		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>			
<b>Ancient Woodland / Veteran Trees</b>			
<b>Local Nature Reserve</b>			
<b>Site of Importance for Nature Conservation</b>	community open space adjacent – designated SLINC		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>			
<b>HSE Consultation Zone 1</b>	NO		
<b>Operational Burial Ground</b>	NO		
<b>Common Land</b>	NO		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		

Existing Policy Designations (list)	Site in SHLAA	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	Site is within a conservation area and contains a Grade 2 listed building – the canal and the locks are of landscape and historic value	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	N/A	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	None on site	
Biodiversity or Geodiversity on site or significantly affecting boundaries	Adjoining community open space	
Heritage Assets on site or significantly affecting boundaries	DSD185: Factory Locks, Tipton Conservation Area. Monument: DSD442, THE BOAT GAUGING HOUSE, TIPTON CANAL BASIN (OFF FACTORY ROAD) BIRMINGHAM CANAL BIRMINGHAM LEVEL MBL2791, MBL2792, MBL2793, Top, Middle Lock Factory Locks, Birmingham Canal, Birmingham Level, Tipton. MBL3159, WOLVERHAMPTON/BIRMINGHAM LEVEL BRANCH; BIRMINGHAM CANAL Within 100m: MBL3165: MALTHOUSE STABLES; TIPTON	

	MBL3078, CANALSIDE COTTAGE; FACTORY RD; TIPTON	
<b>Visual Amenity and Character of the Area</b>	Area around the site is within the Conservation Area with several listed buildings and structures. The site is located at Factory Road canal junction	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	?	
<b>Ground stability</b>	?	
<b>Air Quality impact of adjoining uses</b>	Adverse air quality given proximity of adjoining employment uses	
<b>Noise impact of adjoining uses</b>	Possible noise impact of adjoining employment uses	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site has limited scope for future employment uses given the proximity of residential use, protected structures, features of historic importance, and a poor vehicular access.	
<b>Employment Land</b>	Former employment uses – site now disused	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Planning permission granted for new housing and conversion of gauging house to flats – development not yet commenced, site for sale – fire damage to gauging house could affect refurbishment programme.	
<b>Viability (taken from Viability Study where referenced)</b>	Site constraints accounted for in determination of planning application	

<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Available?			
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	?			
<b>Highways access and transportation (state name / quality of access points)</b>	Access from Factory Road for residential use			
<b>Impact on the wider road network</b>	Additional 50 units – 50 vehicle movements per day			
<b>Other Economic (specify)</b>				
<b>Social</b>				
<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>	20 minutes	
<b>Secondary School</b>	25 minutes ped 20 minutes pt	<b>Centre / Foodstore</b>	10 minutes	
<b>GP / Health Centre / Walk in centre</b>	10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Proximity to canalside and to local facilities allows for slightly higher residential density			
<b>Connections to local cycle route networks</b>	National cycle route 8 north of site along Birmingham Canal Wolverhampton Level			
<b>Public Open Space (ha's and type)</b>	N/A			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A			
<b>Other Social (specify)</b>				

<b>Any character constraints on density (list)</b>			
<b>Opportunities</b>			
<p>Good opportunity to introduce new residential units along with a refurbished former gauging house. Limited scope to accommodate new employment uses given site constraints.</p> <p>Site size and environment for residential use would not preclude an allocation for gypsy and travellers but viability would be questionable given the extant planning permission for housing.</p>			
<b>Sustainability Appraisal</b>			
<p>Major negative impacts on criteria 1 (Cultural heritage). Minor negatives for criteria's 3,5,6,7 &amp; 14. Negligible impact on 11, uncertain impacts on 2, 4, 8 &amp; 13. Minor positive impact on 10, major positive impacts on criteria's 9 &amp; 12.</p>			
<b>Conclusion</b>			
Residential allocation appropriate with limited scope for Gypsy and Traveller use			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>27: ALMA STREET WEDNESBURY</b>		
<b>Site Address</b>	Site east of Alma Street opposite St Lukes Road		
<b>Ward</b>	Friar Park	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.5	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	SAH067 SITE REF 28 (SH8)
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment uses		
<b>Surrounding land uses</b>	Residential		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	None	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	None	0	
<b>Site of Importance for Nature Conservation</b>	None	0	
<b>Flood Risk Zone 3</b>	None	0	
<b>Registered Park &amp; Garden</b>	None	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	None	0	
<b>Operational Burial Ground</b>	None	0	
<b>Common Land</b>	None	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	

<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	SHLAA - housing Draft BCP - housing	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	None	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	None	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	None	
<b>Visual Amenity and Character of the Area</b>	Site in Employment use surrounded by predominantly residential, Public House to north of site boundary, Sandwell Health care to south	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	

<b>Ground Contamination</b>	Not known but in view of new residential development adjoining the site to the east unlikely to be a constraint	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	No adverse impact	
<b>Noise impact of adjoining uses</b>	No adverse impact	
<b>Mineral Extraction and Mineral Resource Areas</b>	None	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The allocation of the site for Employment use could continue. New development could provide ca 1500 sqm.  However, given the predominance of residential uses around the site and the landowners stated need to relocate to larger premises the Draft Plan's allocation for residential development is supported.	
<b>Employment Land</b>	As above	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Short to medium term if existing business can relocate	
<b>Viability (taken from Viability Study where referenced)</b>	Subject to the site being clear of major constraints the site could come forward for redevelopment in the short to medium term.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	New residential access from Alma Street could be gained via the existing	

<b>Impact on the wider road network</b>	Additional 20 movements a day would be acceptable.				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	PED 10 mins PT 10 mins		<b>Strategic Centre / Employment Area</b>	PED 20 mins PT 20 mins	
<b>Secondary School</b>	PED 20mins			<b>Centre / Foodstore</b>	PED 10 mins PT 20 mins
<b>GP / Health Centre / Walk in centre</b>					
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40- 50 dph)	X
<b>Any character constraints on density</b>	Although the site is within 10 mins of Wednesbury Town Centre given the character of the local area a moderate housing density would be proposed.				
<b>Connections to local cycle route networks</b>	Proximity to local cycle route				
<b>Public Open Space (ha's and type)</b>	N/A				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	Medium density Residential location Proximity to Local centre Proximity to public transport connections				
<b>Opportunities</b>					
Given that the landowner has stated that the existing site no longer meets operational demands, there is an opportunity to allocate it for residential purposes – with good prospects of bringing it forward in the short to medium term.					
<b>Sustainability Appraisal</b>					

The size, nature and location of this site once redeveloped will have major positive impacts on transport infrastructure and health provision. In addition, the redevelopment of this site will have a minor positive impact on climate change adaptation, natural resources and housing.

However, the size, nature and location of redevelopment proposals for this site will have a minor negative impact on pollution, the economy and education provision if no mitigation measures are sought.

The redevelopment of this site will have negligible impacts on cultural heritage, waste and equality.

It is uncertain whether the redevelopment of this site will positive or adverse impacts on landscape, biodiversity or climate change mitigation.

### Conclusion

Residential allocation with capacity for ca 20 new homes.

Site area just allows for a 5-pitch gypsy and traveller site. Land values could prohibit viability.

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>28: FRIAR PARK ROAD WEDNESBURY (THE PHOENIX COLLEGIATE)</b>		
<b>Site Address</b>	Land off Friar Park Road – former Manor High School		
<b>Ward</b>	Friar Park	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	5.6	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Former school – vacant site	<b>Site Assessment Reference</b>	6924 SH9
<b>Background / Context</b>			
<b>Current uses (list)</b>	vacant		
<b>Surrounding land uses</b>	Open space, leisure, housing, allotments		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (Ha)</b>
<b>SSSI / SAC</b>	N/A		0
<b>Ancient Woodland / Veteran Trees</b>	N/A		0
<b>Local Nature Reserve</b>	N/A		0
<b>Site of Importance for Nature Conservation</b>	N/A		0
<b>Flood Risk Zone 3</b>	NO		0
<b>Registered Park &amp; Garden</b>	N/A		0
<b>Scheduled Ancient Monument</b>	N/A		0
<b>HSE Consultation Zone 1</b>	N/A		0
<b>Operational Burial Ground</b>	N/A		0
<b>Common Land</b>	N/A		0
<b>Green Belt</b>	No		0
<b>Ancient Hedgerows</b>	None		0
<b>Strategic Open Space</b>	No		0

<b>Existing Policy Designations (list)</b>	Allocated HOC8 in Site Allocations DPD. Allocated for housing in the Draft Black Country Plan (SAH103)	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previous school site	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	Bank of trees around site with larger areas of open space beyond	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Large areas of planted open space around the site, SLINCs 32 and 33 border the site	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No	
<b>Visual Amenity and Character of the Area</b>	Cleared site surrounded by open space and suburban housing neighbourhoods	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	

<b>Ground Contamination</b>	Possible contamination from adjoining site to the east (former sewage works)	
<b>Ground stability</b>	Adverse ground conditions are possible given historic use of adjoining sites	
<b>Air Quality impact of adjoining uses</b>	M6 motorway is approximately 750m to the north east of the site, with Bescot freight rail yard 500 m away	
<b>Noise impact of adjoining uses</b>	As above – M6 motorway creates continuous adverse noise conditions, noise from use of nearby sports pitches	
<b>Mineral Extraction and Mineral Resource Areas</b>	No	
<b>Mineral Infrastructure and Brickworks</b>	No	
<b>Waste Infrastructure</b>	Any redevelopment of the site will use the existing waste infrastructure	
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Land has planning permission for residential use – employment allocation not considered appropriate	
<b>Employment Land</b>	N/A	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Potential need for site investigation	
<b>Viability (taken from Viability Study where referenced)</b>	Work is continuing with regard to the viability of the site	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Extension of existing utilities in vicinity of the site	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Unknown	
<b>Highways access and transportation (state name / quality of access points)</b>	Site can be satisfactorily accessed	

<b>Impact on the wider road network</b>	Increased impact on Friar Park Road is likely – traffic assessment to accompany planning consent				
<b>Other Economic (specify)</b>					
<b>Social</b>					
<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>		20 minutes	
<b>Secondary School</b>	25 minutes ped access 20-minute public transport	<b>Centre / Foodstore</b>		10 minutes	
<b>GP / Health Centre / Walk in centre</b>	15 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Location is suburban in residential terms				
<b>Connections to local cycle route networks</b>	The site is located adjacent to an existing local cycle network				
<b>Public Open Space (ha and type)</b>	N/A				
<b>Loss of Playing Field / Sports Pitches (ha / number and type of pitches)</b>	Loss of playing pitches associated with the former school.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	As above				
<b>Opportunities</b>					
<p>Planning permission for 86 units on this site is extant. Residential allocation is appropriate.</p> <p>Gypsy and travellers use is not suitable given the size of the site.</p> <p>Employment use is not favoured in this location.</p>					
<b>Sustainability Appraisal</b>					

The redevelopment of this site will have positive impacts on transport, education and the provision of housing in the borough.

There will be no major negative impacts, however, there could be minor negative impacts on biodiversity, climate change adaptation, natural resources, pollution, equality and health if no mitigation measures are sought.

The redevelopment of the site will have negligible impacts on cultural heritage, waste and the economy but the impacts on the landscape are uncertain.

### Conclusion

Residential allocation is appropriate

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>29: Star and Garter, 252 Duchess Parade, West Bromwich 6475</b>		
<b>Site Address</b>	High Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.05 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site was formerly a Public House, but this has been cleared and the site is currently vacant.		
<b>Surrounding land uses</b>	The site is within an area of predominantly commercial uses in West Bromwich Town Centre within the Ringway.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is within the West Bromwich Town Centre boundary. The site was allocated in the West Bromwich Area Action Plan for housing and is within the SHLAA.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial	
<b>Topography</b>	The site is reasonably flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets on the site.  Within 100 m:  High Street West Bromwich Conservation Area.  Monument: MBL2515, Church of St Michael & the Holy Angels, High Street/St Michael Street (Listed Building).  DSD671: Billiard Hall, New Street, West Bromwich (Locally Listed).  DSD670: Goose & Garter, 277 High Street, West Bromwich (Locally Listed).	
<b>Visual Amenity and Character of the Area</b>	The surrounding area is predominantly retail in character	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	The site is not in Flood Risk Zone 3.	

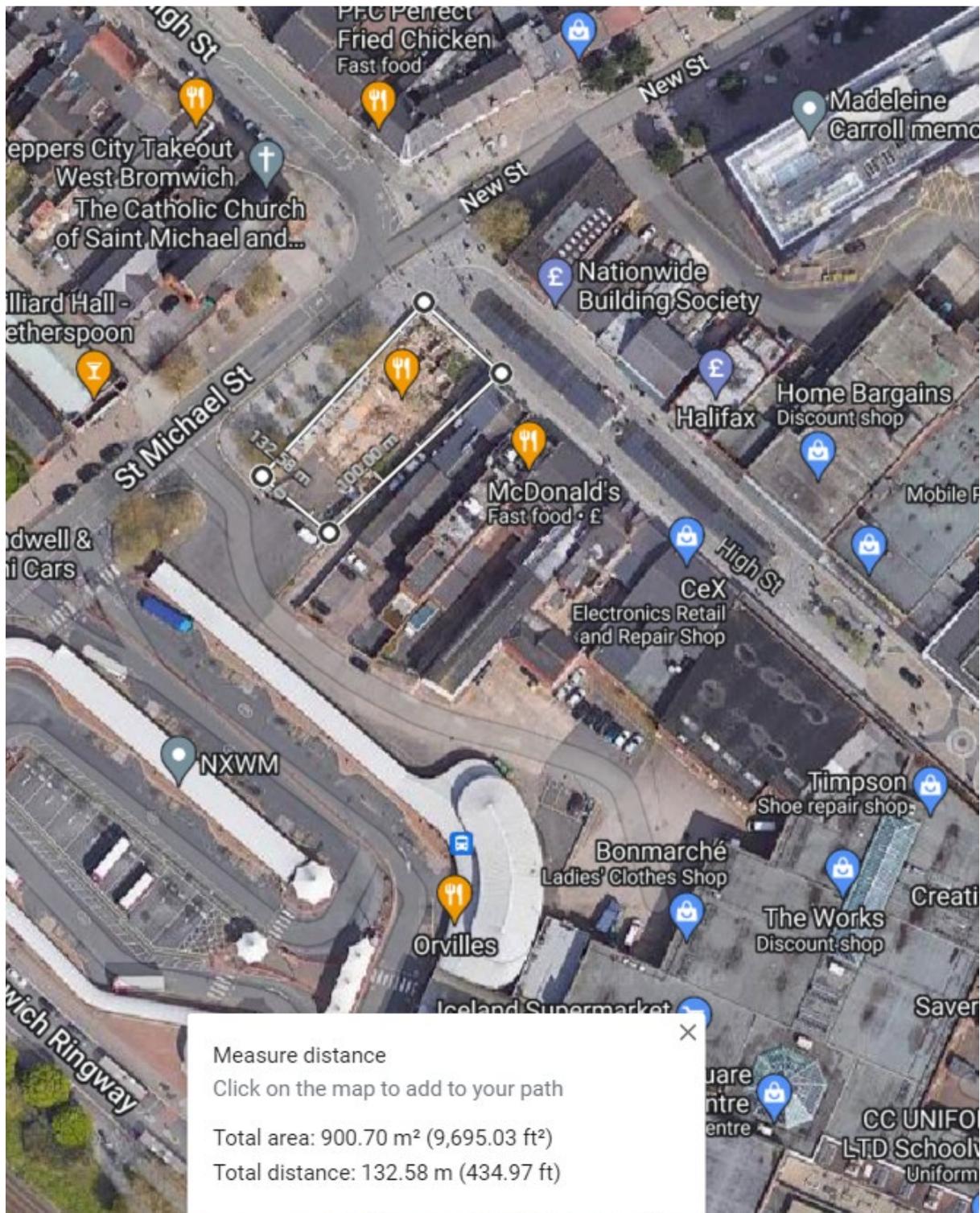
where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	No issues anticipated.	
<b>Ground stability</b>	No issues anticipated	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated.	
<b>Noise impact of adjoining uses</b>	No issues anticipated	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is within the Town Centre and is relatively small in nature. The introduction of employment uses would not therefore be appropriate.	
<b>Employment Land</b>	The introduction of employment uses would not be appropriate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The viability of the proposed development may cause delays in delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the proposed development may cause delays in delivery.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from St Michael Street.	
<b>Impact on the wider road network</b>	The proposed capacity of the site may cause issues on the network though Planning Permission has been obtained.	

<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	X	High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The Town Centre location with its excellent accessibility does provide the opportunity for high density development to create a landmark on this corner.				
<b>Connections to local cycle route networks</b>	St Michael Street to the west of the site is identified in the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The Town Centre location with its excellent accessibility does provide the opportunity for high density development to create a landmark on this corner.				
<b>Opportunities</b>					
The owner is a willing developer for housing and has obtained Planning Permission (DC/21/65798)					
<b>Sustainability Appraisal</b>					
No SA as site has consent for residential & location on High Street makes it unsuitable for alternative uses.					
<b>Conclusion</b>					
Residential development would be appropriate in this Town Centre location and an element of retail uses on the ground floor would be ideal. Planning Permission has been obtained for residential use. The viability of the proposed development may cause delays in delivery.					

The introduction of employment uses into this Town Centre location would not be suitable.

The site is not large enough for a gypsy/traveller site.

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy/Traveller
	0.05 ha		

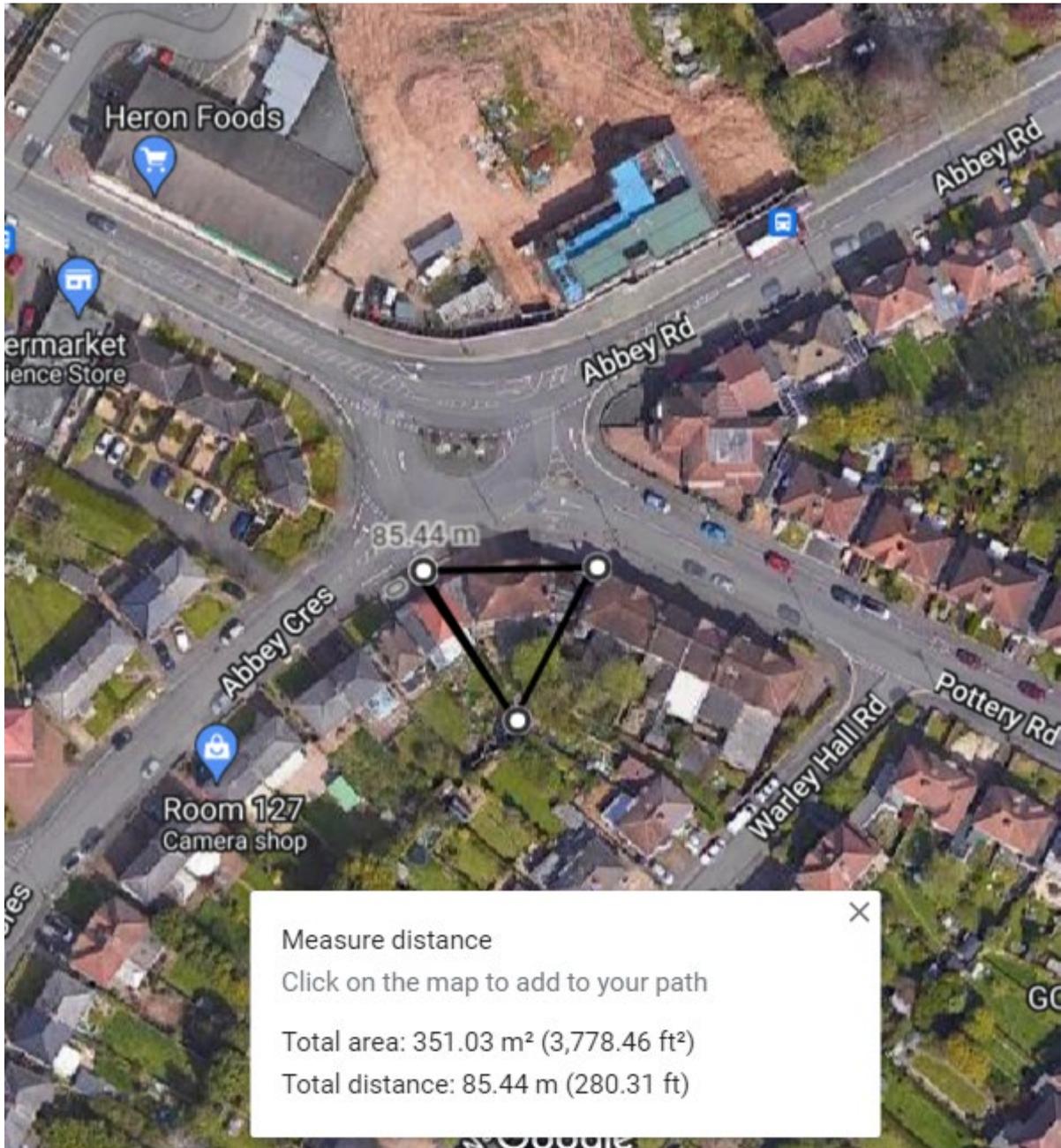


<b>Site Known as</b>	<b>30: Pottery Road Oldbury (no 131)</b>		
<b>Site Address</b>	Pottery Road Oldbury		
<b>Ward</b>	Old Warley	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.03 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial/residential	<b>Site Assessment Reference</b>	30
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is a vacant commercial premises, with residential above at the end of a local parade of shops. The parade is gradually being converted to residential uses.		
<b>Surrounding land uses</b>	The site is within a residential area with the open space of Warley Woods within the vicinity to the east.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site has no primary allocation. It is within an Area of Potential Archaeological Importance.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial/residential.	
<b>Topography</b>	The area rises steadily towards Warley Woods to the east.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no mature trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets on the site though it is within an Area of Potential Archaeological Importance.  Within 100m: MBL5419 Warley Hall (site of...)	
<b>Visual Amenity and Character of the Area</b>	The area is characterised by 2 storey semi-detached housing.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated	
<b>Ground stability</b>	None known	

<b>Air Quality impact of adjoining uses</b>	No issues anticipated	
<b>Noise impact of adjoining uses</b>	No issues anticipated	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is within a parade of former shops within a residential area so the introduction of employment uses would not be appropriate.	
<b>Employment Land</b>	Not suitable for employment uses	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access on the corner of Warley Hall Road.	
<b>Impact on the wider road network</b>	None anticipated. Planning Permission has been obtained for the change of use.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		
<b>Primary School</b>	Within 10 minutes	Within 30 minutes

		<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	The site is within an area of semi-detached two storey housing though it is on the end of a parade of shops.			
<b>Connections to local cycle route networks</b>	Wolverhampton Road (the A4123) 500 metres to the south of the site is identified on the WMLCWIP.			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	The site is within an area of semi-detached two storey housing though it is on the end of a parade of shops.			
<b>Opportunities</b>				
The owner is a willing developer and has obtained Planning Permission for the change of use to one dwelling (DC/21/66448).				
<b>Sustainability Appraisal</b>				
, as site is too small.				
<b>Conclusion</b>				
Residential development would be the appropriate use in this residential area where the former parade of shops is failing and is gradually being converted to residential use.  The introduction of employment uses would be inappropriate in this area and the site is not large enough for a gypsy /traveller site.				
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.03 ha	Employment		Gypsy/Traveller



Measure distance

Click on the map to add to your path

Total area: 351.03 m<sup>2</sup> (3,778.46 ft<sup>2</sup>)

Total distance: 85.44 m (280.31 ft)

<b>Site Known as</b>	<b>31: Tipton Conservative and Unionist Club 6731</b>		
<b>Site Address</b>	64 Union Street, Tipton		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.19 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial /civic	<b>Site Assessment Reference</b>	SAH 283
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is a historic building with some character that was formerly a social club but is now boarded up and vacant.		
<b>Surrounding land uses</b>	The site is in a predominantly residential area with Tipton shopping centre within the vicinity to the north.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is a gateway site (gate2) and is within the Factory Locks Tipton Conservation Area. The site is allocated in the		

	Black Country Plan for Reg 19 housing and is within the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial /civic	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site adjoins Union Street Open Space to the north, which is a high-value green corridor with a number of mature trees.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets within 100m. The site is within the Factory Locks Tipton Conservation Area. The building has some character but is now neglected and has no heritage protection.	
<b>Visual Amenity and Character of the Area</b>	The character of the area is commercial to the north with moderate density residential to the south.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Zone 3.	

<b>Ground Contamination</b>	No issues anticipated though the area is within a historic heavy industrial area that may have left a legacy of contamination.	
<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated	
<b>Noise impact of adjoining uses</b>	No issues anticipated	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is within a predominantly residential area surrounding Tipton shopping centre and the introduction of employment uses would be inappropriate in this location.	
<b>Employment Land</b>	Not suitable for employment uses.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	No issues	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from Union Street	
<b>Impact on the wider road network</b>	No issues anticipated.	

<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>	Within 20 minutes
<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>	Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	The site is within an area of moderate density housing in the vicinity of Tipton shopping centre.		
<b>Connections to local cycle route networks</b>	The site is located on Union Street which is in the SCWIP.		
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	The site is within an area of moderate density housing in the vicinity of Tipton shopping centre.		
<b>Opportunities</b>			
Planning Permission has been obtained for residential development (DC/19/62733). An amended application (DC/22/67418) added an additional 4 apartments and amenity space.			
<b>Sustainability Appraisal</b>			
Minor negative impacts for criteria's 1,6,7 & 11. Negligible impacts on issues 8 & 13. Uncertain impacts on criteria's 2,3 & 4. Minor positives for 5 & 10. Major positives for criteria's 9,12 & 14.			
<b>Conclusion</b>			
The site is in a predominantly residential area and Planning Permission is in place. Residential development would therefore be the appropriate use. The introduction of employment uses within this residential area would not be appropriate. The site is not large enough for a gypsy/traveller site.			

Appropriate uses given constraints and infrastructure requirements

Housing  
0.19 ha

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>32: Sandwell District and General Hospital 2390</b>		
<b>Site Address</b>	Hallam Street West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.82 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield hospital	<b>Site Assessment Reference</b>	SAH 284
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site appears to be predominantly in operational use as part of the District hospital.		
<b>Surrounding land uses</b>	The area to the north is occupied by the District hospital land identified for retention with the remainder of the area being residential.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site was allocated in the West Bromwich Area Action Plan for residential use and is within an Area of Potential Archaeological Importance. The site is allocated in the Black Country Plan for housing and is within the SHLAA.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield former hospital site.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are some mature trees on the site though no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There no recorded designations from the HER on site or within 100m.  The boardroom of the Guardians of The Poor is on the site, with a blue plaque from West Bromwich Local History Society, though no formal protection currently exists.	
<b>Visual Amenity and Character of the Area</b>	The character of the area around the hospital is predominantly moderate density residential.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated	
<b>Ground stability</b>	No issues anticipated.	

<b>Air Quality impact of adjoining uses</b>	No issues anticipated.	
<b>Noise impact of adjoining uses</b>	The redevelopment may need to incorporate measures to reduce noise and activity from the hospital areas to remain.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is a long-term residential proposal within a residential area with good accessibility. Employment use within this area would not be appropriate.	
<b>Employment Land</b>	Employment use within this area would not be appropriate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The site is currently operational so redevelopment may be delayed by the need to continue these uses temporarily and issues of site clearance.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There are existing access points from Hallam Street.	
<b>Impact on the wider road network</b>	None anticipated, Planning Permission has been obtained.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>		Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	X	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The site is within an area of predominantly moderate density though the heights of the hospital buildings to remain together with good accessibility provides the opportunity for high density development over 100 dph.			
<b>Connections to local cycle route networks</b>	The site is 200 metres east of All Saints Way (the A4031) which is identified on the BCLCWIP.			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no sports pitches or playing fields.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	The site is within an area of predominantly moderate density though the heights of the hospital buildings to remain together with good accessibility provides the opportunity for high density development over 100 dph.			
<b>Opportunities</b>				
The site owner is willing to develop the land for housing and Planning Permission has been obtained. (DC/20/64894). Operational issues may however delay redevelopment.				
<b>Sustainability Appraisal</b>				
The site scores strongly negative for criteria 7, minor negative for criteria's 4,5,6,8 and 13. Negligible impacts on criteria's 1 & 11. The impacts on criteria's 2 & 3 are uncertain. The site scores strongly positive for criteria's 9,10, 12 & 14.				
<b>Conclusion</b>				
The site is within a predominantly residential area adjoining the hospital and is a long-term residential aspiration with a willing landowner and Planning Permission in place. Residential development is therefore the appropriate use though development may be delayed for operational reasons.				

The introduction of employment uses would not be suitable in this predominantly residential area between the A4031 and the Sandwell Valley.

The site has Planning Permission in place for residential development and is not considered suitable for a gypsy/traveller site though the area is sufficient and there is reasonable access to amenities.

<b>Appropriate uses given constraints and infrastructure requirements</b>	<b>Housing</b> 0.82 ha	<b>Employment</b>	<b>Gypsy/Traveller</b>
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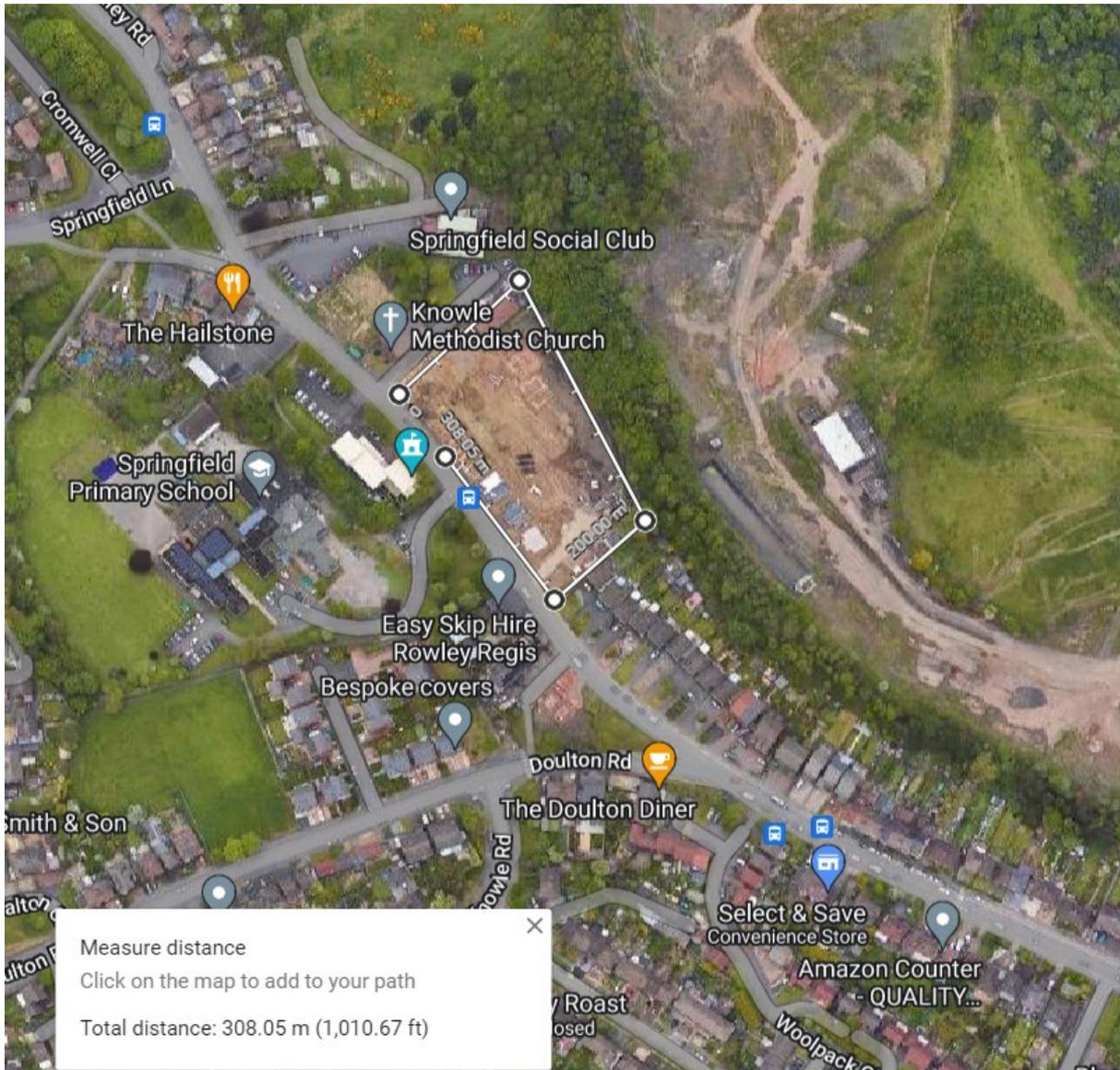


<b>Site Known as</b>	<b>33: Former Springfield/Brickhouse neighbourhood office and adjacent land, Dudley Road, Rowley Regis 3508</b>		
<b>Site Address</b>	Dudley Road, Rowley Regis		
<b>Ward</b>	Rowley	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.65 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield community	<b>Site Assessment Reference</b>	SAH 296 SH12
<b>Background / Context</b>			
<b>Current uses (list)</b>	Google maps indicates that this site is under development (Citizen in partnership with Sandwell Council for 22 x 2 and 3 bed houses and 4 x 2 bed apartments, all for affordable rent).		
<b>Surrounding land uses</b>	The site is within a predominantly residential area to the south of Edwin Richards Quarry.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	N/A	0	
<b>Ancient Woodland / Veteran Trees</b>	N/A	0	
<b>Local Nature Reserve</b>	N/A	0	
<b>Site of Importance for Nature Conservation</b>	N/A	0	
<b>Flood Risk Zone 3</b>	N/A	0	
<b>Registered Park &amp; Garden</b>	N/A	0	
<b>Scheduled Ancient Monument</b>	N/A	0	
<b>HSE Consultation Zone 1</b>	N/A	0	
<b>Operational Burial Ground</b>	N/A	0	
<b>Common Land</b>	N/A	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	
<b>Strategic Open Space</b>	No	0	

<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for housing and is within the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no nature conservation designations	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield - former community uses	
<b>Topography</b>	The site rises steadily to the east.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site adjoins the Knowle Amenity greenspace	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets	
<b>Visual Amenity and Character of the Area</b>	The character of the area is moderate density residential	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated.	
<b>Ground stability</b>	No issues anticipated.	

<b>Air Quality impact of adjoining uses</b>	The neighbouring quarry may require development to incorporate air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The neighbouring quarry may require development to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is being redeveloped for residential use so is not available for employment use.	
<b>Employment Land</b>	The site is being redeveloped for residential use so is not available for employment use.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is under consideration	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities are available to the site.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from Dudley Road.	
<b>Impact on the wider road network</b>	None anticipated, Planning Permission has been obtained.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		
<b>Primary School</b>	Within 10 minutes	Within 20 minutes

		<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	None			
<b>Connections to local cycle route networks</b>	None			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing fields or sports pitches.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	None			
<b>Opportunities</b>				
Planning Permission was obtained for residential development (DC/18/61922). The agent advised in March 2022 that there was no immediate intention to develop.				
<b>Sustainability Appraisal</b>				
<p>The redevelopment of this site could have positive impacts on climate adaptation, natural resources, housing delivery and education provision.</p> <p>However, there could be adverse impacts on biodiversity, pollution levels, transport infrastructure and health if mitigation measures are not proposed.</p> <p>There are negligible impacts on cultural heritage, waste, equality and the economy.</p> <p>The impact on the landscape is uncertain.</p>				
<b>Conclusion</b>				
The site has received Planning Permission for residential development. This is in the process of being implemented which would preclude any alternative uses.				
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.65 ha	Employment		Gypsy/Traveller



<b>Site Known as</b>	<b>34: JOHN DANDO HOUSE TANHOUSE AVENUE, GREAT BARR</b>		
<b>Site Address</b>	As above		
<b>Ward</b>	Newton	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.86ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield, former residential care home.  Now YMCA	<b>Site Assessment Reference</b>	Other sites 5939  No 34
<b>Background / Context</b>			
<b>Current uses (list)</b>	Former residential care home known as John Dando House		
<b>Surrounding land uses</b>	The predominant surrounding land use is residential.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	No	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	SINC separated from the site by a rail line	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	None		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL – formerly John Dando House	
<b>Topography</b>	Flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	None	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Separated from a SINC by the rail line	
<b>Heritage Assets on site or significantly affecting boundaries</b>	None (although within an area of archaeological importance)	
<b>Visual Amenity and Character of the Area</b>	Mid 20C housing blocks currently repurposed by YMCA. Redevelopment of the site for housing will fit into the character of the area.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	None	
<b>Ground Contamination</b>	None	

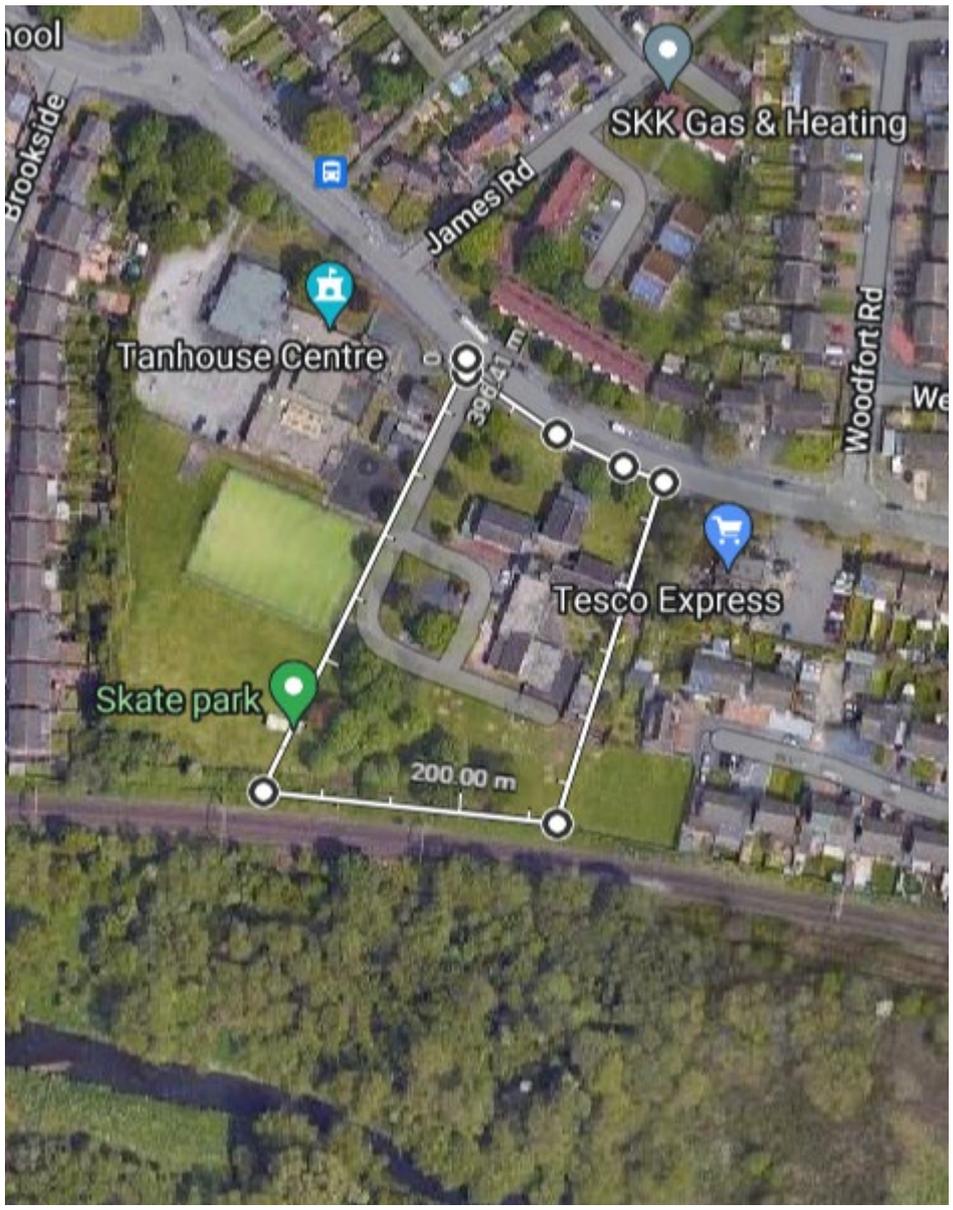
<b>Ground stability</b>	N/A	
<b>Air Quality impact of adjoining uses</b>	Site is adjacent to a main bus route, fairly busy road	
<b>Noise impact of adjoining uses</b>	Site is adjacent to a main bus route, fairly busy road	
<b>Mineral Extraction and Mineral Resource Areas</b>	None	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	Use of existing facilities	
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>	This site has previously been used for residential use and is in a predominantly residential area. Therefore, there is little opportunity for employment opportunities.	
<b>Employment Land</b>	N/A	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Unknown but no difficulties envisaged	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is currently under consideration as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	No issues identified	
<b>Highways access and transportation (state name / quality of access points)</b>	Site is situated on a main road and already has an access point for the existing use.	
<b>Impact on the wider road network</b>	There will be an impact on the wider road network. All proposals should be subject to a traffic impact assessment	
<b>Other Economic (specify)</b>		

<b>Social</b>					
<b>Primary School</b>	Hamstead Junior and Infant Schools		<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>	Hamstead Hall Academy		<b>Centre / Foodstore</b>		Hamstead Local Centre and adjacent to Tesco Express
<b>GP / Health Centre / Walk in centre</b>	Hamstead Local Centre				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	x
<b>Any character constraints on density</b>	Mainly semi-detached and detached houses with some low rise flatted development				
<b>Connections to local cycle route networks</b>	None				
<b>Public Open Space (Ha and type)</b>	Close to a large area of open space plus other smaller, more local play areas. Close to Sandwell Valley.				
<b>Loss of Playing Field / Sports Pitches (Ha/number and type of pitches)</b>	N/A				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
The redevelopment of this site provides an opportunity to improve the built form of the area by replacing a mid 20C development with new, modern family housing.					
<b>Sustainability Appraisal</b>					
<p>The redevelopment of this site could have positive impacts on the area's transport infrastructure, housing, health and education.</p> <p>However, the redevelopment of this site could have negative impacts on the areas' biodiversity, climate change adaptation, natural resources, pollution and the economy if mitigation measures are not implemented.</p> <p>The impacts on the areas' cultural heritage, waste and equality issues will be negligible and the impacts on the landscape of the area is uncertain.</p>					
<b>Conclusion</b>					

This site was identified in the SHLAA and subsequently gained planning consent (DC/21/65185 refers.) The proposed development includes the demolition of an existing building at rear. Proposed building works comprise 18 No. new residential dwellings along with 8. No residential dwellings in the existing building with associated car parking.

Commencement of development was confirmed to be 06.02.23.

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy and Traveller
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<b>Site Known as</b>	<b>35: INTERSECTION HOUSE, 110 BIRMINGHAM ROAD, WEST BROMWICH</b>		
<b>Site Address</b>	As above		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.8	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Offices and car parking	<b>Site Assessment Reference</b>	Other sites 7198 No 35
<b>Background / Context</b>			
<b>Current uses (list)</b>	16-storey office block – currently unoccupied NB change of use from offices to residential granted planning permission in 2021 – 97 units		
<b>Surrounding land uses</b>	Mainly employment uses – site is adjacent to M5 junction 1 West Bromwich Interchange		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (Ha)</b>
<b>SSSI / SAC</b>	N/A		0
<b>Ancient Woodland / Veteran Trees</b>	N/A		0
<b>Local Nature Reserve</b>	N/A		0
<b>Site of Importance for Nature Conservation</b>	N/A		0
<b>Flood Risk Zone 3</b>	Not within Flood Risk Zone 3		0
<b>Registered Park &amp; Garden</b>	No		0
<b>Scheduled Ancient Monument</b>	No		0
<b>HSE Consultation Zone 1</b>	No		0
<b>Operational Burial Ground</b>	No		0
<b>Common Land</b>	No		0
<b>Green Belt</b>	No		0
<b>Ancient Hedgerows</b>	No		0

<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	The site has been assessed by EDNA and BEAR and was allocated for Employment use in the Draft BCP.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL	
<b>Topography</b>	Uniform site level	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	None	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no known heritage assets on the site	
<b>Visual Amenity and Character of the Area</b>	The site is at junction 1 of the M5 close to a heavily trafficked interchange. A variety of mainly employment uses front the traffic island with Sandwell Park golf club and West Bromwich Dartmouth cricket club on the east side.	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	The site is not in Flood Risk Zone 3	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	Not known but current high-rise building on the site	
<b>Ground stability</b>	Not known but current high-rise building on the site	
<b>Air Quality impact of adjoining uses</b>	Adjoining employment uses could adversely affect air quality	
<b>Noise impact of adjoining uses</b>	There is a considerable noise impact on this site due to the heavily trafficked motorway island	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	There is an opportunity to use the former offices for Employment uses – however the limited site area would restrict the amount of any new development to ca 1500sqm	
<b>Employment Land</b>	Former office use	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The existing building could be reused/refurbished for Employment uses.	
<b>Viability (taken from Viability Study where referenced)</b>	Viability would be determined by refurbishment costs and whether there is market demand for such accommodation	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing accesses from Birmingham Road and Allen Drive could be used.	

<b>Impact on the wider road network</b>	Implementation of the planning consent for 97 units would increase vehicle movements on to the road network – particularly given that the building is currently unoccupied.  More intensive use for employment purposes could also impact upon surrounding roads.					
<b>Other Economic (specify)</b>	N/A					
<b>Social</b>						
<b>Primary School</b>	15 minutes	<b>Strategic Centre / Employment Area</b>			20 minutes	
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>			The site is on a main bus route to West Bromwich – 10 minutes away	
<b>GP / Health Centre / Walk in centre</b>	10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	X	High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	The location of the site close to the motorway junction presents an excellent opportunity for very high-density housing. Implementation of the planning consent would introduce a density of nearly 200 dpa					
<b>Connections to local cycle route networks</b>	The site is within 300m of the National Cycle network					
<b>Public Open Space (Ha and type)</b>	N/A					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	Location Existing use Site area					
<b>Opportunities</b>						
The implementation of the planning consent for conversion of the former offices to 97 residential units would seem to maximise and optimise the opportunity presented by this site. Redevelopment at a high density would be appropriate but demolition costs could be prohibitive and would not be a sustainable solution.						

The building could be reused for office use or B1 employment uses but the market and viability is questionable. Redevelopment for employments use would not be a viable option given the limited site area. The site is not considered suitable or viable for Gypsy and Travellers use.

**Sustainability Appraisal**

The redevelopment of this site will have positive impacts on the areas' natural resources, health and education facilities.

However, the redevelopment of the site will have negative impacts on the areas' ability to adapt to climate change, pollution, and transport infrastructure without appropriate mitigation.

The impacts on cultural heritage and equality are negligible and the impacts upon landscape, biodiversity, waste housing and the economy are uncertain.

**Conclusion**

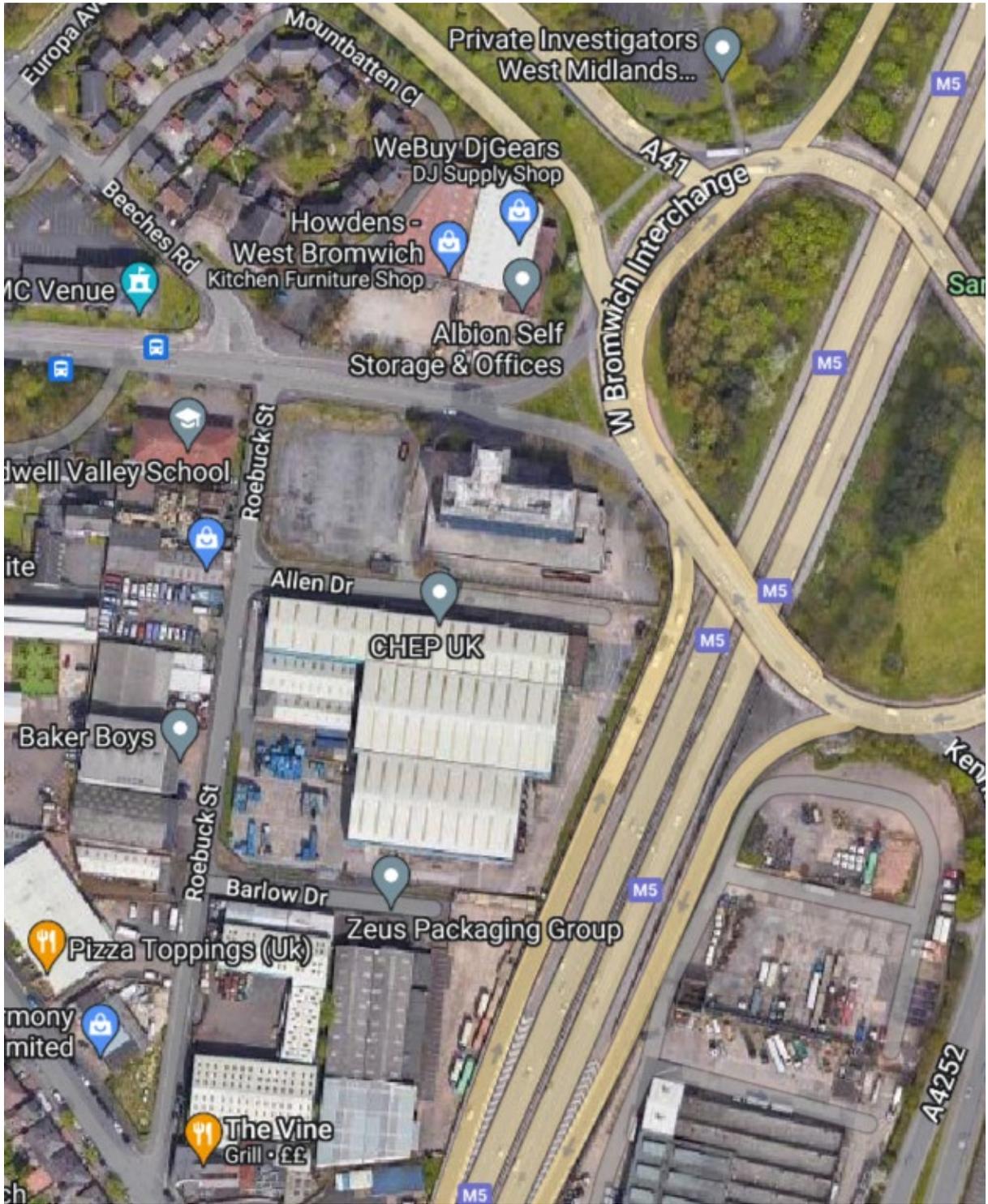
The allocation of the site for residential or employment use would be appropriate – reuse of the existing building for either use would be a more sustainable and viable option rather than redevelopment.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>36: Vacant Land off Friardale Close/School Road/Carrington Road 6916</b>		
<b>Site Address</b>	Friardale Close / School Road, Wednesbury.		
<b>Ward</b>	Friar Park	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.76 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield residential/commercial	<b>Site Assessment Reference</b>	No 36
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently cleared vacant land.		
<b>Surrounding land uses</b>	The land is in the centre of the predominantly residential Friar Park Estate.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site is within the SHLAA.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield residential commercial	
<b>Topography</b>	The site is reasonably flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a few mature trees at the rear of the site though no tree preservation orders	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets	
<b>Visual Amenity and Character of the Area</b>	The character of the area is generally tow storey moderate density residential.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	None known though the area is within an historic mineworking area so there may be made ground.	
<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	None known	

<b>Noise impact of adjoining uses</b>	None known		
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction		
<b>Mineral Infrastructure and Brickworks</b>	None known		
<b>Waste Infrastructure</b>	None		
<b>Other Environmental (specify)</b>	None		
<b>Economic</b>			
<b>Employment Development Opportunities</b>	The site is in the middle of a residential estate so the introduction of employment uses would not be appropriate.		
<b>Employment Land</b>	Not suitable		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A		
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is currently under consideration as part of ongoing work on the SLP		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are unknown.		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known		
<b>Highways access and transportation (state name / quality of access points)</b>	There are existing access points from Friardale Close and School Road.		
<b>Impact on the wider road network</b>	No issues anticipated.		
<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	<b>Within 10 minutes</b>	<b>Strategic Centre / Employment Area</b>	<b>Within 20 minutes</b>

<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>		Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The area is within a residential area characterised by dwellings of moderate density.				
<b>Connections to local cycle route networks</b>	The site is 200 metres from Friar Park Road which is an existing Local Cycle Network and 600 metres from Walsall Road which is identified in the SCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The area is within a residential area characterised by dwellings of moderate density				
<b>Opportunities</b>					
<p>The site was previously occupied by a parade of shops facing School Road and maisonette blocks facing Friardale Close. The shops fell into disrepair and the dwellings became outdated and they have all been demolished. The opportunity exists therefore to bring the site back into beneficial use providing additional accommodation and amenities for the local Estate. Planning Permission was obtained (DC/22/67216) for a development of 10 bungalows, 17 flats in a 3 -storey building and a supermarket with 3 flats above.</p>					
<b>Sustainability Appraisal</b>					
<p>The redevelopment of this site will have positive impacts on the transport infrastructure, health and education of the area.</p> <p>However, there could be adverse impacts on climate change adaptation, natural resources, pollution, equality and the economy of the area.</p> <p>There will be negligible impacts on cultural heritage and waste and the impacts on the landscape and biodiversity are as yet uncertain.</p>					
<b>Conclusion</b>					
<p>Residential development would be the appropriate use in the middle of this Housing Estate. Some retail use would be suitable to replace the parade that has recently been demolished and provide local services.</p> <p>Employment use would not be appropriate in this residential area.</p>					

The site is a suitable size for a gypsy/traveller site though Planning Permission has now been obtained for a replacement development that has the potential to significantly improve the local environment and this opportunity would be lost.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing/Retail 0.76 ha	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>37: HAWTHORNS HOUSE, HAWTHORNS BUSINESS CENTRE, HALFORDS LANE</b>		
<b>Site Address</b>	Hawthorns House, Halfords Lane, West Bromwich		
<b>Ward</b>	St Pauls	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.02	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment Land	<b>Site Assessment Reference</b>	Current conversions 6736 No 37
<b>Background / Context</b>			
<b>Current uses (list)</b>	Offices within a wider site of employment uses – converted to 105 flats		
<b>Surrounding land uses</b>	Employment uses, residential		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	NO	0	
<b>Ancient Woodland / Veteran Trees</b>	NO	0	
<b>Local Nature Reserve</b>	NO	0	
<b>Site of Importance for Nature Conservation</b>	NO	0	
<b>Flood Risk Zone 3</b>	NO	0	
<b>Registered Park &amp; Garden</b>	NO	0	
<b>Scheduled Ancient Monument</b>	NO	0	
<b>HSE Consultation Zone 1</b>	NO	0	
<b>Operational Burial Ground</b>	NO	0	
<b>Common Land</b>	NO	0	
<b>Existing Policy Designations (list)</b>	BCP -Employment		
<b>Green Belt and Landscape Sensitivity Assessment</b>			
<b>Criteria</b>	<b>Assessment</b>		<b>Rating</b>

Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
Detailed assessment against environmental, economic and social criteria		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Environmental		
Greenfield / Previously Developed Land	N/A	
Topography		
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map		
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries		
Biodiversity or Geodiversity on site or significantly affecting boundaries		
Heritage Assets on site or significantly affecting boundaries		
Visual Amenity and Character of the Area		
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)		
Ground Contamination		
Ground stability		
Air Quality impact of adjoining uses		
Noise impact of adjoining uses		
Mineral Extraction and Mineral Resource Areas		

<b>Mineral Infrastructure and Brickworks</b>		
<b>Waste Infrastructure</b>		
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>		
<b>Employment Land</b>		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>		
<b>Viability (taken from Viability Study where referenced)</b>		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>		
<b>Highways access and transportation (state name / quality of access points)</b>		
<b>Impact on the wider road network</b>		
<b>Other Economic (specify)</b>		
<b>Social</b>		
<b>Primary School</b>		<b>Strategic Centre / Employment Area</b>
<b>Secondary School</b>		<b>Centre / Foodstore</b>
<b>GP / Health Centre / Walk in centre</b>		

<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>						
<b>Connections to local cycle route networks</b>						
<b>Public Open Space (ha's and type)</b>						
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>						
<b>Other Social (specify)</b>						
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<b>Sustainability Appraisal</b>						
<b>Conclusion</b>						
Former office building has been converted to residential use – no further assessment undertaken						
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing		Employment		Gypsy and Traveller	

<b>Site Known as</b>	<b>38: 173 Rolfe Street, Smethwick</b>		
<b>Site Address</b>	Rolfe Street, Smethwick		
<b>Ward</b>	Soho and Victoriai	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.4	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield industrial	<b>Site Assessment Reference</b>	6891 No 38
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site was occupied by a former machinist, but this is now closed and the building is derelict.		
<b>Surrounding land uses</b>	The site is within an area of low value employment uses.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for Housing and is within the SHLAA. It is part of the larger North Smethwick Canalside site (2371) which is allocated		

	for comprehensive residential development. The site is within the Smethwick Galton Valley conservation area and is within an area of Potential Archaeological Importance.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial	
<b>Topography</b>	The site rises steadily towards Buttress Way	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets	
<b>Visual Amenity and Character of the Area</b>	The local area is predominantly industrial in nature though this is targeted for change.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term use of the site for industrial purposes may have left a legacy of ground contamination.	

<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	The neighbouring occupiers may have a detrimental impact on local air quality though these uses are allocated for redevelopment.	
<b>Noise impact of adjoining uses</b>	The neighbouring occupiers may have a detrimental impact on noise production though these uses are allocated for redevelopment	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was previously used for low value employment uses though these uses are in decline and have finished on this site. The area is now allocated for residential transformation to exploit the dual canalside locations and employment use would be inappropriate.	
<b>Employment Land</b>	No longer suitable.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The site assembly/clearance of neighbouring sites may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is currently under consideration as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues though the site is currently an awkward “island site”	
<b>Impact on the wider road network</b>	No issues anticipated	

<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 15 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	No issues					
<b>Connections to local cycle route networks</b>	The site is 300 metres north of Tollhouse Way that is identified in the WMLCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	No issues					
<b>Opportunities</b>						
Planning Permission has been obtained (DC/19/63734) for a mixed 4 storey building with retail/B1 and B2 on the ground floor and 12 residential units above.						
<b>Sustainability Appraisal</b>						
<p>The redevelopment of this site will have positive impacts on climate change adaptation, natural resources, the transport infrastructure, housing, health and education in this area.</p> <p>However, there could be adverse impacts on cultural heritage, pollution and quality if appropriate mitigation measures aren't implemented.</p> <p>There are no significant impacts on waste or the economy and the impacts on landscape and biodiversity are uncertain at this time.</p>						
<b>Conclusion</b>						

Residential redevelopment would be appropriate in this location in accordance with the allocation in the Black Country Plan (North Smethwick Canalside) which has the potential to bring significant transformation to this currently neglected area. Permission has already been obtained for a mixed development on this site though a comprehensive redevelopment incorporating neighbouring land would be preferable to development in isolation. Site assembly may preclude this proposal.

The restoration of employment uses in this area would not be suitable in this area of proposed land use transformation.

The site has insufficient area for a gypsy/traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.4 ha	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>39: Former Shaftesbury House, 402 High Street, West Bromwich 6652</b>		
<b>Site Address</b>	High Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.4 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is a former office building that has now been cleared. The development of a new Sandwell Civic and Mechanical Engineering Centre is now on site.		
<b>Surrounding land uses</b>	The site is located fronting the High Street which is predominantly commercial in nature.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is not allocated but was within the SHLAA. The site is within Carters Green District Centre and is within an area of high historic townscape value.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial land.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No HER records on site.  Within 100 m: Monument; DSD660 ,Heath Terrace, 386-400 High Street, locally listed.  Monument; DSD659, The Wheatsheaf, 379 High Street, West Bromwic, locally listed  MSD5560, Hartwells Motors, High Street/Dartmouth Street, West Bromwich (site investigation).	
<b>Visual Amenity and Character of the Area</b>	The site is within a predominantly commercial area.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated	

<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated.	
<b>Noise impact of adjoining uses</b>	The site fronts the High Street and any development may need to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is a former office building that has now been cleared. Civic or Employment uses in the District Centre would be appropriate.	
<b>Employment Land</b>	N/A	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from High Street.	
<b>Impact on the wider road network</b>	The impact of any development on the neighbouring High Street may need to be assessed.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>			Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>			Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The location within the highly sustainable District Centre provides the opportunity for higher density development.				
<b>Connections to local cycle route networks</b>	The site fronts onto the High Street within the District Centre which is identified in the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The location within the highly sustainable District Centre provides the opportunity for higher density development.				
<b>Opportunities</b>					
Outline Planning Permission was obtained (DC/18/62124) for residential development with a maximum of 70 units and with access reserved. This is not being pursued however as this funding allocation has now been redirected to the former site of the Gas Showrooms. The development of a new Sandwell Civic and Mechanical Engineering Centre linked to Sandwell College is now on site to bolster the education hub in this area of West Bromwich.					
<b>Sustainability Appraisal</b>					
None-the site is currently under construction for an employment type use.					
<b>Conclusion</b>					
The development of the new Sandwell Civic and Mechanical Engineering Centre to provide apprenticeships and bolster the education hub is now on site being developed which would preclude any alternative uses. This use would be considered a civic/employment use?					

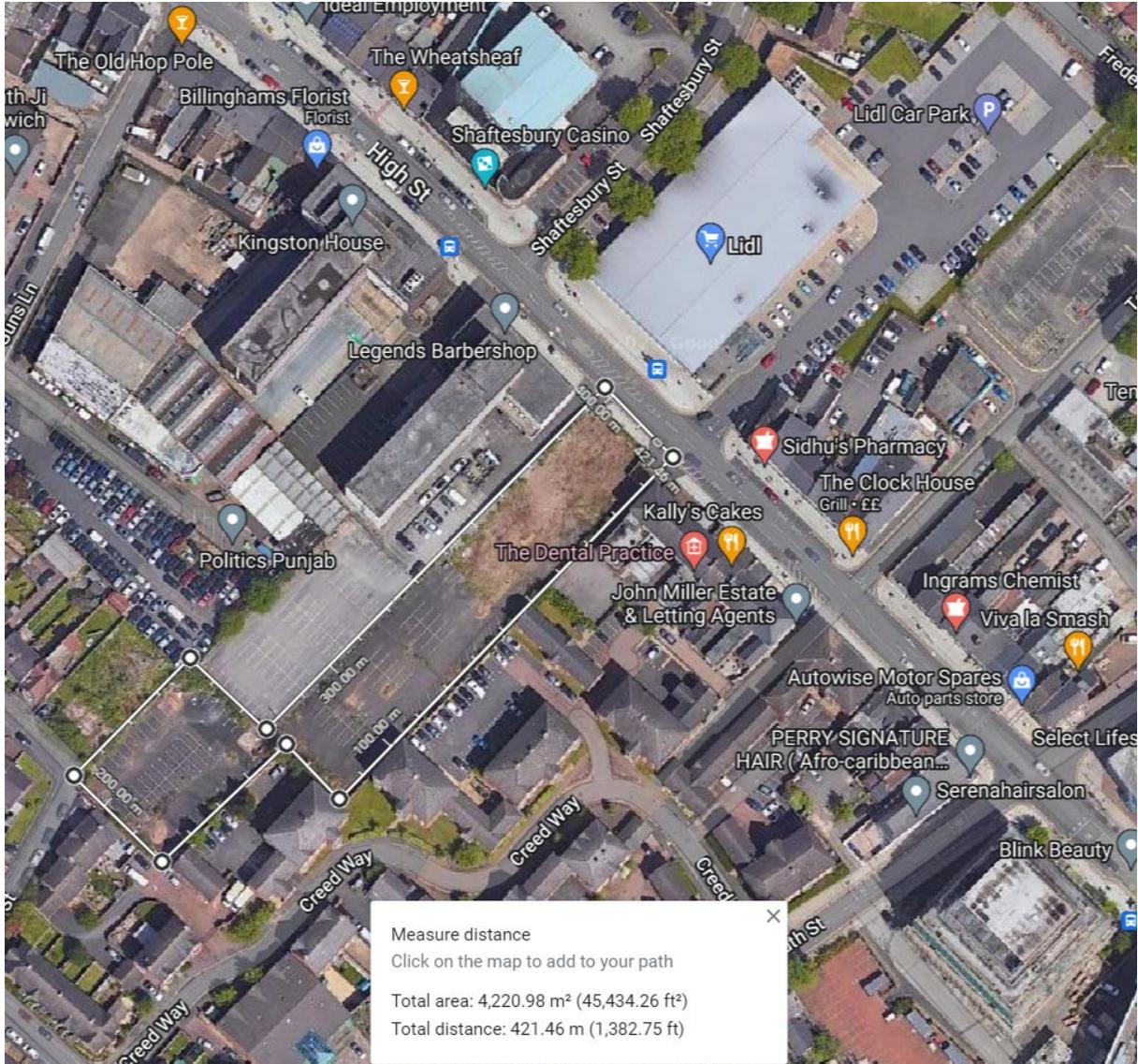
Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Gypsy/Traveller

0.4 ha



<b>Site Known as</b>	<b>40: Metro House 410-416 High Street West Bromwich 6901</b>		
<b>Site Address</b>	High Street Carters Green West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.38 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	No 40
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used as retail units on the ground floor with office/residential accommodation above?		
<b>Surrounding land uses</b>	The site is within an area of predominantly commercial uses alongside Carters Green High Street.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	It is within the SHLAA. The site is within the Carters Green District Centre boundary.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial land	
<b>Topography</b>	The site is reasonably flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	The site has a frontage on a commercial High Street.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated	
<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	None anticipated.	

<b>Noise impact of adjoining uses</b>	The site adjoins the High Street and redevelopment may require noise amelioration measures.		
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.		
<b>Mineral Infrastructure and Brickworks</b>	None known		
<b>Waste Infrastructure</b>	No issues		
<b>Other Environmental (specify)</b>	None		
<b>Economic</b>			
<b>Employment Development Opportunities</b>	The site is a former office block and is not suitable for employment uses in this District Centre location.		
<b>Employment Land</b>	Not suitable.		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A		
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is currently under consideration as part of ongoing work on the SLP		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not known.		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known		
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from High Street.		
<b>Impact on the wider road network</b>	The impact on the adjoining High Street may need to be assessed.		
<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>	Within 20 minutes

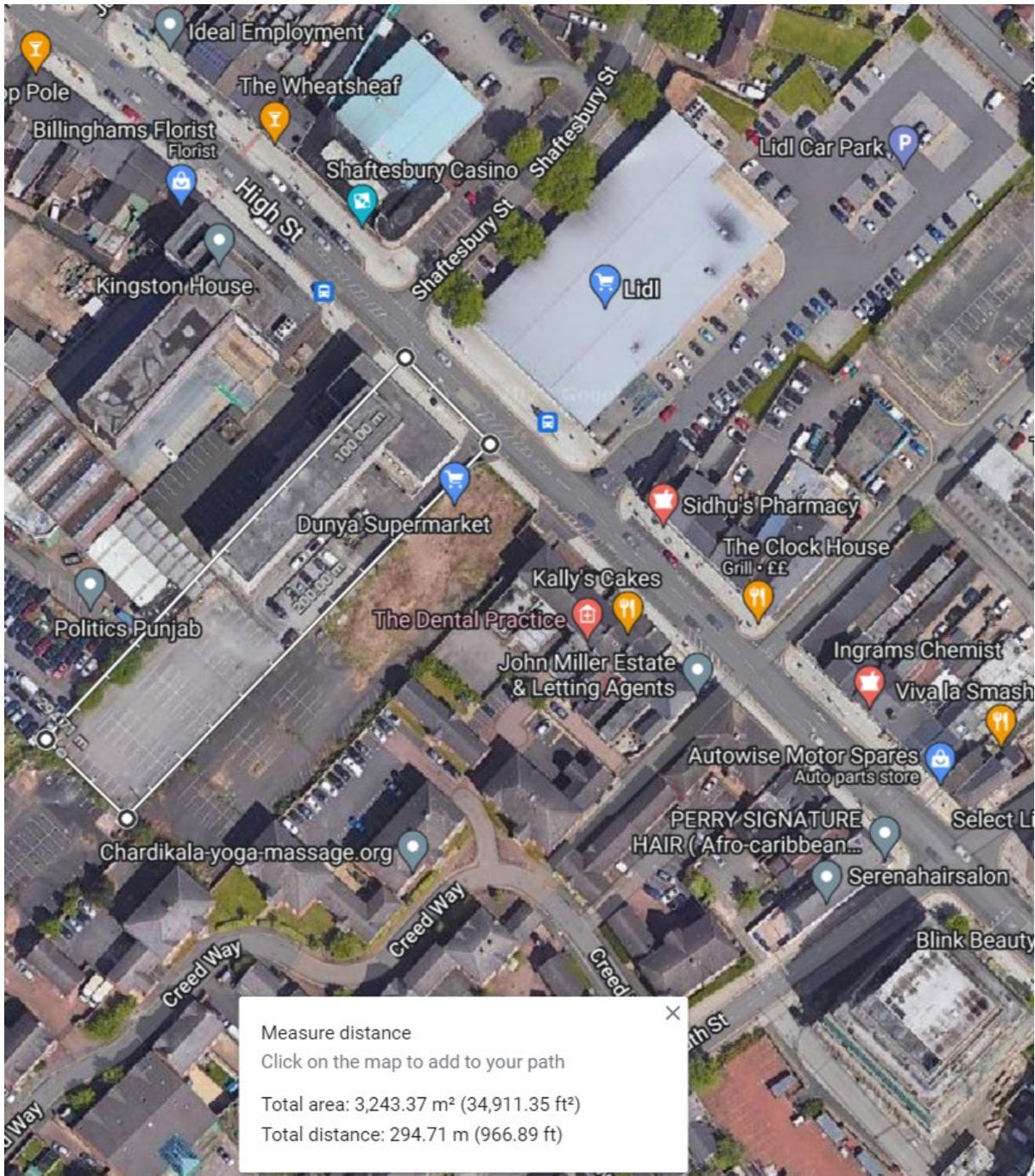
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The District centre location and conversion provides the opportunity for a higher density in this sustainable location.			
<b>Connections to local cycle route networks</b>	The site fronts onto the High Street within the District Centre which is identified on the WMLCWIP.			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	The District centre location and conversion provides the opportunity for a higher density in this sustainable location.			
<b>Opportunities</b>				
A Planning application has been submitted for a proposed four storey apartment building within the site with 17 apartments. (DC/22/67792).				
<b>Sustainability Appraisal</b>				
<p>The redevelopment of this site will provide significant beneficial impacts with regard to the area's natural resources, transport infrastructure, housing, health and education facilities.</p> <p>However, there could be more adverse impacts on the ability of the area to adapt to climate change, pollution and the economy if appropriate mitigation measures are not identified.</p> <p>It is likely there will be a negligible impact on the area's cultural heritage, climate change mitigation, waste infrastructure and equality issues.</p> <p>The impacts upon the area's landscape and biodiversity is currently uncertain.</p>				
<b>Conclusion</b>				
<p>The proposed retail/residential conversion of this former office building is appropriate in this accessible location and will add vitality to the District Centre. Office /commercial demand within West Bromwich is known to be on the decline.</p> <p>Employment uses would not be appropriate within the District Centre. The site is not large enough for a gypsy /traveller site.</p>				

Appropriate uses given constraints and infrastructure requirements

Housing/Retail  
0.38 ha

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>41: George Street West Bromwich 6442</b>		
<b>Site Address</b>	George Street Spon Lane West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.74 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	No 41 SM8
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used as a car park for the Gurdwara and Planning Permission has been renewed for this use (DC/22/67521).		
<b>Surrounding land uses</b>	The site is within an area of mixed uses with retail to the west of the site in West Bromwich Town Centre, residential to the east and industrial/storage to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerow</b>	No	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site is allocated for mixed use in the West Bromwich Area Action Plan (proposal site WBPr 18) and is within the		

	SHLAA. The site is a gateway site (gate2) and is within the West Bromwich retail town centre boundary.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield	
<b>Topography</b>	The site slopes steadily down towards the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	No issues	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	Historic uses of the site may have left a legacy of ground contamination.	
<b>Ground stability</b>	Not known.	

<b>Air Quality impact of adjoining uses</b>	Not known	
<b>Noise impact of adjoining uses</b>	The existing industrial uses to the south and east may require any redevelopment to incorporate noise amelioration measures though these are residential allocations so may not be long term.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is not currently used for employment uses and this would not be an appropriate redevelopment.	
<b>Employment Land</b>	No issues	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The Planning Permission for car parking on the site may prevent site assembly and delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of the site is currently under consideration as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities would be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access to the site from George Street.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>			Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>			Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The edge of centre location provides the opportunity for higher density development.				
<b>Connections to local cycle route networks</b>	The site is within 200 metres of West Bromwich High Street which is identified on the WMLCWIP and the SCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The edge of centre location provides the opportunity for higher density development				
<b>Opportunities</b>					
<b>Sustainability Appraisal</b>					
<p>The redevelopment of this site will have significant positive impacts on the area's natural resources, transport infrastructure, housing, health and education.</p> <p>However, there will be a significant negative impact on pollution and more minor negative impacts on climate change mitigation and adaptation, waste and equality if appropriate measures are not put in place.</p> <p>There will be no significant impact on the cultural heritage of the area and the impacts on the landscape, biodiversity and the economy are as yet uncertain.</p>					
<b>Conclusion</b>					
<p>The appropriate use of the site would be residential on the edge of the Town Centre with excellent transport links. This would be in accordance with the mixed-use allocation in the AAP. Delivery of the site will be constrained however by the existing use of the site for car parking which has now been formalised.</p> <p>Employment uses would not be appropriate on the edge of the centre with poor access. Land uses in the area are being transformed as historic industrial uses are replaced with housing.</p>					

The site is appropriate in terms of area and proximity to amenities for a gypsy/ traveller site though this would be controversial in a prominent edge of centre location.

Appropriate uses given constraints and infrastructure requirements	Housing 0.74 ha	Employment	Gypsy/Traveller 0.74 ha
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<b>Site Known as</b>	<b>42: Land between St Pauls Road and Tollhouse Way</b>		
<b>Site Address</b>	Site to the east of Chatwin Street, north of St Paul's Road, south of Tollhouse Way		
<b>Ward</b>		<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.33	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Open space	<b>Site Assessment Reference</b>	No 42
<b>Background / Context</b>			
<b>Current uses (list)</b>	<p>Boarded-off green open space with several mature trees within and around the site.</p> <p>NB A planning application (DC/20/64855) for "<i>proposed new medical centre and pharmacy with associated car parking and landscaping</i>" was approved subject to conditions on 05.02.21. At the time of this assessment development had not commenced – the planning consent would expire on 05.02.24</p>		
<b>Surrounding land uses</b>	Day centre, Employment uses, residential, public car park.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	

<b>Green Belt</b>	No	0
<b>Ancient Hedgerows</b>	None	0
<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	Site allocated as mixed use in the SAD DPD	

### Green Belt and Landscape Sensitivity Assessment

Criteria	Assessment	Rating
<b>Green Belt Harm (B79 (a))</b>	Site not in Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	

### Detailed assessment against environmental, economic and social criteria

Criteria	Assessment	Rating
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Unknown, possible mining activity	
<b>Topography</b>	The site falls 2.5 m from south to north	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No T.P.O.s on the site but several mature trees considered to be of low value bound the site to the south east	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Site could be of interest for Biodiversity	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Proximity to Birmingham Canal and National Cycle network WMLCWIP	
<b>Visual Amenity and Character of the Area</b>	The site is an attractive green space with several mature trees within it. It is disused and is boarded off from public use.	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within flood risk zone 3	
<b>Ground Contamination</b>	No source of contamination has been identified so no site remediation is required.	
<b>Ground stability</b>	No known ground stability problems	
<b>Air Quality impact of adjoining uses</b>	Heavily trafficked Tollhouse Way to the north of the site could adversely affect air quality – mitigation would be required.	
<b>Noise impact of adjoining uses</b>	Traffic noise from Tollhouse Way which bounds the site to the north	
<b>Mineral Extraction and Mineral Resource Areas</b>	Site within a coal mining referral area	
<b>Mineral Infrastructure and Brickworks</b>	Not known	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>		
<b>Economic</b>		
<b>Employment Development Opportunities</b>	<p>The location of the site close to a local centre, its good connectivity to transport, and the predominance of housing around it, would suggest a residential allocation.</p> <p>Development for employment use would only generate 1000sqm of new building questioning its viability and the optimal use of the site.</p>	
<b>Employment Land</b>	Land allocated for mixed use	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Land is vacant and relatively unconstrained, so delivery could be realistic within the plan period	
<b>Viability (taken from Viability Study where referenced)</b>	Should the extant planning consent not be implemented, a residential use could be introduced on this site. The absence of any adverse ground conditions negating the need for site investigations, the predominance of housing in the area, proximity to local services and good access to public transport suggests that a residential allocation would be viable. However, the viability of individual sites will be identified as part of ongoing work on the SLP.	

<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Services available					
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known					
<b>Highways access and transportation (state name / quality of access points)</b>	New access from Chatwin Street approved under DC/20/64855 would be appropriate for residential development					
<b>Impact on the wider road network</b>	New residential properties would create additional impact on the road network given that this site is vacant. However in comparison to vehicular movements arising from the approved development (this scheme included 40 car parking spaces) this is felt to be acceptable.					
<b>Other Economic (specify)</b>	NONE					
<b>Social</b>						
<b>Primary School</b>	PED 15 mins PT 10 mins		<b>Strategic Centre / Employment Area</b>	20 minutes		
<b>Secondary School</b>	20 minutes		<b>Centre / Foodstore</b>	10 minutes		
<b>GP / Health Centre / Walk in centre</b>	10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The local housing vernacular is mainly 2-storey interwar, however an adjoining new development on Chatwin Street is a 3-storey block.					
<b>Connections to local cycle route networks</b>	WMLCCWIP					
<b>Public Open Space (Ha and type)</b>	Although the site is not currently accessible to community use, redevelopment would create a loss of 0.3ha					

<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>	N/A		
<b>Any character constraints on density (list)</b>	Local character and precedent would suggest a maximum 3-storey height for new residential development		
<b>Opportunities</b>			
<p>There is a good opportunity to bring this site forward for residential development within the plan period. A moderate density of around 50dph could introduce ca 15-20 units. This would optimise the use of the land given that the loss of open space has already been accepted through the extant planning consent. This would create a sustainable development with good transport connections in proximity to local services.</p>			
<b>Sustainability Appraisal</b>			
<p>The redevelopment of this site could have significant positive impacts on the area's transport infrastructure, housing, health and education provision.</p> <p>However, there could be some minor adverse impacts on the area's cultural heritage, the ability of the area to adapt to climate change, natural resources and pollution if some mitigation measures aren't introduced.</p> <p>It is likely that the impacts on climate change mitigation, waste, equality and economy would be negligible.</p> <p>The impacts on the landscape and biodiversity are currently uncertain.</p>			
<b>Conclusion</b>			
<p>The preferred site allocation would be residential.</p> <p>Employment allocation is not considered to be appropriate.</p> <p>The site is not of sufficient size to accommodate Gypsy and Travellers.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsies and Travellers



<b>Site Known as</b>	<b>43: Land adjacent Compton Grange, Whitehall Road / St Annes Road, Cradley Heath 6910</b>		
<b>Site Address</b>	Whitehall Road / St Anne's Road.		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.3 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	No 43
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently an overgrown grassed banked area with a number of mature trees.		
<b>Surrounding land uses</b>	The area is predominantly residential to the west and commercial to the east at Cradley Heath Town Centre.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site has no primary allocation. It is within a gateway site (gate2) and an Area of Potential Archaeological		

	Importance. Part of the site is within the retail town centre boundary at Cradley Heath and is within an area of townscape value. The site is within the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield	
<b>Topography</b>	The site slopes significantly down towards the north west	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the site though no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage issues.	
<b>Visual Amenity and Character of the Area</b>	No issues	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	Historic industrial uses in the area may have left a legacy of ground contamination.	

<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	The proximity of Lower High Street (the A4100) may require any development to incorporate air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The proximity of Lower High Street (the A4100) may require any development to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was previously used as amenity land for the adjoining former Area Housing Office. The site was not used for employment uses and its development has no employment opportunities.	
<b>Employment Land</b>	The site is not existing employment land.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities are available in the area though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	Access to the site may be problematic given the changes in levels and constraints of access onto the classified road.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	

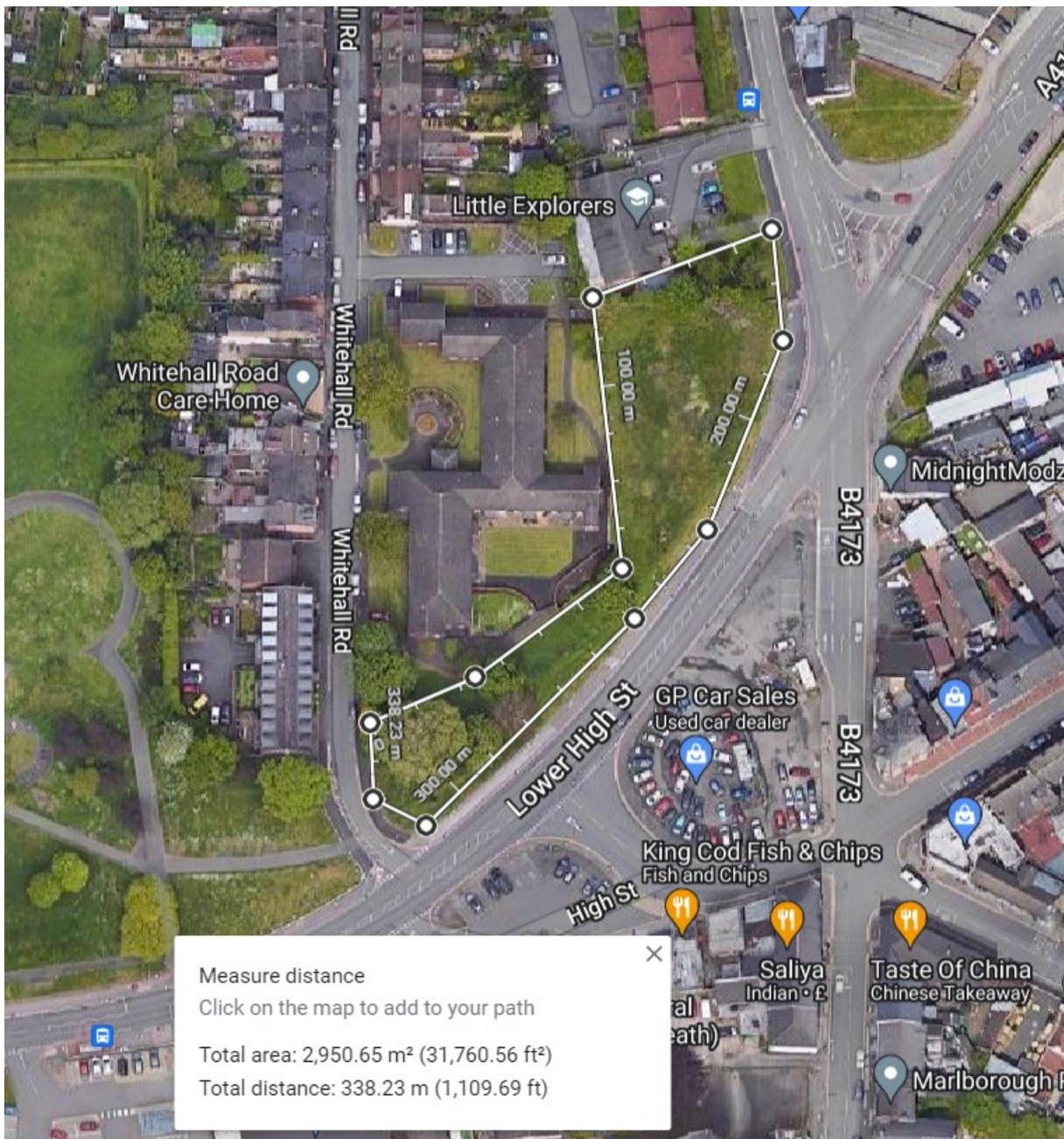
<b>Social</b>					
<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	None				
<b>Connections to local cycle route networks</b>	The site is located near to Lower High Street that is identified on the SCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields/sports pitches				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
This is an opportunity to develop an unused piece of land in a sustainable location.					
<b>Sustainability Appraisal</b>					
<p>The redevelopment of this site will have significant positive impacts on the area's ability to adapt to climate change, the transport network, the housing offer, equality and health.</p> <p>However, there could also be some minor adverse impacts on the cultural heritage, natural resources, pollution and education provision without some appropriate mitigation measures.</p> <p>There is potentially a negligible impact on climate change mitigation, waste, equality and the economy.</p> <p>The impact on the landscape and biodiversity is currently uncertain.</p>					
<b>Conclusion</b>					

Planning Permission has been obtained for housing (DC/21/65214) in the form of 13 two-bed apartments and two houses. This use is therefore appropriate though constrained by the proximity of the classified road, the changes in levels and the proximity of Compton Grange.

Employment uses would not be appropriate in this predominantly residential area.

The site is too small for a gypsy /traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.3 ha	Employment	Gypsy/Traveller
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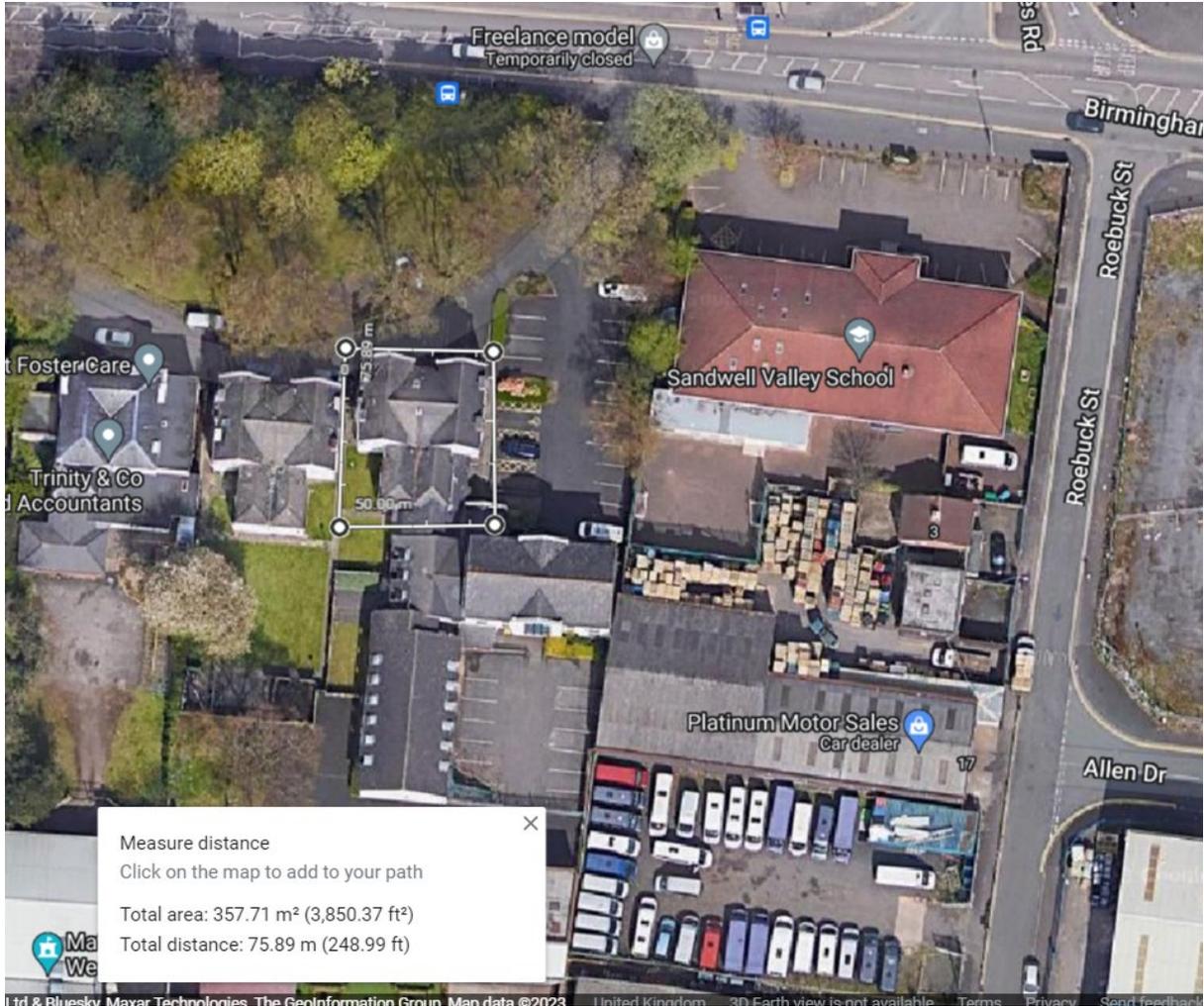
<b>Site Known as</b>	<b>45: Birmingham Road, West Bromwich (no 164) 7119</b>		
<b>Site Address</b>	Birmingham Road, West Bromwich.		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.22 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for office accommodation.		
<b>Surrounding land uses</b>	The area to the south and east of the site is mixed commercial/ industrial in nature. The area to the north and west is predominantly residential.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site was within a larger area identified within the West Bromwich Area Action Plan for employment B1 uses. The site is within a gateway site (gate2).		
<b>Green Belt and Landscape Sensitivity Assessment</b>			

Criteria	Assessment	Rating
<b>Green Belt Harm</b> (B79 (a))	The site is not within the Green Belt.	
<b>Landscape Sensitivity</b> (BL23 / BL24)	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
Criteria	Assessment	Rating
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial	
<b>Topography</b>	The site is reasonably flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Monument: DSD676, 164-170 (even) Birmingham Road, West Bromwich. Locally Listed group of buildings.  Within 100m: Monument: DSD425, MARY SPOONER HOUSE, 172 Birmingham Road, West Bromwich. Listed Building.  DSD677, Methodist Chapel, Beeches Road, West Bromwich. Locally listed.	
<b>Visual Amenity and Character of the Area</b>	No issues.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated.	

<b>Ground stability</b>	No issues anticipated.	
<b>Air Quality impact of adjoining uses</b>	The industrial units to the south and east and the M5 motorway may require air quality amelioration measures for any redevelopment.	
<b>Noise impact of adjoining uses</b>	The industrial units to the south and east and the M5 motorway may require noise amelioration measures for any redevelopment.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known.	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for office accommodation and this would be lost to any redevelopment.	
<b>Employment Land</b>	The owner has obtained Planning Permission to convert the offices to 16, 1-bed flats (PD/20/01595) .	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from Birmingham Road.	
<b>Impact on the wider road network</b>	No issues anticipated	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>			Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>			Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	No issues				
<b>Connections to local cycle route networks</b>	The site adjoins the Birmingham Road (the A41) which is identified on the WMLCWIP and the SCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space within the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing fields/Sports Pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	No issues				
<b>Opportunities</b>					
<b>Sustainability Appraisal</b>					
No SA undertaken as site has planning consent for residential conversion.					
<b>Conclusion</b>					
<p>The site is considered appropriate for residential conversion and Planning Permission has been obtained for this use. This use would help to protect the building, which is locally listed, and the building is in a very sustainable location with excellent transport links.</p> <p>Employment uses to continue with the office accommodation would be acceptable in accordance with the current B1 allocation.</p> <p>The site is not large enough for a gypsy/traveller site.</p>					

Appropriate uses given constraints and infrastructure requirements	Housing 0.22 ha	Employment 0.22 ha	Gypsy/Traveller
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<b>Site Known as</b>	<b>46: No 5, Lombard Street, West Bromwich</b>		
<b>Site Address</b>	Lombard Street, West Bromwich.		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.16 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	7082 No 46
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for office accommodation (Integral).		
<b>Surrounding land uses</b>	The site is within an area of predominantly commercial uses on the edge of West Bromwich Town Centre.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	It is within the SHLAA. The site is within the retail town centre boundary of West Bromwich.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield commercial	
<b>Topography</b>	The site is relatively flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets	
<b>Visual Amenity and Character of the Area</b>	The site is within an area of predominantly commercial uses within walking distance of West Bromwich Town Centre.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated.	
<b>Ground stability</b>	None known.	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated.	

<b>Noise impact of adjoining uses</b>	No issues anticipated.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None.	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used to provide office accommodation and this provision would be lost to redevelopment.	
<b>Employment Land</b>	The site owner has obtained Planning Permission for the change of use of the site from offices to 44, 1 and 2 bed apartments.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities would be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from Lombard Street.	
<b>Impact on the wider road network</b>	The impact on the Bratt Street/ Lombard Street junction may need to be considered.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		
<b>Primary School</b>	Within 10 minutes	Within 20 minutes

		<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	X	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The conversion of the building does provide the opportunity to provide high density accommodation.			
<b>Connections to local cycle route networks</b>	The site is located on Lombard Street that is identified on the WMLCWIP.			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing fields/ sports pitches on the site.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	The conversion of the building does provide the opportunity to provide high density accommodation.			
<b>Opportunities</b>				
The conversion of the building does provide the opportunity to introduce high density residential accommodation on the edge of West Bromwich Town Centre. A similar development has recently been completed opposite the site at the former Development House.				
<b>Sustainability Appraisal</b>				
<p>The redevelopment of this site will have significant positive impacts on climate change adaptation, natural resources, transport infrastructure, housing provision, health and education.</p> <p>However, there could also be some minor adverse impacts on cultural heritage, pollution and the economy.</p> <p>There will be no significant impacts on climate change mitigation waste and equality if appropriate mitigation measures are not put in place.</p> <p>The impacts on the landscape and biodiversity are currently uncertain.</p>				
<b>Conclusion</b>				
<p>Residential development would be an appropriate conversion of the site in a sustainable location on the edge of West Bromwich Town Centre.</p> <p>Employment uses would not be appropriate on the edge of the Town Centre with poor access.</p> <p>The site is not large enough for a gypsy/traveller site.</p>				



<b>Site Known as</b>	<b>47: Silverthorne Lane, Cradley Heath NORTH</b>		
<b>Site Address</b>	Land southwest of Silverthorne Lane, northeast of Woods Lane, southeast of Mousesweet Walk		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	1.05	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Mixed employment uses	<b>Site Assessment Reference</b>	291a EMP3-36 SH13
<b>Background / Context</b>			
<b>Current uses (list)</b>	Midlands Raceway (indoor car racing track), mixed employment uses including small industrial enclave accessed from Silverthorne Lane		
<b>Surrounding land uses</b>	Residential, employment, vacant land		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Existing Policy Designations (list)</b>	SAD – Residential Draft BCP - Employment		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	No	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A Urban Matrix Recovery Zone 2	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL	
<b>Topography</b>	Uniform levels across site	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A several mature trees along part of north eastern boundary	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	N/A	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Site and surrounding area is of mixed land use but the area north of the site is predominantly post war/1970s housing. The south of the site is ca 150 m from Cradley Heath train and bus station.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	No	
<b>Ground Contamination</b>	Unknown	
<b>Ground stability</b>	Unknown	

<b>Air Quality impact of adjoining uses</b>	Mainly residential uses around the site but close to a heavily trafficked through route close to Cradley Heath train station – need for air quality assessment	
<b>Noise impact of adjoining uses</b>	No significant noise impact other than from busy roads and the proximity of the train station	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Opportunity for 3000sqm of new employment development	
<b>Employment Land</b>	Employment land surrounded by residential BEAR scored 14 so site to be reassessed	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery/ phasing for redevelopment would be affected by the need to relocate businesses unless willing landowners.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing site accesses from Silverthorne Lane and Forge Lane could be used for residential redevelopment	
<b>Impact on the wider road network</b>	New residential development would introduce potentially greater impact on road network given potential site capacity of 50-100 new homes	
<b>Other Economic (specify)</b>	None	

Social				
<b>Primary School</b>	10mins pt 15mins ped access	<b>Strategic Centre / Employment Area</b>	20mins pt 20mins ped access	
<b>Secondary School</b>	20mins pt	<b>Centre / Foodstore</b>	10mins pt and ped access	
<b>GP / Health Centre / Walk in centre</b>	10mins pt 10mins ped access			
<b>Housing Density Location – Draft Plan Policy (x)</b>			Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	Proximity to local centre and good transport connections could justify higher density housing on part of the site.			
<b>Connections to local cycle route networks</b>				
<b>Public Open Space (ha's and type)</b>	300m from Mousesweet Brook open space			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields or sports pitches			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	Generally, two-storey post war brick- built housing surrounding the site. This character would generally be applied although some higher density nearer to the train station would be appropriate.			
Opportunities				
Opportunity to rationalise the predominant residential use and remove non - conforming uses on this potentially valuable site. It is well connected to local services and transport and could introduce up to 100 new homes.				
Sustainability Appraisal				
<p>The redevelopment of the site will have significant positive impacts upon the natural resources of the area, the transport infrastructure, housing provision and health.</p> <p>However, there could also be some minor negative impacts on biodiversity, climate change adaptation, pollution, the economy and education without some mitigation measures in place.</p>				

The impacts on cultural heritage, climate change mitigation waste and equality are likely to be negligible.  
 The impact on the landscape of the area is currently uncertain.

**Conclusion**

The location of the site presents good opportunities for new housing of mixed density (up to ca 100 units)  
 Employment use could introduce 3000sqm of new development but is unlikely given the need to relocate several businesses and would not be appropriate in this mainly residential area.

The site is occupied with employment uses and operating well, allocating this site for employment use would safeguard existing business, employment land and jobs.

The site area, its location close to a local centre and in a residential neighbourhood, and good transport connections provides potential for gypsy and traveller pitches. However, such a use could hamper the site coming forward and could affect land values.

NB This site includes an area of employment land where the landowner has responded in terms of retaining existing uses (ref WM78588).

The site allocation here could take account of the opportunities for residential on the 2.8 ha site to the south (Sandwell Reg 19 3025) potentially bringing forward a development opportunity on nearly 4 hectares.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Residential	Employment	Gypsy and traveller
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<b>Site Known as</b>	<b>48: Langley Maltings, Western Road, Langley 3011</b>		
<b>Site Address</b>	Western Road, Langley		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	2.72 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield industrial	<b>Site Assessment Reference</b>	SAH 225
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is occupied by local employment uses, Express Bonding Services (laminators) and Nawaie Motoring (car repairs and dealers). The Maltings building itself looks predominantly vacant.		
<b>Surrounding land uses</b>	The area is predominantly industrial to the west with new residential to the south and established residential to the east. There is a Playing field to the north. Titford Canal is on the western boundary. Langley Green railway station is opposite the site on Western Road.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is within the SHLAA (570). The site is within an Area of High Townscape value.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial site.	
<b>Topography</b>	The site is reasonably flat though the area rises steadily to the north.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a few mature trees on the site alongside the canal though no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site adjoins the Titford canal on its western boundary and any redevelopment should exploit this location by overlooking the canal.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Monument: MBL2524 Langley Maltings, Western Road, Langley. Grade II Listed Building.  Within 100m: MBL2726, Canal Bridge, Station Road, Langley, Oldbury, Grade II listed building  DSD587, Former Crosswells Brewery, Langley, Locally Listed.  Area of Potential Archaeological Importance.	
<b>Visual Amenity and Character of the Area</b>	The former industrial site to the south of the site has recently been developed with moderate/high density housing.	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term use of the site for employment uses may have left a legacy of ground contamination.	
<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	The historic heavy industrial uses to the west of the site may require that any redevelopment incorporates air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The historic heavy industrial uses to the west of the site may require that any redevelopment incorporates noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no known issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None known.	
<b>Other Environmental (specify)</b>	The site is within the HSE middle zone around the Rhodia works.	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently occupied by low quality local employment uses.	
<b>Employment Land</b>	The site was not assessed in BEAR or EDNA. The owner has stated that he has no current plans to move as he can't identify a relocation site. He wishes the current residential allocation to be retained.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly and the constraints imposed by the Grade II Listed building may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities will be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	It is known that historic surface water sewers cross the site.	

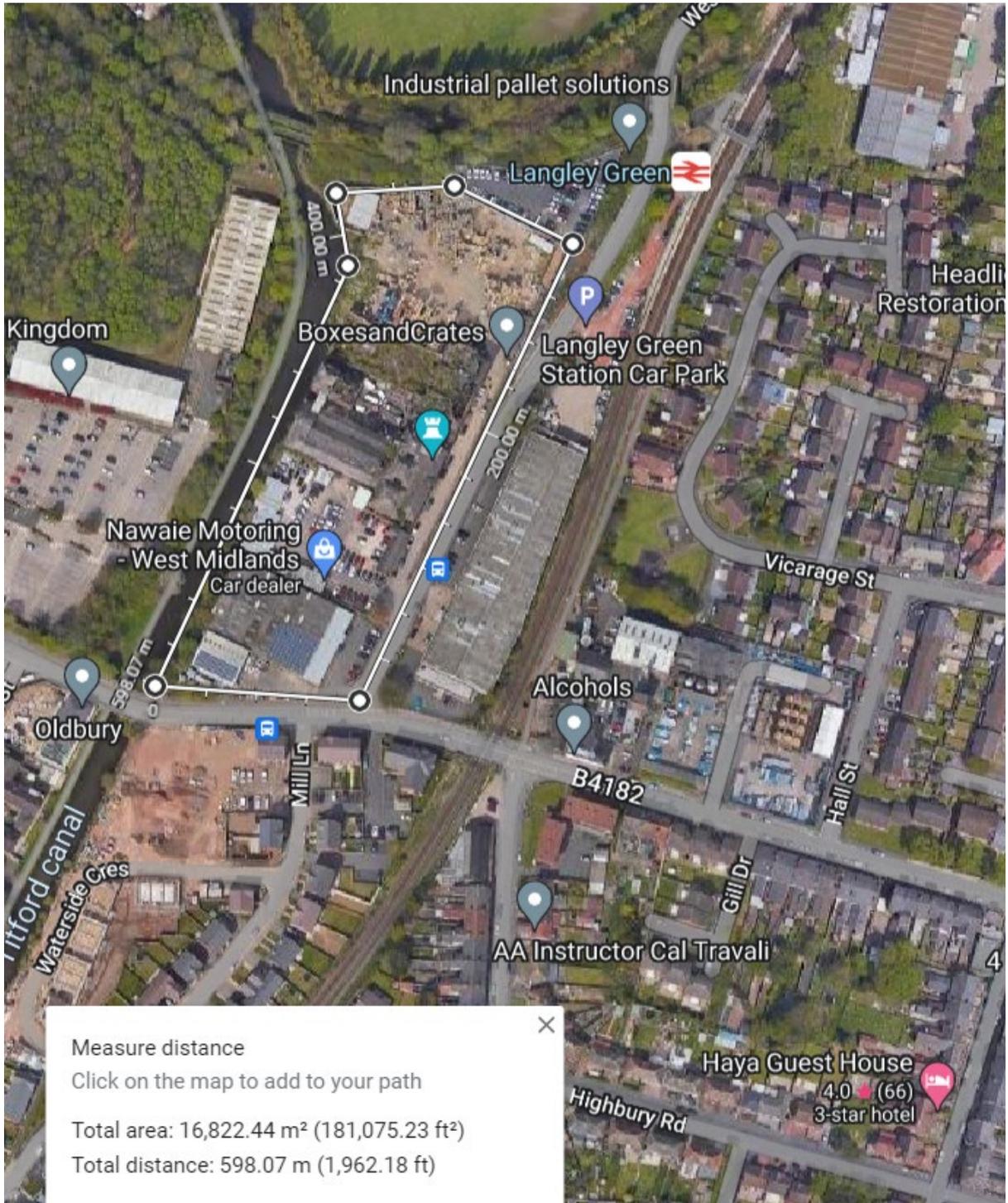
<b>Highways access and transportation (state name / quality of access points)</b>	There are existing access points from Western Road.					
<b>Impact on the wider road network</b>	The impact of any development on the level crossing the railway at Station Road may need to be assessed.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The Grade II Listed building will need to be retained on site. The neighbouring canal to the west provides the opportunity for higher density development.					
<b>Connections to local cycle route networks</b>	The site is located on Station Road that is identified on the WMLCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	The Grade II Listed building will need to be retained on site. The neighbouring canal to the west provides the opportunity for higher density development.					
<b>Opportunities</b>						
There is the opportunity to continue the residential development of the area to the east of Titford canal started in Mill Lane to the south which would ideally include the conversion of the Listed building and bring it back into beneficial use.						
<b>Sustainability Appraisal</b>						

The site scores strongly negative for criteria's 1, 4 & 13. Criteria's 7, 11 & 14 are minor negatives. Issues 4 & 8 have negligible impacts, whilst issues 2 & 3 have uncertain impacts. Criteria's 6 & 10 are minor positives, while impacts on criteria's 9 & 12 are strongly positive.

**Conclusion**

Residential redevelopment would be the appropriate use to continue the land use transformation in this area in accordance with the current allocation. It is considered that the long-term continuation of the low value employment uses would be detrimental to the setting of the Listed building. The site is not considered suitable for a gypsy /traveller site due to the detrimental impact of this use on the Listed building.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 2.72 ha	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>49: Macarthur Road Industrial Estate, Cradley Heath</b>		
<b>Site Address</b>	Cradley Road, Cradley Heath		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.35 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield Industrial	<b>Site Assessment Reference</b>	SAH 095 3023 SH15
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently in employment uses by Hallcraft MOT repairs and Raybould machine tools.		
<b>Surrounding land uses</b>	The site is in an area of mixed uses with residential to the west and north, Cradley Heath Town Centre to the north east and Corngreaves Road industrial estate to the east.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	

<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for housing and is within the SHLAA. The site is within an Area of Potential Archaeological importance and is within a gateway site (gate2). The site forms part of the residential redevelopment of the former Woods Lane industrial estate	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land.	
<b>Topography</b>	The site slopes steadily down south towards the River Stour.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets on site.	
<b>Visual Amenity and Character of the Area</b>	The adjoining former part of the Woods Lane Industrial Estate has been redeveloped with a moderate/high residential density.	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	The site is not within Flood Risk Zone 3.	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	The long-term use of the site for employment purposes may have left a legacy of ground contamination.	
<b>Ground stability</b>	None known.	
<b>Air Quality impact of adjoining uses</b>	The remaining industrial sites to the north and Corngreaves Industrial Estate to the east may require that any redevelopment incorporates air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The remaining industrial sites to the north and Corngreaves Industrial Estate to the east may require that any redevelopment incorporates noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction	
<b>Mineral Infrastructure and Brickworks</b>	None known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently occupied by low value employment uses that would be lost to any redevelopment. The owner has expressed interest in longer term redevelopment. The site is part of the former Woods Lane Industrial Estate that was allocated for residential transformation and this process has started at the southern edge	
<b>Employment Land</b>	The site was not assessed by BEAR or EDNA.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	An issue is not anticipated though remediation may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	Residential transformation has commenced in this area. However, the viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available given the new development to the south though capacities are unknown.	
<b>Infrastructure constraints on / under site (electric cables/sub-</b>	It is known that there are historic surface water sewers running through the site.	



The site provides the opportunity to continue the residential transformation of the former Woods Lane industrial estate in a highly sustainable location on the edge of Cradley Heath Town Centre close to Cradley Heath railway station.

**Sustainability Appraisal**

The redevelopment of this site will have some significant positive impacts on the area's natural resources, transport infrastructure, housing provision and health.

However, there could also be some minor adverse impacts on climate change adaptation, pollution, the economy and education if some appropriate mitigation measures are not put in place.

There is likely to be a negligible impact on cultural heritage, climate change mitigation, waste and equality.

The level of impact on the landscape and biodiversity is currently uncertain.

**Conclusion**

Residential development would be the appropriate use to continue the residential redevelopment of the former Woods Lane industrial estate in accordance with the Black Country Plan.

The site is currently used for employment purposes and the use could be continued. However, it is considered that this would be detrimental to the residential amenity of new residents and the aspiration for the residential transformation of the area.

The site is not considered suitable for a gypsy/traveller site due to its restricted site area.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.35 ha	Employment	Gypsy/Traveller
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Measure distance  
Click on the map to add to your path  
Total area: 2,739.24 m<sup>2</sup> (29,484.94 ft<sup>2</sup>)  
Total distance: 210.01 m (689.00 ft)

<b>Site Known as</b>	<b>51: Rear of Council House, High Street, Smethwick 3002</b>		
<b>Site Address</b>	High Street, Smethwick.		
<b>Ward</b>	Soho and Victoria	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.37 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield Community	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently a cleared former office site.		
<b>Surrounding land uses</b>	The site is at the rear of Smethwick Council House with Victoria Park to the rear.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is not allocated in the Black Country Plan but is within the SHLAA (Post 2021 site 485 SHLAA). The site is in the local retail centre and Conservation area of Smethwick High Street and is within an area of Potential Archaeological Importance.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield former office site	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are mature trees around the edge of the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	<p>MBL3067, OCCUPATION SITE, SITE, SETTLEMENT, SITE. DSD724, Crocketts Lane, Smethwick Conservation Area. Area of Potential Archaeological Importance.</p> <p>Within 100m: DSD553, COUNCIL HOUSE, High Street, Smethwick, Grade II Listed Building. DSD408, WAR MEMORIAL, VICTORIA PARK. DSD621, Victoria Park Lodge, High Street, Smethwick, Locally listed. DSD619, Old Post Office, 248 High Street, Smethwick, Locally Listed. DSD617, Maben House, 280 High Street, Smethwick, Locally listed.</p>	
<b>Visual Amenity and Character of the Area</b>	None	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	The site is not within Flood Risk Zone 3.	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	There are no issues anticipated.	
<b>Ground stability</b>	None anticipated.	
<b>Air Quality impact of adjoining uses</b>	None	
<b>Noise impact of adjoining uses</b>	None	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None anticipated	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Not large enough for an employment site in isolation	
<b>Employment Land</b>	Not suitable for employment uses.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities will available that served the former office block.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from High Street.	
<b>Impact on the wider road network</b>	No problems anticipated.	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	Limited accessibility may reduce capacity				
<b>Connections to local cycle route networks</b>	Tollhouse Way 500 metres to the north of the site is identified in the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	The site has no Public Open Space				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing fields or sports pitches				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	Limited accessibility may reduce capacity				
<b>Opportunities</b>					
<b>Sustainability Appraisal</b>					
No SA is undertaken as site is to be the new location for Sandwell Archives service.					
<b>Conclusion</b>					
The site was considered suitable for a limited residential development. However, the site is no longer available for this purpose as subject to funding it is now reserved for the site of a family history centre to house the Borough archive. It is not suitable for employment purposes and is not large enough for a gypsy/traveller site.					
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Civic/Community 0.37 ha	Gypsy/Traveller	



<b>Site Known as</b>	<b>52: OVEREND ROAD BUSINESS PARK, OVEREND ROAD, CRADLEY HEATH – nb PREVIOUS ASSESSMENT IS VALID</b>		
<b>Site Address</b>	Overend Road, Cradley Heath		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	93
<b>Site Area (ha)</b>	3	<b>Capacity proposed in Call for Sites submission</b>	160
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	SA-0025-SAN No 52
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment Industrial uses, recent occupiers shopfitters /steel fabrications, timber merchants, fasteners, processing plant and equipment		
<b>Surrounding land uses</b>	Industrial to north Small residential estate (Red Brick Close) to east River Stour to south and west Residential (Dudley MBC) to south of Overend Road		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	

<b>Operational Burial Ground</b>	No	0
<b>Common Land</b>	No	0
<b>Green Belt</b>	No	0
<b>Ancient Hedgerows</b>	None	0
<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	The site is allocated for local employment and lies within an Area of Archaeological Importance. The site is adjacent to a SLINC	

### Green Belt and Landscape Sensitivity Assessment

Criteria	Assessment	Rating
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	

### Detailed assessment against environmental, economic and social criteria

Criteria	Assessment	Rating
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL	
<b>Topography</b>	Fairly level site	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Site adjacent to a well-established SLINC (96). However, this will not affect the development of the site.	

<b>Heritage Assets on site or significantly affecting boundaries</b>	None (although the site is within an Area of Archaeological Importance)	
<b>Visual Amenity and Character of the Area</b>	Predominantly industrial area	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not in flood zone 3	
<b>Ground Contamination</b>	Unlikely as the area is well developed.	
<b>Ground stability</b>	Unlikely as the area is well developed.	
<b>Air Quality impact of adjoining uses</b>	Predominantly industrial area	
<b>Noise impact of adjoining uses</b>	Predominantly industrial area so noise will not be an issue	
<b>Mineral Extraction and Mineral Resource Areas</b>	None	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	Use existing	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	This area is a well-established local employment area which is protected by policies in both current and future development plans	
<b>Employment Land</b>	This area is a well-established local employment area which is protected by policies in both current and future development plans	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	

<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Use of existing				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Unknown, however, this area is a well-established local employment area.				
<b>Highways access and transportation (state name / quality of access points)</b>	This area is a well-established local employment area which is serviced by a number of main roads. The site has an existing access.				
<b>Impact on the wider road network</b>	This area is a well-established local employment area which is serviced by a number of main roads.				
<b>Other Economic (specify)</b>					
<b>Social</b>					
<b>Primary School</b>			<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>			<b>Centre / Foodstore</b>		
<b>GP / Health Centre / Walk in centre</b>					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	N/A				
<b>Connections to local cycle route networks</b>	N/A				
<b>Public Open Space (ha's and type)</b>	N/A				

<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>	N/A		
<b>Any character constraints on density (list)</b>	N/A		
<b>Opportunities</b>			
See conclusion			
<b>Sustainability Appraisal</b>			
<p>The redevelopment of this site will have positive impacts on the natural resources of the area and the transport infrastructure.</p> <p>However, there could be a significant adverse impact on pollution in the area without appropriate mitigation. In addition, there could also be minor adverse impacts on biodiversity, climate change adaptation and health.</p> <p>The impacts on the cultural heritage, housing, equality and education will be negligible and the impacts on the landscape, climate change mitigation, waste and the economy are currently uncertain.</p>			
<b>Conclusion</b>			
<p>The site has permission for industrial uses, the most recent in 2017 which has now been implemented. The site is 80% occupied by industrial uses with the River Stour acting as a buffer between residential to south.</p> <p>The site is allocated for local employment and given the nature of the northside of Overend Road (i.e. Predominantly industrial) residential use of this land is not appropriate and it should be safeguarded for employment.</p> <p><b>The continued allocation of the site for employment uses is therefore recommended</b></p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>53: WOODS LANE, Cradley Heath</b>		
<b>Site Address</b>	Land to the northwest of Woods Lane, Cradley Heath		
<b>Ward</b>	Cradley Heath & Old Hill	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	5.2ha	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	Industrial / commercial.		
<b>Surrounding land uses</b>	Residential to the south and east. Bounded by railway line to north / northwest and River Stour to south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	No		
<b>Ancient Woodland / Veteran Trees</b>	No		
<b>Local Nature Reserve</b>	No		
<b>Site of Importance for Nature Conservation</b>	Yes – SLINC		Along river bank
<b>Flood Risk Zone 3</b>	Yes		Along river bank
<b>Registered Park &amp; Garden</b>	No		
<b>Scheduled Ancient Monument</b>	No		
<b>HSE Consultation Zone 1</b>	No		
<b>Operational Burial Ground</b>	No		
<b>Common Land</b>	No		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	Housing  SLINC  Wildlife corridor		

	Area of archaeological importance	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	The landscape is considered to have an overall low sensitivity to residential development.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield – remediation required	
<b>Topography</b>	Site relatively flat to the north, slopes north to south towards River Stour.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	N/A	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Part SLINC and wildlife corridor along riverbank. Ecology/habitat survey required.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	Monuments: MBL2683, GALVANIZING WORKS; WOODS LANE. MBL2682, ERNEST STEVENS OFFICE; WOODS LANE, Cradley Heath. MBL2776, CRADLEY SIGNAL BOX; FORGE LANE; CRADLEY. Area of Potential Archaeological Importance.  Within 100 m: MBL2680, RS (PART OF CLYDE ANCHOR WORKS); WOODS LANE. MBL2684, GREAT WESTERN CHAIN AND ANCHOR WORKS; STATION ST, Cradley Heath. MBL2674, CHAINWORKS; FORGE LANE/LOWER HIGH ST, Cradley Heath. MBL2617, D & F FELLOWS LTD; FORGE LANE. MBL2775, MIDLAND RED BUS GARAGE; FORGE LANE. Event: ESD787, AS Rolling Mills, Sandwell, Building Recording	

<b>Visual Amenity and Character of the Area</b>	No impact on visual amenity of adjacent land users.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Part of the site in flood zones 3 (southern side)	
<b>Ground Contamination</b>	Site investigations necessary.	
<b>Ground stability</b>	Low risk coal mining area.	
<b>Air Quality impact of adjoining uses</b>	N/A – dependent on site coming forward comprehensively.	
<b>Noise impact of adjoining uses</b>	N/A – as above.	
<b>Mineral Extraction and Mineral Resource Areas</b>	No mineral extraction or mineral resource constraints	
<b>Mineral Infrastructure and Brickworks</b>	No mineral infrastructure constraints	
<b>Waste Infrastructure</b>	No waste infrastructure constraints	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Not preferable for employment use due to precedent set for residential development on adjacent site.	
<b>Employment Land</b>	N/A	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Land in differing ownership – potential issues with phasing if industrial uses remain.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	None known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	

<b>Highways access and transportation (state name / quality of access points)</b>	N/A						
<b>Impact on the wider road network</b>	N/A						
<b>Other Economic (specify)</b>	Not known.						
<b>Social</b>							
Highly sustainable location close to public transport links and Cradley Heath town centre.							
<b>Primary School</b>	Within 15 mins		<b>Strategic Centre / Employment Area</b>		Within 15 mins		
<b>Secondary School</b>	Within 15 mins following		<b>Centre / Foodstore</b>		Within 15 mins		
<b>GP / Health Centre / Walk in centre</b>	Within 15 mins						
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	-	High Density (min 50 dph, max 100 dph)	X-	Moderate Density (40-50 dph)	X	
<b>Any character constraints on density</b>	Potential for higher density residential development on parts of the site. However, the need for extensive remediation and separation distances from the River Stour corridor considerably reduces the development capacity.						
<b>Connections to local cycle route networks</b>	Within proximity of existing Local Cycle Network						
<b>Public Open Space (ha's and type)</b>	There is sufficient quantity of open space in the local area to meet the needs of new residents.						
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A						
<b>Other Social (specify)</b>	N/A						
<b>Any character constraints on density (list)</b>	River Stour SLINC Remediation						
<b>Opportunities</b>							
Contribute to housing targets – possibility of higher density flatted development on strategic parts of the site. Based on a realistic assessment of development potential, only half of the site can be considered.							

### Sustainability Appraisal

There are strongly negative impacts on criteria's 5,7 & 13. Minor negatives for 1,3,4,6,8& 14. There is negligible impact on issue 11. Criteria 2 impact is uncertain either way. For criteria's 9,10 & 12 the impact is strongly positive.

### Conclusion

Brownfield site which would need extensive ground remediation. North / northwest of the site within proximity of railway line, noise/vibration assessment required.

Residential development should be delivered in a comprehensive manner; otherwise, amenity issues emanating from historic uses may compromise residential use, unless sufficient mitigation between phases could be ensured.

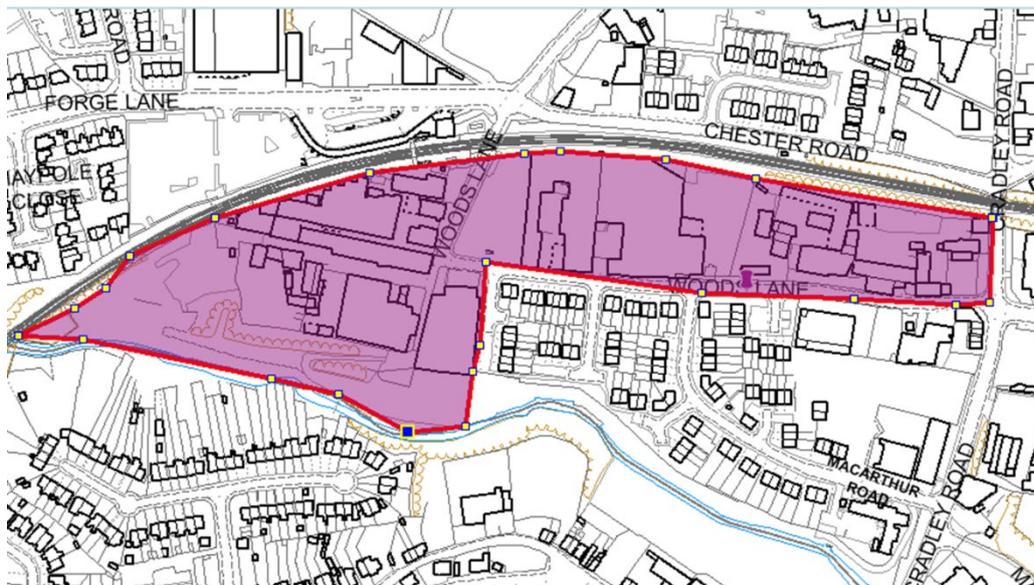
Redevelopment of the site close to the SLINC and the River Stour should be designed sensitively but should be orientated to overlook the open space.

The sustainable location of the site allows for higher density flatted development with ca 100 dph considered to be acceptable in some areas.

Redevelopment for employment uses is not considered to be appropriate given the wider strategy to achieve comprehensive residential development in this highly sustainable location.

Similarly, allocation for Gypsy and Travellers use is not considered to be appropriate as the viability of comprehensive development would be heavily constrained, and as the site exceeds 1.0 hectare

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 5.2ha	Employment 0 ha	Gypsy and Traveller
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<b>Site Known as</b>	<b>54: LAND ADJACENT TO DROICON INDUSTRIAL ESTATE, PORTWAY ROAD, ROWLEY REGIS</b>		
<b>Site Address</b>	Portway Road Rowley Regis		
<b>Ward</b>	Rowley	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.7	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	FS REG 19 Residential SAH 093 7197 SEC3-46 No 54
<b>Background / Context</b>			
<b>Current uses (list)</b>	Trailer Hire and storage of containers		
<b>Surrounding land uses</b>	The adjoining site to the west, known as Droicon Industrial Estate, is currently operational but has been allocated for housing. Residential uses occupy land west of the industrial estate and directly east of this site. Rowley Regis Golf Club adjoins the site to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	The site is not a designated nature reserve but adjoins an established golf course to the south	0	
<b>Site of Importance for Nature Conservation</b>	The adjoining golf course is bounded by mature trees and hedgerows so could be of importance for nature conservation.	0	
<b>Flood Risk Zone 3</b>	The site is not in or affected by Flood Risk Zone 3	0	
<b>Registered Park &amp; Garden</b>	NO	0	

<b>Scheduled Ancient Monument</b>	NO	0
<b>HSE Consultation Zone 1</b>	NO	0
<b>Operational Burial Ground</b>	NO	0
<b>Common Land</b>	NO	0
<b>Green Belt</b>	NO	0
<b>Ancient Hedgerows</b>	NONE	0
<b>Strategic Open Space</b>	NO	0
<b>Existing Policy Designations (list)</b>	Part of the site is within a limestone consideration zone Adjacent to SLINC 78 Adjacent to a SAD Housing Allocation	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within a Green Belt area	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Possible redevelopment of this site should have regard for the adjoining open space and in particular safeguard boundary hedgerows and trees and SLINC 78.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	PDL	
<b>Topography</b>	Uniform site levels with a steep planted embankment acting as a buffer to the adjoining golf course.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOS on the site but mature trees bounding the site could be of value and should be safeguarded.	

<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Biodiversity of adjoining open space and the southern site boundary should be acknowledged	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets on or affecting the site	
<b>Visual Amenity and Character of the Area</b>	This section of Portway Road is predominantly residential along its south side with the two industrial sites detrimentally affecting the amenity of the area.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3	
<b>Ground Contamination</b>	There may be ground contamination which could require a site investigation and mitigation measures prior to development.	
<b>Ground stability</b>	Ground stability would need to be assessed prior to redevelopment	
<b>Air Quality impact of adjoining uses</b>	The existing businesses may adversely affect air quality. Portway Road is heavily trafficked again affecting air quality.	
<b>Noise impact of adjoining uses</b>	HGV manoeuvres to this and the adjoining industrial site would create noise impact on surrounding residential properties.	
<b>Mineral Extraction and Mineral Resource Areas</b>	Operational quarry directly opposite the site	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Site area could accommodate ca 2000sqm of new development for employment use.	
<b>Employment Land</b>	This and the adjoining site contain operational uses.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation of existing businesses would be required and could be difficult to achieve if landowner is unwilling.	

<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP				
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Utilities available on site				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known				
<b>Highways access and transportation (state name / quality of access points)</b>	Access from Portway Road for the existing business operations seems acceptable given long- distance visibility				
<b>Impact on the wider road network</b>	New residential development could introduce increased vehicle movements on to Portway Road, but this would need to be assessed against the existing comings and goings of industrial vehicles.				
<b>Other Economic (specify)</b>	N/A				
<b>Social</b>					
<b>Primary School</b>	15 minutes	<b>Strategic Centre / Employment Area</b>		20 minutes	
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>		10 minutes	
<b>GP / Health Centre / Walk in centre</b>	15 minutes for pedestrians 10 minutes by public transport				
<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Predominantly two-storey detached and semi-detached dwellings in the vicinity of the site would suggest a moderate density for new residential development				
<b>Connections to local cycle route networks</b>	None				

<b>Public Open Space (Ha and type)</b>	No open space on the site		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There would be no loss of playing fields/sports pitches		
<b>Other Social (specify)</b>	N/A		
<b>Any character constraints on density (list)</b>	Predominance of suburban housing in the area suggests new development at a moderate density		
<b>Opportunities</b>			
<p>There is an opportunity to redevelop this and the adjoining site – ideally in combination but possibly on an individual basis. Given the predominance of housing in the area, residential allocation of both sites is preferred. Viability within the plan period however could be difficult unless business owners are willing/able to relocate. Site investigations are likely to be necessary given the possibility of adverse ground conditions – again potentially affecting the viability of bringing sites forward.</p> <p>The area of the site and the preferred allocation for residential would not prevent an allocation for Gypsy and Traveller use, although the relatively poor connectivity to local services does not meet selection criteria. Existing employment uses could remain but an allocation long term for such uses is not considered appropriate.</p>			
<b>Sustainability Appraisal</b>			
<p>The redevelopment of this site will not have any positive impacts. There is the potential for a significant adverse impact to occur with regard to climate change adaptation if appropriate mitigation measures are not put in place. There could also be some minor adverse impacts to biodiversity, natural resources, pollution, transport and health.</p> <p>There will be negligible impacts on cultural heritage, housing, equality and education.</p> <p>The impacts on landscape, climate change mitigation waste and the economy are currently uncertain.</p>			
<b>Conclusion</b>			
<p>A residential allocation could allow the introduction of ca 25 units at a moderate density – creating over 50 new houses if this and the adjacent site come forward.</p> <p>The site could accommodate a Gypsy and Traveller use by way of its site area, but poor connectivity would affect its viability.</p> <p>Relocation of existing business operations to remove a non- conforming use would be favourable so an Employment allocation is not preferred.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>56: Perrott Street / Kitchener Street 744</b>		
<b>Site Address</b>	Perrott Street / Wellington Street Smethwick.		
<b>Ward</b>	Soho and Victoria	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.39 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield residential	<b>Site Assessment Reference</b>	SAH 097/206
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently underused neglected site with overgrown vegetation. The former Kitchener Street has now been secured with palisade fencing.		
<b>Surrounding land uses</b>	The site adjoins Black Patch Park to the north with historic industrial uses to the west and residential uses to the east. The railway line is on the southern boundary of the site.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is within the SHLAA. The site is within an Area of Potential Archaeological Importance.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site. Black Patch Park which is allocated for Community Open Space adjoins the site to the north.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield former residential land.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the site as it is overgrown though no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site adjoins Black Patch Park to the north.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The site is within an Area of Potential Archaeological Importance.  Within 100m: Monument, BLACK PATCH PARK; FOUNDRY LANE/WOODBURN RD; SOHO; SMETHWICK	
<b>Visual Amenity and Character of the Area</b>	The site is within an area of mixed uses between the Metro line to the north and the railway line/canal to the south.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The previous use of the site was traditional terraced housing, major issues with contamination are not anticipated.	

<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	Historic industrial land uses to the west may have air quality implications for any redevelopment.	
<b>Noise impact of adjoining uses</b>	Historic industrial land uses to the west may have noise implications for any redevelopment.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no mineral extraction issues.	
<b>Mineral Infrastructure and Brickworks</b>	No known issues.	
<b>Waste Infrastructure</b>	None known	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently neglected underused land. The site is considered of sufficient size for development in isolation for employment. Proximity of potential noise and air pollution sources militate against residential on this site.	
<b>Employment Land</b>	Suitable.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not available.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There are site access points from Foundry Lane and Perrott Street.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

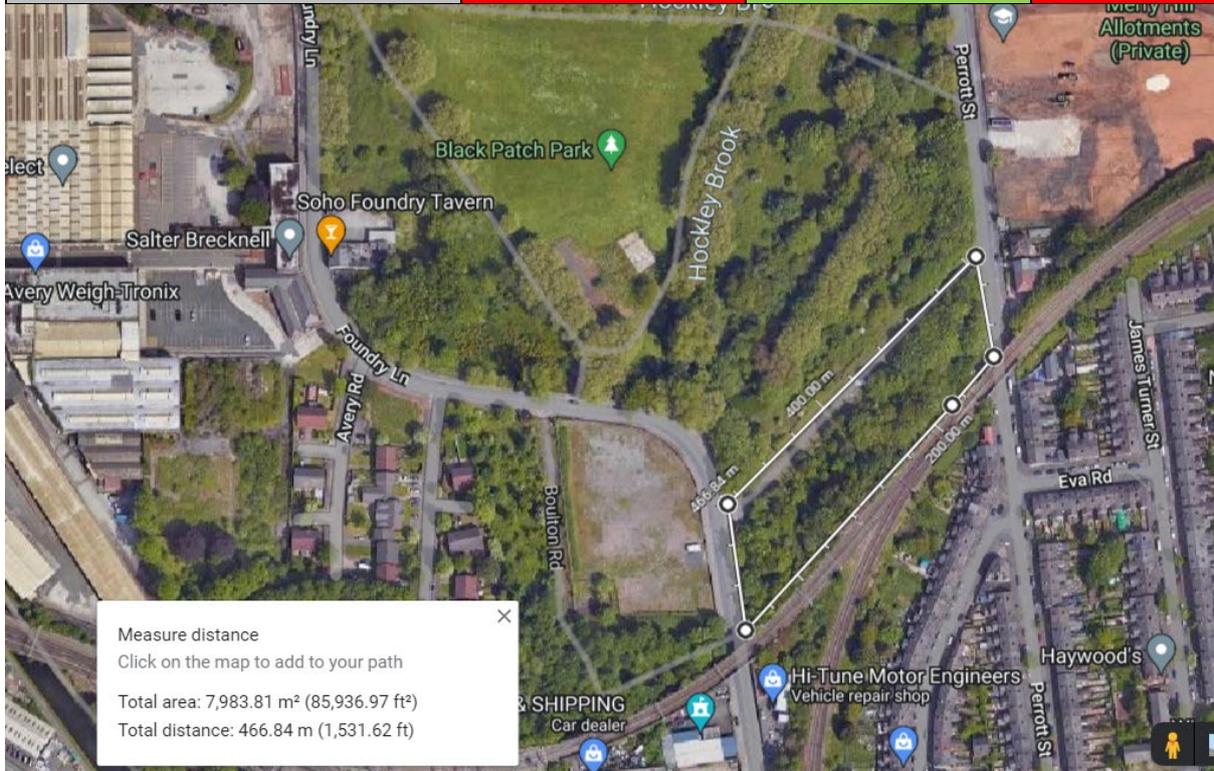
<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>	Within 20 minutes
<b>Secondary School</b>	Within 15 minutes	<b>Centre / Foodstore</b>	Not known
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	None		
<b>Connections to local cycle route networks</b>	Cranford Street 500 metres to the south is identified on the SCWIP.		
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site though it adjoins the Community Open Space of Black Patch Park.		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	None		
<b>Opportunities</b>			
<b>Sustainability Appraisal</b>			
?			
<b>Conclusion</b>			
<p>The site is considered large enough for an employment allocation.</p> <p>Employment use is considered suitable as it could operate in isolation and is in keeping with the wider surrounding employment uses.</p>			

Appropriate uses given constraints and infrastructure requirements

Housing  
1.39 ha

Employment  
1.39

Gypsy/Traveller



<b>Site Known as</b>	<b>57: Land at Horseley Heath / Alexandra Road and Lower Church Lane 1183</b>		
<b>Site Address</b>	Horseley Road, Tipton		
<b>Ward</b>	Great Bridge	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.9	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield employment	<b>Site Assessment Reference</b>	SAH 070 /098 No 57 SH19
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site does not appear to be in beneficial use. It is currently neglected grassed areas with several mature trees. There is a high fence on the Horseley Road frontage that currently secures the site.		
<b>Surrounding land uses</b>	The site is within a pocket of industrial uses between Horseley Road and Lower Church Lane. This area is surrounded by predominantly residential uses. Hale Trading Estate is located to the west of the site which appears to be reasonably successful and there is a scrapyard to the south of the site.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	

<b>Green Belt</b>	No	0
<b>Ancient Woodlands</b>	None	0
<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for housing and is within the SHLAA. Part of the site borders a SLINC (Horseley Road SLINC 99).	

#### Green Belt and Landscape Sensitivity Assessment

Criteria	Assessment	Rating
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There is a SLINC within the site to the north though this is shown as inaccessible (Horseley Road SLINC 99).	

#### Detailed assessment against environmental, economic and social criteria

Criteria	Assessment	Rating
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield employment land	
<b>Topography</b>	The area slopes steadily down towards the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the site though no Tree Preservation Orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Horseley Road SLINC 99 borders part of the site	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	No issues	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The site is within an historic coal mining area and there are likely to be issues with made ground and stability. There are three suspected mineshafts within the SLINC to the north.	
<b>Ground stability</b>	The site is within an historic coal mining area and there are likely to be issues with made ground and stability. There are three suspected mineshafts within the SLINC to the north.	
<b>Air Quality impact of adjoining uses</b>	None anticipated.	
<b>Noise impact of adjoining uses</b>	There is a trading estate to the west of the site and a scrapyards to the south which may have noise implications for any development.	
<b>Mineral Extraction and Mineral Resource Areas</b>	The site is within an area historically mined for coal though this is not considered likely to be restored.	
<b>Mineral Infrastructure and Brickworks</b>	There may be historic mining infrastructure within the site that could only be proved by site investigation.	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site does not appear currently to be in beneficial use.	
<b>Employment Land</b>	The owners did apply for Planning Permission for scrap vehicles on the site though this was refused (DC/22/67147). They have stated that they have no current plans to redevelop but would like to keep their options open.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery is likely to be delayed by ground contamination and remediation issues.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities are likely to be available to the site though capacities are unknown.	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.					
<b>Highways access and transportation (state name / quality of access points)</b>	There are access points from Horseley Road.					
<b>Impact on the wider road network</b>	None anticipated.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The surrounding area is generally of moderate density.					
<b>Connections to local cycle route networks</b>	The site is located on Horseley Road that is identified on the SCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Sports Pitches/Playing fields.					
<b>Other Social (specify)</b>	None.					
<b>Any character constraints on density (list)</b>	The surrounding area is generally of moderate density.					
<b>Opportunities</b>						

This site provides an opportunity to bring forward an underused piece of brownfield land.

### Sustainability Appraisal

The redevelopment of this site will have positive impacts on the area's transport infrastructure and education provision.

However, there could also be some minor adverse impacts on biodiversity, climate change adaptation natural resources, pollution and health if appropriate mitigation measures are not put in place.

There impacts on cultural heritage and equality are likely to be negligible.

The impacts on landscape, climate change mitigation, waste, housing and economy are as yet unknown.

### Conclusion

The site is not currently in beneficial use. It has been allocated for housing in the Black Country Plan. Residential allocation may not be ideal on this site given the proximity of the Trading Estate, the scrapyards to the south and the anticipated ground contamination issues.

Employment allocation may be a more suitable allocation though demand may be questionable as the site has been vacant for some time. Ground conditions would remain an issue for any industrial redevelopment.

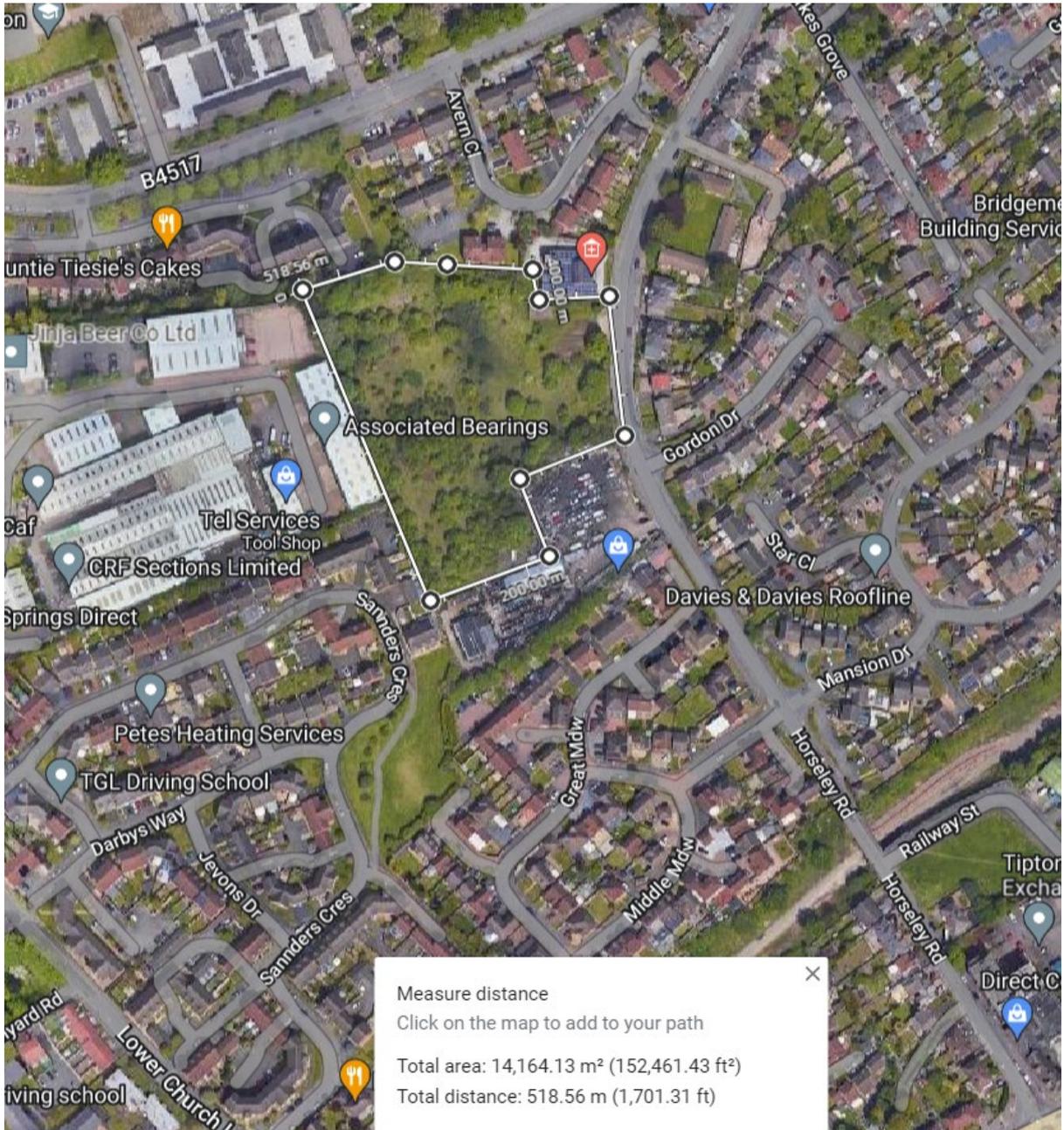
The site exceeds the 1ha parameter for gypsy and traveller use.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
1.9 ha

Employment  
1.9 ha

Gypsy/Traveller  
1.9ha



<b>Site Known as</b>	<b>58: Elbow Street, Old Hill 1376</b>		
<b>Site Address</b>	Elbow Street / King Street, Old Hill.		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.77 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield employment	<b>Site Assessment Reference</b>	SAH 099
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently in employment uses (Drywall Steel Sections)		
<b>Surrounding land uses</b>	The site is within a predominantly residential area between Old Hill High Street with its commercial uses and the Old Hill By-pass (the A459). There is an area of Community Open Space to the south (Church View Drive Open Space).		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated within the Black Country Plan for residential use and is within the SHLAA. It is within an area of Potential Archaeological Interest.		

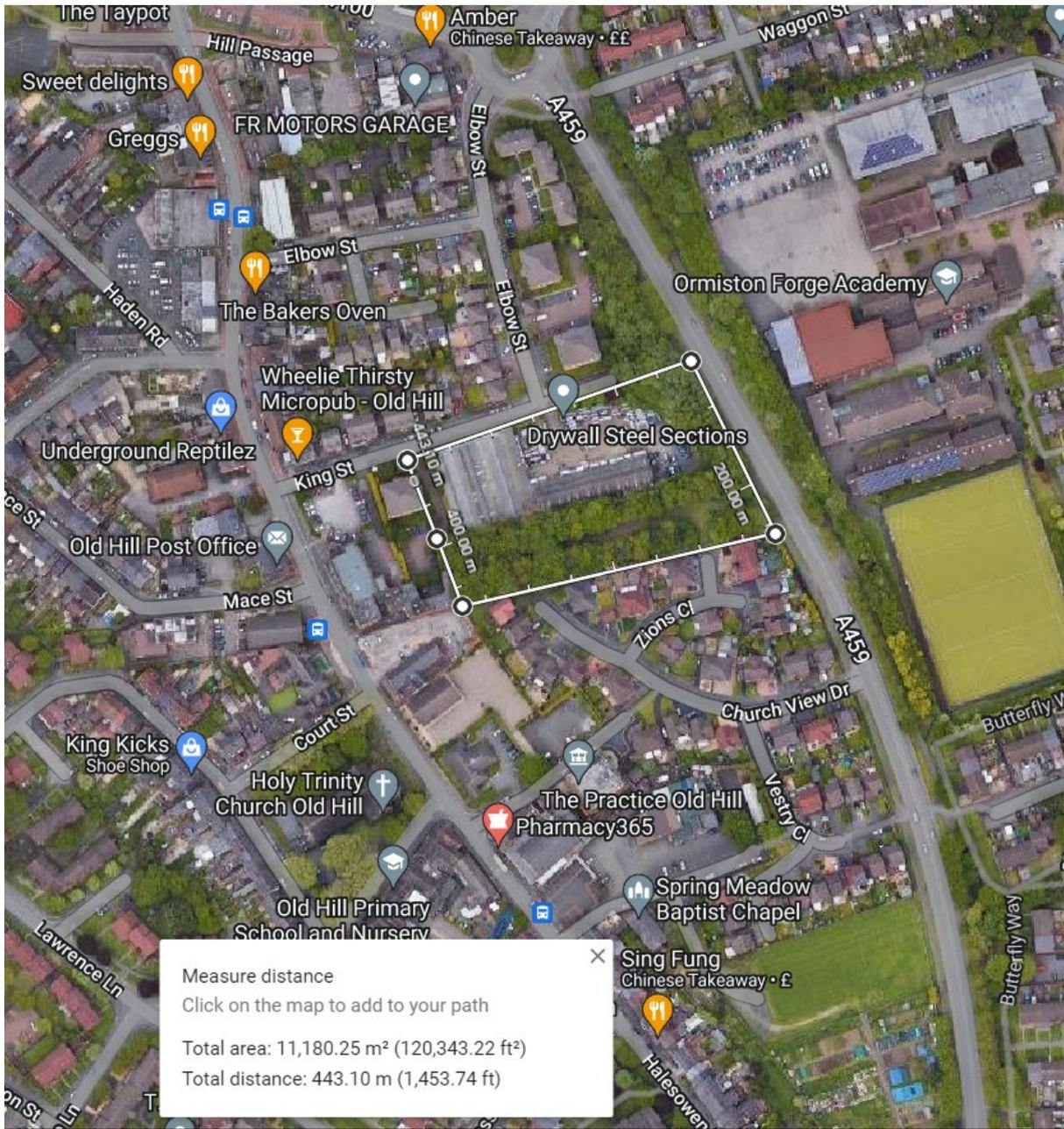
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site. There is an area of Community Open Space to the south. Although there are a number of mature trees on the site they appear poorly maintained and neglected.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield employment land.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the adjoining site to the south. There are several mature trees within the site on the King Street frontage.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The site is within an Area of Potential Archaeological Interest.  Within 100 m: Monuments: MBL2651, SHOPS; 205-213 HALESOWEN RD. MBL2768, MACE STREET CLINIC; MACE ST. MBL2767, MAGISTRATES COURT AND POLICE STATION; COURT ST. MBL2668, Former CHAPEL; 223 HALESOWEN Road. DSD583: 191 Halesowen Road, Old Hill Listed Building Grade II.	
<b>Visual Amenity and Character of the Area</b>	Residential density to the east of Old Hill High Street is predominantly moderate in nature.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	

<b>Ground Contamination</b>	The long-term use of the site for employment uses may have left a legacy of ground contamination.	
<b>Ground stability</b>	None known.	
<b>Air Quality impact of adjoining uses</b>	The proximity of the A459 may require air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The proximity of the A459 may require noise amelioration measures	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no mineral extraction issues	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently in beneficial use for employment purposes	
<b>Employment Land</b>	The owner has stated that he wishes to continue trading for the next five years and then redevelop the site.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly may not therefore be a major constraint.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLPN/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities will be available to the site though capacities are unknown.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There are existing access points from King Street.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	The surrounding residential development is of moderate density.				
<b>Connections to local cycle route networks</b>	Not known though the site adjoins the local Old Hill Centre.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site, but Community Open Space abuts it.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing Fields or Sports Pitches				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The surrounding residential development is of moderate density.				
<b>Opportunities</b>					
There is the opportunity for residential development in this highly sustainable location on the edge of Old Hill Local Centre. This will complete the residential development of this area between the commercial uses on the High Street and the A459.					
<b>Sustainability Appraisal</b>					
The site scores minor negatives for criteria's 5, 6 & 7. Negligible effects are recorded for criteria's 1 & 11. There are uncertain effects on criteria's 2, 3, 4, 8, 10 & 13. Strongly positive impacts are recorded for issues 9, 12 & 14.					
<b>Conclusion</b>					
Residential development would be the preferred use on this site and is a long-standing aspiration. The existing owner has expressed an interest in redevelopment for residential use. The site is effectively within one ownership.					
The continuation of the employment use in this area would not be ideal within this predominantly residential area.					

The site is not ideal for gypsy and travellers given its location in a predominantly residential area

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy/Traveller
	0.77 ha	0.77 ha	0.77 ha



<b>Site Known as</b>	<b>59: DUDLEY ROAD EAST / BRADES ROAD</b>		
<b>Site Address</b>	Land at Dudley Road East / Brades Road, Oldbury		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	2.65	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SA-0033-SAN
<b>Background / Context</b>			
<b>Current uses (list)</b>	General industry, tile trade centre, offices, hire businesses including plant, vehicle and crane.		
<b>Surrounding land uses</b>	Residential, open space, school, canal to the southern boundary,		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	The site is adjacent to a SLINC		
<b>Flood Risk Zone 3</b>	NO		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	YES, see below		
<b>Operational Burial Ground</b>	NO		
<b>Common Land</b>	NO		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	<p>Northwest boundary adjacent to a SLINC; site adjacent to a wildlife corridor; whole site within canal and river trust consultation major zone.</p> <p>Northwest and southern site boundaries within inner gas pipeline - HSE consultation zone; half of the site within middle gas pipeline HSE consultation zone; majority of the site within outer gas pipeline HSE consultation zone; Canal polices ENV2, ENV3, ENV4 and ENV5.</p> <p>Low risk coal mining referral area; Local Employment Land Allocation.</p>
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### Green Belt and Landscape Sensitivity Assessment

Criteria	Assessment	Rating
<b>Green Belt Harm (B79 (a))</b>	Site not in green belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>		

### Detailed assessment against environmental, economic and social criteria

Criteria	Assessment	Rating
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Site slopes slightly down towards the canal	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs on the site but the presence of several mature trees necessitates an arboricultural survey	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The canal frontage on two of the site boundaries are a SLINC and Wildlife Corridor to the western boundary, and a wildlife corridor to the southern boundary. This would need to be addressed when a redevelopment scheme is designed.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets on the site. Within 100 m: DSD461, UPPER TWO LOCKS, BRADES LOCKS, SOUTH OF BRADES HALL BRIDGE, DUDLEY ROAD EAST BIRMINGHAM CANAL GOWER	

	BRANCH. Monuments: MBL5052, Birmingham canal, Old Main Line: Brades Hall Junction to Titford Locks. MBL2611, Discovery Site of OLDBURY BRONZE AGE SOCKETED AXE; OFF BRADES RD;Findspot.	
<b>Visual Amenity and Character of the Area</b>	.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a flood risk zone	
<b>Ground Contamination</b>	Possibility of some ground contamination given existing and historic employment uses	
<b>Ground stability</b>	The site is within a coal mining low risk area	
<b>Air Quality impact of adjoining uses</b>	Predominance of commercial employment uses and heavily trafficked Dudley Road East and Brades Road (frequency of stationary traffic at junction) adversely affects air quality	
<b>Noise impact of adjoining uses</b>	Traffic and existing uses causes adverse noise impact	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	New development would result in a loss of allocated local employment land. The site appears to be well used within only an office block fronting onto Dudley Road East being empty. However, market evidence suggests that it is a low value employment site.  New development for employment uses could create ca 8000 sq m of floorspace	
<b>Employment Land</b>	Existing mainly operational employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Redevelopment for either employment or residential use would require relocation of a considerable	

	<p>number of viable operational uses. This could be difficult to achieve during the plan period.</p> <p>Further, the likelihood of adverse ground conditions in view of existing / historic uses would necessitate detailed site investigations and possibly onerous remediation measures.</p>		
<b>Viability (taken from Viability Study where referenced)</b>	<p>As above, site constraints and the possible requirement for extensive remediation could prejudice the viability of redevelopment within the plan period.</p>		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	<p>Some capacity issues for gas; Water Cycle Study indicates there is significant headroom / capacity at Minworth Waste Water Treatment Works which serves this area, but need to be aware that it also serves Birmingham's growth over the same period</p>		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	<p>The site falls within a major HSE consultation zone in view of a gas pipeline- The HSE would therefore need to be consulted for comments</p>		
<b>Highways access and transportation (state name / quality of access points)</b>	<p>Dudley Road East suffers from high levels of congestion, potentially two accesses to the site required.</p>		
<b>Impact on the wider road network</b>	<p>Potential to see increased congestion from the proposed development – 100 new houses could generate 100 vehicular movements per day. This would need to be assessed against the existing impact of vehicles.</p>		
<b>Other Economic (specify)</b>	<p>Given the shortfall of employment land in the borough the potential loss of existing operational businesses would need to be acknowledged</p>		
<b>Social</b>			
<b>Primary School</b>	15 minutes	<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	15 minutes
<b>GP / Health Centre / Walk in centre</b>	15 minutes		

<b>Housing Density Location – Draft Plan Policy (x)</b>				Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Given local character a density of more than 40 dph is not appropriate. The site falls within the major consultation zone for a gas pipeline which may impact upon density. The canal frontage would need to be addressed. Mature landscaping buffer should be retained.				
<b>Connections to local cycle route networks</b>	There is no connection to the LCRN so offsite works would be required to create connection				
<b>Public Open Space (ha's and type)</b>	Not allocated as public open space. Site is next to Brades Green Open Space which is of high quality and value.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There would be no loss of playing fields or sports pitches				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>					
<b>Opportunities</b>					
<p>The site could provide ca 100 high quality new homes based on a density of 40 dph. However, in view of a potential stand-off zone because of the gas pipeline the HSE would need to be consulted - the response to proposed residential development could reduce site capacity. The presence of the canal on two site boundaries presents a good design opportunity. It should be noted that the site is not particularly well connected to local services.</p> <p>However, extensive remediation measures may also be required which could adversely affect land values and commercial viability. Residential development would involve a substantial loss of employment land (albeit low value) Relocation of existing businesses would seem unlikely during the plan period.</p> <p>The size of the site precludes an allocation for Gypsy and Traveller use.</p> <p>Allocation for employment use would support existing businesses. Redevelopment for ca 8000sqm of new employment floorspace, would again be difficult to achieve within the plan period.</p>					
<b>Sustainability Appraisal</b>					
<p>The site has</p> <p>neutral impacts for Objectives 1, 2, 3, 4, 5, 6, 7, 8, 11, 12;</p> <p>minor positive impact for Objectives 5, 6, 9, 10, 12, 13, 14 (flood zone adaptation; previously undeveloped land; transport accessibility; housing; healthcare and recreation; access to employment; education, skills and training);</p> <p>minor negative impacts for Objectives 1, 3, 7, 9, 12 (archaeology; SLINCs; pollution; bus stop; air quality, access to GP on foot);</p> <p>major negative impact for Objective 13 (employment provision)</p>					

### Sustainability Appraisal

The site scores minor negatives on criteria's 1,3,7,9 and 12. There score is negligible for issue 11. The impacts are uncertain either way for criteria's 2,4,8,10 & 13, with a strong positive impact for issue 14.

### Conclusion

The site was identified through the BEAR process, however further investigation found it to be a low value employment site.

The site is next to a site allocated for Housing and is adjacent to a SLINC and Wildlife corridor which follows the existing canal on two boundaries. The site falls within the major consultation zone for a gas pipeline.

To facilitate the allocation as residential a new site needs to be found for the relocation of businesses. Consultation with the Health and Safety Executive may result in the number of proposed units being significantly reduced to include a blast buffer zone for the pipeline. The canal frontage and wildlife corridor could be addressed during the scheme design. Amber issues can be addressed again during the application process.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>60: Tat Bank Road 3009</b>		
<b>Site Address</b>	Tat Bank Road, Oldbury		
<b>Site Ward</b>	St Pauls	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.15 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield employment	<b>Site Assessment Reference</b>	SAH 226 SH22
<b>Background / Context</b>			
<b>Current uses (list)</b>	Car Body repairs, auto repairs, Plant hire, coach storage.		
<b>Surrounding land uses</b>	New residential development to south and east. Industrial /playing fields to the west. The site adjoins the railway line and is close to Langley Green Station.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for housing and is within the SHLAA.		

	The site is allocated as a long-term residential site in the Site Allocations DPD.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	The site is brownfield employment land.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no Tree Preservation Orders. There are a number of mature trees alongside the western boundary with the railway.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	The site adjoins an area of moderate/high density housing.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Area 3.	
<b>Ground Contamination</b>	The site is within a long-term employment area and the various uses may have left a legacy of ground contamination.	

<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	Not known.	
<b>Noise impact of adjoining uses</b>	The adjoining railway may require noise amelioration measures for any redevelopment.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no mineral extraction issues.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	The site is within the Middle HSE zone around the Rhodia works.	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for a variety of employment uses particularly motor uses. The site could continue to be used for this purpose.	
<b>Employment Land</b>	Site owners have suggested that the site could be redeveloped for housing/commercial uses though they are currently occupied and they have no intention of vacating except for an interesting proposal!! One owner has claimed that he controls the access to the wider site.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly, relocation and clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is assumed that utilities are available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known.	
<b>Highways access and transportation (state name / quality of access points)</b>	There is an existing access from Tat Bank Road. This is near the bridge and may restrict the capacity of development.	
<b>Impact on the wider road network</b>	No issues anticipated.	

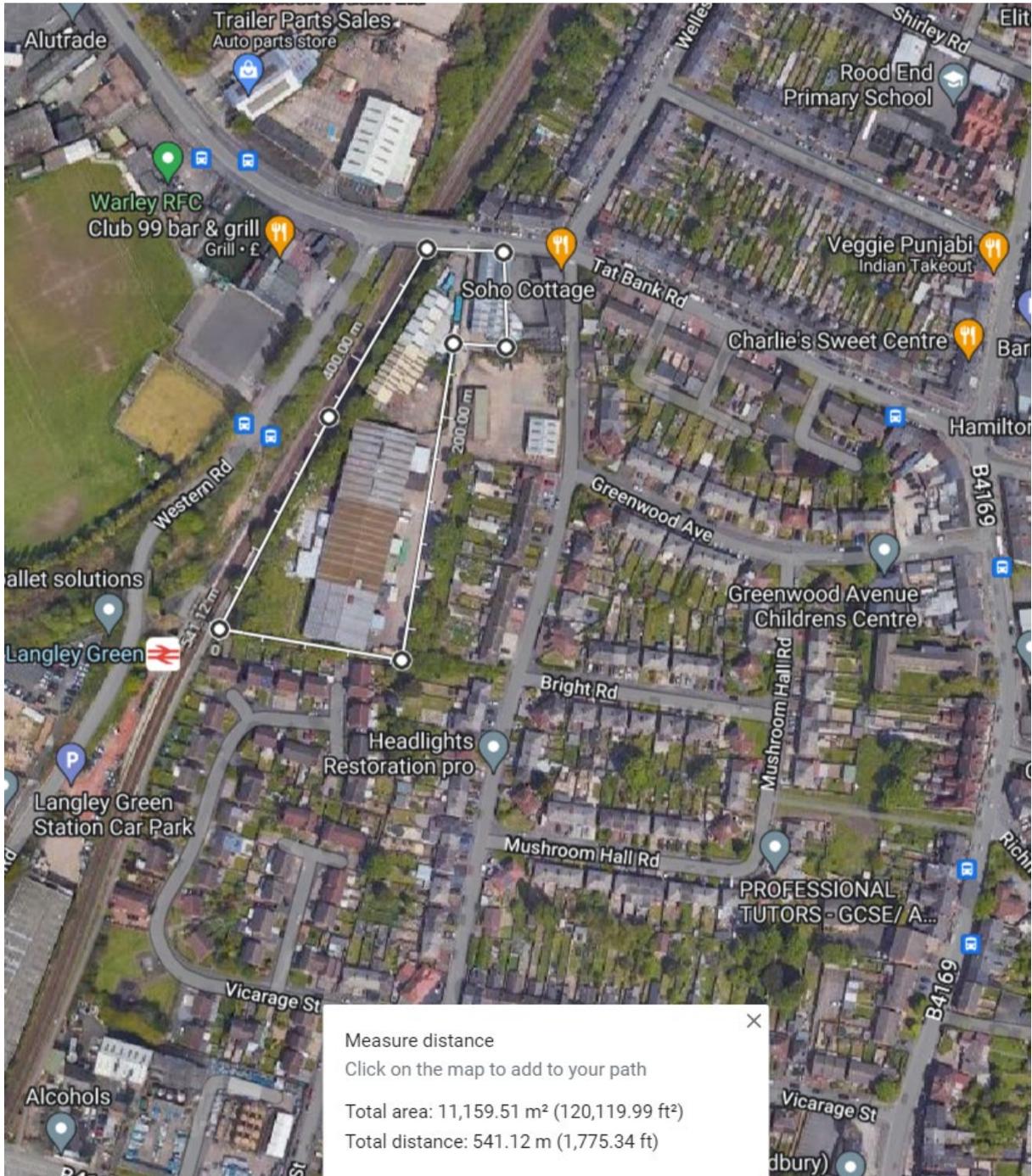
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Access issues may restrict capacity. The new development to the south off Vicarage Street is moderate density.					
<b>Connections to local cycle route networks</b>	The site is located on Tat Bank Road which is included in the WMLCWIP and the SCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields/sports pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	Access issues may restrict capacity. The new development to the south off Vicarage Street is moderate density					
<b>Opportunities</b>						
There is the opportunity to consolidate residential development in this area and remove employment uses which could potentially be nuisance uses from a predominantly residential area.						
<b>Sustainability Appraisal</b>						
<p>The redevelopment of this site will have significant positive impacts on the transport infrastructure and education.</p> <p>However, it may have minor adverse impacts on climate change adaptation, natural resources, pollution and health.</p> <p>Redevelopment is likely to have negligible impacts on cultural heritage and equality and the impacts on the landscape, biodiversity, climate change mitigation, waste, housing and the economy are currently uncertain.</p>						
<b>Conclusion</b>						

Residential redevelopment would be appropriate in this area and would continue new development from the south in this highly sustainable location near Rood End Local Centre and Langley Green Railway Station. This use is constrained by the existing employment uses, which would need to be relocated. Existing owners have stated that they have no intention to vacate except for an “interesting proposal”. In addition, there are environmental factors to overcome such as the HSE allocation and potential access/noise issues.

The site is currently used for employment uses which are long term occupiers. This could be continued though this is not ideal as it perpetuates the potential nuisance use.

The site is too large for a gypsy/traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 1.15 ha	Employment 1.15 ha	Gypsy/Traveller 1.15 ha
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<b>Site Known as</b>	<b>61: Overend Street, Eastern Gateway Development Site North 2820</b>		
<b>Site Address</b>	High Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.72 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield storage	<b>Site Assessment Reference</b>	SAH 228 No 61 SH52
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is used for a variety of employment uses including JK Building Suppliers, Dadyal Catering and a Tube and Light Factory.		
<b>Surrounding land uses</b>	The site is in a predominantly residential area with recent modern moderate/high density development being completed to the south of Overend Street. The site is within walking distance of West Bromwich High Street to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	N/A	0	
<b>Ancient Woodland / Veteran Trees</b>	N/A	0	
<b>Local Nature Reserve</b>	N/A	0	
<b>Site of Importance for Nature Conservation</b>	N/A	0	
<b>Flood Risk Zone 3</b>	N/A	0	
<b>Registered Park &amp; Garden</b>	N/A	0	
<b>Scheduled Ancient Monument</b>	N/A	0	
<b>HSE Consultation Zone 1</b>	N/A	0	
<b>Operational Burial Ground</b>	N/A	0	
<b>Common Land</b>	N/A	0	
<b>Green Belt</b>	N/A	0	
<b>Ancient Hedgerows</b>	N/A	0	
<b>Strategic Open Space</b>	N/A	0	

<b>Existing Policy Designations (list)</b>	The site is not allocated in the Black Country Plan. It has an allocation for housing in the West Bromwich Area Action Plan and is within the SHLAA. The site is within a gateway site (gate 2).	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield employment uses.	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no tree preservation orders on the site only conifer trees separating uses.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	None.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term use of the site for employment uses may have resulted in some ground contamination.	

<b>Ground stability</b>	None known.	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated.	
<b>Noise impact of adjoining uses</b>	No issues anticipated.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no mineral extraction issues.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for a variety of employment uses and these uses could be continued though they are harmful to the amenity of new housing opposite and ideally should be relocated.	
<b>Employment Land</b>	It is considered likely that the existing owners would seek to remain.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly, relocation and clearance could delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated, there are existing access points off Overend Street.	
<b>Impact on the wider road network</b>	None anticipated.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>		Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	None			
<b>Connections to local cycle route networks</b>	The site is approximately 100 metres from West Bromwich High Street that is identified on the WMLCWIP.			
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields/sports pitches.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	None			
<b>Opportunities</b>				
The opportunity exists to complete the allocation in the Area Action Plan and provide modern sustainable residential development on the edge of the Town Centre with excellent Public Transport links.				
<b>Sustainability Appraisal</b>				
Not appraised				
<b>Conclusion</b>				
Residential redevelopment in accordance with the Area Action Plan allocation would be the most appropriate use and would relocate non-conforming uses from a predominantly residential area. However, site assembly, relocation and clearance could cause delays to delivery. The site is currently used for employment uses which appear successful. These could be continued though this is not ideal due to their detrimental impact on the amenity of new residential development opposite. The site is appropriate in terms of site area and location near the Town Centre for a Gypsy/Traveller site though it is not considered ideal opposite a modern housing development.				

Appropriate uses given constraints and infrastructure requirements	Housing 0.72 ha	Employment 0.72 ha	Gypsy/Traveller
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<b>Site Known as</b>	<b>62: 28-64 High Street, West Bromwich 1451</b>		
<b>Site Address</b>	Trinity Way / High Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.6 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield commercial	<b>Site Assessment Reference</b>	SAH 074 No 62 SH23
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for commercial uses, a gym, bar and restaurant.		
<b>Surrounding land uses</b>	The site is within a predominantly residential area with commercial uses on the High Street to the north.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	None	0	
<b>Strategic Open Space</b>	No	0	

<b>Existing Policy Designations (list)</b>	The site was allocated in the draft Black Country Plan for housing and is within the SHLAA. The site is a borough gateway site (gate2).	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SLINCs or SINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield Commercial land.	
<b>Topography</b>	The site is relatively flat though the area slopes steadily down to the Metro line to the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A.	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	No issues.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	It is not anticipated that the uses of the site would have left a legacy of ground contamination.	

<b>Ground stability</b>	No issues known.	
<b>Air Quality impact of adjoining uses</b>	The site adjoins the busy classified High Street (A41) and air quality amelioration measures may be required.	
<b>Noise impact of adjoining uses</b>	The site adjoins the busy classified High Street (A41) and noise amelioration measures may be required.	
<b>Mineral Extraction and Mineral Resource Areas</b>	No mineral extraction issues.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for commercial purposes and development for employment uses in this predominantly residential/commercial area would not be suitable.	
<b>Employment Land</b>	The site is not suitable for employment land due to nuisance and access issues.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly may lead to delays in development. The owner has expressed interest in development but with a retail element.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated, there are existing access points off the side roads.	
<b>Impact on the wider road network</b>	The impact on the adjoining High Street may need to be assessed.	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 25 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	There is the opportunity for high density development on this prominent location with excellent public transport links. There is the opportunity to make a significant improvement to the High Street frontage, currently car parking.				
<b>Connections to local cycle route networks</b>	The site is located on the classified A41 which is identified on the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields/sports pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
There is the opportunity to make a significant improvement to the visual appearance of the area in this prominent location.					
<b>Sustainability Appraisal</b>					
<p>The redevelopment of this site will have significant positive impacts on natural resources, housing, health and education in the area.</p> <p>However, there could be minor adverse impacts on climate change adaptation, pollution, transport equality and the economy if appropriate mitigation measures are not put into place.</p> <p>It is considered there would be negligible impact on cultural heritage, climate change mitigation and waste and the impacts on the landscape and biodiversity are currently uncertain.</p>					
<b>Conclusion</b>					

Residential development in accordance with the allocation would be the appropriate use in this sustainable location on the edge of West Bromwich Town Centre with excellent public transport links. The existing landowner has expressed interest in developing the site over the next 5-10 years but for residential /retail. The retail element out of the Town Centre may not be supported so there may be delays in site delivery. Employment development would not be supported in this residential/commercial area with poor access. The site is considered too prominent for a gypsy/traveller site and the site area is marginal.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.6 ha	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>63: DUDLEY STREET / VICTORIA STREET, WEDNESBURY</b>		
<b>Site Address</b>	Land between Dudley Street and Victoria Street, Wednesbury		
<b>Ward</b>	Wednesbury South	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.17	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	Current Res v2 5643 No 63
<b>Background / Context</b>			
<b>Current uses (list)</b>	Metro Bingo, Wonderland Day nursery		
<b>Surrounding land uses</b>	Wednesbury Bus Station, Wednesbury Police Station, Employment uses		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerow</b>	None	0	
<b>Strategic Open Space</b>	No	0	

<b>Existing Policy Designations (list)</b>	Allocated for long-term residential development in the current Site Allocations DPD	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs on site – existing trees of some value within the site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	N/A	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets	
<b>Visual Amenity and Character of the Area</b>	Area of mixed, mainly employment uses, lacking any positive visual amenity, on a main route through Wednesbury town centre	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not within Flood Risk Zone	
<b>Ground Contamination</b>	Possible contamination due to historic character of local area but already remediated to allow	

	redevelopment for Bingo Hall. Possible need for site investigations if site is redeveloped	
<b>Ground stability</b>	As above	
<b>Air Quality impact of adjoining uses</b>	Possible adverse air quality due to surrounding heavily trafficked roads, employment uses and proximity of bus station	
<b>Noise impact of adjoining uses</b>	Traffic noise	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Existing employment uses – allocation for Employment would allow for possible future redevelopment	
<b>Employment Land</b>	Yes	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Established Bingo operation – no consideration of future redevelopment. Existing childcare use expressed intention to remain and invest.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing accesses from Stafford Street and Victoria Street could be used if site redeveloped. Vehicular access from Dudley Street and Holyhead Road would be resisted.	

<b>Impact on the wider road network</b>	Housing redevelopment could introduce ca 40 vehicle movements per day. Given existing use and car park for around 100 vehicles impact on the wider road network could be reduced.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
The site is within 5 minutes' walk of Wednesbury Great Western Street Metro Stop and is directly opposite Wednesbury Bus Station.						
<b>Primary School</b>	10 minutes		<b>Strategic Centre / Employment Area</b>	20 minutes		
<b>Secondary School</b>	25 minutes pedestrian access 20 minutes public transport		<b>Centre / Foodstore</b>	10 minutes		
<b>GP / Health Centre / Walk in centre</b>	10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	The site's proximity to good transport connections and to Wednesbury Town Centre could justify a residential development of higher density.					
<b>Connections to local cycle route networks</b>	No					
<b>Public Open Space (Ha and type)</b>	No					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	None					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	Location Connectivity Mixed use area					
<b>Opportunities</b>						
The opportunity for redevelopment for either Employment or Residential uses is unlikely within the plan period given the existing viable operations and the intention of the childcare centre to remain and invest.						

However, leaving the site as white land will enable either employment or residential development to take place.

Employment redevelopment could allow approximately 3000 sqm of new floorspace

The site's location could allow capacity for a higher density residential development of up to 100 units.

### Sustainability Appraisal

The redevelopment of this site will have positive impacts on the area's ability to adapt to climate change, the transport network, health and education.

However, there could be some minor adverse impacts to natural resources and pollution if appropriate mitigation measures are not put in place.

The impacts on cultural heritage and equality are negligible and the impacts on the landscape, biodiversity, climate change mitigation waste housing and the economy are currently uncertain.

### Conclusion

Either residential or employment uses could be allocated on this site. The predominance of employment operations around the site therefore leans towards an allocation to support a wider long- term strategy for this use.

However, the location of the site close to local services, and with excellent public transport facilities within 5 minutes walking distance, justifies an allocation for housing.

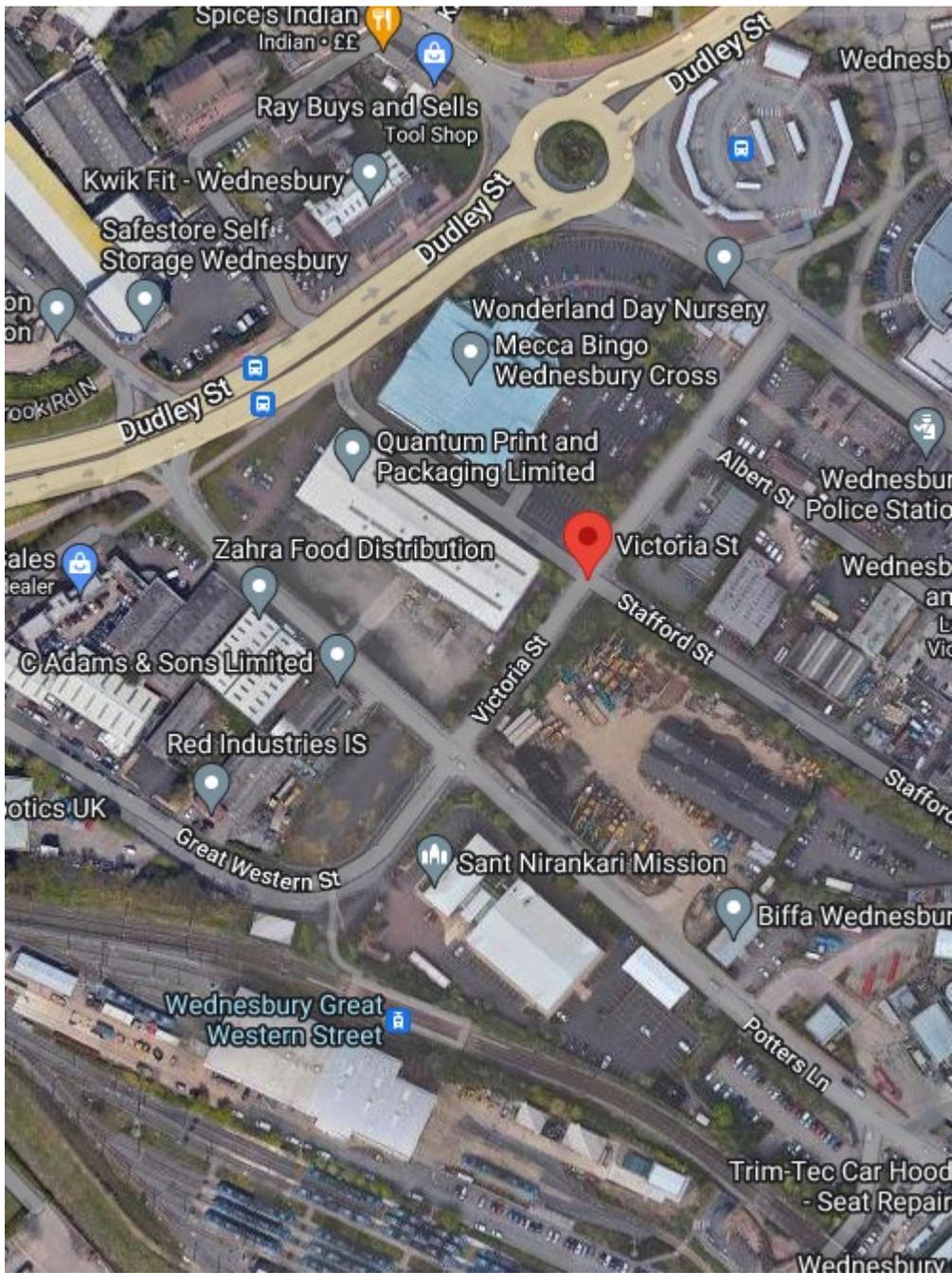
The site does not meet all of the criteria for Gypsy and Travellers use

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>64: Cokeland Place /Graingers Lane, Cradley Heath 3041</b>		
<b>Site Address</b>	Cokeland Place / Graingers Lane		
<b>Ward</b>	Cradley Heath and Old Hill	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.36 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield Industrial	<b>Site Assessment Reference</b>	SAH097
<b>Background / Context</b>			
<b>Current uses (list)</b>	Repose Furniture Works		
<b>Surrounding land uses</b>	Predominantly residential to the north with traditional industry to the south alongside the railway line.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is within the SHLAA. The site is within an Area of Potential Archaeological Importance.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not within the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	<b>There are no SINCs or SLINCs on the site.</b>	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield furniture workshop.	
<b>Topography</b>	The site is relatively flat though the area slopes down towards the railway line.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The site is within an Area of Potential Archaeological Importance.  Within 100m: MBL2736, CHAIN PROVING HOUSE, NEWLYN ST. MBL2735, EAGLE CHAIN WORKS; CORNGREAVES RD.	
<b>Visual Amenity and Character of the Area</b>	None - the area is gradually being redeveloped for moderate density residential use.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The current use of the site is not anticipated to have issues with contamination though the long-term use	

	of the site for various heavy industrial purposes may require investigation.	
<b>Ground stability</b>	None known though the site is within an area of heavy industrial activity.	
<b>Air Quality impact of adjoining uses</b>	None known, there are several industrial premises in the area though these are allocated for residential use.	
<b>Noise impact of adjoining uses</b>	None known, there are several industrial premises in the area though these are allocated for residential use. The site adjoins the railway line to the south.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently in use for furniture production. This would be lost to redevelopment though the owner has expressed interest in redevelopment for housing.	
<b>Employment Land</b>	The site is within an area of traditional industry on the south of Cradley Heath Town Centre. This area is allocated for residential development.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The owner has expressed interest in residential redevelopment. Site clearance of this and adjoining sites together with any required remediation may delay development.	
<b>Viability (taken from Viability Study where referenced)</b>	Work is still being undertaken to establish the likely viability of residential and other sites in the SLPN/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	

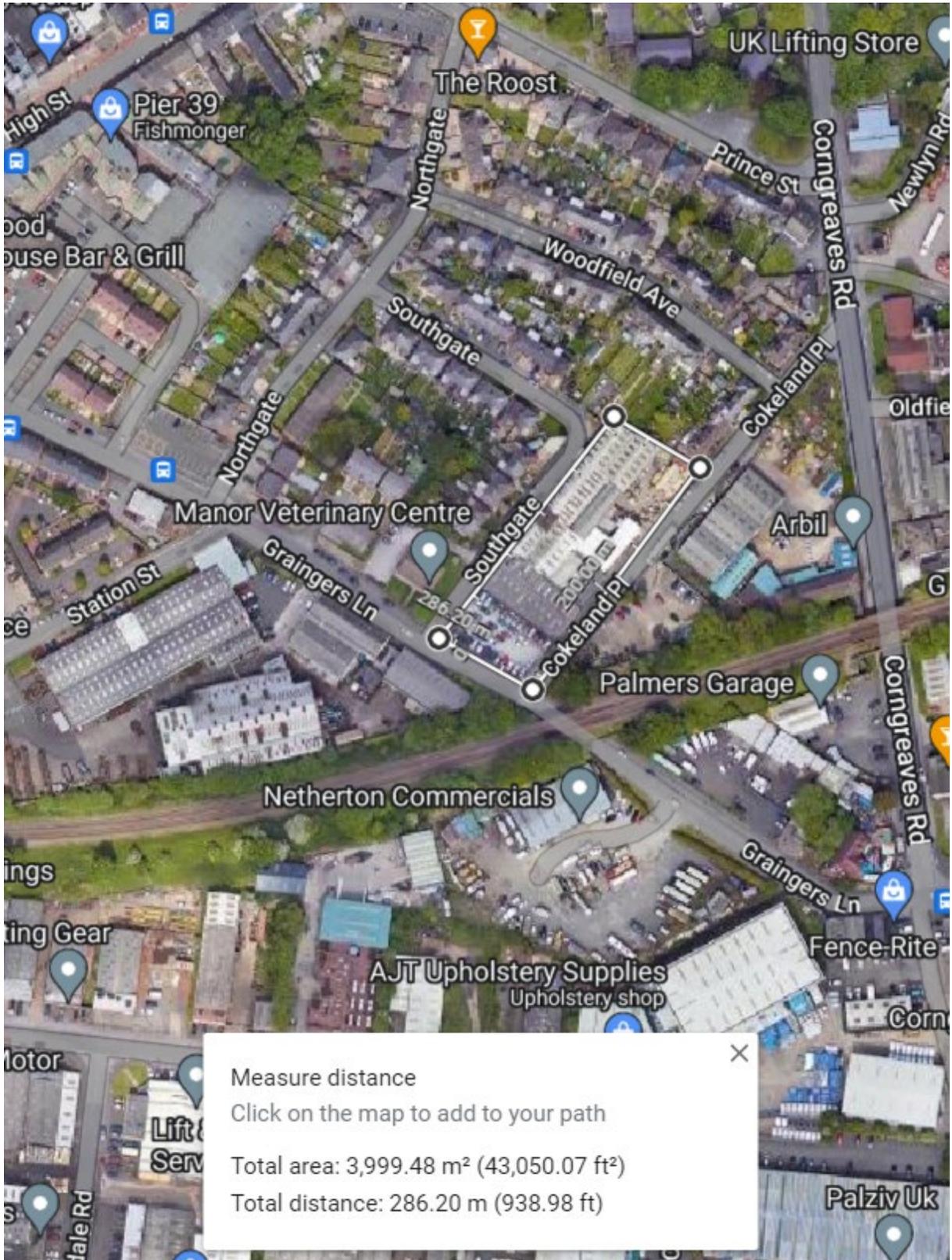
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.					
<b>Impact on the wider road network</b>	No issues anticipated					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 25 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	None					
<b>Connections to local cycle route networks</b>	The BCLCWIP on Corngreaves Road is 200 metres to the east.					
<b>Public Open Space (ha's and type)</b>	There are no areas of Public Open Space					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no sports pitches or playing fields					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	None					
<b>Opportunities</b>						
There is the potential for bringing this site forward for residential redevelopment in accordance with the larger allocation of transformation on the south side of Cradley Heath Town Centre. The owner has expressed interest in releasing the site for redevelopment though has mentioned issues with viability.						
<b>Sustainability Appraisal</b>						

Negligible impacts for Cultural Heritage, CC Mitigation, Waste and Equality. Minor negatives for Pollution & Economy. Uncertain impacts on Landscape & Biodiversity. Minor positives for CC Adaptation, Natural Resources & Housing. Major positives for Health, Transport & Education.

**Conclusion**

Residential redevelopment in accordance with the allocation would be an appropriate use. This would be sustainable on the edge of Cradley Heath Town Centre with excellent public transport links. The owner has confirmed that he requires a density of over 100dph to release the site which may not conform with the character of the surrounding area. The residential use may need to await the clearance and remediation of other adjoining industrial sites due to issues of noise and air quality and this could delay delivery. Retention of the employment use would not be suitable as the longer-term aspiration for the whole area to the south of Cradley Heath Town Centre is for the traditional industrial uses to be replaced with residential uses. The site is not large enough in isolation for a gypsy traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.36 ha	Employment	Gypsy/Traveller
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Measure distance ×

Click on the map to add to your path

Total area: 3,999.48 m<sup>2</sup> (43,050.07 ft<sup>2</sup>)

Total distance: 286.20 m (938.98 ft)

<b>Site Known as</b>	<b>65: Bradleys Lane/High Street, Tipton 2370</b>		
<b>Site Address</b>	Bradleys Lane / High Street		
<b>Ward</b>	Princes End	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	5.6	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield industrial	<b>Site Assessment Reference</b>	SAH080 SH25
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is used for a variety of industrial uses including tool parts, home furniture, logistics, trucking, scrapyards and a disused bar/restaurant.		
<b>Surrounding land uses</b>	Land uses to the north and west of the site are predominantly residential, Princes End retail centre is to the east and there are mixed industrial /residential uses to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Woodland</b>	No	0	
<b>Strategic Open Space</b>	No	0	

<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for residential use and was assessed in the SHLAA. The site is identified within a gateway site area (gate 2).	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site. The site is adjoined on two sides by areas of open space.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land	
<b>Topography</b>	The area slopes steadily down to the east and Princes End.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	There are areas of Open Space to the north and west of the site (Henn Drive OS0282 and Brierley Lane OS0249).	
<b>Heritage Assets on site or significantly affecting boundaries</b>	None	
<b>Visual Amenity and Character of the Area</b>	No issues	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Zone 3.	
<b>Ground Contamination</b>	The long-term occupation of the site for heavy industrial uses, particularly the scrapyards use, is likely to have left a legacy of ground contamination	

	that would require remediation. There are seven suspected mineshafts identified within the site.	
<b>Ground stability</b>	Not known though this was an historic coal mining area.	
<b>Air Quality impact of adjoining uses</b>	High Street and Bloomfield Road are busy classified roads (the A4037) and the proximity of the road may require air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	High Street and Bloomfield Road are busy classified roads (the A4037) and the proximity of the road may require noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no known issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for logistics/ scrap and storage. These are local employment uses. The site was not assessed in BEAR or EDNA.	
<b>Employment Land</b>	The manufacturing use on the site is occupied by Qualtronic. They are looking to relocate and release their site for redevelopment. However, the other major use on the site is a scrapyard (Richards and Jerrom). This is a nuisance use that is very difficult to relocate and they have indicated that they wish to remain. They have submitted recent Planning Applications (DC/19/63745 for a proposed new unit and storage bays and DC/22/67506 for a proposed single storey extension and relocation of an existing oil tank with new fencing and palisade gates) and they have confirmed that they intend to continue operations on the site.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly, clearance and remediation will delay delivery of any redevelopment	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that the utilities would be available though capacities are not known.	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known					
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated, existing access off Bradleys Lane and High Street.					
<b>Impact on the wider road network</b>	A significant redevelopment may require an assessment on the impact on the wider road network, particularly the crossroads on the A4037.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	None					
<b>Connections to local cycle route networks</b>	Not known though the site is in close proximity to the Princes End local centre and adjoins the A4037.					
<b>Public Open Space (ha's and type)</b>	Brierley Lane Open Space adjoins the site to the west and Henn Lane Community Open Space adjoins the site to the north.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	None					
<b>Opportunities</b>						

There is the opportunity to implement a high-quality residential redevelopment on a prominent gateway entrance to the Borough with sustainable transport links on the edge of Princes End local centre. This would enable the relocation of a nuisance scrapyards site to improve the local environment.

**Sustainability Appraisal**

The redevelopment of this site will have significant positive impacts on natural resources, transport and education.

However, there is potential for a significant adverse impact on climate change adaptation along with other minor adverse impacts on biodiversity, pollution, equality and health if appropriate mitigation measures are not put in place.

There will be a negligible impact on cultural heritage and as yet the impacts on the landscape, climate change mitigation, waste, housing and the economy are currently uncertain.

**Conclusion**

Residential development would be suitable should the constraints of site assembly and land contamination be overcome and could provide a significant capacity estimated at 230 dwellings. However, the nuisance use (scrapyard) has expressed interest in remaining and is a difficult site to relocate which could preclude redevelopment.

The employment use is an existing use which could be continued. There is a successful Industrial Estate within the site though the owners have expressed interest in relocation and redevelopment. However, retention of the employment use would continue to be detrimental to the local environment.

The site is considered too prominent and exceeds the 1.0 ha parameter for a gypsy/traveller facility.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 5.6 ha	Employment 5.6 ha	Gypsy/Traveller
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<b>Site Known as</b>	<b>66: Lower City Road, Oldbury 1463</b>		
<b>Site Address</b>	Lower City Road, Oldbury		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.83	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield industrial land	<b>Site Assessment Reference</b>	SAH076 SH26
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used by a manufacturing firm (Cottam and Preedy) on the street frontage with several individual scrap and storage uses to the rear.		
<b>Surrounding land uses</b>	The area is generally industrial in nature to the north and west alongside the canal. There are residential /community uses to the south with a neglected vacant industrial site to the east.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	None	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	

<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for housing and was assessed in the SHLAA. A wildlife corridor runs along the canal to the north of the site.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land.	
<b>Topography</b>	The site slopes steadily towards the canal.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees in overgrown areas to the rear but no Tree Preservation Orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	There is a canal to the north of the site that is a wildlife corridor and should be addressed in any redevelopment.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	None	
<b>Visual Amenity and Character of the Area</b>	The site is within an area of mixed uses.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3	

<b>Ground Contamination</b>	The long term uses of the site for heavy industrial use is known to have left a legacy of ground contamination. This is exacerbated by the current partial use as scrapyards.	
<b>Ground stability</b>	No issues known.	
<b>Air Quality impact of adjoining uses</b>	The existing industrial uses to the north and west may require air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The existing industrial uses to the north and west may require noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for manufacturing/ scrap and storage. These are local employment uses. The site was not assessed in BEAR or EDNA.	
<b>Employment Land</b>	The manufacturing use on the site is occupied by Cottam and Preedy. They submitted a Planning Application (DC/22/66878) for a proposed warehouse extension and they have confirmed that they intend to continue operations on the site. Other landowners have previously indicated they intend to bring their site forward.,	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly, clearance and remediation will delay delivery of any redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities would be available, but capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There is an old surface water sewer within the east of the site. There is an electricity sub-station within the site.	

<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.				
<b>Impact on the wider road network</b>	No issues anticipated.				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The canalside location does provide the opportunity for higher density development.				
<b>Connections to local cycle route networks</b>	The Lower City Road/New Birmingham Road junction 100 metres to the south of the site is identified on the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
There has been interest expressed by landowners on the site to bring sites forward for redevelopment.					
<b>Sustainability Appraisal</b>					

The redevelopment of this site will have significant positive impacts for transport and education.

However, there could be a significant adverse impact on climate change adaptation and potential minor adverse impacts on cultural heritage, natural resources, pollution and health if appropriate mitigation measures are not put in place.

There is likely to be a negligible impact on equality and the impacts on the landscape, biodiversity, climate change mitigation, waste, housing and the economy are currently uncertain.

### Conclusion

The site was allocated in the Draft Black Country Plan for housing development and subject to overcoming the constraints of land remediation and site assembly, there is the opportunity to exploit the canalside location. This would be an appropriate use for the site and would continue the residential transformation of the area started further south off Brades Rise. However, the site is currently used for employment purposes and the retention of this use would be suitable. In addition, there has been a mixed response from landowners, one landowner on the site has expressed an interest in continuing operations on the site and another happy for site to go for residential, this may make site assembly difficult.

The site may be a suitable site for a gypsy/traveller site as it exceeds the 1ha parameter

**Appropriate uses given constraints and infrastructure requirements**

Housing  
1.83 ha

Employment  
1.83 ha

Gypsy/Traveller



<b>Site Known as</b>	<b>67: Eastern Gateway South, West Bromwich 6441</b>		
<b>Site Address</b>	High Street / George Street		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	115
<b>Site Area (ha)</b>	1.6 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield mixed uses	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for mixed uses on the edge of West Bromwich Town Centre, industrial/ storage uses mainly to the south with retail uses on the northern boundary on the High Street. There is a gurdwara and a banqueting centre within the site.		
<b>Surrounding land uses</b>	The site has the Metro line on its southern boundary. Uses to the east are generally residential with retail uses in the Town Centre to the west.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerows</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the West Bromwich Area Action Plan for mixed uses, residential/ retail/ office. The site is within		

	the West Bromwich Town Centre allocation and is a gateway site (gate 2). The site was considered in the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield mixed uses.	
<b>Topography</b>	The site slopes steadily towards the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no tree preservation orders and few mature trees.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	<p>There is an existing Gurdwara within the site.</p> <p>HER records within 100m buffer</p> <p>DSD679 - Helical Works, George Street, West Bromwich – Local Listing</p> <p>DSD673 - Ex-Lewisham Hotel, 43 High Street, West Bromwich – Local Listing</p> <p>MSD5527 - The Fox &amp; Dogs PH, High Street, West Bromwich - Monument</p> <p>MBL5047 - Holy Trinity Church and Graveyard, West Bromwich - Monument</p>	

<b>Visual Amenity and Character of the Area</b>	No issues.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term employment uses to the south of the site may have left a legacy of ground contamination.	
<b>Ground stability</b>	No issues anticipated.	
<b>Air Quality impact of adjoining uses</b>	The site has a boundary to the east with the A4031 (Trinity Way) that may require air quality amelioration.	
<b>Noise impact of adjoining uses</b>	The site has a boundary to the east with the A4031 (Trinity Way) that may require noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently occupied by low-quality local employment uses and these would be lost to any redevelopment.	
<b>Employment Land</b>	The site was not assessed by BEAR or EDNA.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assemble and clearance may delay development.	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities would be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes,</b>	None known.	

<b>gas pipes, pylons, culverts, rights of way)</b>			
<b>Highways access and transportation (state name / quality of access points)</b>		No issues anticipated.	
<b>Impact on the wider road network</b>		Impact of any development on the local road network may need to be assessed.	
<b>Other Economic (specify)</b>		None.	
<b>Social</b>			
<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>	Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>	Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	There is the opportunity for high density development on the edge of the Town Centre with good public transport links.		
<b>Connections to local cycle route networks</b>	The site is approximately 100 metres from High Street, West Bromwich, which is identified on the WMLCWIP.		
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>			
<b>Opportunities</b>			
There is the opportunity for a high-profile redevelopment in a prominent gateway location to make a significant impact on the Town.			
<b>Sustainability Appraisal</b>			

The site has Major Positive impacts for Objectives 9, 10, 12 and 14. The site has Minor Positive impacts for Objective 6. The site has uncertain impacts for Objectives 2, 3 and 13. The site has Negligible impacts for Objective 1. The site has Minor Negative impacts for Objectives 4, 5, 8 and 11. The site has Major Negative impacts for Objectives 7,

**Conclusion**

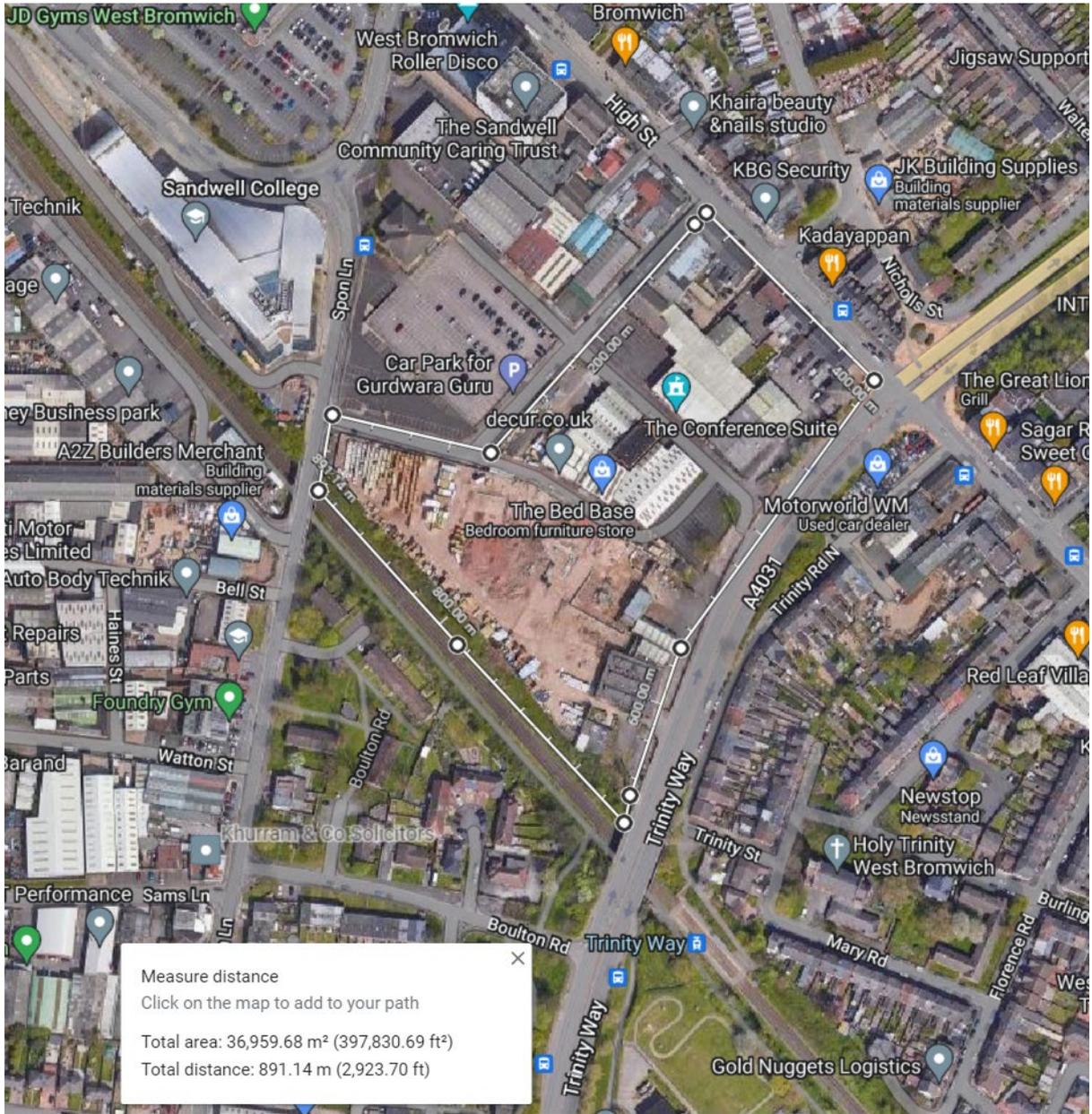
The site is allocated in the AAP for mixed uses. Although the site is currently used for local employment land and retail use, they are considered of low value and the site is suitable for residential development. The site has the opportunity to significantly improve the local environment and provide a quality high density development exploiting the location of the Town Centre and excellent public transport links. Any Amber issues can be addressed during the application process. This is a high-profile redevelopment site with the potential for transformational change, retention of the existing low value employment uses is not considered appropriate. The site is not considered suitable for a gypsy / traveller site on this high-profile development project.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
1.6 ha

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>68: Site Surrounding former Post Office and Telephone Exchange, Horseley Heath 2946</b>		
<b>Site Address</b>	Horseley Heath		
<b>Ward</b>	Great Bridge	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.16 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is occupied by a variety of uses including a copier's, residential, a health centre, a disused telephone exchange, motor repairs and informal open space.		
<b>Surrounding land uses</b>	The land is in a predominantly residential area with significant new housing development on the north side of Horseley Heath between the road and the proposed Metro line.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient Hedgerow</b>	N/A		
<b>Strategic Open Space</b>	N/A		

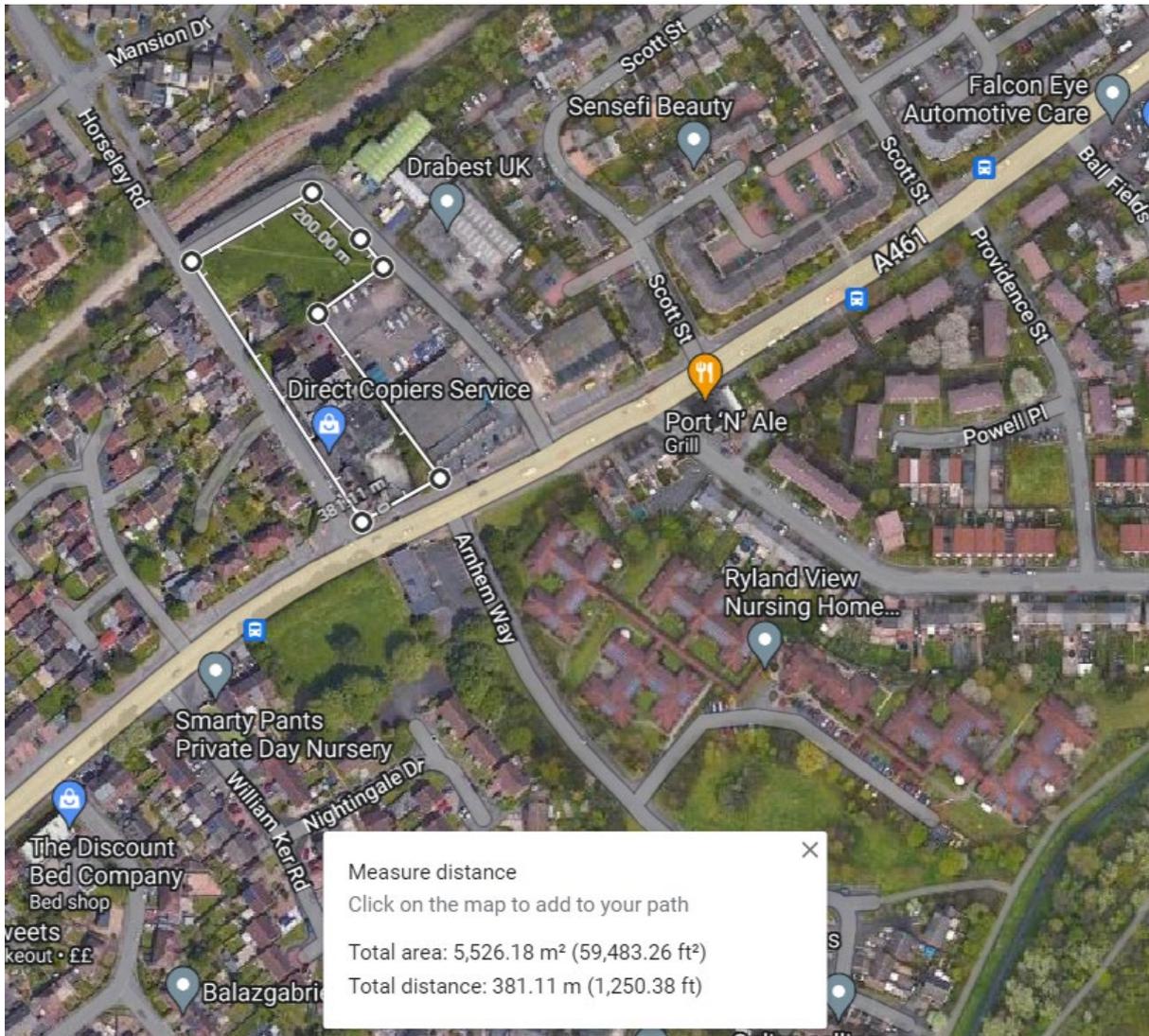
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is identified in the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield mixed uses.	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are some mature trees on the site but no Preservation Orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The former Post Office on Horseley Heath with its terracotta frontage is Locally Listed and should be retained on redevelopment.  No other heritage records showing up on the HER	
<b>Visual Amenity and Character of the Area</b>	The northern frontage of Horseley Heath has been redeveloped with houses of moderate/high density on the edge of Great Bridge with excellent transport links.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3	

<b>Ground Contamination</b>	The long-term use of the site for a variety of uses may have left a legacy of ground contamination.	
<b>Ground stability</b>	No known issues.	
<b>Air Quality impact of adjoining uses</b>	The site adjoins the busy classified road the A461 which may require air quality amelioration.	
<b>Noise impact of adjoining uses</b>	The site adjoins the busy classified road the A461 which may require noise amelioration.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is occupied by a variety of industrial/community uses and these uses would be lost to any redevelopment.	
<b>Employment Land</b>	The existing uses are low quality and do not appear fully used.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly/clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities would be available though there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.	
<b>Impact on the wider road network</b>	The impact on the adjoining classified road may need to be assessed.	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph) X
<b>Any character constraints on density</b>	The site adjoins the A461 which has potential for higher density development.				
<b>Connections to local cycle route networks</b>	The site adjoins the A461 Horseley Heath which is identified in the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>					
<b>Opportunities</b>					
The site has now been merged with the adjoining site 2947. There is the opportunity to provide new comprehensive redevelopment in a highly sustainable location. The site is more likely to come forward comprehensively now that the informal open space within the site to the north has been released for development as it is no longer required for a Metro car park.					
<b>Sustainability Appraisal</b>					
The site has Major Positive impacts for Objectives 9, 12 and 14. The site has Minor Positive impacts for Objective 6. The site has uncertain impacts for Objectives 2, 3, 4, 8, 10 and 13. The site has Negligible impacts for Objective 1 and 11. The site has Minor Negative impacts for Objectives 5, and 7.					
<b>Conclusion</b>					
The site is allocated for residential use and this would be the appropriate use to complement new development to the north of Horseley Heath. This would enable the retention of the Post Office as a local landmark. The site is currently used for a variety of community /employment uses and these uses could be					

continued though this would be less suitable as these uses do appear to be in decline. The site is considered too prominent for consideration for a gypsy traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 1.16 ha	Employment/ Community 1.16ha	Gypsy/Traveller
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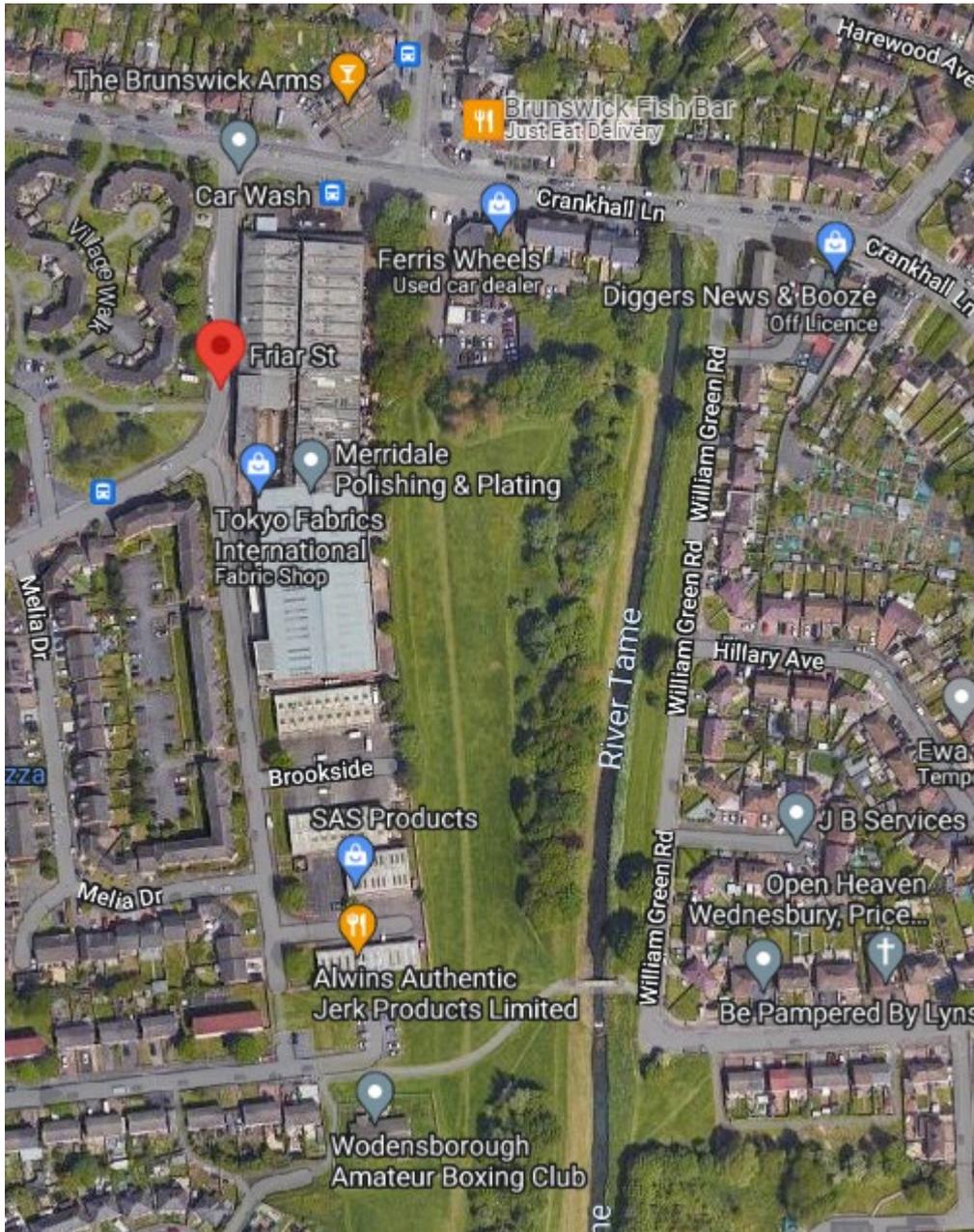
<b>Site Known as</b>	<b>69: FRIAR STREET WEDNESBURY</b>		
<b>Site Address</b>	Friar Street, Wednesbury		
<b>Ward</b>	Friar Park	<b>Call for Site Ref</b>	154
<b>Site Area (ha)</b>	1	<b>Capacity proposed in Call for Sites submission</b>	42
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	Current Residential v2 2986 SH28
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment uses – Tokyo Fabrics Metal polishers and plating		
<b>Surrounding land uses</b>	Brookside Industrial Park to the south off Friar Street, modern two- and three-storey housing opposite the site on west side of Friar Street		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	Not on site	0	
<b>Local Nature Reserve</b>	The site adjoins a planted pedestrian walkway adjacent to the River Tame	0	
<b>Site of Importance for Nature Conservation</b>	Site adjacent to Woden Road South, Tame Valley SLINC	0	
<b>Flood Risk Zone 3</b>	Site is not in FRZ 3	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	

<b>Ancient Hedgerows</b>	No	0
<b>Strategic Open Space</b>	No	0
<b>Existing Policy Designations (list)</b>	Site was allocated for housing in the Draft BCP and is within the SHLAA Core Habitat Zone 6 Community Open Space policy OS2	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Land developed for industrial purposes	
<b>Topography</b>	Site levels appear to be uniform	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No trees on the site but some mature trees on eastern site boundary.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Biodiversity of adjoining open space should be safeguarded if redevelopment is considered. Mature trees along the access to the open space from Crankhall Lane to the north should be protected. Tree survey would be required	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets on or adjoining the site	

<b>Visual Amenity and Character of the Area</b>	The existing employment uses are out of keeping with the modern housing redevelopment opposite. Redevelopment for housing would improve residential amenity by removing the need for comings and goings and manoeuvring of larger industrial vehicles.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not in FRZ 3 but flood risk from River Tame should be acknowledged.	
<b>Ground Contamination</b>	Not known but older industrial uses may have contributed to adverse ground conditions – site investigation required	
<b>Ground stability</b>	Not known but a site investigation would reveal any necessary remediation measures.	
<b>Air Quality impact of adjoining uses</b>	Air quality may be adversely affected by existing and adjacent uses. Allocation for housing would most likely improve air quality and amenity for existing residents.	
<b>Noise impact of adjoining uses</b>	Although new housing of ca 40 houses could introduce around 40 vehicle movements per day, this would need to be assessed against existing movements of larger industrial vehicles.	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Existing fabric manufacturer and supplier is a well-established employer. However, redevelopment for Employment purposes would not be appropriate given the potential for additional noise, poor air quality and general disruption.	
<b>Employment Land</b>	Residential allocation would involve a loss of employment land, but landowner is willing to relocate if financial help is available and a suitable site could be found.	

<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery of new housing within the plan period would depend on identifying a suitable relocation site for the existing business, and also the likely need for site investigations.				
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP				
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known but would need to be established.				
<b>Highways access and transportation (state name / quality of access points)</b>	Existing site accesses from Friar Street could be utilised for new residential development in view of adequate road width and long-distance visibility				
<b>Impact on the wider road network</b>	Although ca 40 vehicle movements per day could be anticipated by new residential development, this could offset the existing situation which is known to be detrimental to residential amenity.				
<b>Other Economic (specify)</b>	N/A				
<b>Social</b>					
<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>		20 minutes	
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>		10 minutes	
<b>GP / Health Centre / Walk in centre</b>	10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Local modern housing is two- and three-storeys so a moderate density of up to 45dph of a similar scale would be appropriate on this site. Potential to overlook open space.				

<b>Connections to local cycle route networks</b>	No		
<b>Public Open Space (ha's and type)</b>	Redevelopment of site would not result in any loss of public open space		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields / sports pitches		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	Local scale and vernacular, proximity of community open space allowing good outlook to the east.		
<b>Opportunities</b>			
<p>Should a suitable relocation site be identified along with financial support, there is a good opportunity to remove a non - conforming use in this mainly residential area and thereby improve local amenity. The site is well connected to local schools and services. The loss of operational employment land would be offset by the potential to introduce ca 45 new homes.</p> <p>The size of the site excludes it as a site for a Gypsy and Travellers.</p> <p>Employment allocation is not preferred.</p>			
<b>Sustainability Appraisal</b>			
<p>The redevelopment of this site will have significant positive impacts on the area's natural resources, transport infrastructure and health.</p> <p>However, there is potential for a significant adverse impact on climate change adaptation and other minor adverse impacts on biodiversity, pollution and education if appropriate mitigation measures are not put in place.</p> <p>There is likely to be a negligible impact on the cultural heritage and equality and the impacts on the landscape, climate change mitigation, waste, housing and the economy are currently uncertain.</p>			
<b>Conclusion</b>			
<p>Allocation for residential purposes could introduce 45 new homes.</p> <p>Employment allocation is not preferred.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy/Traveller



<b>Site Known as</b>	<b>70: Used car sales site on corner of Lower Church Lane and Horseley Heath 2972</b>		
<b>Site Address</b>	Horseley Heath		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.56 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH29 No 70
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is used for a variety of motor uses including servicing, sales and tyres.		
<b>Surrounding land uses</b>	The site is in a predominantly residential area.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (Ha)</b>	
<b>SSSI / SAC</b>	No	0	
<b>Ancient Woodland / Veteran Trees</b>	None	0	
<b>Local Nature Reserve</b>	No	0	
<b>Site of Importance for Nature Conservation</b>	No	0	
<b>Flood Risk Zone 3</b>	No	0	
<b>Registered Park &amp; Garden</b>	No	0	
<b>Scheduled Ancient Monument</b>	No	0	
<b>HSE Consultation Zone 1</b>	No	0	
<b>Operational Burial Ground</b>	No	0	
<b>Common Land</b>	No	0	
<b>Green Belt</b>	No	0	
<b>Ancient Hedgerows</b>	No	0	
<b>Strategic Open Space</b>	No	0	
<b>Existing Policy Designations (list)</b>	The site was allocated in the Draft Black Country Plan for residential use and is assessed in the SHLAA. The site is		

	adjoined by the Dudley Port retail centre to the north and south. There is a wildlife corridor alongside the canal at Dudley Port.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial site.	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets on the site.	
<b>Visual Amenity and Character of the Area</b>	None	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term use of the site for employment and motor uses may have left a legacy of ground contamination.	

<b>Ground stability</b>	No issues known.	
<b>Air Quality impact of adjoining uses</b>	None anticipated in this predominantly residential /retail area. Horseley Heath /Dudley Port is a busy classified road (the A461) and there may be issues with air quality that may require amelioration.	
<b>Noise impact of adjoining uses</b>	None anticipated in this predominantly residential /retail area. Horseley Heath /Dudley Port is a busy classified road the A461 and there may be issues with noise that may require amelioration	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently used for local employment motor uses and this local employment use would be lost to redevelopment.	
<b>Employment Land</b>	Planning Permission was obtained (DC/20/64500) for a garage for general industrial class B2 ancillary to the existing car sales use. The occupier is therefore looking to retain this use.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Relocation and site clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities would be available though there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.	

<b>Impact on the wider road network</b>	No issues anticipated					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>		Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>		Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The location on the classified road does provide the opportunity for higher density development.					
<b>Connections to local cycle route networks</b>	The site is located on Horseley Heath which is identified in the WMLCWIP and the SCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<b>Sustainability Appraisal</b>						
<p>The redevelopment of this site will have significant positive impacts on the area's natural resources, transport infrastructure, health and education.</p> <p>However, there could be a significant adverse impact on the area's ability to adapt to climate change and other minor adverse impacts on pollution and equality if appropriate mitigation measures are not put in place.</p> <p>The impact on cultural heritage is considered to be negligible and the impact on the landscape, biodiversity, climate change mitigation, waste, housing and the economy is currently uncertain.</p>						

### Conclusion

The site was allocated in the Draft Black Country Plan for housing development and this would be the appropriate use in the surrounding area in accordance with the current allocation. However, the site is currently used for motor uses and this use could be continued. The occupier has recently obtained Planning Permission to extend the use so this intention to remain may preclude residential development in the medium term. The site is considered too prominent for a gypsy traveller site and the site area is marginal.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
0.56

Employment  
0.56

Gypsy/Traveller



<b>Site Known as</b>	<b>71: GRAFTON LODGE, GRAFTON ROAD, OLDBURY</b>		
<b>Site Address</b>	Grafton Road, Oldbury		
<b>Ward</b>	Langley	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.53ha net	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	CurrentResiv2 7157 Site number 71
<b>Background / Context</b>			
<b>Current uses (list)</b>	Residential Care Home		
<b>Surrounding land uses</b>	Residential, playing fields		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	n/a		
<b>Green Belt</b>	n/a		
<b>Strategic Open Space</b>	n/a		
<b>Existing Policy Designations (list)</b>	Site not allocated		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	n/a	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Uniform levels on site	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No known TPOs but several mature trees of value surrounding the site and along the western site boundary.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Biodiversity of adjoining open space and in particular the woodland area to the west should be acknowledged	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	The existing building is of good quality and presents an appropriate frontage to Grafton Road – an inter war residential street. It adjoins the main access to Cakemore Playing Fields.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Not known	
<b>Ground stability</b>	Not known	

<b>Air Quality impact of adjoining uses</b>	No adverse air quality issues likely	
<b>Noise impact of adjoining uses</b>	No adverse issues likely	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	This site is not considered appropriate for general employment	
<b>Employment Land</b>	Residential Care home	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site appears to be fully operational	
<b>Viability (taken from Viability Study where referenced)</b>	Redevelopment not viable unless current use becomes vacant  The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities from Grafton Road	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	No known constraints	
<b>Highways access and transportation (state name / quality of access points)</b>	Access from Grafton Road would be acceptable given existing site accesses and long-distance visibility	
<b>Impact on the wider road network</b>	Up to 20 new houses could be accommodated on the 0.4 ha site – creating potentially 20 vehicle movements per day. This would need to be assessed against existing movements in terms of comings and goings to the care home.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	10 minutes ped access 15-minute public transport	<b>Strategic Centre / Employment Area</b>	20 minutes	
<b>Secondary School</b>	20 minutes ped access 25 public transport	<b>Centre / Foodstore</b>	10 minutes	
<b>GP / Health Centre / Walk in centre</b>	15 pedestrian access			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Housing in the vicinity of the site is predominantly post war medium density. Redevelopment of the site for housing should acknowledge this -particularly along the Grafton Road frontage. However, some higher density 3 storey blocks could be considered to maximise the attractive views across the adjoining open space.			
<b>Connections to local cycle route networks</b>	New connections should be considered given the relatively poor pedestrian connections to local services			
<b>Public Open Space (ha's and type)</b>	N/A			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	The adjoining site, Cakemore Playing Fields, is still in use for sports provision and may be leased to a local club for their use. Any loss of pitches would need to be replaced which could preclude any redevelopment. In addition, the site is known to be affected by challenging ground conditions as a former landfill site.  Site allocation here supports the retention of the operational, valuable playing fields			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	Local housing  Open space			
<b>Opportunities</b>				
There could be an opportunity to create a new enclave of high-quality housing in this attractive location should the care home become unviable and available for redevelopment. General Employment use is not considered to be appropriate. The size of the site is not sufficient to accommodate Gypsy and Traveller Use.				

**Sustainability Appraisal**

N/A – not assessed, not reasonable alternative

**Conclusion**

A Residential allocation is preferred.

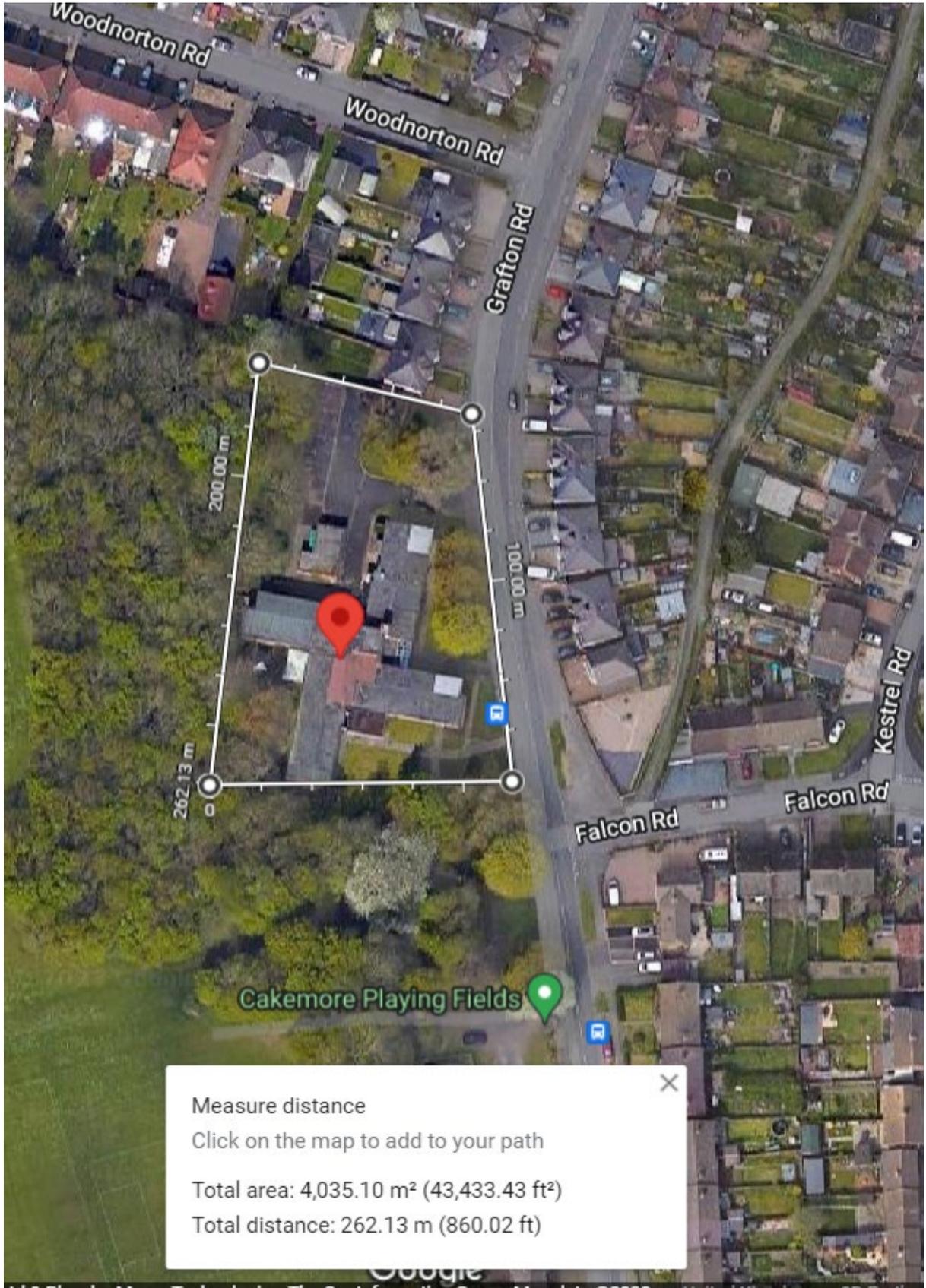
Not selected for housing - Council house programme

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



Measure distance ✕  
Click on the map to add to your path  
Total area: 4,035.10 m<sup>2</sup> (43,433.43 ft<sup>2</sup>)  
Total distance: 262.13 m (860.02 ft)

<b>Site Known as</b>	<b>73: HORNER WAY, ROWLEY REGIS</b>		
<b>Site Address</b>	Land south of Horner Way, off Long Lane, Rowley Regis		
<b>Ward</b>	Blackheath	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.27	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Vacant overgrown land	<b>Site Assessment Reference</b>	73
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vacant land		
<b>Surrounding land uses</b>	Sainsburys store and petrol filling station to the north of the site off Horner Way, residential to the west and east.		
<b>Constraints</b>			
<b><i>Gateway Constraints (where affecting part of submitted site)</i></b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	Mixed use	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs but site is heavily overgrown with self -set trees and shrubs	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Ecology report advises	
<b>Heritage Assets on site or significantly affecting boundaries</b>	None	
<b>Visual Amenity and Character of the Area</b>	The site provides a green edge to the south of Horner Way, which is dominated by the supermarket and petrol filling station	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not in flood risk zone	
<b>Ground Contamination</b>	Not anticipated	

<b>Ground stability</b>	Blackheath Tunnel, which runs under the northern part of the site, would affect ground stability and preclude residential or employment development	
<b>Air Quality impact of adjoining uses</b>	Possible adverse impact as the site fronts a busy through road	
<b>Noise impact of adjoining uses</b>	Noise impact from busy highway	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Not appropriate given proximity of residential uses	
<b>Employment Land</b>	Land is vacant but planning permission for a Costa Coffee drive through operation is expected to be granted late in July 2023.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	No known delivery or phasing issues	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Utilities are available	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Blackheath Tunnel runs under the northern part of the site	
<b>Highways access and transportation (state name / quality of access points)</b>	Access could be gained from Horner Way	
<b>Impact on the wider road network</b>	No adverse impact	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>			<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>			<b>Centre / Foodstore</b>		
<b>GP / Health Centre / Walk in centre</b>					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Residential development not appropriate				
<b>Connections to local cycle route networks</b>	N/A				
<b>Public Open Space (ha's and type)</b>	None				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	None				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	N/A				
<b>Opportunities</b>					
Limited opportunities for Employment. Residential opportunity but site constrained by Tunnel					
<b>Sustainability Appraisal</b>					
N/A – not assessed, not reasonable alternative.					
<b>Conclusion</b>					
<p>Proposed use as a drive-through Costa Coffee, which seems appropriate and deliverable. Residential appropriate but heavily constrained and may not meet the minimum number of units for selection.</p> <p>General employment use not appropriate.</p> <p>Site too small for Gypsy and Traveller use.</p>					

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy and Traveller
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<b>Site Known as</b>	<b>74: GREAT BRIDGE, RICHMOND STREET SOUTH</b>		
<b>Site Address</b>	Land at the junction of Great Bridge and Richmond Street South		
<b>Ward</b>	Great Bridge	<b>Call for Site Ref</b>	N/A
<b>Site Area (ha)</b>	0.23 ha	<b>Capacity proposed in Call for Sites submission</b>	N/A
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	Other sites
<b>Background / Context</b>			
<b>Current uses (list)</b>	Car sales		
<b>Surrounding land uses</b>	Mainly employment uses		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	Tennants outer and middle zone – need to consult HSE		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	N/A		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs or any trees on the site Planted area adjacent to western site boundary	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	N/A	
<b>Heritage Assets on site or significantly affecting boundaries</b>	N/A	
<b>Visual Amenity and Character of the Area</b>	Area of mixed employment uses around Great Bridge Street a heavily trafficked highway with frequent traffic congestion.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Site is not in the flood risk zone	
<b>Ground Contamination</b>	Possible contamination given historic land uses and character of the area – site investigation would be advised	
<b>Ground stability</b>	Not known	

<b>Air Quality impact of adjoining uses</b>	Possible adverse air quality due to surrounding employment uses and heavily trafficked Great Bridge Street	
<b>Noise impact of adjoining uses</b>	As above	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Potential for ca 700sqm of new employment floorspace	
<b>Employment Land</b>	Yes	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site is mainly used as open car sales – subject to the results of a site investigation, delivery for a small-scale employment use should be achievable within the plan period.	
<b>Viability (taken from Viability Study where referenced)</b>	A new small- scale employment use should be viable given the existing use – subject to no adverse ground condition requiring remediation, and the landowners willingness to relocate/redevelop.  The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	Existing site accesses from Great Bridge Street and Richmond Street South	
<b>Impact on the wider road network</b>	The impact of new employment use will need to be assessed against movements arising from the existing car sales operation.	

<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	15 minutes ped access 10 minutes public transport	<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	10 minutes
<b>GP / Health Centre / Walk in centre</b>	10 minutes		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	N/A		
<b>Connections to local cycle route networks</b>	N/A		
<b>Public Open Space (ha's and type)</b>	N/A		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	N/A		
<b>Opportunities</b>			
<p>There is an opportunity for a small- scale employment development should the existing car sales use become available.</p> <p>Residential use in this predominantly industrial area is not considered to be appropriate</p> <p>The site does not meet the requirements of a Gypsy and Traveller use by way of its size i.e. less than 0.5 ha</p>			
<b>Sustainability Appraisal</b>			
<p>Four negligible scores – cultural heritage, housing, equality and education</p> <p>Five uncertain scores – landscape, biodiversity, climate change mitigation, waste and economy</p>			

Two minor negative scores – climate change adaptation, pollution

One minor positive score – natural resources

Two major positive scores – transport, health

**Conclusion**

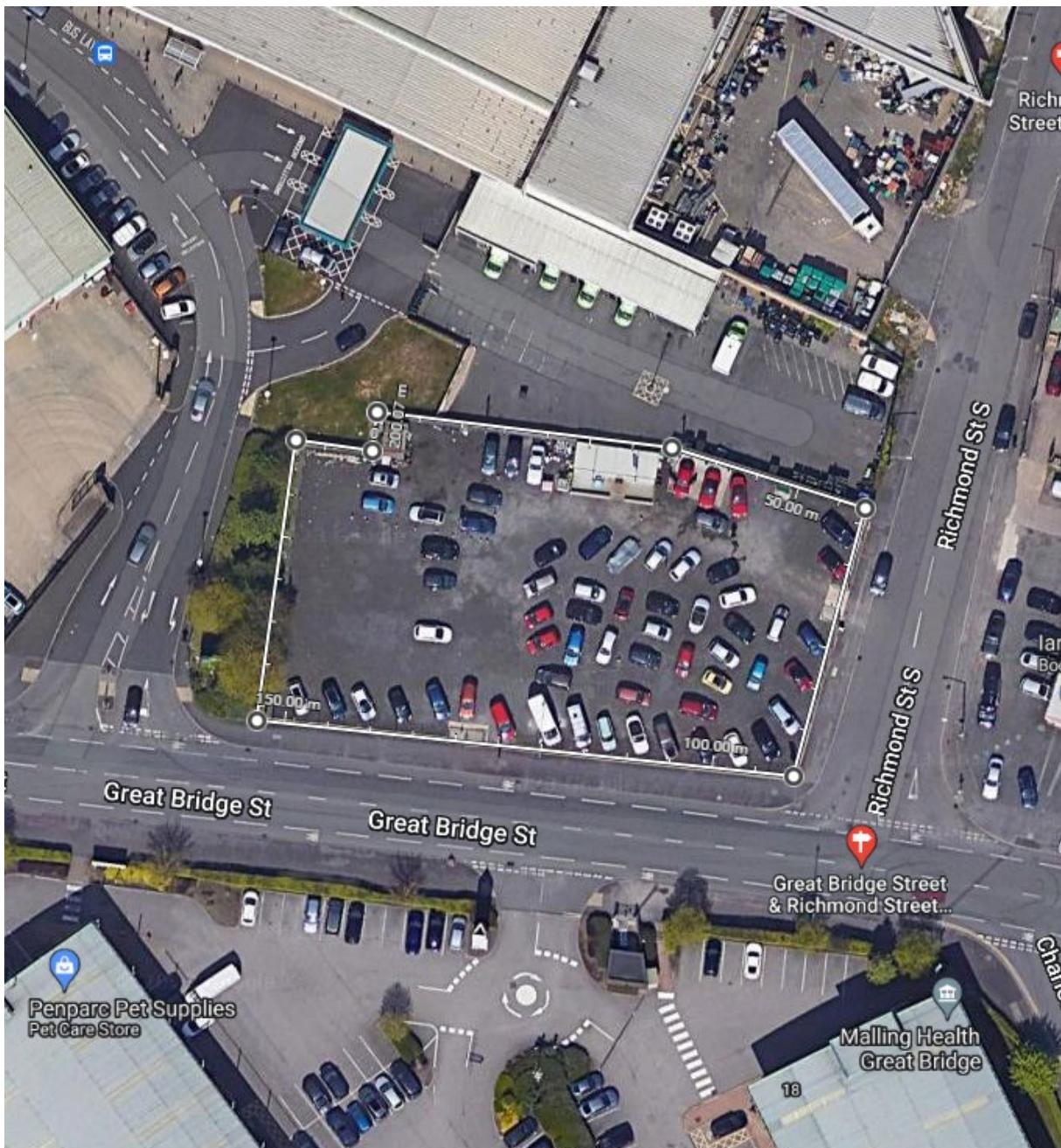
Employment is the preferred site allocation

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>75: Land to the east of Black Lake, West Bromwich 2919</b>		
<b>Site Address</b>	Black Lake, West Bromwich		
<b>Ward</b>	Hateley Heath	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	2.45 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH30
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is occupied by a variety of industrial uses including Darlaston Builders Merchants, a car wash, car parts, plastics, Kwik Fit and Perry Transport.		
<b>Surrounding land uses</b>	The area to the north of the canal on Black Lake is predominantly residential in nature.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is identified in the SHLAA. There is a wildlife corridor to the south of the site alongside the canal.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Brownfield	
Topography	The site is reasonably flat though the area rises towards the north.	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	There are no trees on the site.	
Biodiversity or Geodiversity on site or significantly affecting boundaries	There is a canal to the south of the site which is a wildlife corridor (SINC SA34). The development should address this frontage though the canal itself is some distance from the site boundary.	
Heritage Assets on site or significantly affecting boundaries	There are no heritage assets.	
Visual Amenity and Character of the Area	N/A	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	The site is not within Flood Risk Area 3.	

<b>Ground Contamination</b>	The long-term use of the site for industrial purposes may have left a legacy of ground contamination.	
<b>Ground stability</b>	No issues known.	
<b>Air Quality impact of adjoining uses</b>	The site is surrounded by residential uses.	
<b>Noise impact of adjoining uses</b>	The site is surrounded by residential uses.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	There are a number of local industrial uses on the site that would be lost to residential redevelopment. The site was not assessed by BEAR or EDNA.	
<b>Employment Land</b>	Loss of well used employment land though low value employment land.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site assembly and clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities would be available to the site though there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated though Black Lake is a busy classified road the A4196 which is the main access to West Bromwich Town Centre from Wednesbury.	
<b>Impact on the wider road network</b>	The impact on the classified road will need to be assessed.	

<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>		Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>		Within 15 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The surrounding area is predominantly moderate/low density in character. There is the opportunity for higher densities alongside the canal.					
<b>Connections to local cycle route networks</b>	The site is located on Black Lake which is identified on both the WMLCWIP and the SCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no allocated Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>						
<b>Opportunities</b>						
<b>Sustainability Appraisal</b>						
<p>Two negligible scores – cultural heritage, equality</p> <p>Five uncertain scores – landscape, climate change mitigation, waste, housing and economy</p> <p>Three minor negative scores – biodiversity, climate change adaptation and pollution</p> <p>One minor positive score – natural resources</p> <p>Three major positive scores – transport, health and education</p>						

## Conclusion

Residential redevelopment of this site would be appropriate despite the loss of local employment as residential redevelopment is ongoing alongside Black Lake. Some site owners have advised of their future intentions with housing part of them. The site is currently used for local employment purposes and could be retained for this purpose though not ideal as the area is transforming for residential use.

The site is considered too big and prominent for a gypsy/traveller site.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
2.45 ha

Employment  
2.45 ha

Gypsy Traveller



<b>Site Known as</b>	<b>76: Summerton Road, Oldbury 3223</b>		
<b>Site Address</b>	Summerton Road		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.89 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH31
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for industrial purposes, as a Business Park and for machine tools.		
<b>Surrounding land uses</b>	The surrounding area to the south of the canal has been redeveloped for residential uses with an isolated industrial use to the west. The areas to the north and east are predominantly industrial in nature.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for residential use and is identified in the SHLAA. There is a		

	wildlife corridor running alongside the canal to the north. The isolated heat treatment works to the west has been allocated for employment uses.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are some mature trees but no preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site adjoins the canal to the north which is a wildlife corridor. Any redevelopment should address this frontage.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	The residential redevelopment off Brades Rise to the south is of a moderate/ high density.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	The long-term industrial nature of the site may have left a legacy of contaminated land.	

<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	The existing heat treatment works to the west may have air quality/noise implications for any redevelopment. In AQMA	
<b>Noise impact of adjoining uses</b>	The existing heat treatment works to the west may have air quality/noise implications for any redevelopment.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is currently occupied by an industrial estate and these local employment uses would be lost to any redevelopment. The site was not identified in BEAR or EDNA.	
<b>Employment Land</b>	Some owners are willing to consider relocation and medium-term redevelopment though others wish to remain.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site relocation, assembly and clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There is an electrical substation and mobile phone mast within the site to the east.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.	
<b>Impact on the wider road network</b>	No issues anticipated.	

<b>Other Economic (specify)</b>	None.					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 15 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Adjoining development to the south is of a reasonably high density. The development should overlook the canal and there is an opportunity for higher densities in this location.					
<b>Connections to local cycle route networks</b>	Wolverhampton Road (the A4123) 500 metres to the south of the site is identified in the WMLCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no Playing Fields or Sports Pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	None					
<b>Opportunities</b>						
<b>Sustainability Appraisal</b>						
<p>One negligible score – equality</p> <p>Six uncertain scores – landscape, biodiversity, climate change mitigation, waste, housing and economy</p> <p>One major negative score – climate change adaptation</p> <p>Five minor negative scores – cultural heritage, natural resources, pollution, transport and health</p> <p>One major positive score - education</p>						
<b>Conclusion</b>						

Residential redevelopment is ongoing to the south of the canal and would be appropriate in this location. A capacity of 32 dwellings has been suggested. However, there are existing employment uses on this site and some owners have expressed interest in remaining on the site. This could delay/preclude site assembly for residential redevelopment. The existing use for employment use could be continued in this location though this is not ideal as the local area is transforming to residential use. The site meets the criteria for a gypsy /traveller facility though this would be controversial opposite a relatively new housing Estate off Brades Rise.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.89 ha	Employment 0.89 ha	Gypsy/Traveller 0.89 ha
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<b>Site Known as</b>	<b>77: Bank Street West, Hateley Heath 1459</b>		
<b>Site Address</b>	Bank Street / Church Lane, West Bromwich		
<b>Ward</b>	Hateley Heath	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.85 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH32
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently occupied by a single large industrial unit with several separate uses including tool making and automotive		
<b>Surrounding land uses</b>	The land to the north of Church Lane is predominantly residential in nature. There is an area of informal open space on its northern boundary (Okehampton Drive Play Area) Opposite the site to the south is a local retail centre.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

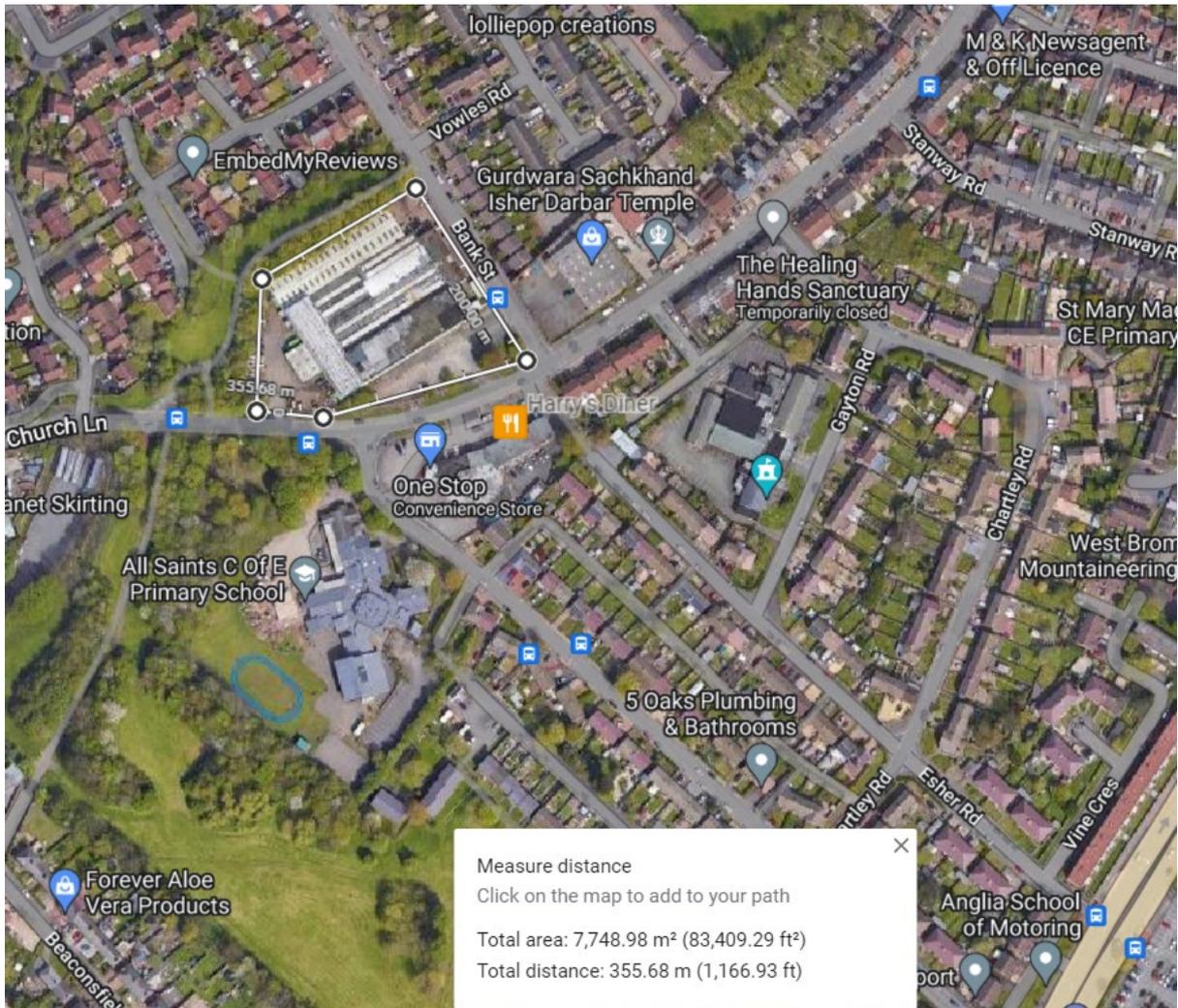
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is identified in the SHLAA. Part of the site to the south is within an Area of Potential Archaeological Importance.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield industrial land	
<b>Topography</b>	The site slopes gently towards the south east.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are few mature trees and no Tree Preservation Orders	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets.	
<b>Visual Amenity and Character of the Area</b>	The character of the development to the north is generally moderate density residential.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a Flood Risk Area.	
<b>Ground Contamination</b>	The long- term use of the site for industrial purposes may have a legacy of industrial contamination.	

<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	None	
<b>Noise impact of adjoining uses</b>	Church Lane is a relatively busy classified road that may require noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was not identified in BEAR or EDNA. Redevelopment for residential purposes is considered suitable in this predominantly residential area.	
<b>Employment Land</b>	The site is currently used for local employment purposes and this may be lost to redevelopment.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site relocations and site clearance may delay redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities will be available though there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known.	
<b>Highways access and transportation (state name / quality of access points)</b>	No issues anticipated.	
<b>Impact on the wider road network</b>	The redevelopment may have an impact on the local road network.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Local density is predominantly moderate density.			
<b>Connections to local cycle route networks</b>	The WMLCIP on Black Lake is approximately a kilometre to the west of the site.			
<b>Public Open Space (ha's and type)</b>	The site is not allocated Public Open Space. There is an area of informal open space (Okehampton Drive Play Area) to the north.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no sports pitches or playing fields.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	None			
<b>Opportunities</b>				
<b>Sustainability Appraisal</b>				
Two negligible scores – cultural heritage, equality Six uncertain scores – landscape, biodiversity, climate change mitigation, waste, housing and economy One minor negative score – pollution Two minor positive scores – climate change adaptation, natural resources Three major positive scores – transport, health, education				
<b>Conclusion</b>				
The use of the site for residential purposes is considered suitable. A capacity of 43 dwellings has been suggested. The landowner has proposed residential development on the site and has confirmed that he has is willing for this to proceed on completion of the existing lease in 2024. Industrial use would be appropriate as the site is currently used for local employment uses. However, residential use would be more appropriate				

as the area to the north of Church Lane is under transformation for residential purposes. The site meets the criteria for a gypsy and traveller site though it is a prominent site on a busy road and would not be an ideal use in this location.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.85 ha	Employment 0.85 ha	Other (specify): Gypsy and Traveller 0.85 ha
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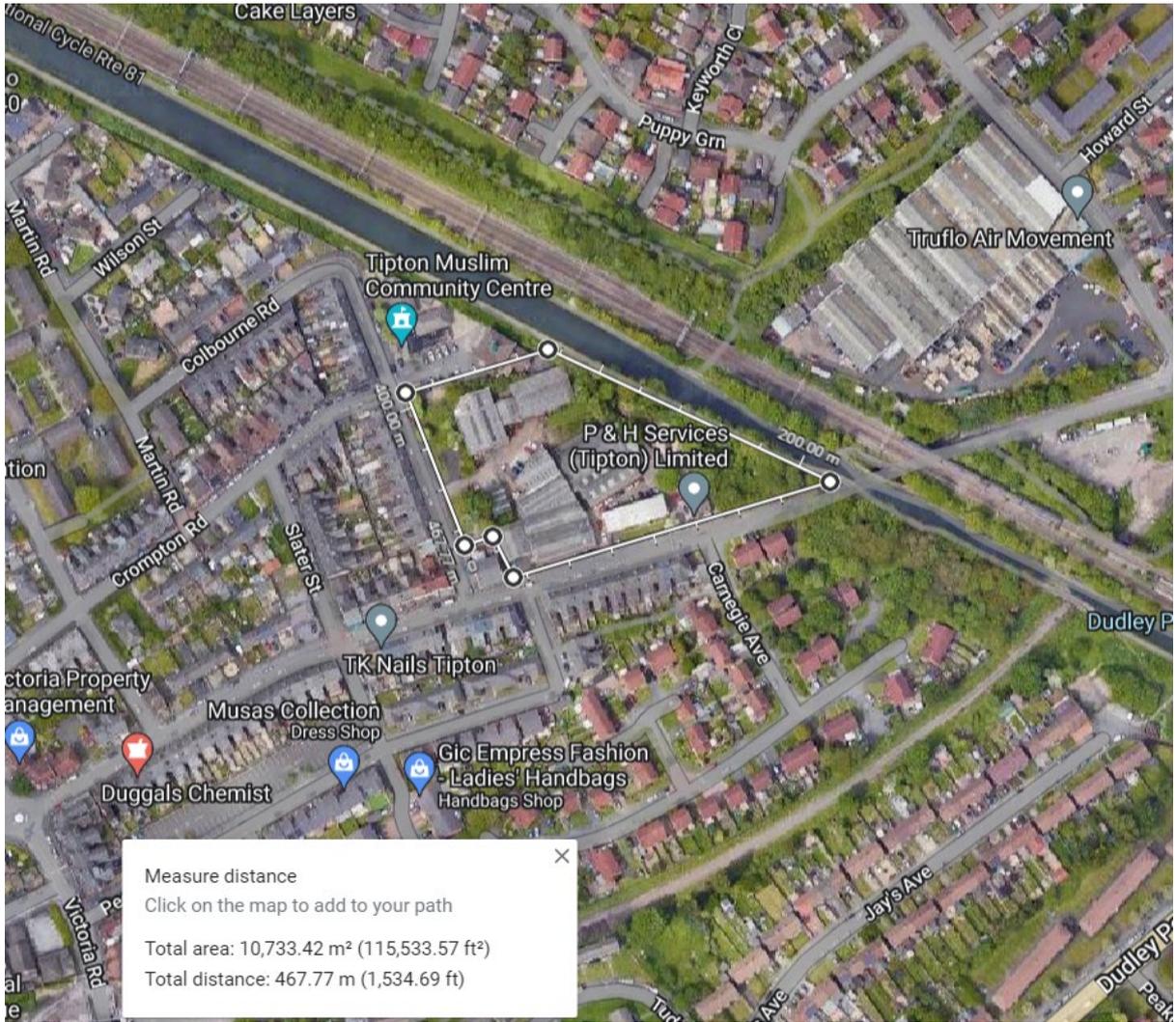


<b>Site Known as</b>	<b>78: Wellington Road, Tipton 1449</b>		
<b>Site Address</b>	Wellington Road		
<b>Ward</b>	Tipton Green	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.91 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH33
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for local employment uses (partly a nut and bolt works).		
<b>Surrounding land uses</b>	The site is within a predominantly residential area on the edge of the Park residential Estate.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for residential use and was identified in the SHLAA. The canal to the north east is identified as a wildlife corridor.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield previously developed employment land.	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the site though no tree preservation orders.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site has a boundary with the canal to the north east though this is at a much higher level – wildlife corridor	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets. Historic Environment designation - townscape	
<b>Visual Amenity and Character of the Area</b>	None.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a Flood Risk area.	
<b>Ground Contamination</b>	The long-term use of the site for industrial purposes may have left a legacy of contamination.	
<b>Ground stability</b>	Not known.	
<b>Air Quality impact of adjoining uses</b>	No issues.	

<b>Noise impact of adjoining uses</b>	There are community centre uses to the north west of the site that may have noise implications.		
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.		
<b>Mineral Infrastructure and Brickworks</b>	None		
<b>Waste Infrastructure</b>	None		
<b>Other Environmental (specify)</b>	None		
<b>Economic</b>			
<b>Employment Development Opportunities</b>	The site was not assessed in BEAR or EDNA.		
<b>Employment Land</b>	The current landowner is looking to relocate the business.		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site clearance and relocation of any existing uses may result in delays		
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that utilities will be available in the vicinity though capacities are not known.		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.		
<b>Highways access and transportation (state name / quality of access points)</b>	No problems anticipated.		
<b>Impact on the wider road network</b>	There may be an impact on the local network which is characterised by narrow streets.		
<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	<b>Within 10 minutes</b>	<b>Strategic Centre / Employment Area</b>	<b>Within 20 minutes</b>

<b>Secondary School</b>	Within 25 minutes		<b>Centre / Foodstore</b>		Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	None					
<b>Connections to local cycle route networks</b>	The site is 300 metres to the north of Dudley Port which is identified in the WMLCWIP.					
<b>Public Open Space (ha's and type)</b>	There is no Public Open Space on the site.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	None					
<b>Opportunities</b>						
<b>Sustainability Appraisal</b>						
Six uncertain scores – landscape, biodiversity, climate change mitigation, waste, housing and economy Five minor negative scores – cultural heritage, climate change adaptation, natural resources, pollution and equality Three major positive scores – transport, health and education						
<b>Conclusion</b>						
The redevelopment of the site for residential purposes is considered suitable within this area. The landowner is willing to relocate his business. The capacity of the site has been estimated as 31, a moderate density. The site is currently used for local employment uses and could be retained for this purpose though the existing owner has expressed interest in relocating and the surrounding area is generally residential. The site does meet the criteria for a gypsy/traveller facility though it is a relatively prominent location.						
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.91 ha		Employment 0.91 ha		Gypsy/Traveller 0.91 ha	



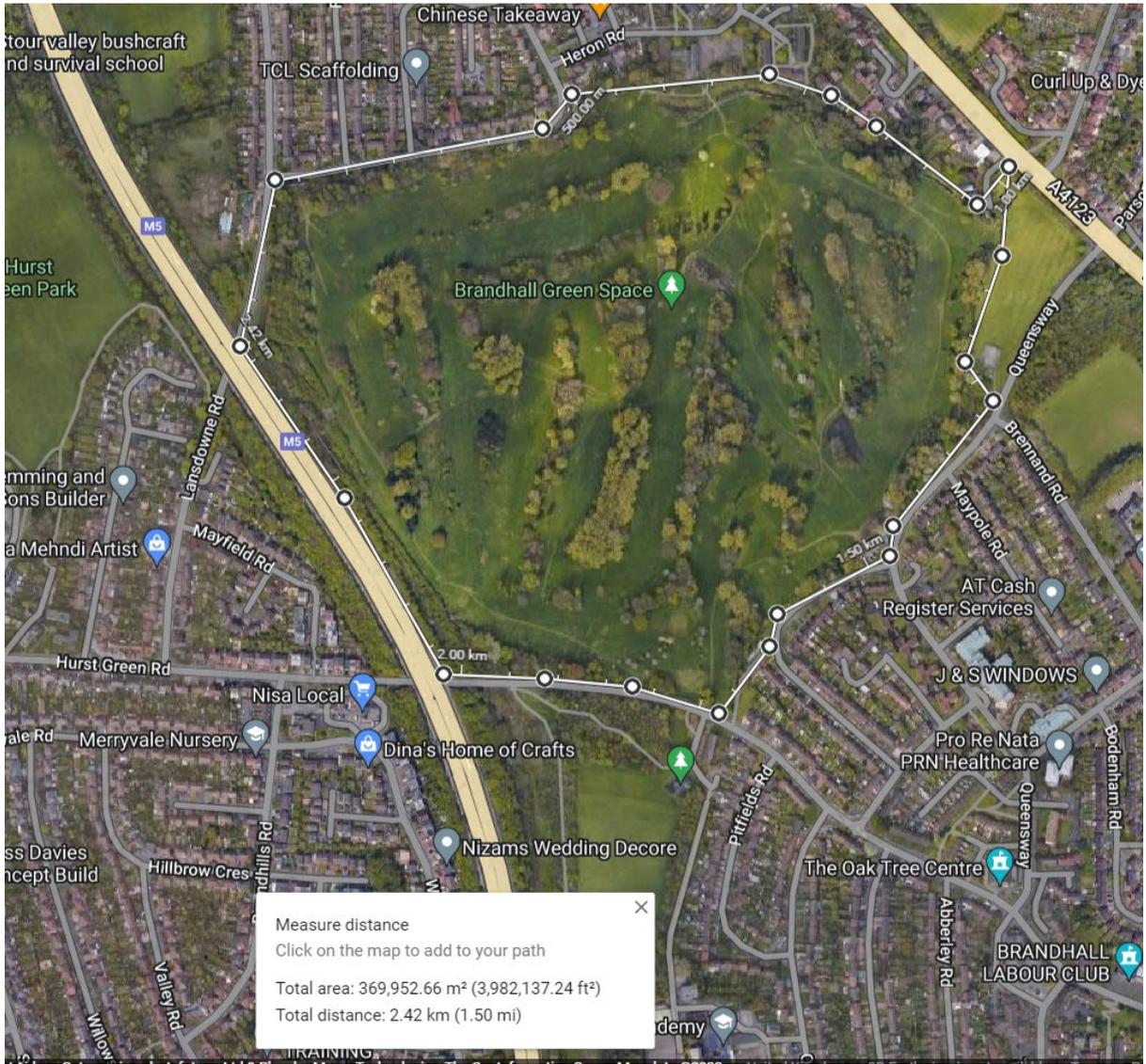
<b>Site Known as</b>	<b>79: Brandhall Golf Course (SA 6999)</b>		
<b>Site Address</b>	Wolverhampton Road, Oldbury.		
<b>Ward</b>	Old Warley	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	36.9 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield (former golf course)	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site was formerly a golf course but is now disused and is described as green space (though no formal allocation).		
<b>Surrounding land uses</b>	The site is in a predominantly residential area between the A4123 and the M5.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	There is a SLINC on part of the site in the north eastern corner off Tame Road.		
<b>Flood Risk Zone 3</b>	The site is in Flood Zone 3.		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Ancient</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for residential use and is in the SHLAA. Part of the site was		

	allocated in the SAD for Community Open Space (Parsons Hill Park) and as a SLINC. There are three Public Rights of Way that run across the site that would need to be accommodated or diverted.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There is a SLINC on part of the site and part is within a wildlife corridor.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield, previously developed land, a golf course.	
<b>Topography</b>	There are significant changes in levels across the site with two water courses crossing the site.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no Tree Preservation Orders as it is Council owned land but there are a number of mature trees and wooded areas on the site and an historic Tree Survey has been completed.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	There are three water courses crossing the site and flood alleviation measures have been undertaken on the site to assist with issues further downstream.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The site is within a Potential Area of Archaeological Importance.  HER records within 100m buffer  MBL3192 - R & F; BRANDHALL GOLFCOURSE – Ridge and Furrow  MBL2996 – Chapel Croft – Chapel  MBL2704 – Brandhall Hall (site) Manor House, Fishpond, Moat	

<b>Visual Amenity and Character of the Area</b>	The site is currently green space but the majority ha no formal allocation as such.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is in Flood Zone 3.	
<b>Ground Contamination</b>	Historically the site was used for farmland, so no major issues are anticipated.	
<b>Ground stability</b>	No issues anticipated.	
<b>Air Quality impact of adjoining uses</b>	The site adjoins the major transport networks of the A4123 and the M5 motorway so an air quality assessment will be required to determine the constraints	
<b>Noise impact of adjoining uses</b>	The site adjoins the major transport networks of the A4123 and the M5 motorway so a noise assessment will be required to determine the constraints	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None.	
<b>Other Environmental (specify)</b>	None.	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was not assessed by BEAR or EDNA.	
<b>Employment Land</b>	Not suitable for employment use as the site is surrounded by residential development.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The development of the site has caused some controversy due to the loss of the green space (though no formal allocation). The redevelopment of the site may therefore require the resolution of any public concerns with the potential for subsequent delays.	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	

<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is anticipated that the utilities are available to the site though capacities are not known.				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There are three water courses crossing the site. There are electricity pylons to the south west of the site that would have stand-off zones for development. There is a foul sewer crossing the site.				
<b>Highways access and transportation (state name / quality of access points)</b>	A number of suitable access points have been identified to the site.				
<b>Impact on the wider road network</b>	A Transport Assessment would be required to determine the impact of development on the wider network.				
<b>Other Economic (specify)</b>	None.				
<b>Social</b>					
<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	x
<b>Any character constraints on density</b>	The capacity of the site is restricted by the need to accommodate issues with Policy, and environmental concerns. In addition, there is the need to accommodate areas of open space and the requirement for a replacement primary school within the site.				
<b>Connections to local cycle route networks</b>	The site adjoins the A4123 Wolverhampton Road which is part of the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	There is an area of allocated Public Open Space to the north east of the site off Wolverhampton Road (Parson Hill Park or Queensway Open Space).				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.				

<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>				
<b>Opportunities</b>				
<b>Sustainability Appraisal</b>				
The site has Major Positive impacts for Objectives 9, 10 and 14. The site has Minor Positive impacts for Objective 5. The site has uncertain impacts for Objectives 2. The site has Negligible impacts for Objective 11 and 13. The site has Minor Negative impacts for Objectives 1, 3, 4, 6, 8 and 12. The site has Major Negative impacts for Objectives 7.				
<b>Conclusion</b>				
The site is considered suitable for residential development though the capacity is restricted by the need to overcome Policy and environmental concerns and the need to accommodate a replacement school. The development is controversial in the local area given the loss of the open space though there is no formal allocation on the majority. There may therefore be a requirement to provide a substantial park as part of any redevelopment. The Cabinet of the Council decided in November 2022 that the development should comprise 5ha of housing and a park of 27ha. This restricts the housing capacity of the site. The site is not considered suitable for industrial use within this predominantly residential area where access would need to be gained through residential Estates. In theory part of the site could be reserved for a gypsy and traveller site but it is considered that this would be detrimental to the attractiveness of this already complicated site.				
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 5 ha	Employment	Other (specify): Education 3ha	Gypsy and Traveller



<b>Site Known as</b>	<b>83: Land and premises at Winkle Street /John Street</b>		
<b>Site Address</b>	Winkle Street / John Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	1.01	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH49
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used as a former office premises, new housing, a Council car park, and a former warehouse now used as a Church by The Resurrection Power and Living Bread Ministries.		
<b>Surrounding land uses</b>	The Expressway forms a barrier to the site to the north. Uses to the south and west are predominantly retail in the Carters Green District Centre with residential uses to the east.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	The site is allocated for housing in the Black Country Plan and was included in the SHLAA. It is within the allocated Carters Green District Centre and the site of the Carters Green Vision.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Brownfield previously developed land.	
Topography	The site is predominantly flat.	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	Appear to be a number of trees / vegetation along the northern edge of the site	
Biodiversity or Geodiversity on site or significantly affecting boundaries	The site is not in a SINC or SLINC.	
Heritage Assets on site or significantly affecting boundaries	There are no heritage assets	
Visual Amenity and Character of the Area	The site has little visual amenity or character.	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	The site is not in a Flood Risk Area.	
Ground Contamination	The site is on previously used land, but it is not anticipated that there would be significant issues.	

<b>Ground stability</b>	The site is in a Low Risk Coal area.	
<b>Air Quality impact of adjoining uses</b>	None	
<b>Noise impact of adjoining uses</b>	The Expressway on the northern boundary may be a noise generator that would require amelioration.	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	No mineral infrastructure issues.	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is not considered suitable for employment uses and was not considered by BEAR or EDNA.	
<b>Employment Land</b>	Low value employment land.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The major landowner, the Church, is unwilling to move and wants to stay which may preclude the feasibility of redevelopment.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that the utilities would be available though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known.	
<b>Highways access and transportation (state name / quality of access points)</b>	Access to the site is limited in terms of area and this may have an impact on capacity.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		

<b>Primary School</b>	Within 10 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The site is on the edge of the District Centre with the opportunity for higher density. However, this may be limited by the Expressway, the shape of the site and access issues. A capacity of 31 has been suggested.			
<b>Connections to local cycle route networks</b>	The site adjoins the WMLCIP on the High Street at Carters Green.			x
<b>Public Open Space (ha's and type)</b>	The site is not allocated as Public Open Space.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.			
<b>Other Social (specify)</b>	None.			
<b>Any character constraints on density (list)</b>	None.			
<b>Opportunities</b>				
The site provides the opportunity for comprehensive redevelopment which would bring the site on the edge of the District Centre back into beneficial use and contribute towards the Carters Green Vision initiative.				
<b>Sustainability Appraisal</b>				
Five negligible scores – cultural heritage, climate change mitigation, waste, equality and economy Two uncertain scores – landscape, biodiversity One minor negative score – pollution One major negative score – climate change adaptation Two minor positive scores – natural resources, housing Three major positive scores – transport, health and education				
<b>Conclusion</b>				
The site is allocated for residential development and this would be the appropriate use though delivery may be constrained by the unwillingness of the major landowner to relocate. The site is currently used for				

community uses and could be retained for this purpose should residential use not be feasible. The site is too large for gypsy and traveller use.

Appropriate uses given constraints and infrastructure requirements	Housing 1.01 ha	Employment	Community 1.01 ha	Gypsy and Traveller 1.01
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<b>Site Known as</b>	<b>84: Carters Green/ Guns Lane 2377 (part of) (Army Reserve site)</b>		
<b>Site Address</b>	Carters Green/ Guns Lane, West Bromwich.		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	No
<b>Site Area (ha)</b>	1.09 (Area uncertain)	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield site	<b>Site Assessment Reference</b>	SAH 227 SA – 0033 – SAN <b>SM4</b>
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used as the Territorial Army Centre with a number of heavy goods vehicles.		
<b>Surrounding land uses</b>	The uses to the north are predominantly retail in the Carters Green District Centre. The uses to the south are low density residential.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

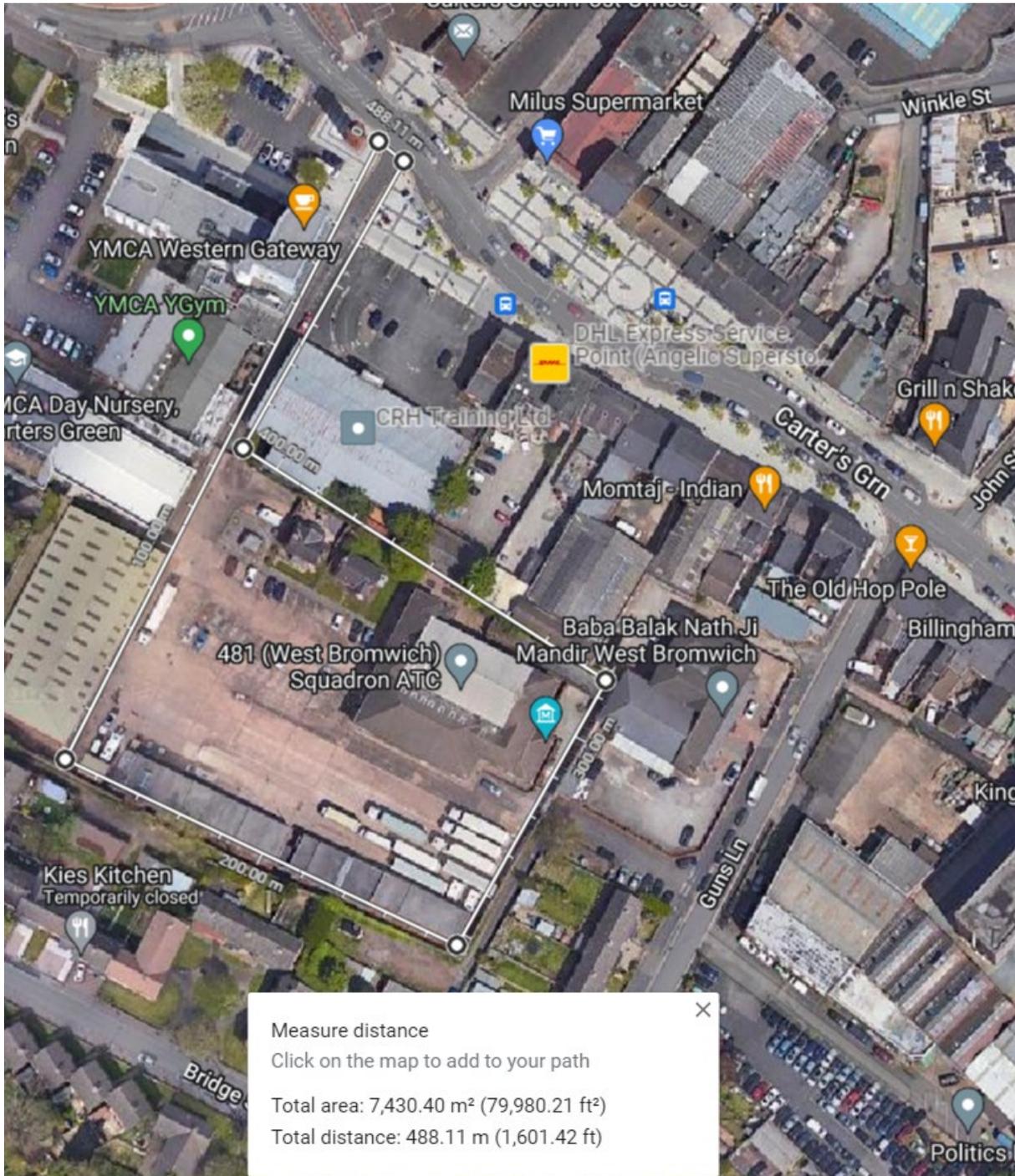
<b>Existing Policy Designations (list)</b>	The site is currently allocated for residential uses and is within the Carters Green District Centre. It is included within the site for the Carters Green vision.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	The site is brownfield, previously developed land. It is not considered that the previous uses of the site would have serious issues with contamination.	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Not in a SINC or SLINC.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets.	
<b>Visual Amenity and Character of the Area</b>	The site has little visual amenity or character.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a flood zone.	

<b>Ground Contamination</b>	Not known but not anticipated.	
<b>Ground stability</b>	Low Risk Coal Mining Area.	
<b>Air Quality impact of adjoining uses</b>	None	
<b>Noise impact of adjoining uses</b>	None	
<b>Mineral Extraction and Mineral Resource Areas</b>	There are no issues with mineral extraction.	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Not suitable for employment uses in this predominantly residential area on the edge of the retail centre, residential development would be preferable.	
<b>Employment Land</b>	N/A	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site clearance/assembly may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available but there is no information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There is an electrical sub station on the approach to the site from Guns Lane.	
<b>Highways access and transportation (state name / quality of access points)</b>	Access to the site is limited in terms of size and this may limit site capacity.	
<b>Impact on the wider road network</b>	Not anticipated though there may be some impact on congestion.	
<b>Other Economic (specify)</b>	None.	
<b>Social</b>		

<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The area to the south is predominantly low density though there may be the opportunity for higher densities on the edge of the District Centre. A capacity of 49 houses has been suggested.			
<b>Connections to local cycle route networks</b>	The site is within close proximity to the WMLCIP on the High Street at Carters Green.			
<b>Public Open Space (ha's and type)</b>	The site is not allocated Public Open Space.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no sports pitches or playing fields.			
<b>Other Social (specify)</b>	None.			
<b>Any character constraints on density (list)</b>				
<b>Opportunities</b>				
The site is within the Carters Green Vision area on the edge of the Carters Green Centre and provides a good opportunity to contribute towards this initiative.				
<b>Sustainability Appraisal</b>				
<p>Four negligible scores – cultural heritage, climate change mitigation, waste and equality</p> <p>Three uncertain scores – landscape, biodiversity and economy</p> <p>One minor negative score – pollution</p> <p>One major negative score – climate change adaptation</p> <p>Two minor positive scores – natural resources, housing</p> <p>Three major positive scores – transport, health and education</p>				
<b>Conclusion</b>				
The site is allocated for residential use and a housing development would improve the visual appearance of this site which is on the edge of the District Centre. Employment use would not be preferable in this				

residential area on the edge of the retail centre though the site is currently used for community/commercial purposes. The site does not meet the criteria for a gypsy and traveller site in terms of site area.

Appropriate uses given constraints and infrastructure requirements	Housing 1.09 ha	Employment 1.09 ha	Gypsy and Traveller 1.09 ha
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<b>Site Known as</b>	<b>85: Rattlechain 2940</b>		
<b>Site Address</b>	Land to the north of Temple Way.		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	Yes (Rattlechain)
<b>Site Area (ha)</b>	14.82 ha	<b>Capacity proposed in Call for Sites submission</b>	550
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH35
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently overgrown and neglected with intermittent tree cover.		
<b>Surrounding land uses</b>	The land adjoins the Birmingham canal to the north and the Gower Branch canal to the east. There are predominantly residential uses to the south and historic industrial uses to the west.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	Part of the site is within the Tennants Middle Zone.		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	Part of the site is allocated in the SAD for Community Open Space. The site is allocated in the Black Country Plan for housing and is mentioned in the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land.	
<b>Topography</b>	The site is undulating with several banked areas.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no Tree Preservation Orders. There are several mature trees within the site and a tree survey may be required. The Rattlechain Urban Forest is within the site (OS 0377) that was rated Low Quality High Value in the 2019 audit.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The canal frontages on two boundaries would need to be addressed. There is a SLINC on part of the site Brades Hall SA041:2)  Gower Branch Canal (SA038 – SINC) to eastern boundary	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets within the site.	
<b>Visual Amenity and Character of the Area</b>	The site has little visual amenity or character.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a Flood Risk Area. The River Tame runs across the site.	

<b>Ground Contamination</b>	It is known that the site was previously occupied by historic industrial uses and there will be a legacy of ground contamination issues that include a lagoon. The site was previously used as Duports tip and a site investigation would be required to inform remediation.	
<b>Ground stability</b>	Low Risk Coal Mining Area.	
<b>Air Quality impact of adjoining uses</b>	None	
<b>Noise impact of adjoining uses</b>	Potential noise issues from industry to the west.	
<b>Mineral Extraction and Mineral Resource Areas</b>	No mineral extraction constraints	
<b>Mineral Infrastructure and Brickworks</b>	None	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was previously used for industrial purposes though the site has now been allocated for residential uses and the landowners have proposed a comprehensive residential redevelopment.	
<b>Employment Land</b>	Loss of industrial land though very low value.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Issues of contamination and remediation may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	The utilities will be available from the south of the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	It is known that there were historic surface water sewers that crossed the site. There is a gas main within the site that would have building over restrictions.	

<b>Highways access and transportation (state name / quality of access points)</b>	It is considered that access would need to be secured from the south of the site due to the presence of the Canals and the existing industrial uses.					
<b>Impact on the wider road network</b>	This may result in some additional congestion on the local network.					
<b>Other Economic (specify)</b>	Loss of potential industrial land.					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 25 minutes		<b>Centre / Foodstore</b>	Within 10 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	x
<b>Any character constraints on density</b>	The local character is moderate density and the need to consider the SLINC may reduce the site area for development. The two canal frontages would need to be addressed.					
<b>Connections to local cycle route networks</b>	The National Cycle Route 81 runs along the canal within 100 metres to the north of the site. The SCWIP on Tipton Road is 500 metres to the south.					
<b>Public Open Space (ha's and type)</b>	There is an area of Public Open Space within the site that would need to be considered.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	None					
<b>Opportunities</b>						
The existing landowner has suggested a proposal for comprehensive residential development that could provide over 500 houses and bring a currently neglected site back into beneficial use.						
<b>Sustainability Appraisal</b>						

Two negligible scores – equality, economy

One uncertain score – landscaping

Eight minor negative scores – cultural heritage, biodiversity, climate change mitigation, natural resources, waste, transport, health and education

Two major negative scores – climate change adaptation, pollution

One major positive score - housing

**Conclusion**

It is considered that subject to the resolution of constraints of ground contamination, environmental concerns, and Policy issues the development for residential purposes would be suitable. The accommodation of these constraints which have still partly to be determined would reduce the site area for development. It is not considered appropriate to restore the historic employment use in this predominantly residential area.

Gypsy/traveller use is not suitable given the size of the site

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 14.82 ha	Employment	Gypsy Traveller
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<b>Site Known as</b>	<b>86: Land between Addington Way and River Tame, Temple Way (Rattlechain) 3049</b>		
<b>Site Address</b>	Land to the north of Addington Way, Tividale.		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	Yes (Rattlechain) 3049
<b>Site Area (ha)</b>	0.9ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH36
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is neglected and overgrown with areas of intermittent tree cover, presumably self- setting.		
<b>Surrounding land uses</b>	The surrounding area is predominantly neglected overgrown land to the south of the Birmingham Canal. To the south of the site are several new residential developments.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>			

<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is identified in the SHLAA.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land.	
<b>Topography</b>	The site is uneven with several banked areas.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No protected trees on the site. Some mature trees present. Tree survey may be required.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The site is currently neglected and overgrown.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets on the site.	
<b>Visual Amenity and Character of the Area</b>	The site has limited visual amenity and character.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The River Tame runs across the site.	
<b>Ground Contamination</b>	It is known that the site was previously occupied by heavy industrial uses that may have a legacy of contamination. A site investigation would be required.	

	It is known that the site has previously been used as a Council tip so there may be issues with methane.	
<b>Ground stability</b>	Coal Mining Low Risk Area.	
<b>Air Quality impact of adjoining uses</b>	N/A	
<b>Noise impact of adjoining uses</b>	N/A	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site was not assessed in either BEAR or EDNA.	
<b>Employment Land</b>	The site was previously industrial land but is now being considered for housing land.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	The issues of ground contamination and remediation may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	The utilities should be available from the residential developments to the south though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There may be an historic foul sewer that runs across the site.	
<b>Highways access and transportation (state name / quality of access points)</b>	To be determined.	
<b>Impact on the wider road network</b>	Potential to see increased congestion from the proposed development	
<b>Other Economic (specify)</b>	None.	
<b>Social</b>		

<b>Primary School</b>	Within 15 minutes	<b>Strategic Centre / Employment Area</b>		Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	None			
<b>Connections to local cycle route networks</b>	The National Cycle Route 81 runs along the Birmingham Canal to the north of the site within 100 metres. The SCWIP on Tipton Road is 500 metres to the south.			
<b>Public Open Space (ha's and type)</b>	Not allocated as Public Open Space. It is considered that an open space review is required.			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields on the site.			
<b>Other Social (specify)</b>	None.			
<b>Any character constraints on density (list)</b>	None.			
<b>Opportunities</b>				
Agents for the adjoining site (Rattlechain) have expressed an interest in merging the sites, which would result in a combined capacity of 550 including the lagoon.				
<b>Sustainability Appraisal</b>				
Two negligible scores – cultural heritage, equality Five uncertain scores – landscape, climate change mitigation, waste, housing and economy Six minor negative scores – biodiversity, natural resources, pollution, transport, health and education One major negative score – climate change adaptation				
<b>Conclusion</b>				
Although there are issues with the ground conditions and historic industrial uses to overcome, the site is considered suitable for residential redevelopment. There is the potential for development with the adjoining larger site, which would provide an increased capacity and bring disused land back into beneficial use. The site is currently neglected former industrial land. Restoration of this use is not considered appropriate in this				

predominantly residential area. The site is appropriate in terms of site area as a gypsy/traveller site though may be isolated.

Appropriate uses given constraints and infrastructure requirements	Housing	Employment	Gypsy and Traveller
	0.9 ha		0.9 ha



<b>Site Known as</b>	<b>89: SOHO FOUNDRY</b>		
<b>Site Address</b>	Soho Foundry, Foundry Lane, Smethwick		
<b>Ward</b>	Soho and Victoria	<b>Call for Site Ref</b>	277
<b>Site Area (ha)</b>	12.6	<b>Capacity proposed in Call for Sites submission</b>	441
<b>Land Type</b>	Employment	<b>Site Assessment Reference</b>	CFS 277 EMP3-66
<b>Background / Context</b>			
<b>Current uses (list)</b>	Employment		
<b>Surrounding land uses</b>	Mixed employment uses Sims Metals scrap metal dealer adjoins the site to the west Black Patch Park Canal/railway line Soho Foundry Tavern public house Residential area to south east of site		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	Part of the site off Foundry lane to the north is densely planted with mature trees		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	Site adjoins the Birmingham Canal (Wolverhampton Level) wildlife corridor NC5		
<b>Flood Risk Zone 3</b>	The site is not in a flood risk zone		
<b>Registered Park &amp; Garden</b>	Black Patch Park to the east of the site off Foundry Lane		
<b>Scheduled Ancient Monument</b>	Yes		
<b>HSE Consultation Zone 1</b>	No		

<b>Operational Burial Ground</b>	N/A	
<b>Common Land</b>	N/A	
<b>Green Belt</b>	N/A	
<b>Ancient Hedgerow</b>	N/A	
<b>Strategic Open Space</b>	N/A	
<b>Existing Policy Designations (list)</b>	BCP – mixed use Local Employment area BCP Emp 3 (draft)	

### Green Belt and Landscape Sensitivity Assessment

<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	The site is not in the green belt	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Soho foundry and mint – Grade II listed buildings Scheduled ancient monument – areas of archaeological survival Area of high historic townscape value	

### Detailed assessment against environmental, economic and social criteria

<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed land of historic importance	
<b>Topography</b>	Uniform site levels	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs on site but area of densely planted mature trees partly acting as a buffer between the site and Sims Metals	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Existing trees on site, Black Patch Park opposite.	

<b>Heritage Assets on site or significantly affecting boundaries</b>	<p>Significant heritage assets on the site – SAM and grade II listed buildings</p> <p>Site part of the Black Country UNESCO Global Geopark</p> <p>Area of potential archaeological importance</p>	
<b>Visual Amenity and Character of the Area</b>	<p>Apart from Black Patch Park the local area comprises a mix of employment uses of poor visual amenity. Soho Foundry is rare and of major national importance</p> <p>The HER shows there are 86 monument records, six listed buildings, see the separate list of HER records.</p>	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	N/A	
<b>Ground Contamination</b>	Likelihood of ground contamination given the existing and historic uses	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Poor air quality given the predominance of manufacturing and scrap metal uses	
<b>Noise impact of adjoining uses</b>	Noise impact particularly from adjoining scrap metal operation.	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Part of the site could be redeveloped for employment use	
<b>Employment Land</b>	<p>Existing employment land</p> <p>BEAR assessed 25</p>	

<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery within the plan period is possible subject to possible adverse ground conditions requiring remediation				
<b>Viability (taken from Viability Study where referenced)</b>	Subject to the safeguarding of protected structures, and the likely need to undertake site remediation, redevelopment within the plan period could be viable.				
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities in Foundry Lane				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>					
<b>Highways access and transportation (state name / quality of access points)</b>	Access possible from Foundry Lane				
<b>Impact on the wider road network</b>	New development would impact on traffic movements on Foundry Lane				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	15 ped access 10 public transport		<b>Strategic Centre / Employment Area</b>	20 minutes	
<b>Secondary School</b>	20 minutes		<b>Centre / Foodstore</b>	15 minutes	
<b>GP / Health Centre / Walk in centre</b>	15 minutes ped access 10 public transport				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Moderate housing densities in vicinity of the site				
<b>Connections to local cycle route networks</b>	Cycle route along the canal corridor adjoining the site to the south				

<b>Public Open Space (ha's and type)</b>	N/A	
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A	
<b>Other Social (specify)</b>	N/A	
<b>Any character constraints on density (list)</b>	As above	

### Opportunities

There is an opportunity for new employment development (mixed use) within the site possibly using an existing access from Foundry Lane. Due regard would need to be given to the high level of statutorily protected structures within the site.

It is accepted that the future of the site is somewhat dependent on introducing a high quality, mixed use heritage led, regeneration programme. However, the proximity of established, viable, albeit low value employment uses, precludes residential development. The site is poorly connected to local services and the presence of adverse noise and air quality conditions would create a poor residential environment.

The continued allocation of this site and the wider area for employment, would protect existing businesses and prevent loss of jobs. It will also continue to accommodate relocation of displaced businesses arising from the residential land use allocation around the Rolfe Street area.

The site is not considered suitable for gypsy and traveller use as it does not meet selection criteria.

### Sustainability Appraisal

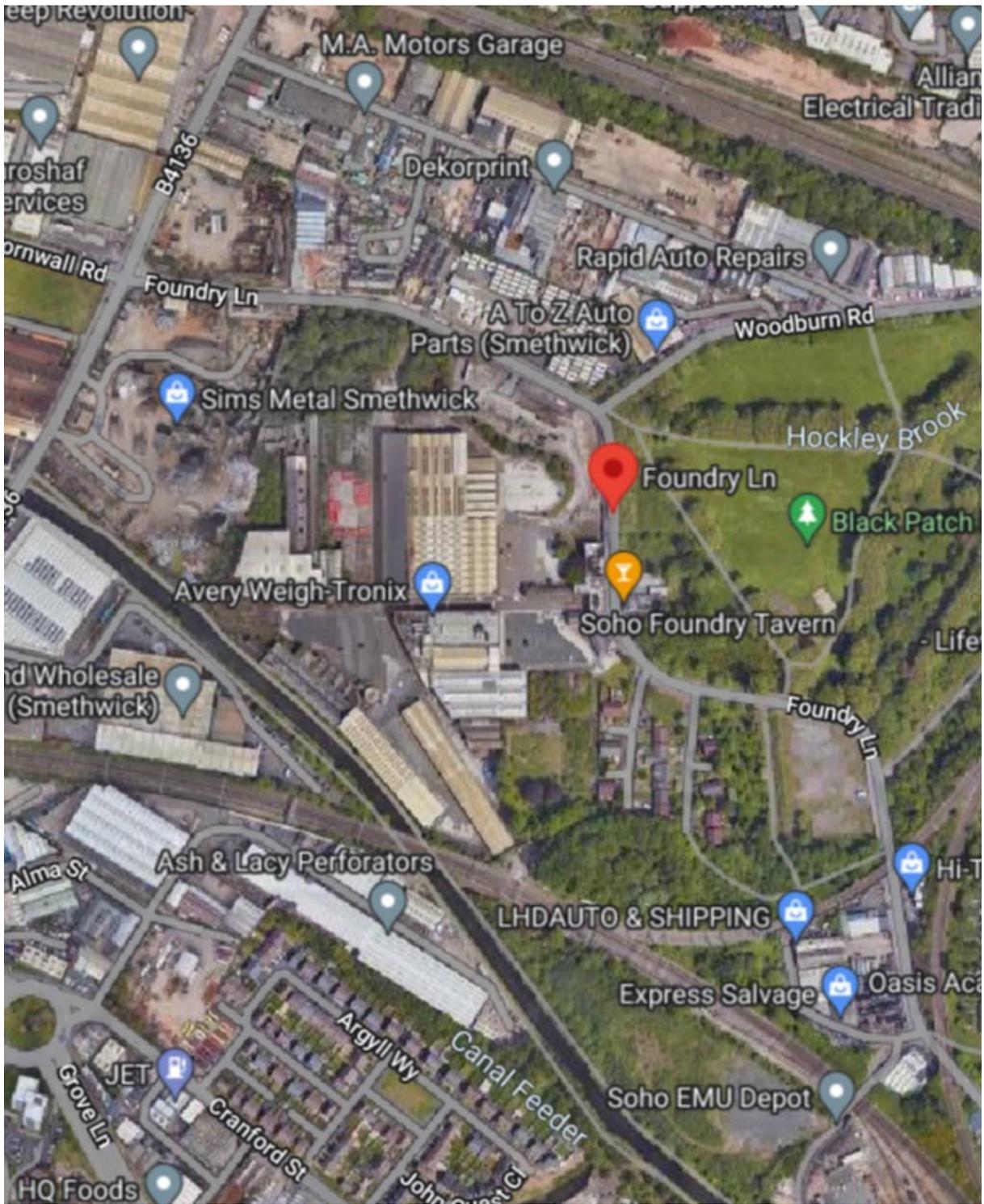
The site has uncertain impacts for Objectives 2, 4, 8 and 13. The site has Negligible impacts for Objective 10 and 14. The site has Minor Negative impacts for Objectives 3, 5, 6, 9, 11 and 12. The site has Major Negative impacts for Objectives 1 and 7.

### Conclusion

An employment allocation is considered appropriate.

Residential or gypsy and traveller use is not a preferred allocation.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller
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<b>Site Known as</b>	<b>90: BRADES ROAD OLDBURY</b>		
<b>Site Address</b>	Brades Road, Oldbury		
<b>Ward</b>	Oldbury	<b>Call for Site Ref</b>	CFS 514
<b>Site Area (ha)</b>	1.14	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield employment uses	<b>Site Assessment Reference</b>	SA-0048-SAN <b>SH38</b>
<b>Background / Context</b>			
<b>Current uses (list)</b>	Vehicle hire business, car parking and scrub land		
<b>Surrounding land uses</b>	Birmingham canal to the south, residential to the north and east of Brades Road and industrial unit/residential property to the northwest.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	See below for comments on gas pipeline		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	Local employment land in SADD	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously developed brownfield site – primarily used for vehicle hire	
<b>Topography</b>	Site slopes gently from south to north along Brades Road	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs, however there is an established tree belt along the canal corridor and a tree line provides a buffer between the industry adjacent to the depot (Brades Road / Dudley Road East).	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Much of the site is hardstanding, the scrub land may have some value, but the main ecological value would be along the canal corridor to the south of the site  Semi mature trees on Brades Road frontage	
<b>Heritage Assets on site or significantly affecting boundaries</b>	No heritage assets on the site	
<b>Visual Amenity and Character of the Area</b>	No amenity or character issues which could influence new development.	
<b>Flood risk, drainage and ground water (refer to flood consultees)</b>	SFRA required because the site is 1ha, but no known drainage or flood risk issues	

where drainage issues, in flood zone 2 or over 1 ha)		
<b>Ground Contamination</b>	Possible ground contamination given existing and historic uses, along with known constraints in the area	
<b>Ground stability</b>	Coal mining low risk area	
<b>Air Quality impact of adjoining uses</b>	Possibility of poor air quality in view of employment uses and a heavily trafficked road junction at Brades Road/Dudley Road East – mitigation required	
<b>Noise impact of adjoining uses</b>	As above, existing nearby uses and proximity of heavily trafficked roads and junction could present adverse noise conditions which would require mitigation.	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Loss of allocated local employment land. Market evidence suggests that it is a low value employment site	
<b>Employment Land</b>	Existing operational vehicle hire business – loss of employment land if allocation is residential but land owners have indicated a willingness to relocate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	As the site may need remediation due to suspected adverse ground conditions delivery could be affected. The need for existing business to relocate could also delay the development timeline.	
<b>Viability (taken from Viability Study where referenced)</b>	HSE comments in view of the gas pipeline could reduce site capacity but ca 35 homes could be accommodated  The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Some capacity issues for gas	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Gas pipeline possibly running along line of canal could constrain the site and reduce development capacity.					
<b>Highways access and transportation (state name / quality of access points)</b>	Existing site access from Brades Road could be used but Highways advice would be necessary in view of proximity to the junction with Dudley Road East and the frequency of queueing traffic.					
<b>Impact on the wider road network</b>	Unlikely that new residential units would increase vehicle movements given the existing use on the siter					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	15 minutes		<b>Strategic Centre / Employment Area</b>	30 minutes		
<b>Secondary School</b>	25 minutes		<b>Centre / Foodstore</b>	15 minutes		
<b>GP / Health Centre / Walk in centre</b>	15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	Middle zone for gas pipeline may affect density; will need to discuss with Health and Safety Executive. The boundary with the canal should be acknowledged by the design of new residential development.					
<b>Connections to local cycle route networks</b>	The canal towpath provides opportunities for cycling. The closest LCRN is the A4123					
<b>Public Open Space (ha's and type)</b>	The site is about 300 m from a large area of high quality and value open space off Dudley Road East, and it adjoins the canal to the south which allows pedestrian access					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	No loss of playing fields or sports pitches					
<b>Other Social (specify)</b>	None					

<b>Any character constraints on density (list)</b>	Proximity of canal Gas pipeline		
<b>Opportunities</b>			
<p>There is an opportunity to introduce ca 35 new homes on this site with the potential to acknowledge the canal corridor and improve pedestrian access to it.</p> <p>Although the area of the site, and the potential to allocate it for residential use, could support a Gypsy and Traveller use, the relatively poor connectivity to local services means that all the criteria cannot be met.</p> <p>Although the site could accommodate ca 3000sqm of new employment floorspace this would not justify the relocation of the existing viable operational business</p>			
<b>Sustainability Appraisal</b>			
<p>One negligible score – equality</p> <p>Six uncertain scores – landscape, biodiversity, climate change mitigation, waste, housing and economy</p> <p>Four minor negative scores – cultural heritage, pollution, transport and health</p> <p>One major negative score – climate change adaptation</p> <p>One minor positive score – natural resources</p> <p>One major positive score - education</p>			
<b>Conclusion</b>			
<p>The preferred site allocation would be residential with the opportunity to introduce ca 35 homes. However, this site should be assessed in conjunction with the adjoining employment land to the northwest. A residential allocation there could allow the two sites (3.6ha) to be planned comprehensively – with a possible development of over 100 homes.</p> <p>Alternatively, should the allocation of the adjoining site remain as employment then a buffer between the sites, to mitigate the possible detriment on amenity, would be required.</p> <p>The retention of employment uses on both sites would retain existing businesses or provide an opportunity for new development</p> <p>The site does not meet the criteria for Gypsy and Traveller use.</p>			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller



<b>Site Known as</b>	<b>91: CHANCES GLASSWORKS</b>		
<b>Site Address</b>	Land west of Spon Lane, north of Palace Drive		
<b>Ward</b>	St Pauls	<b>Call for Site Ref</b>	275
<b>Site Area (ha)</b>	0.64	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Underused mixed use	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	Low level storage uses within seven-storey building, Listed Buildings generally disused, site to the west used for skip hire, vacant land		
<b>Surrounding land uses</b>	Canal corridor (old main line to the north, new main line to the south) employment/ mixed use, M5 motorway,		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>	<b>Amount covered (ha's)</b>	
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	Canal corridor		
<b>Flood Risk Zone 3</b>	Not in flood risk zone		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	Scheduled Ancient Monument (SAM) – areas of archaeological survival Eight Grade II Listed Buildings (prominent seven-storey building)		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Green Belt</b>	N/A		

<b>Ancient Hedgerow</b>	N/A	
<b>Strategic Open</b>	N/A	
<b>Existing Policy Designations (list)</b>	Sandwell Regeneration Strategy Area of high historic landscape value Galton Valley Conservation Area	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	Highly sensitive site due to statutory protection of SAM and Listed Buildings	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	N/A	
<b>Topography</b>	Uniform levels but site sits above the canal corridor, which is set into a deep cutting	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No TPOs or trees of value	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Canal wildlife corridor adjoins the site to the south	
<b>Heritage Assets on site or significantly affecting boundaries</b>	SAM  There are a number of HER records within a 100m buffer, see the separate list of HER records.	
<b>Visual Amenity and Character of the Area</b>	Valuable historic character of SAM and Listed Buildings set within an environment of unique industrial heritage.	

	Land uses within and around the site are of low visual quality and the elevated M5 runs along the northern site boundary.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	No known flood risk	
<b>Ground Contamination</b>	Possibility given history of site – site investigation required.	
<b>Ground stability</b>	Not known – assessment advised	
<b>Air Quality impact of adjoining uses</b>	Adverse air quality impact of M5 and surrounding employment uses	
<b>Noise impact of adjoining uses</b>	Adverse noise impact of M5 and adjoining employment uses	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Mixed employment uses comprising leisure, cultural and education	
<b>Employment Land</b>	Existing underused employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Delivery within the plan period is questionable given the lengthy time taken to bring a project forward, the lack of funding and the multi ownership.	
<b>Viability (taken from Viability Study where referenced)</b>	Approval of grant funding would not make the project viable without further investment.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities on Spon Lane South	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	

<b>Highways access and transportation (state name / quality of access points)</b>	Access from Palace Drive, Spon Lane South			
<b>Impact on the wider road network</b>	Additional impact could be significant if a mixed- use allocation, to include residential, is preferred – given the existing underuse of the site.			
<b>Other Economic (specify)</b>	None			
<b>Social</b>				
<p>Wholesale redevelopment for residential purposes would be difficult to justify given the adverse site conditions, the proximity to the elevated M5, and the relatively poor site access. In addition, the SAM and the eight Listed Buildings would need to be retained. Moderate density, standard market housing would not therefore be encouraged.</p> <p>However, mixed use, to include residential, of the seven-storey SAM could bring the building back into meaningful sustainable use at a higher density of up to 100dph.</p>				
<b>Primary School</b>	15 ped access 10 public transport	<b>Strategic Centre / Employment Area</b>	20 minutes	
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	10 minutes	
<b>GP / Health Centre / Walk in centre</b>	15 minutes ped access 10 minutes public transport			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)	High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)	
<b>Any character constraints on density</b>	Opportunity for higher density residential development if existing seven-storey block is converted			
<b>Connections to local cycle route networks</b>	National cycle route along adjoining canal corridor			
<b>Public Open Space (ha's and type)</b>	N/A			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A			
<b>Other Social (specify)</b>	N/A			
<b>Any character constraints on density (list)</b>	As above			

**Opportunities**

*The current proposals look to provide approximately 275 dwellings, 7,500sqm of office floor space and a 500sqm Heritage Centre on the site.*

An allocation for a mix of Employment and Residential use is considered appropriate and support the plans for a Heritage led regeneration programme.

**Sustainability Appraisal**

The site has Major Positive impacts for Objectives 9, 10, 12 and 14. The site has Minor Positive impacts for Objective 6. The site has uncertain impacts for Objectives 2, 3, 4, 8 and 13. The site has Minor Negative impacts for Objectives 5, 7 and 11. The site has Major Negative impacts for Objectives 1.

**Conclusion**

Employment and Residential uses are considered appropriate.

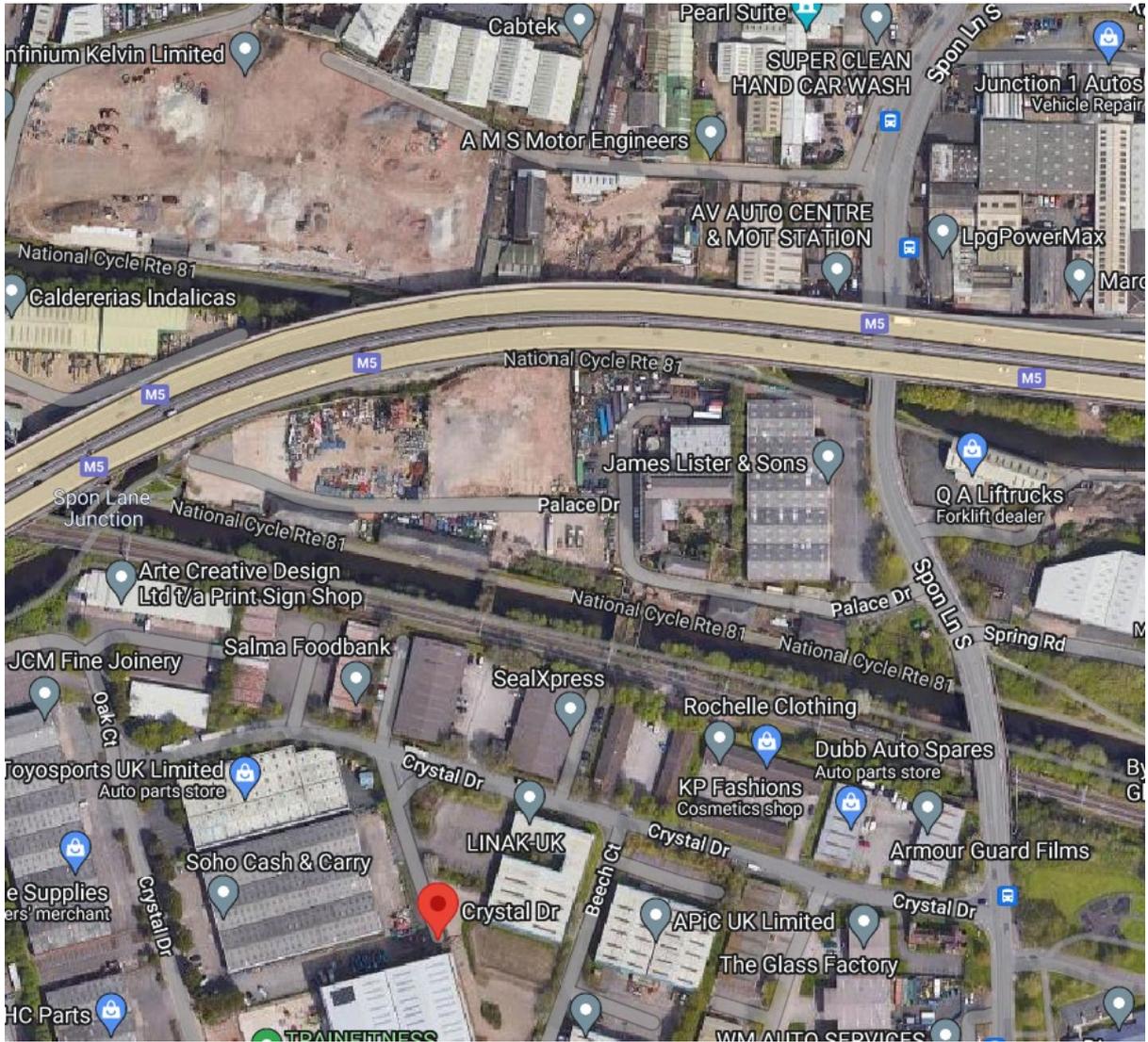
Gypsy and Traveller use is not appropriate as the site does not meet the selection criteria along with the adverse impact on Listed Buildings

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>92: LAND WEST OF THOMAS STREET, WEST BROMWICH</b>		
<b>Site Address</b>	Thomas Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	115
<b>Site Area (ha)</b>	0.3	<b>Capacity proposed in Call for Sites submission</b>	Not given
<b>Land Type</b>	Employment uses and open storage	<b>Site Assessment Reference</b>	CFS 115 <b>SM8 (part)</b>
<b>Background / Context</b>			
<b>Current uses (list)</b>	Asian Sweet manufacturer, Timber Supplies, Furniture manufacturer		
<b>Surrounding land uses</b>	Open storage of building materials, private car park, conference suite, other employment uses		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	Residential		

	Eastern Gateway south	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
Green Belt Harm (B79 (a))	N/A	
Landscape Sensitivity (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
Greenfield / Previously Developed Land	Previously developed land	
Topography	Uniform site levels	
Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map	N/A	
Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries	No TPOs or trees of value on the site	
Biodiversity or Geodiversity on site or significantly affecting boundaries	N/A	
Heritage Assets on site or significantly affecting boundaries	None	
Visual Amenity and Character of the Area	Area of generally poor visual amenity lacking in character  Mixed use area of no visual amenity. Landscape not sensitive to redevelopment.	
Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)	Site not in flood risk zone	

<b>Ground Contamination</b>	Current and historic uses could result in adverse ground conditions – site investigation advised prior to redevelopment	
<b>Ground stability</b>	Not known	
<b>Air Quality impact of adjoining uses</b>	Air quality assessment required	
<b>Noise impact of adjoining uses</b>	Possibility of adverse noise impact from adjoining uses	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	
<b>Mineral Infrastructure and Brickworks</b>	N/A	
<b>Waste Infrastructure</b>	N/A	
<b>Other Environmental (specify)</b>	N/A	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Site of insufficient size to consider new employment uses	
<b>Employment Land</b>	Existing employment land	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Need to relocate existing users	
<b>Viability (taken from Viability Study where referenced)</b>	Need to relocate existing users  The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing utilities	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known	
<b>Highways access and transportation (state name / quality of access points)</b>	Access possible from George Street?	
<b>Impact on the wider road network</b>	Impact of 10 + new homes would need to be assessed against existing vehicle movements	

<b>Other Economic (specify)</b>	None			
<b>Social</b>				
<b>Primary School</b>	10 minutes		<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	20 minutes		<b>Centre / Foodstore</b>	15 minutes ped access 10 minutes public transport
<b>GP / Health Centre / Walk in centre</b>	10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	Proximity to West Bromwich Town Centre and good connections to public transport – moderate to high density residential development would be appropriate in this location.			
<b>Connections to local cycle route networks</b>	Site is approximately 600m from National Cycle Route			
<b>Public Open Space (ha's and type)</b>	N/A			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A			
<b>Other Social (specify)</b>	Site is 300 m from Trinity Way metro stop			
<b>Any character constraints on density (list)</b>	A higher density flatted development could be possible given the site's proximity to town centre and to excellent public transport and local services.			
<b>Opportunities</b>				
The size of the site precludes an allocation for Employment of Gypsy and Traveller uses. A higher density residential development could provide up to 30 units at a maximum of 100 dph.				
<b>Sustainability Appraisal</b>				
(part of SM8 - George Street Living – SA of whole site) One negligible score – cultural heritage Three uncertain scores – landscape, biodiversity and economy Four minor negative scores – climate change mitigation, climate change adaptation, waste and equality One major negative score – pollution				

One minor positive score – natural resources

Four major positive scores – transport, housing, health and education

**Conclusion**

The site is surrounded by mixed employment uses with no residential development nearby - other than on the east side of Trinity Way approximately 150 m away. The character, location and size of the site precludes it for moderate density housing but a flatted development of up to 100dph could be appropriate – particularly given its good connectivity to local services and public transport.

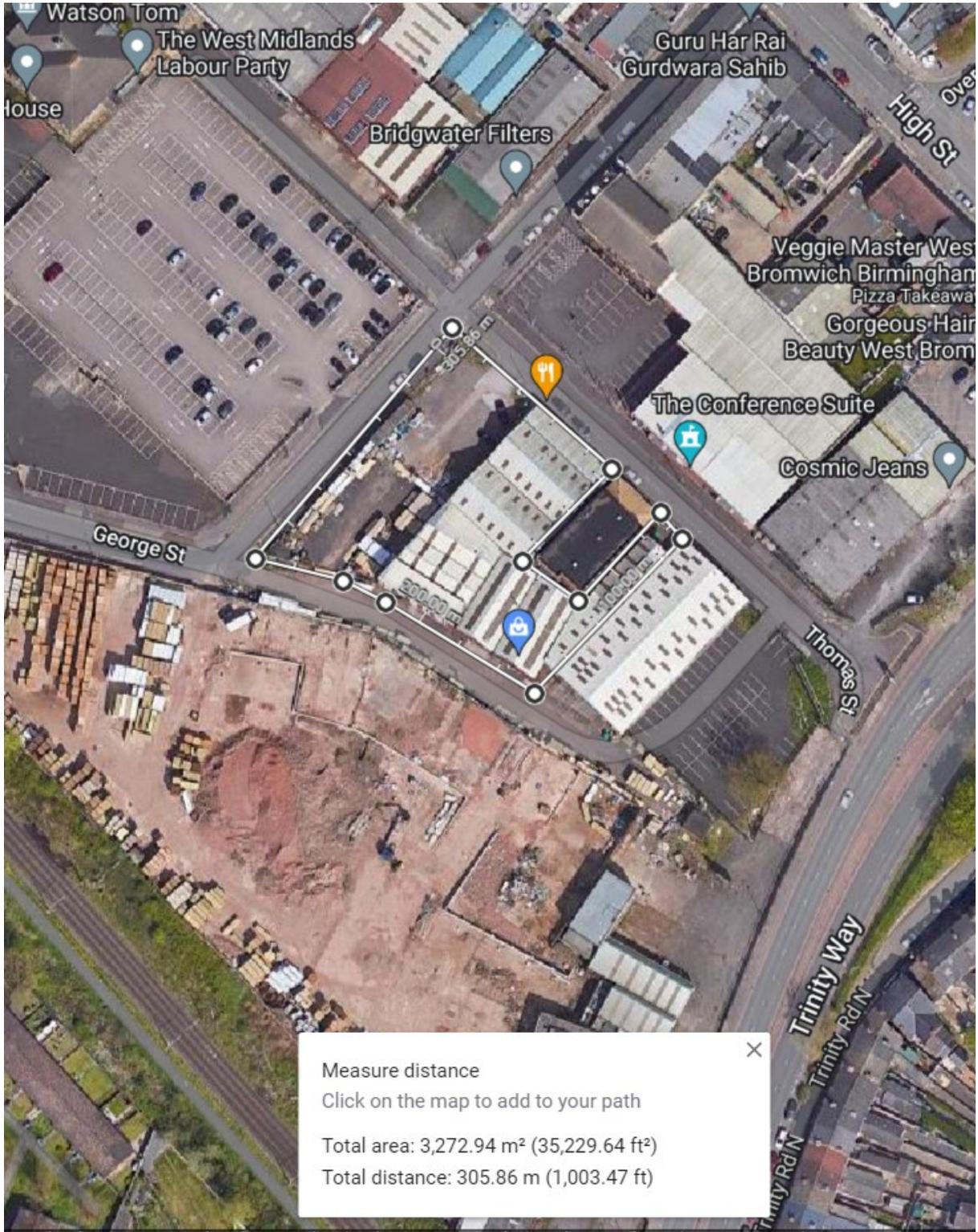
Residential development here could act as a catalyst in bringing other similar underused low value sites forward for housing.

**Appropriate uses given constraints and infrastructure requirements**

Housing

Employment

Gypsy and Traveller



<b>Site Known as</b>	<b>93: Former Gas Showrooms, Lombard Street West</b>		
<b>Site Address</b>	Lombard Street West / High Street, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	114
<b>Site Area (ha)</b>	0.12 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield former commercial	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently cleared and vacant.		
<b>Surrounding land uses</b>	The site fronts High Street West Bromwich which is characterised by commercial/civic uses.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site does not have a primary allocation but is within the West Bromwich Conservation Area and the West Bromwich retail town centre.		
<b>Green Belt and Landscape Sensitivity Assessment</b>			
<b>Criteria</b>	<b>Assessment</b>		<b>Rating</b>
<b>Green Belt Harm</b>	The site is not in the Green Belt.		

(B79 (a))		
Landscape Sensitivity (BL23 / BL24)	There are no SINCs or SLINCs on the site.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield former commercial premises.	
<b>Topography</b>	The site is relatively flat	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues	
<b>Heritage Assets on site or significantly affecting boundaries</b>	<p>The site is within the West Bromwich Conservation Area and there are a number of Listed buildings in close proximity including the adjoining Library and the Law Courts.</p> <p>Listed buildings</p> <p>DSD663 - The Old Post Office, High Street, West Bromwich</p> <p>DSD664 - West Bromwich Building Society, 321 High Street, West Bromwich</p> <p>DSD665 - Barclays Bank, 313 High Street, West Bromwich</p> <p>DSD666 - Masonic Hall, Edward Street, West Bromwich</p> <p>Other HER records</p> <p>MBL3029 - Millerchips, 315-317 High Street, West Brom</p> <p>MBL3030 - Harford Kingham, 319 High Street, West Bromwich</p>	

	<p>MBL4991 - Ryland Memorial School of Art, Lodge Road, West Bromwich</p> <p>MSD5489 - Gala Baths, Lodge Road, West Bromwich</p> <p>MSD5489 - West Bromwich Institute, Lodge Road, West Bromwich</p>	
<b>Visual Amenity and Character of the Area</b>	The site is within a predominantly commercial/civic area.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within Flood Risk Zone 3.	
<b>Ground Contamination</b>	None known	
<b>Ground stability</b>	None known	
<b>Air Quality impact of adjoining uses</b>	No issues anticipated	
<b>Noise impact of adjoining uses</b>	No issues anticipated	
<b>Mineral Extraction and Mineral Resource Areas</b>	No issues anticipated	
<b>Mineral Infrastructure and Brickworks</b>	No issues anticipated	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is considered suitable for commercial B1 uses as it is within the West Bromwich Conservation Area.	
<b>Employment Land</b>	The site is considered suitable for commercial B1 uses as it is within the West Bromwich Conservation Area.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	

<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not known.				
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known				
<b>Highways access and transportation (state name / quality of access points)</b>	Access would be suitable from Lombard Street West.				
<b>Impact on the wider road network</b>	No issues anticipated				
<b>Other Economic (specify)</b>	None				
<b>Social</b>					
<b>Primary School</b>	Within 10 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes	
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 10 minutes	
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The site is within a high-density commercial area.				
<b>Connections to local cycle route networks</b>	The site fronts High Street West Bromwich which is identified in the WMLCWIP.				
<b>Public Open Space (ha's and type)</b>	The site is not allocated Public Open Space				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	The site is within a high-density commercial area.				

**Opportunities**

The site is considered suitable for residential / commercial or civic uses within the retail town centre or a mixed-use development. However, a funding application has been submitted to enable the development of the site by Black Country Housing Group with 26 flats in a three-storey scheme. This is considered an appropriate use to be supported.

**Sustainability Appraisal**

The site has Major Positive impacts for Objectives 9, 12 and 14. The site has Minor Positive impacts for Objective 5 and 10. The site has uncertain impacts for Objectives 2, 3 and 13. The site has Negligible impacts for Objective 4, 8 and 11. The site has Minor Negative impacts for Objectives 6 and 7. The site has Major Negative impacts for Objective 1.

**Conclusion**

The site is within the West Bromwich Town Centre and a variety of uses would be suitable. However, the site has been identified as an appropriate one for the development of a social housing scheme by Black Country Housing Group. A funding application is in progress and this use should be supported.

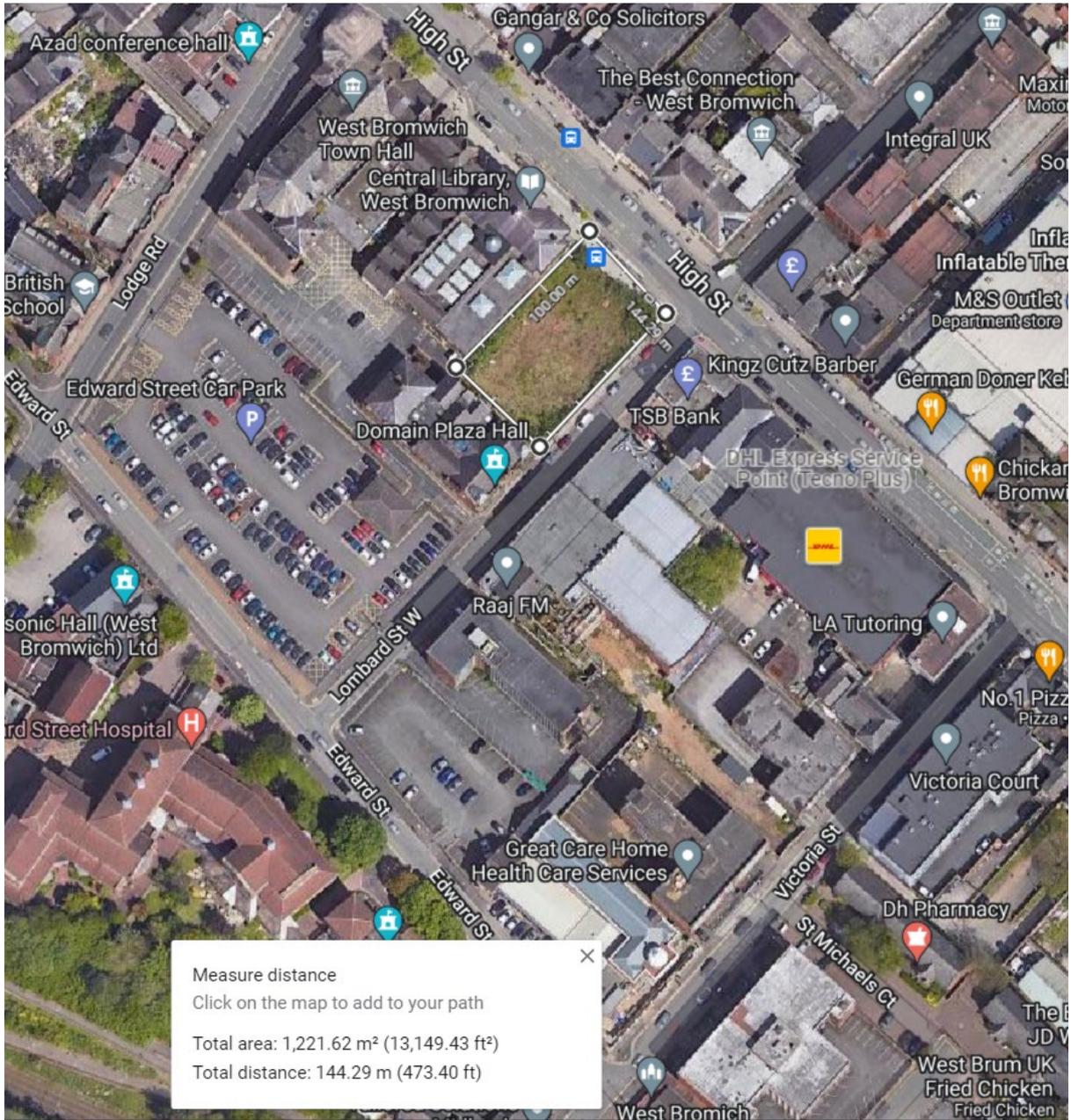
The site is not considered suitable for a gypsy/traveller site as this would affect the setting of a number of Listed Buildings.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
0.12 ha

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>94: LANGLEY SWIMMING CENTRE, OLDBURY</b>		
<b>Site Address</b>	Site off Vicarage Road, Keanscott Drive, and Heritage Close		
<b>Ward</b>	Bristnall	<b>Call for Site Ref</b>	112
<b>Site Area (ha)</b>	0.49	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Leisure	<b>Site Assessment Reference</b>	CFS 112
<b>Background / Context</b>			
<b>Current uses (list)</b>	Swimming baths		
<b>Surrounding land uses</b>	Residential		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	Rhodia outer zone – no objections to pp.		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Existing Policy Designations (list)</b>	N/A		
<b>Green Belt and Landscape Sensitivity Assessment</b>			
<b>Criteria</b>	<b>Assessment</b>		<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A site not in green belt		

<b>Landscape Sensitivity</b> (BL23 / BL24)	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Farmland in late 19 <sup>th</sup> century. Baths constructed in 1937	
<b>Topography</b>	The site rises steeply from north to south	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No trees on the site	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	N/A	
<b>Heritage Assets on site or significantly affecting boundaries</b>	The baths are of local interest but not listed Area of potential archaeological importance No HER records within a 100m buffer	
<b>Visual Amenity and Character of the Area</b>	Predominantly residential with a mix of suburban mainly two-storey housing types	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not within a flood risk zone	
<b>Ground Contamination</b>	No adverse ground conditions anticipated – limited site investigation required	
<b>Ground stability</b>	No adverse stability issues	
<b>Air Quality impact of adjoining uses</b>	No adverse air quality issues	
<b>Noise impact of adjoining uses</b>	No adverse noise conditions	
<b>Mineral Extraction and Mineral Resource Areas</b>	N/A	

<b>Mineral Infrastructure and Brickworks</b>	N/A		
<b>Waste Infrastructure</b>	N/A		
<b>Other Environmental (specify)</b>	None		
<b>Economic</b>			
<b>Employment Development Opportunities</b>	Not considered appropriate in a predominantly residential area		
<b>Employment Land</b>	Existing leisure use		
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	No delivery phasing issues – Cabinet approval to redevelop for housing in March 2023		
<b>Viability (taken from Viability Study where referenced)</b>	Viable for redevelopment within the plan period		
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	Existing		
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Surface water sewer within the site near to the boundary with Brookfields Road		
<b>Highways access and transportation (state name / quality of access points)</b>	New site accesses from Brookfields Road and Heritage Close would be acceptable – no access from Vicarage Road.		
<b>Impact on the wider road network</b>	The introduction of new residential development (ca 27 dwellings) should create less impact than the existing use, which has on-site car parking for around 55 vehicles		
<b>Other Economic (specify)</b>	None		
<b>Social</b>			
<b>Primary School</b>	10 minutes	<b>Strategic Centre / Employment Area</b>	20 minutes
<b>Secondary School</b>	20 minutes	<b>Centre / Foodstore</b>	10 minutes

<b>GP / Health Centre / Walk in centre</b>	10 minutes		
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)
<b>Any character constraints on density</b>	Moderate density housing area – mainly two storeys with scope for three storeys on corner of Vicarage Road and Brookfields Road.		
<b>Connections to local cycle route networks</b>	?		
<b>Public Open Space (ha's and type)</b>	N/A		
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	N/A		
<b>Other Social (specify)</b>	None		
<b>Any character constraints on density (list)</b>	Local housing scale and moderate density		
<b>Opportunities</b>			
<p>Opportunity to redevelop the site for housing – existing swimming baths no longer required since construction and opening of the Sandwell Aquatic Centre in the vicinity of this site</p> <p>Site not suitable for Gypsy and Traveller Use by way of site area.</p> <p>Employment use not appropriate given that this is a predominantly residential area.</p>			
<b>Sustainability Appraisal</b>			
The site has Major Positive impacts for Objectives 9 and 14. The site has Minor Positive impacts for Objective 6 and 10. The site has uncertain impacts for Objectives 2 and 3. The site has Negligible impacts for Objective 1, 4, 8 and 11. The site has Minor Negative impacts for Objectives 7, 12 and 13. The site has Major Negative impacts for Objective 5.			
<b>Conclusion</b>			
Residential is considered to be an appropriate site allocation.			
<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing	Employment	Gypsy and Traveller



<b>Site Known as</b>	<b>95: North Smethwick Canalside 2371</b>		
<b>Site Address</b>	Rolfe Street / Buttress Way		
<b>Ward</b>	Soho and Victoria	<b>Call for Site Ref</b>	CFS 113
<b>Site Area (ha)</b>	8.7	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SAH 283
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is occupied by predominantly industrial units in generally poor-quality accommodation. There are a number of car repair facilities and retailers trading from former industrial units.		
<b>Surrounding land uses</b>	The land to the north of the adjoining canal is residential in nature (Brindley 2 scheme) as is the land to the south over Soho Way. Smethwick Town Centre with its commercial uses is located to the west of the site with historic industrial uses to the east off Rabone Lane.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	The Engine Arm Aqueduct across the canal is a scheduled ancient monument within the site to the north but this would not preclude residential development. Similarly, there is an archaeological feature off Bridge Street North, but this would be retained in any redevelopment.		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		

<b>Existing Policy Designations (list)</b>	The site is allocated in the Black Country Plan for housing and is being brought forward for Housing by the Council as a willing landowner in collaboration with the West Midlands Combined Authority. The site is identified within the SHLAA document. The site is within an Area of Potential Archaeological Importance and was identified in the SAD within the Galton Valley Conservation Area.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	Not in the Green Belt.	
<b>Landscape Sensitivity (BL23 / BL24)</b>	There are no concerns regarding harm to the landscape.	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Previously Developed land/Brownfield.	
<b>Topography</b>	The land falls gradually towards the canal to the north.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	No protected trees on the site, there is very little existing landscaping on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	The canal frontage to the north of the site would need to be addressed in any redevelopment. The site is not within a SINC or SLINC.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There is a scheduled ancient monument (the Engine Arm) and an archaeological feature that would need to be retained and protected though this would not preclude development.  There are a number of HER records within a 100m buffer, see the separate list of HER records.	
<b>Visual Amenity and Character of the Area</b>	No issues.	

<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	Not in a flood zone.	
<b>Ground Contamination</b>	There may be issues with contaminated land associated with the long-term use of the site for a variety of industrial uses.	
<b>Ground stability</b>	Coal Mining Low Risk area.	
<b>Air Quality impact of adjoining uses</b>	There are existing historic industrial uses to the east of the site.	
<b>Noise impact of adjoining uses</b>	There are existing historic industrial uses to the east of the site and the main railway line to the south of the site that would need to be considered.	
<b>Mineral Extraction and Mineral Resource Areas</b>	No mineral extraction or mineral resource constraints	
<b>Mineral Infrastructure and Brickworks</b>	No mineral infrastructure constraints	
<b>Waste Infrastructure</b>	No waste infrastructure constraints	
<b>Other Environmental (specify)</b>	None.	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	Loss of well used employment land. However, it is low value employment land. Not assessed in EDNA or BEAR.	
<b>Employment Land</b>	Loss of well used employment land. However, it is low value employment land. Not assessed in EDNA or BEAR.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	Site acquisition and clearance may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	Brownfield site in low value area.	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	The utilities would all be available though no definitive information on capacities.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	Not known.	

<b>Highways access and transportation (state name / quality of access points)</b>	No anticipated issues with access.				
<b>Impact on the wider road network</b>	Potential additional congestion on local A roads.				
<b>Other Economic (specify)</b>	Loss of local employment land.				
<b>Social</b>					
<b>Primary School</b>	Within 10 minutes.		<b>Strategic Centre / Employment Area</b>	Within 20 minutes.	
<b>Secondary School</b>	Within 20 minutes.		<b>Centre / Foodstore</b>	Within 15 minutes.	
<b>GP / Health Centre / Walk in centre</b>	Within 10/15 minutes.				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	x	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	The site has the potential for high density development given the proximity of good public transport links and the opportunity for apartment designs overlooking the canal.				
<b>Connections to local cycle route networks</b>	The WMLCWIP on Soho Way is 100 metres from the site.				
<b>Public Open Space (ha's and type)</b>	Not allocated as Public Open Space.				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no sports pitches within the site.				
<b>Other Social (specify)</b>	None.				
<b>Any character constraints on density (list)</b>	It will be necessary to retain and protect the features of historic value.				
<b>Opportunities</b>					
<b>Sustainability Appraisal</b>					
The site has Major Positive impacts for Objectives 9, 10, 12 and 14. The site has uncertain impacts for Objective 2. The site has Minor Negative impacts for Objectives 3,4, 6, 8 and 11. The site has Major Negative impacts for Objectives 1, 5, 7 and 13.					

## Conclusion

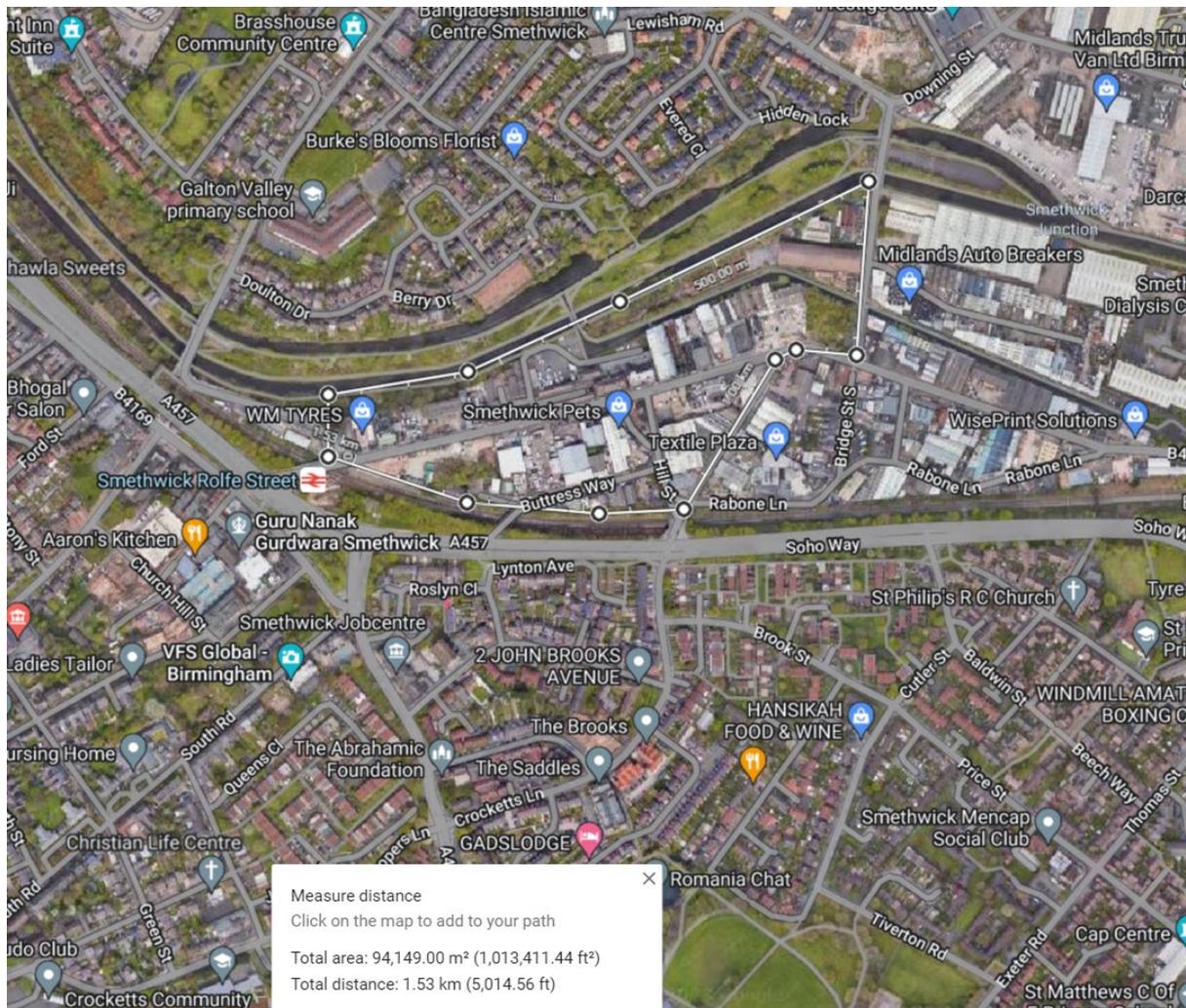
Although the site is currently used for local employment land, it is considered of low value and is suitable for residential development. The site has the opportunity to significantly improve the local environment and provide a quality development exploiting the location of the canalside frontage. Any Amber issues can be addressed during the application process. This is a high-profile redevelopment site with the potential for transformational change, retention of the existing low value employment uses is not considered appropriate. The site could be subdivided to provide a gypsy /traveller site and access to amenities is reasonable, but this would not be recommended within this high-profile redevelopment project.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
8.7 ha

Employment

Gypsy Traveller



<b>Site Known as</b>	<b>96: Spring Cottage Public House, Franchise Street, Wednesbury (called Cottage Spring on building)</b>		
<b>Site Address</b>	Franchise Street, Wednesbury		
<b>Ward</b>	Wednesbury North	<b>Call for Site Ref</b>	110
<b>Site Area (ha)</b>	0.05 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	96
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is occupied by a Public House <b>that appears neglected.</b>		
<b>Surrounding land uses</b>	The site is in a street of mixed uses with industrial uses to the north and residential to the south.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site has no primary allocations in the SAD.		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield Public House	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage issues.	
<b>Visual Amenity and Character of the Area</b>	The character of the area is mixed though predominantly residential to the south.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Zone Risk 3.	
<b>Ground Contamination</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions.	
<b>Ground stability</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions. There is a mineshaft shown on the site though with no source of	

	information and no record of treatment. It is unusual for mineshafts to be found in isolation as there was normally an escape shaft so this may be an error but would require further investigation. If proved this would constitute a significant development constraint.	
<b>Air Quality impact of adjoining uses</b>	The industrial uses opposite the site may require any development to incorporate air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The industrial uses opposite the site may require any development to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions. It is unusual for mineshafts to be found in isolation as there was normally an escape shaft so this may be an error but would require further investigation. If proved this would constitute a significant development constraint	
<b>Mineral Infrastructure and Brickworks</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions. It is unusual for mineshafts to be found in isolation as there was normally an escape shaft so this may be an error but would require further investigation. If proved this would constitute a significant development constraint	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The surrounding uses on this side of the street are residential in nature so employment uses would not be appropriate.	
<b>Employment Land</b>	The surrounding uses on this side of the street are residential in nature so employment uses would not be appropriate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not known.	

<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known					
<b>Highways access and transportation (state name / quality of access points)</b>	There is a current access from Franchise Street.					
<b>Impact on the wider road network</b>	No issues anticipated.					
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes		<b>Centre / Foodstore</b>	Within 15 minutes		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The site is in an area of low-density housing.					
<b>Connections to local cycle route networks</b>	High Bullen one and a half kilometres to the south is identified in the WMCWIP and the SCWIP.					
<b>Public Open Space (ha's and type)</b>	The site is not allocated Public Open Space.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	The site is in an area of low-density housing.					
<b>Opportunities</b>						

**Sustainability Appraisal**

Not assessed

**Conclusion**

The site is a brownfield site, occupied by a Public House **that appears neglected**. It would be appropriate therefore to assess alternative uses.

A limited residential use would be the appropriate redevelopment on this side of the street which is surrounded by residential dwellings. The ground conditions and the potential mineshaft will require further investigation and if proved this will be a significant constraint on development.

Employment uses would not be appropriate on this side of the street and the site is not large enough for a gypsy/traveller site.

**Appropriate uses given constraints and infrastructure requirements**

Housing  
0.05 ha

Employment

Gypsy/Traveller



<b>Site Known as</b>	<b>97: Forge Tavern, Franchise Street, Wednesbury 6474</b>		
<b>Site Address</b>	Franchise Street, Wednesbury		
<b>Ward</b>	Wednesbury North	<b>Call for Site Ref</b>	109
<b>Site Area (ha)</b>	0.14 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Brownfield	<b>Site Assessment Reference</b>	SH42
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site was previously occupied by a Public House now derelict.		
<b>Surrounding land uses</b>	The site is in an area of mixed uses with industrial uses to the west and residential to the east.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		

<b>Existing Policy Designations (list)</b>	The site has no primary allocations in the SAD.	
<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Brownfield former Public House	
<b>Topography</b>	The site is relatively flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are no trees on the site though mature street trees in the adjoining pavement.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	No issues.	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage issues.	
<b>Visual Amenity and Character of the Area</b>	The character of the area is mixed though predominantly residential.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Zone Risk 3.	
<b>Ground Contamination</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions.	

<b>Ground stability</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions.	
<b>Air Quality impact of adjoining uses</b>	The industrial uses to the west may require any development to incorporate air quality amelioration measures.	
<b>Noise impact of adjoining uses</b>	The industrial uses to the west may require any development to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions.	
<b>Mineral Infrastructure and Brickworks</b>	The site is in an area of historic heavy industrial uses including coal mining so there may be a legacy of challenging ground conditions.	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The surrounding uses are residential in nature so employment uses would not be appropriate.	
<b>Employment Land</b>	The surrounding uses are residential in nature so employment uses would not be appropriate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	Access would be available from Franchise Street or Beebee Road.	
<b>Impact on the wider road network</b>	No issues anticipated.	

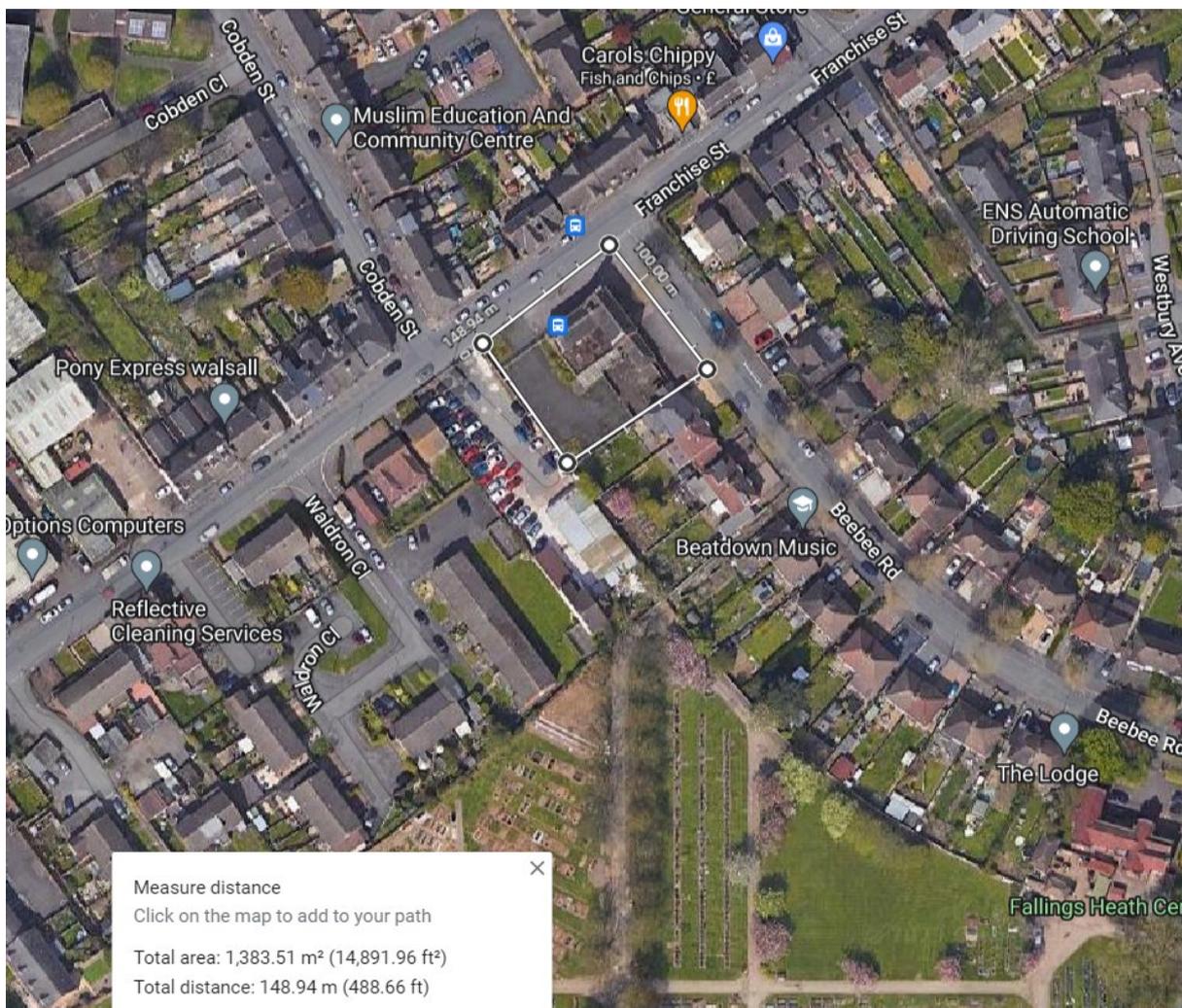
<b>Other Economic (specify)</b>	None					
<b>Social</b>						
<b>Primary School</b>	Within 15 minutes		<b>Strategic Centre / Employment Area</b>	Within 20 minutes		
<b>Secondary School</b>	Within 20 minutes			<b>Centre / Foodstore</b>		
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes					
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)		Moderate Density (40-50 dph)	X
<b>Any character constraints on density</b>	The site is in an area of low-density housing.					
<b>Connections to local cycle route networks</b>	High Bullen one and a half kilometres to the south is identified in the WMCWIP and the SCWIP.					
<b>Public Open Space (ha's and type)</b>	The site is not allocated Public Open Space.					
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.					
<b>Other Social (specify)</b>	None					
<b>Any character constraints on density (list)</b>	The site is in an area of low-density housing.					
<b>Opportunities</b>						
There is a car-dealers adjoining the site that appears to be a short-term use. It would be appropriate to include this site with the former Forge site to enable a comprehensive redevelopment.						
<b>Sustainability Appraisal</b>						
Five negligible scores – cultural heritage, climate change mitigation, waste, equality and economy						
Two uncertain scores – landscape, biodiversity						
Three minor negative scores – climate change adaptation, pollution and transport						
Three minor positive scores – natural resources, housing and health						
One major positive score - education						
<b>Conclusion</b>						

The site is a brownfield site that is no longer in beneficial use.

Residential use would be the appropriate redevelopment on this site surrounded by residential dwellings ideally in combination with the adjoining car dealers. The ground conditions may require investigation though this is unlikely to preclude development.

Employment uses would not be appropriate in this area and the site is not large enough for a gypsy/traveller site.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 0.14 ha	Employment	Gypsy/Traveller
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<b>Site Known as</b>	<b>98: Birchley Sports Ground 2033</b>		
<b>Site Address</b>	Wolverhampton Road, Oldbury		
<b>Ward</b>	Langley	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	2.67 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Greenfield Open Space	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently used for leisure purposes with a formal sports pitch.		
<b>Surrounding land uses</b>	There are light industrial /office uses to the north and east. To the south and west are Lion Farm Playing fields with residential uses beyond.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the SAD (2011) for Community Open Space and is a gateway site (gate2).		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Greenfield, currently open space.	
<b>Topography</b>	The site is reasonably flat.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees and hedgerows around the perimeter of the site.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	None	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets	
<b>Visual Amenity and Character of the Area</b>	The site adjoins large industrial/office buildings to the east with open spaces to the west.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	It is anticipated that the site was previously used for heavy industrial uses and this would leave a legacy of ground issues. A site investigation would be required.	
<b>Ground stability</b>	No issues known	

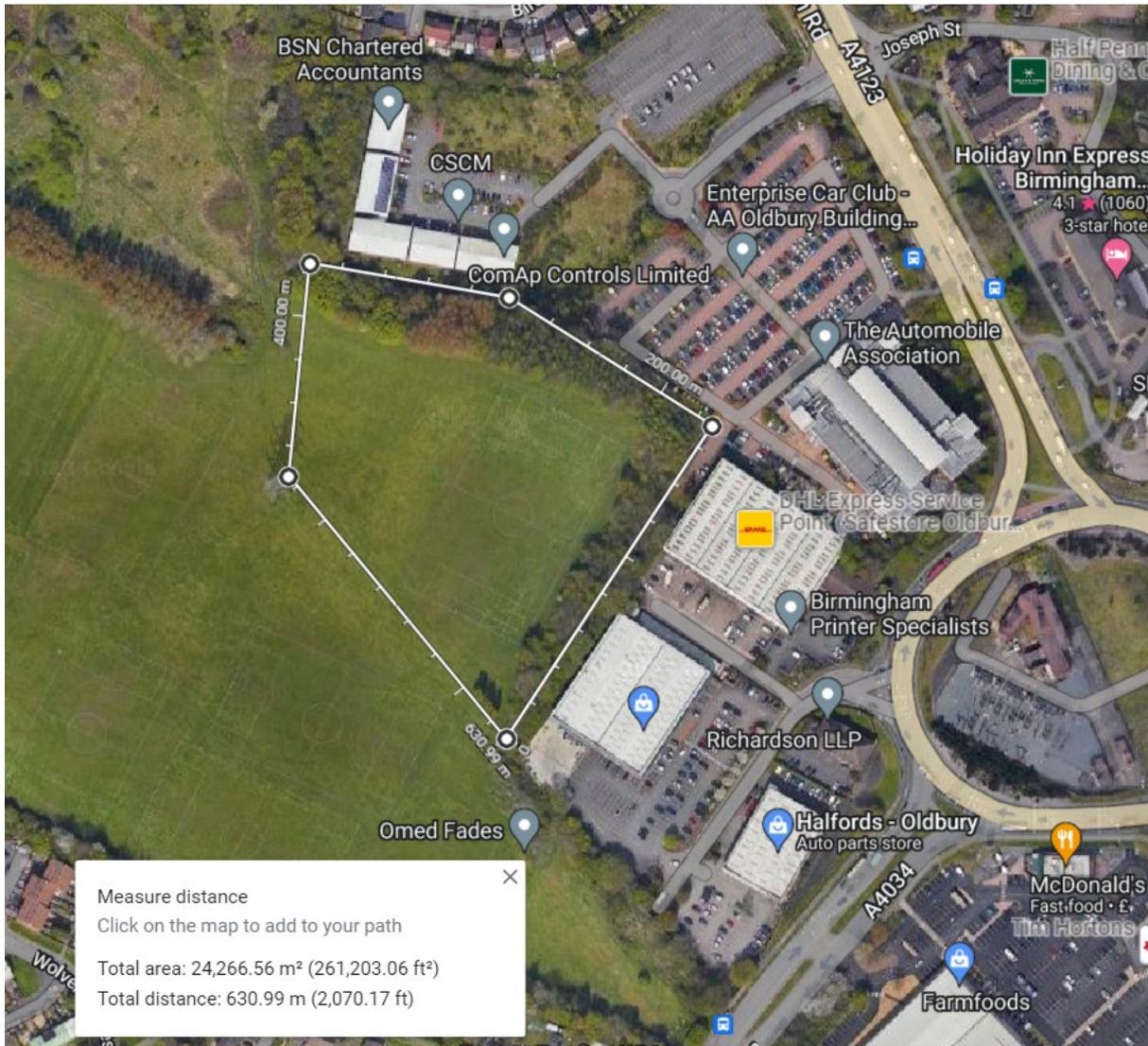
<b>Air Quality impact of adjoining uses</b>	It is considered that the neighbouring industrial/office uses to the east would have limited impact on the site.	
<b>Noise impact of adjoining uses</b>	It is considered that the neighbouring industrial/office uses to the east would have limited impact on the site.	
<b>Mineral Extraction and Mineral Resource Areas</b>	Not known	
<b>Mineral Infrastructure and Brickworks</b>	Not known	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site adjoins high quality light industrial and office uses and there is the potential for these uses to be extended.	
<b>Employment Land</b>	The site adjoins high quality light industrial and office uses and there is the potential for these uses to be extended	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	There are issues to overcome including access and the loss of the sport pitch which may delay delivery.	
<b>Viability (taken from Viability Study where referenced)</b>	The viability of individual sites will be identified as part of ongoing work on the SLP	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available in the vicinity though capacities and access would need to be determined.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	There is an electricity pylon on the south western boundary.	
<b>Highways access and transportation (state name / quality of access points)</b>	Access would need to be obtained from either Wolverhampton Road or Birchley island though there are no obvious locations, and both may require access over third party land.	
<b>Impact on the wider road network</b>	The impact on the adjoining major road network to the east would need to be assessed.	
<b>Other Economic (specify)</b>	None	

<b>Social</b>					
<b>Primary School</b>	Not known?	<b>Strategic Centre / Employment Area</b>			Within 20 minutes
<b>Secondary School</b>	Within 20 minutes	<b>Centre / Foodstore</b>			Within 15 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 15 minutes				
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	X	Moderate Density (40-50 dph)
<b>Any character constraints on density</b>	None				
<b>Connections to local cycle route networks</b>	The site is within 250 metres of Birchfield Lane which is identified on the SCWIP.				
<b>Public Open Space (ha's and type)</b>	The site is allocated Community Open Space, Neighbourhood Outdoor Sports Facility, 2.67 ha				
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There is an existing sports pitch on the site.				
<b>Other Social (specify)</b>	None				
<b>Any character constraints on density (list)</b>	None				
<b>Opportunities</b>					
<b>Sustainability Appraisal</b>					
Not assessed.					
<b>Conclusion</b>					
<p>The site is allocated Community Open Space in the SAD though it was rated Low-Quality Low-Value in the 2019 audit. It is therefore considered appropriate to consider redevelopment options.</p> <p>Residential redevelopment would be an option as part of a comprehensive residential / open space redevelopment of Lion Farm. The playing pitch on the site would need to be replaced, loss of open space addressed, and ground conditions would need to be overcome. The proximity of the neighbouring light industrial uses would not be ideal for residential amenity.</p> <p>An extension to the light industrial office uses to the east would appear to be the most appropriate option and would enable the provision of much needed high-quality B1 uses. There would still be issues to</p>					

overcome, including the replacement of the playing pitch, the loss of the open space, access and the anticipated ground conditions.

The potential redevelopment is complex and the viability of use for a gypsy /traveller facility is questionable.

<b>Appropriate uses given constraints and infrastructure requirements</b>	Housing 2.67 ha	Employment 2.67 ha	Gypsy/Traveller
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<b>Site Known as</b>	<b>100: Trinity Way Open Space 3107</b>		
<b>Site Address</b>	Trinity Way, West Bromwich		
<b>Ward</b>	West Bromwich Central	<b>Call for Site Ref</b>	
<b>Site Area (ha)</b>	0.53 ha	<b>Capacity proposed in Call for Sites submission</b>	
<b>Land Type</b>	Open Space	<b>Site Assessment Reference</b>	
<b>Background / Context</b>			
<b>Current uses (list)</b>	The site is currently an area of amenity space alongside Trinity Way (the A4031).		
<b>Surrounding land uses</b>	The site is in a predominantly residential area to the east with West Bromwich Town Centre to the west.		
<b>Constraints</b>			
<b>Gateway Constraints (where affecting part of submitted site)</b>	<b>Name / Details</b>		<b>Amount covered (ha's)</b>
<b>SSSI / SAC</b>	N/A		
<b>Ancient Woodland / Veteran Trees</b>	N/A		
<b>Local Nature Reserve</b>	N/A		
<b>Site of Importance for Nature Conservation</b>	N/A		
<b>Flood Risk Zone 3</b>	N/A		
<b>Registered Park &amp; Garden</b>	N/A		
<b>Scheduled Ancient Monument</b>	N/A		
<b>HSE Consultation Zone 1</b>	N/A		
<b>Operational Burial Ground</b>	N/A		
<b>Common Land</b>	N/A		
<b>Historic Hedgerows</b>	N/A		
<b>Green Belt</b>	N/A		
<b>Strategic Open Space</b>	N/A		
<b>Existing Policy Designations (list)</b>	The site is allocated in the SAD as Community Open Space and is within a gateway area (gate 2).		

<b>Green Belt and Landscape Sensitivity Assessment</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Green Belt Harm (B79 (a))</b>	N/A	
<b>Landscape Sensitivity (BL23 / BL24)</b>	N/A	
<b>Detailed assessment against environmental, economic and social criteria</b>		
<b>Criteria</b>	<b>Assessment</b>	<b>Rating</b>
<b>Environmental</b>		
<b>Greenfield / Previously Developed Land</b>	Adopted open space	
<b>Topography</b>	The site slopes steadily down towards the south.	
<b>Agricultural Land Quality using <a href="#">Magicmap</a> Landscape post-1988 map</b>	N/A	
<b>Tree Preservation Orders / Mature Trees of Value on site or significantly affecting boundaries</b>	There are a number of mature trees on the site in a natural woodland.	
<b>Biodiversity or Geodiversity on site or significantly affecting boundaries</b>	Trees and vegetation on site	
<b>Heritage Assets on site or significantly affecting boundaries</b>	There are no heritage assets on the site.	
<b>Visual Amenity and Character of the Area</b>	The area is generally residential with commercial uses to the south.	
<b>Flood risk, drainage and ground water (refer to flood consultees where drainage issues, in flood zone 2 or over 1 ha)</b>	The site is not in Flood Risk Zone 3.	
<b>Ground Contamination</b>	No issues anticipated.	
<b>Ground stability</b>	No issues anticipated	
<b>Air Quality impact of adjoining uses</b>	The adjoining A4031 may require development to incorporate air quality amelioration measures	

<b>Noise impact of adjoining uses</b>	The adjoining A4031 may require development to incorporate noise amelioration measures.	
<b>Mineral Extraction and Mineral Resource Areas</b>	No issues anticipated	
<b>Mineral Infrastructure and Brickworks</b>	No issues anticipated	
<b>Waste Infrastructure</b>	None	
<b>Other Environmental (specify)</b>	None	
<b>Economic</b>		
<b>Employment Development Opportunities</b>	The site is in a predominantly residential area backing onto existing dwellings so employment uses would not be appropriate.	
<b>Employment Land</b>	The site is in a predominantly residential area backing onto existing dwellings so employment uses would not be appropriate.	
<b>Delivery / Phasing (taken from Delivery Study where referenced)</b>	N/A	
<b>Viability (taken from Viability Study where referenced)</b>	N/A	
<b>Availability of utilities – electricity, gas, water, sewage treatment</b>	It is considered that utilities would be available to the site though capacities are not known.	
<b>Infrastructure constraints on / under site (electric cables/sub-stations, water/sewage pipes, gas pipes, pylons, culverts, rights of way)</b>	None known	
<b>Highways access and transportation (state name / quality of access points)</b>	There is no suitable access currently available.	
<b>Impact on the wider road network</b>	No issues anticipated.	
<b>Other Economic (specify)</b>	None	
<b>Social</b>		
<b>Primary School</b>	Within 10 minutes	Within 20 minutes

		<b>Strategic Centre / Employment Area</b>		
<b>Secondary School</b>	Within 25 minutes	<b>Centre / Foodstore</b>		Within 10 minutes
<b>GP / Health Centre / Walk in centre</b>	Within 10 minutes			
<b>Housing Density Location – Draft Plan Policy (x)</b>	Very High Density (min 100 dph)		High Density (min 50 dph, max 100 dph)	Moderate Density (40-50 dph)
				X
<b>Any character constraints on density</b>	The site is in an area of moderate density housing.			
<b>Connections to local cycle route networks</b>	Trinity Way (the A4031) is identified in the WMLCWIP.			
<b>Public Open Space (ha's and type)</b>	The site is allocated Public Open Space (0.53 ha Local Amenity Greenspace).			
<b>Loss of Playing Field / Sports Pitches (ha's / number and type of pitches)</b>	There are no playing fields or sports pitches on the site.			
<b>Other Social (specify)</b>	None			
<b>Any character constraints on density (list)</b>	The site is in an area of moderate density housing.			
<b>Opportunities</b>				
<b>Sustainability Appraisal</b>				
Not a reasonable alternative – not assessed				
<b>Conclusion</b>				
<p>The site is allocated in the SAD as Community Open Space. However, it was rated in the 2109 audit as Low-Quality Low Value, so it is considered appropriate to assess alternative development options.</p> <p>The site is currently an amenity area with a number of mature trees. Although it is neglected and poorly maintained it is an attractive feature of the street scene and provides a green frontage to Trinity Way.</p> <p>Residential redevelopment would be the appropriate alternative use in the area. However, the site is an awkward shape being narrow and thin and more importantly there is no current acceptable vehicular access.</p> <p>Employment uses would be inappropriate in this residential area and the site is not large enough for a gypsy/traveller site.</p> <p>It is therefore considered that given its amenity value and the lack of appropriate redevelopment options the site be retained as Community Open Space.</p>				

Appropriate uses given constraints and infrastructure requirements

Housing

Employment

Gypsy/Traveller

