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## **Sandwell Local Plan 2024-2041 - Examination**

Inspector

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### **MATTERS, ISSUES AND QUESTIONS for Hearing Week 2**

<p><b>Matter 9: Site Allocations (set out in various Appendices to the Plan)</b></p>
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**Issue 9 – Whether the plan’s site allocations are justified, effective, positively prepared and consistent with national policies.**

Note: The following question applies to each of the plan’s site allocation policies in Appendix B (housing sites, mixed use sites, and Gypsy and Traveller sites), Appendix C (employment sites), Appendix E (strategic waste sites), and Appendix F (minerals infrastructure sites). In responding, please be clear about the specific site(s) you are referring to by referencing the site name as given in the plan and the relevant site reference. Respondents, other than the Council, should only respond to those questions and site allocation that are directly relevant to the representations they made at the Regulation 19 consultation stages. Appendix A habitat bank sites are not included in Matter 9 and instead those will be considered with Policy SNE2 under Matter 4.

Following submission of the plan for examination, the Council has **proposed an additional housing site allocation** which it considers should be added to Appendix B and has carried out an additional Regulation 19 consultation. The additional site reference is SH67 (Part of Rowley Regis Golf Course) and is set out as a Potential Main Modification (MM1) in document SA/ED50. The responses to the additional Regulation 19 consultation are available on the examination website.

**Q9.1** Are the site allocations soundly based? In particular:

- a. Is the site allocation consistent with the plan’s overarching strategy for the location of development? Is it of strategic importance to the delivery of the plan’s overarching strategy?
- b. What is the likely effect of the allocation in relation to the following factors, where relevant:
  - i. The highway network and other infrastructure, such as health and education facilities, the national grid electricity transmission network, and open space.
  - ii. Flood risk.
  - iii. Air quality.
  - iv. Land contamination and stability, minerals and waste, and noise.
  - v. Heritage assets and their significance.
  - vi. Local environment and character.
- c. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?
- d. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?
- e. Has any planning permission been granted and, if so, what are the details?
- f. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?

**Q9.2** In terms of this issue, are any main modifications necessary for soundness?

Qn. No	Response
Q9.1	<p>A series of site proformas are included below for those site allocations that the Council consider are strategic in nature and / or have been subject to representations made at Regulations 18 or 19 consultation stage.</p> <p>The Council's response to Matter 13 (Plan Delivery and Housing Land Supply) includes at Appendix A a complete list of the supply of housing sites with key information such as site capacity, site area and relevant planning history.</p> <p><b><u>Strategic sites</u></b></p> <p>Sites of 500 dwellings or more:</p> <ul style="list-style-type: none"> <li>A. SHO11 (formerly SH18) - Friar Park Urban Village</li> <li>B. SHO12 (formerly SH35) and SH36 – Rattlechain</li> <li>C. SHO13 (formerly SH41) – North Smethwick Canalside</li> <li>D. SHO14 (formerly SH37) – Edwin Richards Quarry</li> </ul> <p>Sites within West Bromwich Masterplan:</p> <ul style="list-style-type: none"> <li>E. SHO15 (formerly SM5) - Cultural Quarter</li> <li>F. SHO16 (formerly SM8) - George Street Living</li> <li>G. SHO17 (formerly SM6) - Queens Square</li> <li>H. SHO18 (formerly SM7) - West Bromwich Central</li> </ul> <p>Sites within Smethwick Masterplan:</p> <ul style="list-style-type: none"> <li>I. SHO19 (formerly SH58) - Abberley Street</li> <li>J. SHO20 (formerly SH55) - Cape Arm Cranford Street</li> <li>K. SHO21 (formerly SH54) - Cranford Street / Heath Street / Canal</li> <li>L. SHO22 (formerly SH53) - Grove Lane / Cranford Street / London Street</li> <li>M. SHO23 (formerly SH57) - Grove Street / MMUH / School</li> <li>N. SHO24 (formerly SH56) - Molliett Street Park</li> </ul> <p>Mixed Use Development:</p> <ul style="list-style-type: none"> <li>O. SHO25 (formerly SM2) - Lion Farm</li> </ul> <p>Employment Development:</p> <ul style="list-style-type: none"> <li>P. SEC1-5 – Coneygree Business Park</li> </ul> <p><b><u>Sites subject to representations</u></b></p> <ul style="list-style-type: none"> <li>Q. 203b – Soho Foundry</li> <li>R. SH2 – Land adjacent to Asda, Wolverhampton Road</li> <li>S. SH5 – Mill Street, Great Bridge</li> <li>T. SH7 – The Boat Gauging House, Factory Road, Tipton</li> <li>U. SH14 - Langley Maltings, Western Road, Langley</li> <li>V. SH16 – Cradley Heath Factory Centre, Woods Lane, Cradley</li> <li>W. SH19 – Land at Horseley Heath, Alexandra Road, and Lower Church Lane, Tipton</li> <li>X. SH21 - Dudley Road East, Oldbury</li> </ul>

Qn. No	Response
	<p>Y. SH30 – Land to the east of Black Lake, West Bromwich</p> <p>Z. SH34 – Former Brandhall Golf Course, Oldbury</p> <p>AA. SH38 - Brades Road, Oldbury</p> <p>BB. SH43 – Land off Tanhouse Avenue, Great Barr</p> <p>CC. SH51 - Providence Place / Bratt Street, West Bromwich</p> <p>DD. SH59 – Beever Road, Great Bridge</p> <p>EE. SH63 – 192-200 Dudley Road, Oldbury</p> <p>FF. SH65 - Smethwick Police Station, Piddock Road, Smethwick</p> <p>GG. SH66 - Wednesbury Police Station, Albert Street, Wednesbury</p> <p>HH. SM1 – Chances Glass Works, Spon Lane</p> <p>II. SM4 - Army Reserve, Carters Green</p>
<b>Q9.1a</b>	<p>The site allocations are consistent with the SLP's overarching strategy for the location of new development, which seeks to deliver as much development as possible on previously developed land and on sites in the urban area.</p> <p>The Site Assessment Report [SAA 001] sets out the gateway constraints that were used to rule out potential site allocations that do not accord with the overarching strategy for the location of development. Accessibility mapping was also used to determine appropriate densities for each residential site, with higher densities indicated in the most sustainable locations.</p>
<b>Q9.1b(i)</b>	<p><u>Highway network</u></p> <p>The Black Country Transport Modelling work [TRAN 001] identifies six locations where improvements or mitigations are required to the highway network over the plan period (see SA ED30 Transportation Topic Paper). All have funding secured to deliver them, or to develop proposals for future funding rounds, or in some cases, both. Therefore, the highway network is considered capable of accommodating the level of growth collectively generated by the site allocations without additional major infrastructure works being required.</p> <p><u>Health facilities</u></p> <p>The IDP [DEL 002] concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This is likely to be met through the expansion of existing facilities rather than via new facilities; the cost of expansion would be met through developer contributions.</p> <p>The allocation of the sites is therefore considered appropriate with regards to the capacity of health infrastructure.</p> <p><u>Education facilities</u></p> <p>The IDP [DEL 002] concludes that no mainstream education infrastructure projects are identified as being necessary within the plan period, either in</p>



Qn. No	Response
	<p>relation to specific sites, or as a result of the cumulative effects of housing growth.</p> <p>There is a requirement for additional SEND provision, however; this is expected to be funded via grants.</p> <p><u>National Grid electricity transmission network</u></p> <p>The IDP [DEL 002] concludes that there are constraints on the existing electricity network in the Sandwell area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan.</p> <p>All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the SLP being adopted. Therefore, the allocation of the sites is appropriate with regards to the capacity of the electricity transmission network.</p> <p><u>Open space</u></p> <p>All allocations of ten homes or more are expected to contribute towards the provision of unrestricted open space on site. Policy SHW4 facilitates a commuted sum for nearby off-site provision to be accepted in lieu where on site provision would make development unviable or where there is no physical capacity to include it.</p>
<b>Q9.1b(ii)</b>	<p>The SLP has allocated all reasonably available sites within Flood Zone 1 that have a low risk of flooding.</p> <p>The Level 2 Strategic Flood Risk Assessment [SA/ED21] explains that <b>Roway Lane (EMP2-3)</b> is at greater risk of surface water and fluvial flooding and will require careful consideration and mitigation to pass the flood risk element of the Exception Test.</p> <p><b>Lion Farm (SM2), Direct 2, Roway Lane (EMP2-3) and Land off Bilport Lane (SEC1-7)</b> have been identified to potentially have issues with safe access and egress during the design flood event. This should be assessed further through a site-specific Flood Risk Assessment and if necessary, a Flood Response Plan should be produced.</p> <p><b>Mill Street, Great Bridge (SH5), Friar Street, Wednesbury (SH28) and Land between Addington Way and River Tame, Temple (SH36)</b> have been identified to be particularly sensitive to the impacts of climate change. Further analysis of the flood risk to these sites should be carried out through site-specific Flood Risk Assessments to better understand the sensitivity of sites to flood risk and improve confidence in the predicted flood extents.</p> <p>All allocated sites are therefore considered to be appropriate with regards to flood risk, taking account of the recommendations set out in the Level 2 Strategic Flood Risk Assessment.</p>

Qn. No	Response
Q9.1b(iii)	<p>Sandwell is covered in its entirety by an Air Quality Management Area (AQMA). None of the allocated sites are expected to result in an unacceptable impact due to air quality. Further assessment will be undertaken at planning application stage.</p>
Q9.1b(iv)	<p><u>Land contamination and stability</u></p> <p>Sandwell has a rich and varied geology as well as a legacy of mining, heavy industry and waste disposal, which has resulted in issues with contamination and land instability across the borough.</p> <p>Potential allocations were subject to a site assessment process that included consideration of the impact of ground contamination and instability. Some sites have had their net developable area reduced to reflect the likelihood of contamination or ground instability, thus reducing the amount of the site that can be developed.</p> <p>All site allocations within the plan are considered deliverable and relevant comments regarding contamination and instability are recorded in the Further Information column within the tables in Appendix B of the SLP.</p> <p><u>Minerals and waste</u></p> <p>The location of minerals and waste facilities has been considered throughout the preparation of the SLP, including the site assessment process. The location of existing waste facilities and preferred areas for new waste facilities are identified on the policies map. The proximity of existing safeguarded minerals and waste operations has informed what land use is considered appropriate on nearby sites.</p> <p><u>Noise</u></p> <p>All site allocations are considered appropriate with regards to potential impact of noise pollution. Policies within the SLP and the NPPF are considered sufficient to ensure that any potential impact from noise can be mitigated against.</p>
Q9.1b(v)	<p>Sites that are considered to have the potential to harm heritage assets and their settings were subject to a Heritage Impact Assessment [SAA 005] during the site assessment process for the SLP.</p>
Q9.1b(vi)	<p>The effect of site allocations on the local environment and its character has been taken into consideration throughout the preparation of the SLP including within the preferred spatial strategy and the site assessment process. Some sites have been subject to a Heritage Impact Assessment [SAA 005].</p> <p>Sandwell Council is in the process of producing a Design Code, which will provide detailed guidance on how new development can secure good design that responds positively to its local environment and character.</p>

Qn. No	Response
<b>Q9.1c</b>	<p>The amount of development proposed for each allocated site is justified and seeks to make efficient use of land.</p> <p>Minimum density requirements for residential sites have been used to inform indicative capacities, and sites of two hectares or more have had their yield reduced to reflect space required for supporting infrastructure (please see SA/ED 8 – Density and Design Topic Paper).</p> <p>Employment sites are expressed in hectareage to reflect that different employment uses are appropriate on these sites.</p>
<b>Q9.1d</b>	<p>All sites allocated for development are viable and deliverable in the anticipated delivery timescales set out at Appendix B of the SLP. The SLP has been assessed for its financial viability during its preparation [VIAB 001 and VIAB 002].</p>
<b>Q9.1e</b>	<p>Relevant planning permission details are set out in the proformas below or for housing sites within the housing trajectory table appended to MIQ response 13.1(a).</p>
<b>Q9.1f</b>	<p>A new policy for strategic sites is proposed as a main modification to the SLP with further details provided in response to <b>Q 9.2</b>.</p>

Qn No.	Response
Q9.2	<p>Two main modifications and two additional modifications are required for soundness.</p> <p><u>Main modification 1 – New strategic allocations policy.</u></p> <p>Please refer to the Council’s answer to <b>Q7.1b</b></p> <p><u>Main modification 2 – Allocation of part of Rowley Regis Golf Course</u></p> <p>Part of Rowley Regis Golf Course should be allocated for residential development. Sandwell Council has already proposed this main modification to the Inspector.</p> <p>Please see <b>SA/ED50</b> (schedule of proposed main modifications), reference <b>MM1</b>.</p> <p><u>Additional modifications – Missing allocations for police sites</u></p> <p>Two additional modifications are required to correct the omission of Smethwick Police Station (SH65) being listed as a residential allocation at Appendix B of the SLP, and the omission of allocations at Smethwick Police Station, Wednesbury Police Station and Windmill House from the interactive policies map. Sandwell Council has already proposed these additional modifications to the Inspector.</p>

Qn No.	Response
	Please see <b>SA/ED3</b> (schedule of proposed additional modifications) references <b>PAM11</b> and <b>PAM59</b>

<b>Site Reference:</b> SHO11(formerly SH18) <b>Address:</b> Friar Park Urban Village, Friar Park Road, Wednesbury <b>Indicative capacity:</b> 614 (tendered capacity was 614 - 641) <b>Site Area (Hectares):</b> 26ha (approx.) <b>Net Developable Area (Indicative):</b> 16ha – 18ha <b>Density minimum:</b> 35dph (range 35dph – 45dph)	
<b>Is the allocation consistent with the plans overarching strategy for the location of development</b>	Yes, the site is in a sustainable location. The site has had previous land uses however it now has the character of a greenfield site. Its allocation is consistent with the Balanced Green Growth strategy.
<b>Is the site of strategic importance to the delivery of the plans overarching strategy</b>	Yes, the scheme comprises over 500 units.
<b>Description of Site (include map)</b>  The site is located on the Sandwell/Walsall border in the north of the Borough, just to the west of the Bescot Sidings. It consists of two land ownerships (SMBC and WMCA), comprising a former sewage farm, together with former farmland and community open space. The site has 5 sports pitches located on the site, but these have not been used for at least 10-15 years. The sewage farm ceased operation in circa 1985, and the site has been derelict since that time. The central part of the site is subject to a Site of Local Importance for Nature Conservation (SLINC) designation (Friar Park SLINC).  SMBC and WMCA have entered into a Joint Venture to bring forward a comprehensive brownfield housing regeneration scheme, which is the largest of its type in the WMCA area. A masterplan was approved by Sandwell Council in March 2023.  Sufficient funding has been secured from public sources to cover the remediation costs, and a developer (Keepmoat) was confirmed as the preferred developer in August 2025. The funding regime requires delivery of 350 units by 31 March 2032, and the remainder by 31 March 2035.	



1. This site will be allocated for residential development. The site could deliver a minimum of **614 dwellings**.

2. **Indicative timeframe for delivery and evidence**

Remediation Programme:  
April 2026 – December 2027

Housing Delivery Commences:  
Early 2028  
(NB Developer tender indicates an earlier start on site, pending EA approvals)  
Contractual requirement for delivery of 350 units by 31 March 2032, and the remainder by March 2035.  
Developer appointed, remediation application is imminent and EA permit being progressed.

3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.

#### 4. Impact on infrastructure provision:

- **School place impacts**

The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Early assessments of masterplan requirements showed no specific provision for additional school accommodation would be required.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

Early assessments of the masterplan indicated no specific requirement for an additional GP surgery. Expansion of existing surgeries was identified as a mitigation once the final details of the scheme was known.

However, independently, the adjacent Tame Valley Medical Centre now has planning permission to extend the premises to create additional consulting rooms.

- **Highways impacts**

Early assessments indicates that minor modifications to 4 junctions will be required. The required works include the introduction of, and timing of, traffic signals.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

- **Biodiversity Net Gain**

Detailed assessment of BNG requirements has been undertaken as part of the preparation of the planning application for the remediation works. This indicates that some off-site provision may be required in addition to provision on site. The developer submission has also considered this and seeks to ensure minimal off-site provision as much as possible. This will be determined through the planning application process.

- **Open space requirements**

The proposed scheme provides circa 10ha of public open space within a linear park along the western boundary of the site, which comprises a variety of uses/types of public open space. The scheme will result in the loss of 5 unused and lapsed football pitches. Mitigation for this loss has been influenced by viability concerns, and the identification of needs through the PPOSS, as

well as operational and management concerns. The Council's preferred position for mitigation provision is for a commuted sum for improvements to existing sites. However, it is noted that the developer's proposal indicate space for provision of one pitch should it ultimately be required.

- **Flood risk**

The majority of the site is located in Flood Zone 1 with a small slither in the NE corner being in Flood Zone 2. A Flood Risk assessment has been undertaken and shows no specific issues, and the EA have confirmed, through pre-application they have no concerns. They have also advised that there is no change with the forthcoming review of the Flood Zone maps.

- **Air quality**

The borough is wholly within an AQMA. No issues identified.

- **Land contamination and stability**

Site Investigations have shown that the land is severely contaminated, particularly in the area of the former sewage works. A remediation strategy has been developed and permit pre-application discussions are being progressed with the Environment Agency.

The extent of contamination has been a significant issue in relation to the viability of the scheme's delivery. However, public funding to cover the remediation costs has been secured between SMBC and WMCA, such that remediation works are anticipated to commence in early 2026.

- **Minerals and waste**

No issues identified.

- **Noise**

A detailed noise assessment is being progressed. However, at the masterplan stages no specific measures were identified as being required to be provided for the housing units to address internal noise impacts. The creation of the linear park and associated tree planting is also intended to assist with noise impacts from the motorway and railway sidings in the external parts of the site.

- **Heritage assets and their significance**

A Heritage Assessment has been undertaken. There is no impact upon heritage assets.

- **Local environment and character**

The masterplan proposals require that any future scheme reflects local characteristics, and these have been reflected in the developers proposals.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the Friar Park Urban Village Masterplan includes an indicative site layout and quantifies the amount of development that could be appropriate at the site with regards to the provision of necessary infrastructure and policy requirements.
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6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, sufficient funding has been secured from public sources to cover the remediation costs, and a developer (Keepmoat) was confirmed as the preferred developer in August 2025. The funding regime requires delivery of 350 units by 31 March 2032, and the remainder by 31 March 2035.
7. Has any planning permission been granted and, if so, what are the details?	No - submission of a planning application for the remediation of the site is anticipated in Autumn 2025.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

**Site Reference:** SHO12 (formerly SH35 and SH36)

**Address:** Rattlechain; SH35 – land to the north of Temple Way, Tividale; SH36 – Land between Addington Way and River Tame, Temple Way, Tividale

**Indicative capacity:** 554 dwellings (518 from former allocation SH35 and 36 from former allocation SH36)

**Site Area (Hectares):** 15.7 hectares (14.8 hectares from former allocation SH35 and 0.9 hectares from former allocation SH36)

**Net Developable Area (Indicative):** 15.7 hectares

**Density minimum:** SH35: 35dph; SH36: 40dph

Land at Rattlechain (comprising former site allocations SH35 and SH36) is suitable, available and achievable for residential development during the Sandwell Local Plan (SLP) plan period.

Rattlechain totals 15.7 hectares of land of which Rattlechain Redevelopments Limited (RRL) is promoting 10.07 hectares. RRL's planning agent, Elias Topping, despite not engaging formally with the SLP preparation process by submitting representations, has in recent years engaged in periodic dialogue with council officers to seek to find an in-principle strategy for bringing forward both allocations. During summer 2024 a Memorandum of Understanding between RRL, Sandwell Council and the Canal & River Trust was drafted which sought to record an agreement between the parties to co-operate in bringing forward the regeneration of the site. However, the Memorandum of Understanding was never signed.

As such, no strategy has been agreed; however, Elias Topping has provided a summary of their preferred strategy which is appended to this note, as well as an indicative masterplan and their response to comments raised by Friends of Sheepwash Local Nature Reserve at Reg.19 consultation stage (references 1390 – 1415, 1420 and 1421).

The strategy and other documents provided by Elias Topping are not endorsed by Sandwell Council. In short, their preferred strategy has been presented to the council without detailed evidence of its achievability and without evidence that other options for remediating and delivering the site have been fully explored. The council is unable to answer any questions regarding the strategy, and it will be necessary to invite Elias Topping and/or RRL to the SLP examination hearings should there be a need to discuss the strategy and other documents. Notwithstanding this, what their strategy and the documents do show is a willingness from RRL to act as the lead party driving forward the delivery of the allocations and an intention from RRL to work with various stakeholders to agree an appropriate strategy in the near future.

**Is the allocation consistent with the plans overarching strategy for the location of development?**

Yes, although the spatial strategy expects the majority of development to be delivered on brownfield land the strategy recognises that the allocation of a limited number of greenfield sites in sustainable locations that make use of existing infrastructure is appropriate. Such sites will still assist with improving and creating additional green spaces, landscaping, environmental provision and climate change mitigation.

<b>Is the site of strategic importance to the delivery of the plans overarching strategy?</b>	Yes. The site has an indicative capacity of over 500 homes and is considered of strategic importance to the delivery of the plan.
<p><b>Description of Site (include map)</b></p> <p>Rattlechain comprises 15.7 hectares of land approximately 1.8km north west of Oldbury Town Centre. To the south of the site is the large Temple Way residential estate. To the west is a variety of industrial and employment uses including a metal fabricators and cleared land used for open storage and vehicle parking. To the north is the Birmingham Main Line Canal with the Birmingham to Wolverhampton railway line running parallel, beyond which is Sheepwash Nature Reserve. To the east is the sinuous River Tame and an undulating area of open space that accommodates areas of woodland. The Gower Branch Canal lies further to the east.</p> <p>Rattlechain has a complex history having been used previously for coal mining, as a brick works and clay pit, a tip for fuel ash and commercial waste, and as a deposit for phosphorous waste. Presently the western third of the site comprises the Rhodia Lagoon (owned by Oldbury Energy Solutions (UK) Limited, often referred to as Solvay) which is formed of a main body of water and a smaller ancillary body of water adjacent to the west. The lagoon is approximately 20 metres deep and accommodates the deposits of phosphorous waste which is monitored by a Waste Management Licence. The remainder of the allocation accommodates deposits of fuel ash and commercial waste and outwardly comprises a variety of scrubland, grassland and small patches of woodland. Large tracts of this vegetation were cleared earlier in 2025. The land is undulating, and in the main higher in elevation than the residential estate to the south, with steep drops particularly down to the River Tame along the eastern boundary. Despite accommodating previous land uses the site has the appearance of greenfield land and due to previous restoration efforts predominantly does not meet the NPPF definition of previously developed land. In addition, the site does not meet the definition of ‘contaminated land’ under Part IIA Environmental Protection Act 1990.</p> <p>A Public Right of Way is routed from John’s Lane in the south western corner of the site along the access track to the lagoon and around the western edge of the allocation. Two further Public Rights of Way originate from MacDonald Close and Palmerston Drive and cross the eastern part of the site from south to north, converging at the north eastern corner of the site where a tunnel provides access under the canal and railway line to Sheepwash Nature Reserve to the north. There are limited boundary features across the site, meaning it can largely be crossed by members of the public with the exception of the Rhodia Lagoon which is securely fenced off.</p> <p>High voltage electricity cables transect the extreme north eastern corner of the allocation.</p>	

This site will be allocated for residential development. The site could deliver a minimum of 554 dwellings.

Former SH35 completions in 2035-2041.  
Former SH36 completions in 2039-2040

The site benefits from an existing allocation for residential development in the Sandwell Site Allocations and Delivery Development Plan Document with an indicative capacity of 315 dwellings across a gross site area of 16.55 hectares (site references 88 and 752). The suitability of retaining the site allocation was considered as part of the site assessment process during the preparation of the SLP. The site assessment concluded that allocating the site for residential development would make efficient use of land and assist with finding a permanent resolution to various constraints relating to historic uses at the site (SAA 002, site assessment proformas 85 and 86). These historic uses result in a complex and currently unagreed process for remediating the site, nevertheless the site is capable of being remediated and delivering its full capacity of homes during the plan period.

NPPF paragraph 194 explains that “the focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes).”

Planning decisions should assume that these regimes will operate effectively.” The site is currently monitored by a Waste Management Licence. It is highly likely that remediation works would be subject to separate pollution control regimes which the NPPF assumes will operate effectively in addition to planning controls. The redevelopment of the site to residential development would provide a permanent solution to the ongoing management of historic waste deposits.

#### Availability

Rattlechain has four different land ownerships. The majority of Rattlechain is owned by Rattlechain Redevelopments Limited (10.07 hectares) and Oldbury Energy Solutions (UK) Limited (often referred to as Solvay) (5.66 hectares). The Canal and River Trust own a strip of land to the south of the Main Line Canal as well as part of the adjacent area of open space north of the River Tame. Sandwell Council owns part of the adjacent area of open space south of the River Tame as well as a thin strip that transects RRL’s land and provides an ownership bridge to the Canal and River Trust land. The access track which connects the allocation to John’s Lane is unregistered however Rhodia UK Limited has the benefit of a prescriptive easement over the land.

There are no known legal or ownership impediments to development. RRL is actively seeking to remediate and develop their landholding. Oldbury Energy Solutions (UK) Limited (Solvay) has previously indicated that it would transfer its land holding to a public body such as Homes England, and RRL has proposed it would fund this process and subsequently take ownership and clean up the site. The Canal and River Trust acknowledged the allocations in their Reg.18 consultation representations noting that development proposals adjacent to the canal should have full regard to the land contamination, water quality and land stability issues arising from this site (Reg.18 representation reference C090 or 928).

#### Achievability

The high-level development strategy provided by RRL considers that the delivery of the allocations is achievable and viable subject to securing public funding. Furthermore, the site is one of the case study examples used in the SLP Reg.18 Viability Assessment Report (VIAB 001) which found that the delivery of the site can be made financially viable including with the provision of 25% affordable housing by adopting a pragmatic approach and securing sufficient grant funding. RRL has proposed the West Midlands Combined Authority (WMCA) as an appropriate grant provider. The WMCA administers a range of funds and has provided financial assistance to previous housing schemes in Sandwell including at Fountain Lane, Oldbury as well as contributions towards the delivery of Friar Park Urban Village in Wednesbury. Confirming the allocations would provide additional certainty to potential grant providers.

The Inspector’s report on the examination into the Sandwell Site Allocations and Delivery Development Plan Document (dated 6 September 2012) discusses the allocation of Rattlechain in relative detail. The Inspector in that instance recognised the complexity of the technical challenge of remediating the site, and despite having serious doubts that the full potential of the site could be realised by 2021 determined that confirming its future use for housing purposes would provide landowners with sufficient certainty to warrant further investigation into ways to restore it. The report notes that during that examination the Environment Agency accepted that it is possible in principle to redevelop the site for housing purposes because remediation of waste disposal sites had proved possible in Sandwell and elsewhere.

Given the challenges associated with the site the SLP expects the allocation to deliver new housing in the latter part of the plan period from 2035-2041.

**Impact on infrastructure provision:**

- **School place impacts**

The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. Achieving an appropriate vehicular access to the site will be challenging but not insurmountable. The preferred access is via the existing track from John's Lane which connects to the south western corner of the site next to the Rhodia Lagoon. The track is narrow and less than seven metres wide in places. The developer will need to engage in negotiations with adjoining landowners to the west to seek to acquire additional land to widen the access route. Additional access points could be achieved from several residential streets within the Temple Way estate including Gladstone Drive, Shelbourne Close and Portland Drive. The land to the west of the track is used for open storage and vehicle parking. The design of the access should be agreed with the Highway Authority at an early stage.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity of the electricity transmission network. High voltage electricity cables transect the extreme north east corner of the allocation however they are not expected to impact the deliverability of the allocation and can be designed around.

- **Biodiversity Net Gain**

Extensive habitats are present on site, or were present until their removal earlier in 2025. Any habitat degradation that has take place since 30<sup>th</sup> January 2020 is legally required to be recognised when securing Biodiversity Net Gain as part of development proposals.

A net gain in biodiversity may be achievable on site or in combination with improvements to the land to the east owned by Sandwell Council and the Canal and River Trust which is proposed to be designated as open space in the SLP and is partially designated as a SLINC (Brades Hall).

Consideration must be given to protecting or mitigating against the loss of John's Lane SLINC which runs along the eastern bank of the Rhodia Lagoon within the allocation.

- **Open space requirements**

The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through qualitative and access improvements to land to the east owned by Sandwell Council and the Canal and River Trust, and Sheepwash Nature Reserve.

- **Flood risk**

The majority of the site is within Flood Zone 1 and at low risk of flooding. However, land around the River Tame in the east of the site is within Flood Zone 2 and 3. The topography of the site falls sharply down to the river which is within a steep valley so it is very unlikely that development would be proposed within the area at risk of flooding. The comprehensive re-levelling of the site that would result from remediation works would create an opportunity to further reduce the risk of flooding and improve surface water drainage including the use of sustainable drainage solutions.

The Site Assessment Report Appendix E: Flood Risk Sequential and Exception Test (SA ED22) explains that the council has identified all reasonably available sites that have a lower risk of flooding from all sources, and it is not possible to accommodate the proposed development in a more suitable area. An Exception Test will be applicable at planning application stage if the applicant chooses not to steer all built development to areas of Flood Zone 1.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns. Conditions would be imposed on a planning consent to control the construction process to mitigate impacts of poor air quality.

- **Land contamination and stability**

The remediation and stabilisation of the allocations will be a complex process involving numerous stakeholders including the Environment Agency, Sandwell Council and the Canal and River Trust. During the examination of the Sandwell Site Allocations and Delivery DPD in 2012 the Environment Agency accepted that it is possible in principle to redevelop the site for housing purposes as this had been proved elsewhere. A remediation strategy has not been agreed between the relevant organisations.

- **Minerals and waste**

Fuel ash and phosphorous waste may be required to be transported offsite as part of the remediation strategy. This would likely be subject to planning controls and separate pollution control regimes.

There are known mine shafts on the site which will require treatment, and their location should be responded to in the layout of the development. There may be further unidentified mine shafts and controls should be put in place during the planning process to ensure these are appropriately treated and taken account of.

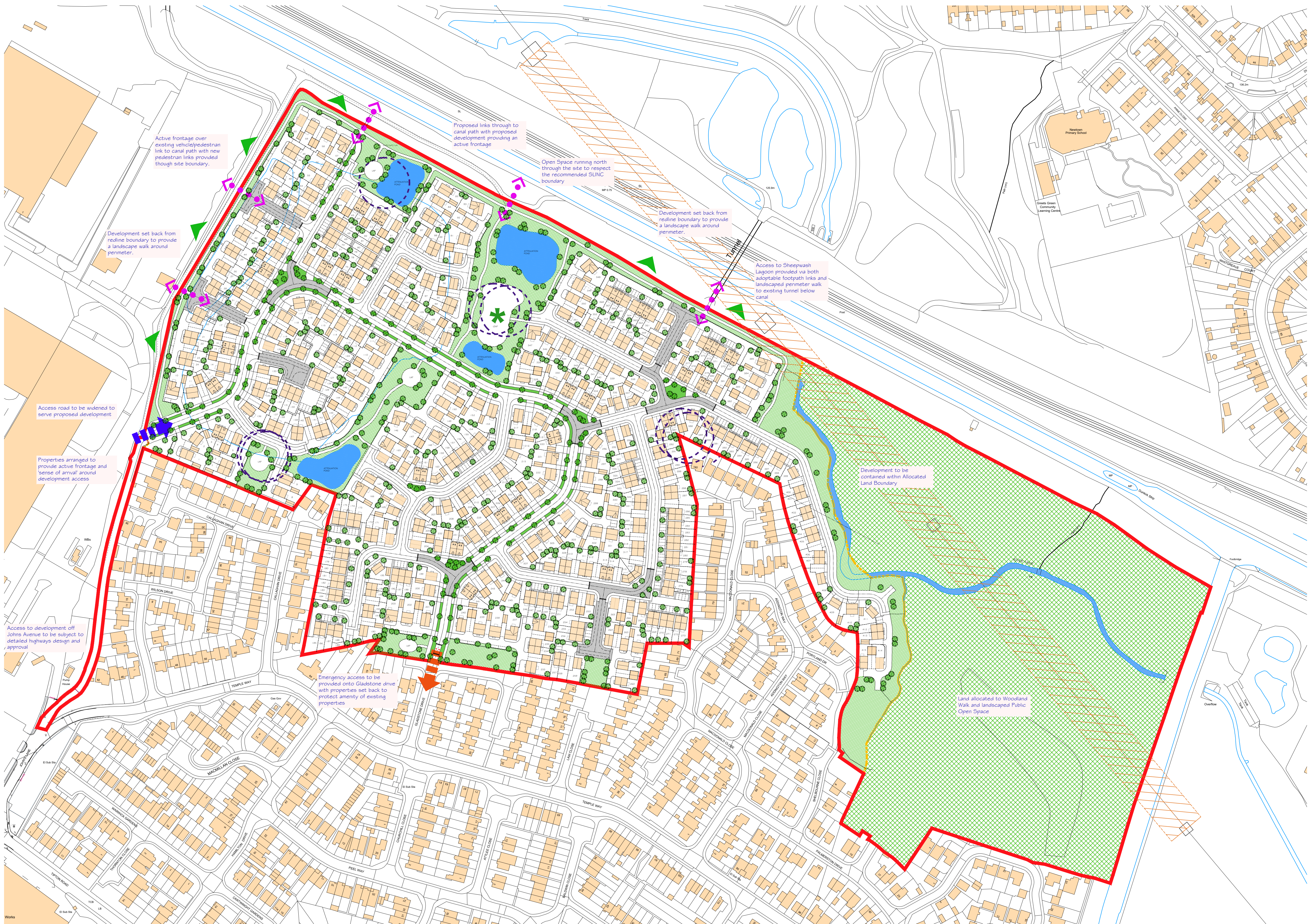
- **Noise**

Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to adjacent industrial uses and the Birmingham to Wolverhampton railway line. However, noise is not considered to be a constraint to development and can be mitigated against in the design of the scheme.

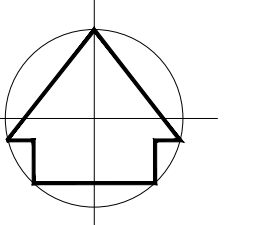
- **Heritage assets and their significance**

<p>There are no designated or non-designated heritage assets within the site. The Main Line Canal to the north is proposed to be designated as an Archaeology Priority Area and an Area of High Historic Townscape Value. Several canal towpath bridges close to the site are Grade II listed buildings including at the junction with the Gower Branch Canal (300 metres east), and at the Dudley Port Junction (750 metres west). The proximity of heritage assets is not considered to impact the deliverability of the allocation but may inform the layout and design of development proposed at planning application stage.</p> <ul style="list-style-type: none"> <li> <b>Local environment and character</b>            The site itself is open and undulating in character and has the appearance of greenfield land despite previous industrial, mining and waste disposal use. The character of the site would significantly alter from the delivery of the allocation, however it would assimilate with the existing residential estate to the south and there is opportunity to secure a green landscape-led residential development which responds positively to the proximity of the Main Line Canal to the north and responds to the aspirations of the Dudley Port and Tipton Regeneration Area to create new residential communities on Garden City principles. The Sandwell Council and CRT land to the east of the allocation could provide an enhanced area of open space in combination with the delivery of the allocation.         </li> </ul>	
<b>Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	<p>Yes. Former allocation SH35 (14.8 hectares) has a net density of 35dph in the SLP in recognition of additional constraints impacting the site. Former allocation SH36 (09 hectares) has a net density of 40dph in the SLP.</p> <p>The masterplan provided by RRL is below the indicative capacity of the allocations and does not provide an acceptable housing mix including new apartments. Furthermore, the masterplan does not reflect constraints at the site including the steep fall in topography adjacent to the River Tame.</p>
<b>Has any planning permission been granted and, if so, what are the details?</b>	<p>There is no planning history that is directly relevant to the redevelopment of the site into housing.</p> <p>There is some planning history related to previous reclamation of the site.</p>
<b>Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	<p>No</p>





- KEY
- Application Boundary
  - Allocated Land Boundary
  - Development Access
  - Emergency Access
  - Pedestrian Access to canal path
  - Development frontage over canal
  - Mine Shaft 20m Exclusion Zones
  - Indicative Attenuation Ponds
  - Indicative Public Open Space
  - Land allocated for Woodland Walk
  - Overhead Cables easement
  - Indicative Tree Planting



Development at Rattlechain Tip, Tivdale  
Schedule of Accommodation  
Org 1549-01 - Development Masterplan

Private Dwellings	No.
House Types	
2 Bedroom	33
3 Bedroom	186
4 Bedroom	92
Sub Total	311
Affordable Dwellings - 25%	No.
House Types	
2 Bedroom	14
3 Bedroom	54
4 Bedroom	36
Sub Total	104
Grand Total	415

Rev A Amendments to clients comments 11.08.20 DW/CT  
Rev A Amendment Date DW/CT

Revisions:

Client  
ELIAS TOPPING

Site  
DEVELOPMENT AT RATTLECHAIN  
GLADSTONE DRIVE, TIVDALE

Title  
DEVELOPMENT MASTERPLAN

Scale  
1: 1000@A0

Date  
21.07.25

Org No.  
1549-001

Rec.  
A

Drawn by  
KJ/Elas Topping/1549 Rattlechain/Landscape/Current/1549-001.dwg

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KJ/Elas Topping/1549 Rattlechain/Landscape/Current/1549-001.dwg

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ARCHITECTURAL • CIVIL ENGINEERING  
LAND SURVEYORS • LANDSCAPE DESIGN



## **Land at Rattlechain ref H9.3**

**Proposed Sustainable Residential development on Brownfield Land contributing to Sandwell Council's Garden Cities theme.**

### **Briefing Note for SMBC / Counsel Information**

**14 August 2025**

#### **Contents**

KTA Presenter 1549.01 01v1 Land Ownerships

KTA drawing 1549.001 rev A Development Masterplan

SLR Comments on Friends of Sheepwash Nature Reserve Objections

#### **Parties Involved**

Rattlechain Developments Limited (RDL) – current landowner, land coloured brown

Sandwell Metropolitan Borough Council (SMBC) – Local Authority, land coloured blue

Canal and River Trust (C&RT) – current landowner, land coloured green

Solvay (S) (acquired Rhodia Limited in 2011) – current landowner, land coloured purple

Homes England (HE)

West Midlands Combined Authority (WMCA) – requested grant provider

#### **Current Position**

RDL own a site of 24.9 acres that has been historically used for tipping fuel ash by a company that is no longer in business. The Land is allocated in Sandwell Council's adopted Local Plan for residential use and is a proposed allocation in the emerging Local Plan.

The allocated site is bounded by three sites within the ownerships of SMBC, C&RT, and S. See ownership plan attached.

Only the RDL and S land is proposed to be re-allocated for residential development. Most of the SMBC land and part of the CRT land is overlaid by a SLINC and is designated as Community Open Space. The entire site land is constrained by significant level differences; abutting development and land ownerships; the River Tame; public footpaths; and major services (gas mains and overhead electric pylons). There are no physical boundaries between the RDL, SMBC and C&RT land and this land can easily be accessed albeit it remains in private ownership. However, due to the wooded and steeply sloping terrain and unmaintained nature of the site it unfortunately attracts mainly anti-social uses.

The S land is secure and fenced off **with no public access**. As such comments made by objectors relating to access to the lagoon suggest this was done by way of trespass onto the land. Historically the site was used to deposit phosphorous waste from the nearby Albright & Wilson factory in Oldbury and is currently constrained by a Waste Management Licence issued by the Environment Agency. The phosphorous waste was tipped into a circa 20 metre deep shallow lagoon which is monitored by the C&RT and Environment Agency under the current Waste Management Licence.

## Reclamation and Development Strategy

The strategy seeks to consolidate the land holdings of RDL & S and to enter into agreements with SMBC and C&RT to improve the accessibility and upgrade the towpath and SLINC to create safe and accessible public open space for use in connection with the proposed development and by the existing community.

To clear the site and remove the filled material to enable residential development would cost in the order of £50M. The site would also need to be accessed for both construction and permanent access through the residential estates to the north of the site.

S have confirmed they will only sell the purple land to a government body and have indicated they are willing to transfer their land to Homes England who would meet their requirements. **RDL is willing to fund this process** and will subsequently take ownership and clean up the site and provide the acquiring public body with an Environmental Insurance Indemnity Policy.

The remediation works will comprise draining the lagoon on the S land and filling with the factory ash from the RDL land. This will even out the levels across the site. The engineered fill from the RDL land will provide a **permanent capping** to the tipped materials in the lagoon and alleviate the need for management and monitoring of the lagoon by S. The potential risk of fires from the tipped phosphorous waste will therefore be permanently removed. The infilling of the lagoon and creation of permanent cap **represents a long term solution** to the current need to manage the existing contamination in the lagoon and represents a significant and material benefit to those living nearby.

The fill will be engineered to enable further residential development across the S land. The existing access to the S land will also be used as the primary access to avoid using the existing estate roads where dense residential uses exist.

The existing track into the site will need to be widened and some land may need to be acquired by Compulsory Purchase (CPO) by SMBC. **RDL will also fund this process.**

An indicative masterplan for the site has been produced ref 1549-001 rev A and is included with this note. The reclaimed residential land is targeted to produce **415 dwellings** (proposed density 11.85 dwellings per acre) with a mix of 1,2,3 and 4 bed dwellings **including the provision of affordable housing at 25% of the total, comprising 104 new dwellings**. The housing mix as shown meets local plan policies and the target mix in the Housing Market Needs Assessment which was produced as part of the council's Evidence Base.

The provision of a 415 new dwellings on the site represents a significant contribution to the LPAs demonstrable shortfall of housing supply for the current and next plan period and should carry significant weight in any assessment of the proposed allocation.

The SMBC and CRT land will be regraded to produce safe and accessible public open space, which for use by all of the community to include enhanced access to the canal and Sheepwash Nature Reserve on to the north which is currently accessed via dark and potentially unsafe tunnel under the canal. **The proposed public open space totals 3.38ha being 24.66% of the total site area.** This represents a significant public benefit through the enhancement of the existing poor quality environment to provide attractive and accessible space for all. The proposed development will include sustainable measures and outcomes and contribute to SMBC's ambitions to create aspects of Garden Cities within the existing communities.

It is estimated that the costs associated with a planning application, reclamation, and infrastructure works will cost in the order of £17 million to remove the fill from the RDL site and infill the lagoon as proposed by this strategy. The costs of reclaiming the RDL land in isolation total approximately £50 million largely due to costs associated with taking fill off site as opposed to using the lagoon as a repository for the same.

RDL has undertaken extensive ground and geotechnical investigations of its land, including the most recent Phase 1 Site Investigation which was undertaken this month. These reports verify the proposed strategy, including reference to earlier remedial works undertaken to the lagoon within S's landholding.

Objections raised in respect of the contamination of the land and viability of the proposed development have been reviewed by respected consulting engineers SLR and a commentary and rebuttal is included with this note

Initial detailed appraisals have also been undertaken and the level of grant aid support which would be required by the development is within the allowable limits of the WMCA funding threshold, **with RDL providing match funding to the grant received.**

## Key Outcomes

- 23.7 ha acres of brownfield previously developed land can be sustainably reclaimed and serviced for residential development.
- Up to 415 new dwellings, 104 of which would be affordable
- The contaminated lagoon can be permanently reclaimed for development and the potential risk of fires from the tipped phosphorous waste removed, representing a significant public benefit
- Environmental enhancements to the existing SLINC to create fully accessible public open space and upgrading of existing canal access and interface
- Enhanced and safer access to Sheepwash Lagoon to the north (currently via dark tunnel under canal)
- The combined cost of reclaiming both sites will be substantially less expensive to the public purse than reclaiming just the allocated land, noting that public sector grant funding is required to address the legacy of historic uses and the resultant financial 'viability gap'
- Currently underused and potentially hazardous open spaces will be environmentally enhanced and made safe for public access.
- The project is deliverable within a five year timescale within the WMCA grant funding maximum Value-for-Money threshold for residential development on Brownfield Land.

15 August 2025

**SLR Response to Friends of Sheepwash Local Nature Reserve Objection 1390 – 1415, 1420 and 1421**

Objection no and Text	SLR Comment
<p><b>1390</b></p> <p>This site is in two separate land ownerships and includes a still hazardous Rattlechain waste lagoon containing tens of tonnes of white phosphorus, a banned rat poison that has provenly caused systemic exposure and deaths of many wildfowl. (11), (12), (13), (14), (15), (16). Waste from millions of filled WW2 weapons were deposited there by Albright and Wilson since 1942 and a site licence operated from 1978.</p>	<p>Referenced material not provided. Limited research has identified information on the Friends of Sheepwash web site pertaining to the death of wildlife. The proposed works would remediate the site making it suitable for use therefore dealing with the issue regarding wildlife risk.</p>
<p>No safeguards were in place by the EA or Sandwell council to stop harm to receptors and the "problem" Sandwell council speaks of is that we exposed the failure of regulation in what was being dumped and harming receptors over decades. This site remains unsafe and when dewatered, P4 catches fire when exposed to air- thus risking harm under P2A of the EPA.</p>	<p>Much of the filling was undertaken pre-legislation. Whilst there was existing legislation that reduced the release of pollution to the air (Clean Air Act 1856) using landfills to dispose of waste was not properly regulated until the introduction of the Control of Pollution Act (COPA) 1974. Information indicates that the site operated under licence from 1978. It is difficult therefore to establish a failure of regulation. It is acknowledged that remediation of P4 contamination will require strict operating controls, which will need to be considered in the reclamation plan. Development sites are covered by planning legislation (e.g. NPPF) and not directly by Pt2A of the EPA and the proposed development at the site would comply with the relevant guidance and regulations.</p> <p>It is simplistic to state that P4 catches fire when exposed to air. The waste lagoons are currently subject to an Environmental Permit (EP) with controls that need to be followed. The EP would need to be surrendered and the</p>

	<p>Environment Agency (EA) would need to accept this on the basis that the site was in a satisfactory state. Some mitigation works have already been undertaken by the operator to provide a pathway break cover over the silts in the lagoons and, as stated above, strict controls and monitoring would be in place throughout any redevelopment works to ensure the reclamation works are undertaken in a safe manner compliant with all applicable regulations.</p> <p>Additionally, even if sufficient safeguards were not in place in the past, inclusion of the site in the local plan and subsequent redevelopment would ensure that the site is made suitable for use and remediated in accordance with current regulation.</p>
<p>The adjacent site contains over tipped foundry sand under the auspices of failed planning applications by Mintworth, many in the control of Sandwell Council and more site licences that have left it in the abandoned state that it is in. Note this site was also proposed in the 2011 adopted SAD under examination and has totally failed to get any further despite assurances from the agents of the then owners. The inclusion of the lagoon was withdrawn at a late stage and the site owners of the lagoon claimed that filling a hole with a mound was not technically feasible. (21)NB this was also the findings of a 1990 report by Cremer and Warner which then estimated £3.5 M to remove the waste from the non lagoon side off site. Many thousands of tonnes of foundry sand were then tipped after this date for another 11 years, in an operation which was supposedly only going to take two! The cost today therefore will be tens of millions to remove this waste off site, and how long will this take- well beyond the life of the plan we would consider. Many records are on file known to SMBC planners about the "misery that this directionless operation to "reclaim" land as private open space" caused residents on the Temple Way Estate, blackening their homes with foundry sand.</p>	<p>The referenced reports have not been provided for review, however remediation techniques have developed considerably over the last few decades and remediating lagoons of various origins (sludge lagoons, quarry waste lagoons etc) is an established procedure. There have also been many sites where filling a hole in the ground has resulted in successful redevelopment. Construction processes are more tightly controlled now, with the requirement of Site Waste Management Plans, Construction Environment Management Plans and others to be in place and followed. These are designed to mitigate the potential issues highlighted.</p> <p>Remediation of the site to accommodate development would need to be carried out with due reference to all applicable regulations and would be highly scrutinised. Plans for undertaking the works to control dust and other nuisance would need to be approved prior to commencement and implemented throughout the works with monitoring arrangements also agreed as part of any planning application for remediation or redevelopment of the site. This would ensure that issues experienced in the past are not repeated during future works.</p>

SMBC in their SWOT analysis of the site in 2017 DPSPD stated as threats "CONTAMINATED LAND REMEDIATION COSTS", "INAPPROPRIATE DEVELOPMENT"	This statement does not just refer to Rattlechain but to the Dudley Port area. Threats in a SWOT analysis are meant to highlight factors that may produce a negative impact but by identifying them, systems can be put in place to manage them.
This site should not be remediated by the tax payer in the same way that previous Mintworth tipping sites The Coneygre site, (now under the same ownership as the non lagoon side), and Shidas Lane in Oldbury, also used as tips and then abandoned in our view for a land banking opportunity when a public funding opportunity arises. (22), (28). The polluter has not paid to remediate this site. How many more years and plans should this nonsense continue into? The reliability of previous consultant reports (Sladen) and any future ones require greater scrutiny, are scarcely believable and it is incredible that the council in this plan carry this site forward yet again. The site is therefore unrealistic in delivering homes and the plan is not effective with the inclusion of this paragraph. A former principle planning officer at SMBC described the development of the former sewage works- a previous part of the tipping operations as "a cr£p site for residential"- an email showing perhaps what planners in the council really believe to be the case. (19) Residents living next to the lagoon were not given information about the site and lost money trying to re sell	Government policy requiring sites to come forward on a "brownfield first" basis is longstanding and supported by current national and local planning policies. The Government continues to support meeting the viability gap for sites which have historic contamination issues in order to support the permanent remediation of the same and future beneficial use to meet the well documented shorting of new housing in the borough of Sandwell.
Better use of the site would be to extend the area of Sheepwash as a SINC, with rare species and plants identified on the site. (31) NPPF DEC 2023 P 185 "Habitats and biodiversity relevant, but council have failed to pre assess private land sites in their BNG habitat banks.	The problem of the contamination would not be resolved by allocation as a SINC. The proposed redevelopment of the site offers a long term <b>permanent</b> solution to the current temporary regime of on-gong Environmental Permits for the lagoons.
NPPF DEC2023 Ground conditions and pollution P189, 190,191 also relevant to the unsound inclusion of this site.	Para 196 of the current Dec 2024 version of the NPPF states that after remediation, as a minimum land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990. This indicates that bringing a former industrial site back into use for housing is

	acceptable. Redevelopment under the NPPF would ensure that the site is suitable for use and as a minimum does not represent a significant possibility of significant harm (SPOSH).
<p><b>1391</b></p> <p>Lagoon site not compatible with development. Constraints too great for sustainable development. Failure over decades for this site to be suitable for this purpose and the Rattlechain lagoon is still a permitted hazardous waste site containing tens of tonnes of highly toxic white phosphorus. (1), (2), (3), (4), (5), (6), (7), (8), (9) (10). When dewatered this produces toxic gases. 16), (17). Not safe or possible to include this land within the allocation- no risk assessment or previous developments on such sites for this scenario.</p>	<p>It is accepted that there are constraints to development at the site. The most recent desk top site investigation relating to the site was undertaken this month and confirms that the total cost of removing the existing fill from the RDL land, draining the lagoon and backfilling with quarried material is considered to be prohibitively expensive and economically unfeasible.</p> <p>The most feasible approach will be to excavate the mound on the RDL land and use the material to backfill the adjacent lagoon resulting in a generally level site. This also represents the best solution for permanent treatment of the contamination in the lagoons (SLR Phase 1 Desk Study ref 439.061160.00001 dated 15 August 2025).</p> <p>A detailed investigation and appropriate risk assessment of the site coupled with a review of remedial options will be undertaken to support development at the site. The works and reports will comprise the following:</p> <ul style="list-style-type: none"> <li>▪ Installation of boreholes across the site to target, test and assess potential contamination sources</li> <li>▪ A full Coal Mining Risk Assessment to include treatment works if necessary;</li> <li>▪ A detailed quantitative risk assessment to determine the nature of the contamination and remediation strategies to mitigate any risks which are identified with consultation with specialist expert remediation contractors and liaison with regulators and SMBC</li> </ul> <p>This is standard procedure, with the outcomes at each stage discussed and agreed with regulators. The reports will form part of any planning application</p>

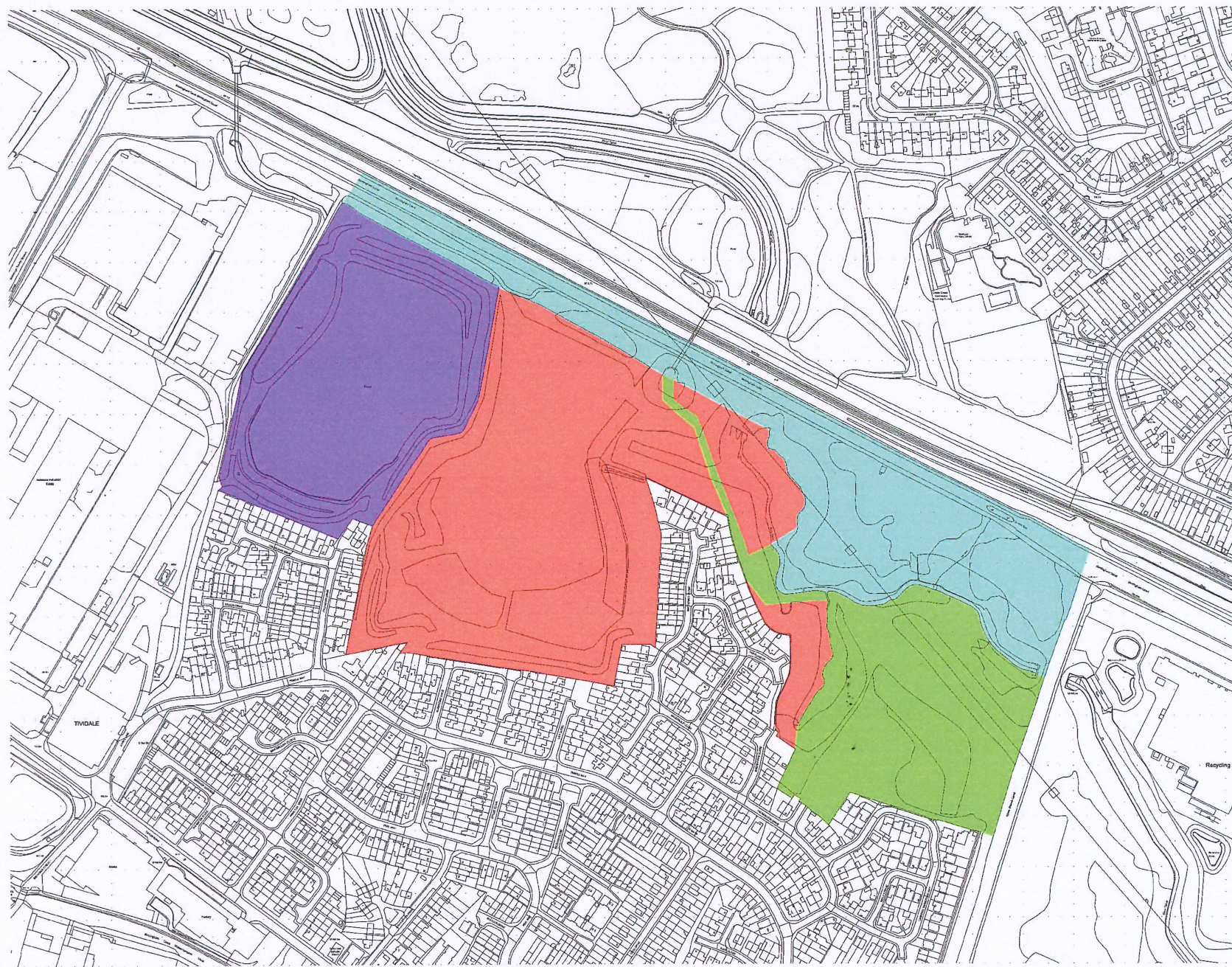


	for development at the site and would be open to public comment as part of the planning process.
Permit has not been surrendered and can only be by Rhodia/Solvay when the Environment Agency agrees to this after a completion certificate.	Surrendering permits is standard procedure and provided all the information is available to the EA and the operators can demonstrate that they comply with the terms of the permit surrender, this should be possible. Acceptance of the permit surrender by the EA would also mean that the site has been returned to a satisfactory state by the operator meaning that it has been remediated to an acceptable standard. This would provide a permanent solution to the contamination within the lagoon sites with the resultant benefits to those living nearby and the surrounding environment.
It is not for the owners of the adjacent site nor their neighbours, nor SMBC to believe they are entitled to judge this legal matter , when/if this may even happen and in the time of the Sandwell plan. Similarly SMBC should be mindful of Part 2 a of the EPA and liabilities regards land that has no risk assessment for the scenarios likely from dewatering the lagoon and toxic gases. The EA will not agree to the inclusion of the lagoon in conjunction with a different development on the adjacent site given the time bomb that activity on one site may impact on another. If they do, they are not a fit body to exist.	<p>Part IIA of the Environmental Protection Act does not require a site to pose no risk. The test is 'significant possibility of significant harm'</p> <p>The site has not been determined as contaminated land under Part IIA legislation. However, redevelopment of the site under the NPPF would require the minimum standard of remediation to ensure that the site could not be determined as Part IIA land. Therefore, redevelopment of the site would ensure that it is remediated and that it will not represent an unacceptable risk to identified receptors in the future.</p> <p>Regulators, including the EA and Local Authority Environmental Protection Team, will be consulted throughout the process and would only agree to viable plans (e.g. surrender of the Environmental Permit, remediation of the site, developmental risks to human health and controlled water receptors etc.). This is a transparent process through planning with all reports available for public scrutiny.</p>

<p>Similar site in US produced toxic phosphine gas associated with degradation of white phosphorus which was over 2km away from nearest occupancy, and not as here just metres from existing or proposed homes. (16), (17). Council ,HSE and Environment Agency cannot sign this off knowing what scenario would unfold- Risk of significant harm existing and future occupiers being compromised.</p>	<p>SLR unable to find the reference to this incident. We are not therefore able to understand what the risks are and / or if the conditions at the 'similar site in US' is applicable and actually similar to the Rattlechain site.</p> <p>The Regulators would only 'sign off' remedial works, EP surrender, redevelopment plans if they were technically sound and provided required mitigation to remove unacceptable risks to identified receptors.</p>
<p>This site failed to come forward in the previous plan (2011), where the inspector Crysell did not believe it would. Two different site owners- Rhodia/Solvay owning the toxic lagoon who described the plans as not technically feasible to infill the lagoon to support residential development and discussions as “passive”(21). 13 years on from this, we only get “discussions” and no realistic intention other than kicking the scheme out until the near end of the plan in 2041- hence not effective or deliverable in the plan period. And appears once again to be reliant on money from the public purse to pay for what the polluter did not. Costs not justified or appropriate. Not justified or appropriate to remove thousands of tonnes of over tipped foundry sand off site or to infill the lagoon. Years of blight took place in the initial operation by Mintworth supposedly taking two years and in reality took eleven to create “private open space” which was abandoned and left derelict since. This caused blight to local residents with “misery” of foundry sand blowing into their homes and properties, and would again affect them in the same way. (23), (24), (25), (26), (27). SMBC SWOT analysis of area 2017 DPSPD stated as threats “CONTAMINATED LAND REMEDIATION COSTS”, “INAPPROPRIATE DEVELOPMENT</p>	<p>This is a similar comment to those above which have already been addressed. Not aware of statement of owners describing plans as not technically feasible. Again, remedial methods have progressed over the years and we expect to be able to deal with the issues of contamination as outlined above.</p>
<p><b>1394</b></p> <p>REMOVE ALLOCATION FOR RESIDENTIAL USE. Not positively prepared. Constraints too great for sustainable development. River Tame adjacency</p>	<p>The surrender of the Environmental Permit and redevelopment of the site would require all unacceptable risks to identified receptors to be mitigated and, in accordance with the NPPF, the minimum requirements of the remediation</p>

<p>threatens pollution to controlled waters through Sheepwash Nature Reserve as has been observed before from the Brades Brook off Addington Way.</p>	<p>would be that the site could not be determined as Part IIA contaminated land. Therefore, redevelopment of the site would address potential risk to the River Tame and the nature reserve.</p>
<p><b>1395</b></p> <p>Paragraph 1 is unsound and not justified or effective. The council should NOT allow planning applications based upon environmental consultancies reports which it has no proof are genuine or even truthful in their claims. Many claims have been made about sites SH35 and SH36 which are fantasy in terms of them being suitable for built development with professional bodies like the environment agency not believing achievable aims. This is the same rehashed scheme as the 2011 SAD, and therefore some scrutiny must be applied as to why these sites failed to come forward in the intervening 13 years since, and into the distant future of this plan in the 2030's. Many consultancies carry out desk top studies which offer no insight at all into real world events or conditions and are just written for their clients to deliver development. They are effectively a lie or disingenuous at best. Planning officers in the past have stated they are not technical experts in the fields mentioned, and so how can the council justify recommended approval without expert impartial advice- particularly on sites such as Rattlechain with no previous similar sites in the UK that have been remediated?</p>	<p>This statement implies that consultancy reports lie and are untrustworthy, which is an unfounded statement. It also mentions that Planning Officers have previously stated that they are not technical experts before going on to question how the council can then justify recommendations for approval. Planning Officers do not need to be technical experts: that is why there are statutory consultees who review the various aspects of planning application which fall within their area of expertise. As stated above, all technical reports would be fully scrutinised by both the appropriate regulatory authorities and the council's own expert officers.</p> <p>See also previous responses</p>





# LEGEND

	Sandwell Council Area:- 46,300.4087m <sup>2</sup> 4.6300 hectares 11.4408 acres
	Canal & River Trust Area:- 59,489.2833m <sup>2</sup> 5.9489 hectares 14.6998 acres
	Rhodia Limited (Rattlechain Tip) Area:- 56,553.8155m <sup>2</sup> 5.6553 hectares 13.9744 acres
	Rattlechain Re-developments Limited Area:- 100,711.9879m <sup>2</sup> 10.0711 hectares 24.8859 acres

## LAND OWNERSHIP PLAN



Site Reference: SHO13 (Formerly SH41)

Address: North Smethwick Canalside

Indicative capacity: 500

Site Area (Hectares): 8.7

Net Developable Area (Indicative): 6.5

Density minimum: 55dph

Is the allocation consistent with the plans overarching strategy for the location of development

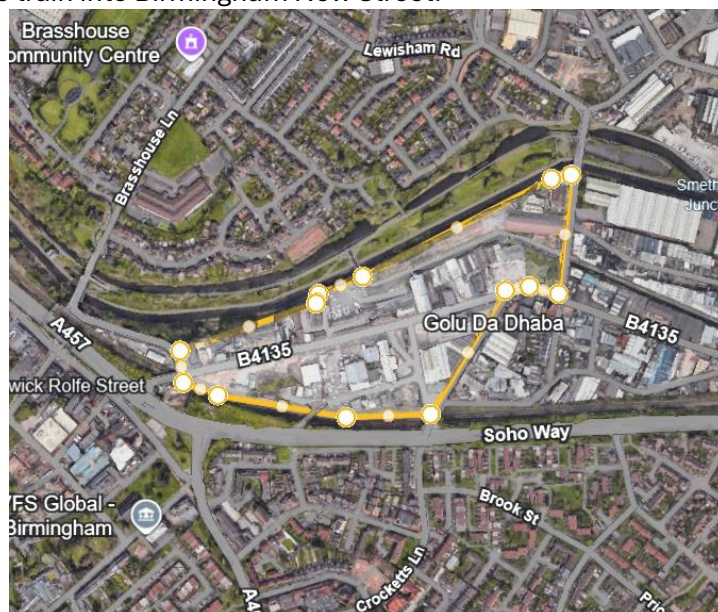
This is a key regeneration corridor for transformational change to residential. The site lies in a sustainable location, close to Rolfe Street Station, Smethwick High Street shops and the canal network. There is an approved Rolfe Street Masterplan in place that guides development in this area for the future. The site is a brownfield land, and its allocation is consistent with the Balanced Green Growth strategy.

Is the site of strategic importance to the delivery of the plans overarching strategy

The site is one of the key regeneration sites identified within the Smethwick to Birmingham Corridor Framework which seeks to provide a range of uses, primarily residential,

#### Description of Site (include map)

This site is situated to the south of the Birmingham Canal. Rolfe Street bisects the site for its entire length before changing to Rabone Lane. To the south lies the railway line and Tollhouse Way. The area consists of several industrial buildings offering a range of uses including motor repairs, window manufacture, building materials, a hostel, a Banqueting Suite and vacant buildings. Smethwick Rolfe Street Station lies to the west of the site and offers an 8 minute train into Birmingham New Street.



1. This site will be allocated for residential development. The site could deliver a minimum of 500 dwellings.

<p>2. Indicative timeframe for delivery and evidence</p>	<p>Completions in 2029-2038</p> <p>Two sites within the area are council owned. A site immediately adjacent to Smethwick Rolfe Street Station is a cleared site lying to the north of the railway line and south of Rolfe Street. The site is being looked at for 100% social housing of approximately 50 units, delivered by an investment company and managed by a local Registered Provider. Initial surveys and design have been completed, with the next steps comprising submission of a planning application and ongoing dialogue with the investment company and RP with regards disposal of the site to them and its development. Timescale for commencement of development is estimated to be 2028.</p> <p>The former Enterprise Centre is a project funded by Towns Fund grant. This may be able to deliver in the region of 115 new/refurbished units following demolition of some buildings on site. Commencement of development is estimated to be 2027/28. The remainder of the area does not currently have funding to deliver. However there has been some developer interest, so it is likely that once development commences on the two sites listed above, other sites may start to come forward. It is estimated that this may be post 2029.</p>
<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure. Also, a new health centre being constructed at Smethwick Health Centre.</li> <li>• <b>Highways impacts</b></li> </ul>	

Transport Assessment has been completed for the site adjacent to the Railway Station. It has indicated little impact on the road network arising from this development. It is a sustainable location and therefore there is scope to look at a reduction in car parking and to promote more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

- **Biodiversity Net Gain**

Whilst most of the site comprises built development, there are pockets of land which have become overgrown through time and would therefore require consideration in relation to BNG. In particular the site adjoins the canal corridor and the rail line which will contain a range of flora and fauna to be used in calculations.

- **Open space requirements**

Open space will be provided within the various pockets of development coming forward that will link this site to the canal network.

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the site is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. An Air Quality Assessment would be required at the planning application stage.

- **Land contamination and stability**

The site investigation on the former Baths site has shown there are 5 or 6 historic wells on site that would require grouting. Two may already have been treated but this will need to be clarified. There is made ground across the site and there is a high water table. There will be a requirement for deeper foundations to be considered. There may be buried structures underground.

- **Minerals and waste**

Not relevant

- **Noise**

The site lies adjacent to the rail line and therefore there may be some noise from the south. There are also some existing uses which may also have an effect on residential development coming forward if comprehensive development is not possible. Mitigation measures on new development will need to be introduced.

- **Heritage assets and their significance**

The site lies partly within the Smethwick Summit Galton Bridge Conservation Area and there are listed structures within the area including a listed wall and aqueduct at the former Enterprise Centre. A Full Heritage Impact Assessment would be required at the planning application stage.

- **Local environment and character**

Redevelopment of this site will bring about a significant change in the environmental quality of the area. Removing some of the non-compliant uses and poor quality buildings and redeveloping for newer, more sustainable residential will transform the area into a new community that is linked to shops, services and transport services as well as having the links to the wider canal network.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	The amount of development is justified given the location of the site near to transport provision and local shops and services. It will deliver much needed housing into an area which is extremely sustainable and close to much of the infrastructure required to support the new residents.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Two of the individual sites within the wider allocation are currently being pursued for development. It is likely that development of those sites will commence within two years, acting as a catalyst for other sites to be considered by the private sector for development.
7. Has any planning permission been granted and, if so, what are the details?	No planning permission has been granted for residential development currently.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No.



Site Reference: SHO14

Address: Edwin Richards Quarry, Portway Road, Rowley Regis

Indicative capacity: 628 (150 post plan period)

Site Area (Hectares): 52 hectares (gross)

Net Developable Area (Indicative): 7.50

Density minimum:

Is the allocation consistent with the plans overarching strategy for the location of development

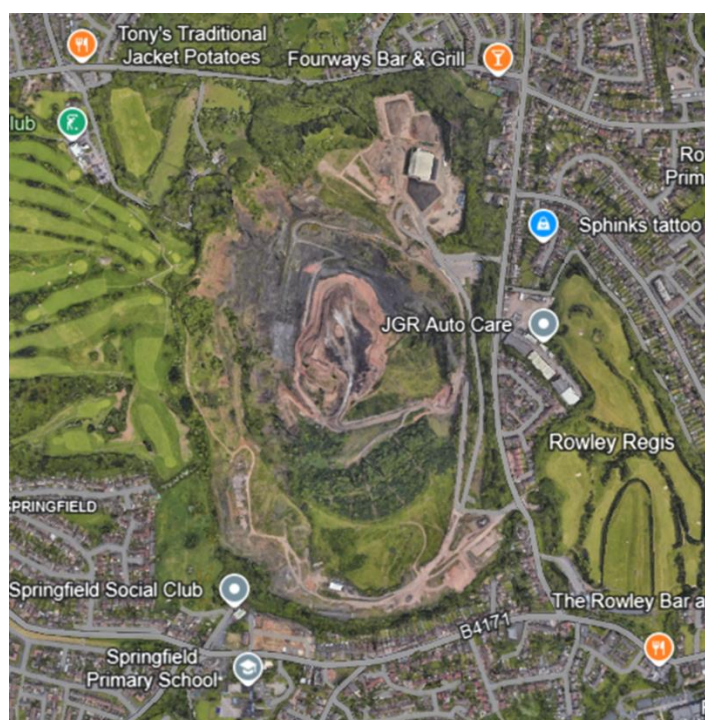
The site in its entirety is brownfield land and comprises an extensive former dolerite quarry, part of which has been infilled with municipal, commercial and industrial wastes. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.

Is the site of strategic importance to the delivery of the plans overarching strategy

Yes, the site will deliver over 600 homes and contribute towards sustainable housing growth in the borough

Description of Site (include map)

The site lies within Rowley Regis in the southwestern part of the borough. It is bordered to the north by Turners Hill and Dudley Golf Course, to the east by Portway Road, to the south by the B4171 Dudley Road, with pony paddocks and extensive areas of housing to the southeast (Portway Road) and further housing to the southwest (Dudley Road).



1. This site will be allocated for residential development. The site could deliver a minimum of 628 dwellings.

2. Indicative timeframe for delivery and evidence	<p>Completions in 2027 – 2030 – 278 homes</p> <p>Completions in 2037 – 2041 – 200 homes (150) homes post 2041</p> <p>The site has a capacity for 628 homes, however 150 homes are anticipated to be delivered post plan period (2042 onwards).</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            Highway improvements to the existing road network to mitigate against concerns of traffic generation was secured for the site. These included new signals at the junction of Dudley Road/Portway Road and also traffic calming on Portway Road. These will be delivered as part of the development of the site. Turning to road layout within the development, the highway service is satisfied that this provides a safe environment and subject to technical details relating to the retaining structures is satisfied with the development.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.         </li> <li> <b>Biodiversity Net Gain</b>            For the approved planning application in 2023 relating to the southern part of site, consideration has been afforded to the enhancement and protection of wildlife through the design of new open space and the safeguarding and enhancement of flora and fauna through the landscaping proposed within the development. Biodiversity net gain will be required for any new application submitted for the site.         </li> <li> <b>Open space requirements</b> </li> </ul>	

The plans submitted with the planning application suggests adequate open space will be provided within any future development

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. The planning application approved for part of the site included an appropriate Flood Risk Assessment and SUDs strategy.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

Further ground investigation works have been carried out as part of the reserved matters planning application for the site. A detailed site investigation and remediation strategy is required to be submitted before site delivery. In addition, a condition has been imposed in relation to the monitoring of boreholes and their management for the duration of the environmental permit associated with the site.

- **Minerals and waste**

The site is an extensive former dolerite quarry. The site is in the process of restoration with the eastern part of the site forming part of the restored landfill including a soil treatment site which continues to operate as part of the restoration of the quarry.

The site comprises a former landfill site and lies in proximity to former Allsopps Hill landfill site. Both landfill sites are undergoing restoration. The Public Health team acknowledges part of the site has been subject to site investigation of soils. Further supplementary investigation works, and appropriate remediation would be necessary in due course

- **Noise**

A detailed Noise Assessment and mitigation was submitted with the planning application given the proximity of the gas governor, continuing operations at the quarry (soil treatment plant/infilling the quarry) and subsequent HGV trips associated with this.

- **Heritage assets and their significance**

No heritage assets on this site.

- **Local environment and character**

Redevelopment for housing would improve the local environment of this area, with new housing replacing the former dolerite quarry and complementing the residential development within the surrounding environment. The development also offers opportunities to enhance the adjoining Site of Local Importance for Nature Conservation and wildlife corridor. A Phase 1 habitat survey has been carried out for the southern edge of the site states that the plantation and woodland surrounding the site is of moderate to low ecological importance

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, evidence submitted with approved planning application for part of the site suggests site constraints identified can be mitigated, and the necessary infrastructure will be provided to support the delivery of the site.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Outline application and reserved matters application has been 278 homes was submitted and approved in 2023. Developer advised that they are looking at an additional scheme with first phase (of the second scheme) commencing 2037 and build rate of 50 units a year. The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	DC/14/57745 outline application approved in 2018. DC/23/67924 reserved matters application approved in 2023.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

**Site Reference:** SM5 (Formerly SM5)

**Address:** Cultural Quarter, High Street, West Bromwich

**Indicative capacity:** 52 residential dwellings, 1,054sqm food and beverage, 2,000sqm community/leisure and 10 car parking spaces

**Site Area (Hectares):** 1.09 hectares

**Net Developable Area (Indicative):** 1.09 hectares

**Density minimum:** 100dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the site is brownfield land in a very sustainable location within West Bromwich Strategic Centre and Regeneration Area.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

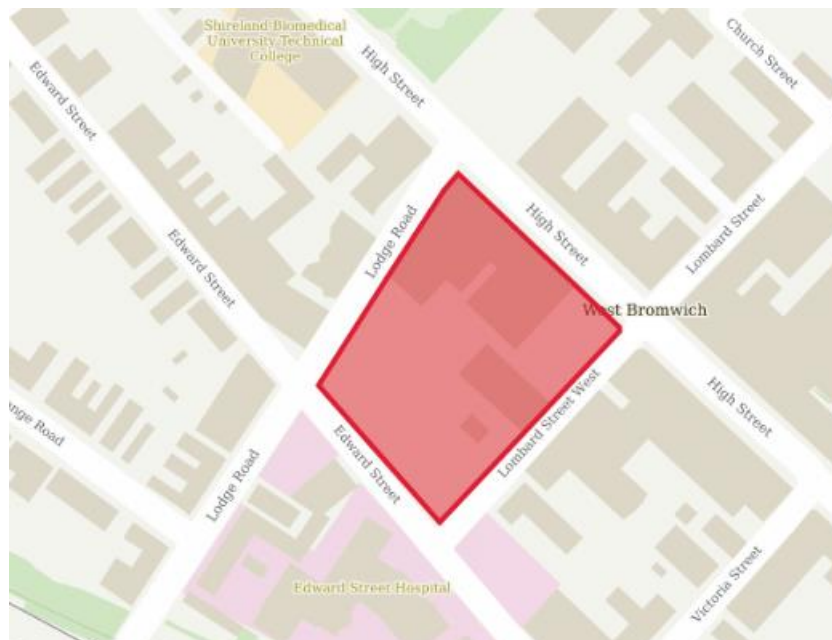
Yes, in combination with the other West Bromwich Masterplan allocations the site is of strategic importance.

Description of Site (include map)

The allocation is located within West Bromwich Strategic Centre approximately 150 metres north east of Lodge Road metro station.

The allocation comprises several of the towns main civic buildings including the Grade II Listed Town Hall, Library and former Law Courts. The eastern corner of the site was cleared around eight years ago and there is an apartment block currently under construction. The southern half of the site comprises the Edward Street surface level public car park. It is wholly within the West Bromwich High Street Conservation Area.

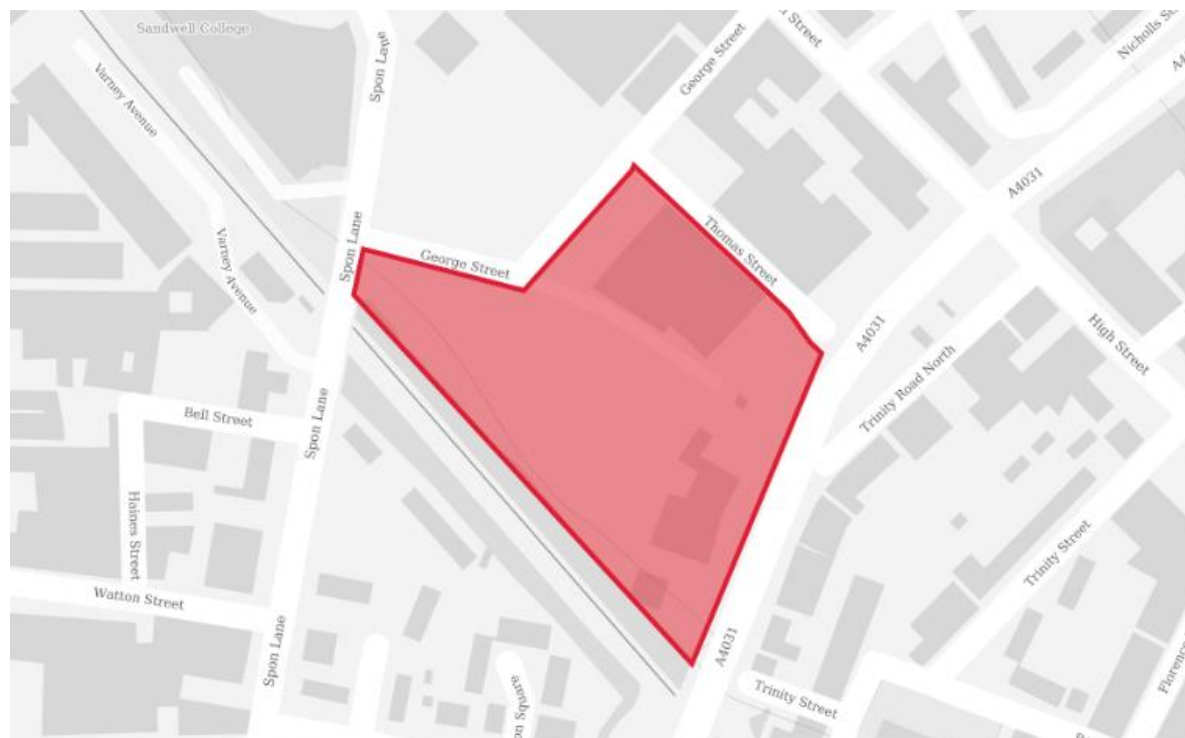
To the east of the site is a cluster of banks and the retail core of West Bromwich. To the north are other Victorian buildings, some Grade II Listed, which mostly comprise offices and residential conversions. To the west are other attractive Victorian buildings including the Grade II Listed Ryland Memorial School of Art, currently occupied as a school, and residential buildings. To the south is a Masonic Hall and the Edward Street Hospital which has recently undergone a partial redevelopment.



1. This site will be allocated for mixed development. The site could deliver a minimum of 52 dwellings, 1,054sqm food and beverage, 2,000sqm community/leisure and 10 car parking spaces

2. Indicative timeframe for delivery and evidence	<p>Completions in 2025/2026 – 26 homes;          Completions in 2030-2031 – 26 homes.          A scheme for 26 apartments is currently under construction.          The remainder of the allocation is owned by Sandwell Council.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from several existing vehicular access points on Lodge Road, Edward Street and Lombard Street West. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            There is negligible habitat present and a net gain is considered achievable on site.         </li> <li> <b>Open space requirements</b>            New open space is required and can be provided on site, or through the creation of a new pocket park nearby near New Square as envisaged by the West Bromwich Masterplan.         </li> <li> <b>Flood risk</b>            100% of the site is in Flood Zone 1 and at low risk of flooding. 0% of the site is at risk of surface water. The site is in a sustainable development location with regards to flood risk.         </li> <li> <b>Air quality</b>            The borough is wholly within an AQMA. The site raises no specific air quality concerns.         </li> <li> <b>Land contamination and stability</b> </li> </ul>	

<p>There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</p> <ul style="list-style-type: none"> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to nearby main town centre uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A Full Heritage Impact Assessment was completed at site assessment stage. There are several listed buildings within the site and it is in the West Bromwich High Street Conservation Area. Restoration works at the Grade II Listed Town Hall were completed in 2025. Delivery of the allocation will enhance the setting of heritage assets and better reveal the significance of this important collection of Victorian civic buildings.</li> <li>• <b>Local environment and character</b> Sensitive development adjacent to statutory listed buildings within the allocation will improve the local environment and add to the character of the area. Development in the eastern corner that benefits from planning permission and is under construction will complete and repair the run of buildings along the High Street.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the amount of development reflects the presence of listed buildings within the allocation. The quantum of development is informed by high level masterplanning work undertaken as part of the West Bromwich Masterplan.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, part of the allocation is already under construction and the remainder of the developable land is owned by Sandwell Council. The allocation forms part of the West Bromwich Masterplan sites which are a priority for the council to deliver.
7. Has any planning permission been granted and, if so, what are the details?	<p>DC/24/69626 - Proposed 26 apartments, car parking, landscaping and external works. – granted 30 January 2025 and currently under construction</p> <p>DC/23/68021 - Proposed new entrance lobby and access ramp, platform lift with steps to front and replacement of window with door to rear. – granted 14 April 2023, complete and part of solidifying the cultural/leisure offer of the Town Hall.</p>
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<b>Site Reference:</b> SH016 (Formerly SM8) <b>Address:</b> George Street Living, West Bromwich <b>Indicative capacity:</b> 327 residential units, 1,150sqm community/leisure, 79 parking spaces <b>Site Area (Hectares):</b> 2.36 hectares <b>Net Developable Area (Indicative):</b> 2.36 hectares <b>Density minimum:</b> 100dph	
<b>Is the allocation consistent with the plans overarching strategy for the location of development</b>	Yes. The allocation will make effective use of a very sustainably located site whilst contributing to the revival and retail diversification of West Bromwich town centre. Its allocation is consistent with the Balanced Green Growth strategy.
<b>Is the site of strategic importance to the delivery of the plans overarching strategy</b>	Yes
<b>Description of Site (include map)</b> George Street Living is located on the edge of West Bromwich Strategic Centre on a prominent site adjacent to the A4031 Trinity Way and the Birmingham to Wolverhampton metro line. The allocation currently accommodates a range of light industrial and storage uses as well as ancillary office and retail uses. A former Spring Works was cleared around ten years ago resulting in around two thirds of the allocation having no buildings or fixed structures. The cleared area is currently used for open storage. To the east of the allocation is the A4031 Trinity Way, a busy dual carriageway that is frequently used by HGVs, beyond which is a residential area comprising mostly Victorian terraced housing. To the south is the Birmingham to Wolverhampton metro line, beyond which are residential properties. A large surface area car park lies to the west, beyond which is the large Sandwell College building and industrial units on the Lyng Industrial Estate. To the north is George Street and Thomas Street, beyond which are a collection of light industrial uses, community venues and places of worship, and the rear of retail units and other main town centre uses facing the High Street.	
	



1. This site will be allocated for mixed use development. The site could deliver a minimum of 327 dwellings, 1,150sqm community/leisure floorspace, 79 parking spaces.	
2. Indicative timeframe for delivery and evidence	<p>Completion in 2035-2041</p> <p>The site forms part of the West Bromwich Masterplan and initial design work was undertaken as part of the preparation of the masterplan.</p> <p>Around two thirds of the site was cleared about a decade ago and is now used as open storage.</p> <p>Sandwell Council is pursuing the appointment of a developer partner to assist with delivering the West Bromwich Masterplan. Pre-market engagement in July 2025 indicated at least eight developers interested in development partner opportunity. The procurement exercise for the development partner will launch 15/09/25. The preferred partner will be presented to Cabinet for approval to enter in to contract by April 2026. The developer partner will lead on technical surveys and the submission of a planning application and its construction.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</li> <li>• <b>Highways impacts</b> The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. High level work was undertaken as part of the preparation of the West Bromwich Masterplan and further work will be undertaken at planning application stage.</li> <li>• <b>National grid electricity transmission network</b> The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be</li> </ul>	

undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.

- **Biodiversity Net Gain**

Negligible onsite habitats are present and planning proposals are expected to be exempt from having to deliver Biodiversity Net Gain or capable of delivering a Net Gain on site.

- **Open space requirements**

The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through the provision of a new pocket park at New Square/St Michaels Square, as envisaged by the Masterplan.

- **Flood risk**

The allocation is in Flood Zone 1 and at low risk of flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.

- **Minerals and waste**

Not relevant

- **Noise**

Noise considerations will be taken into account as the proposals for the allocation develop into a planning application. However noise is not considered to be a constraint to development and can be mitigated against in the design of the scheme.

- **Heritage assets and their significance**

A Full Heritage Impact Assessment was completed as part of the site assessment process for the Local Plan due to the proximity of two locally listed buildings (Holy Trinity Church and Holy Trinity Vicarage). The assessment concluded that the delivery of the allocation would have no impact on the significance of the heritage assets or their setting.

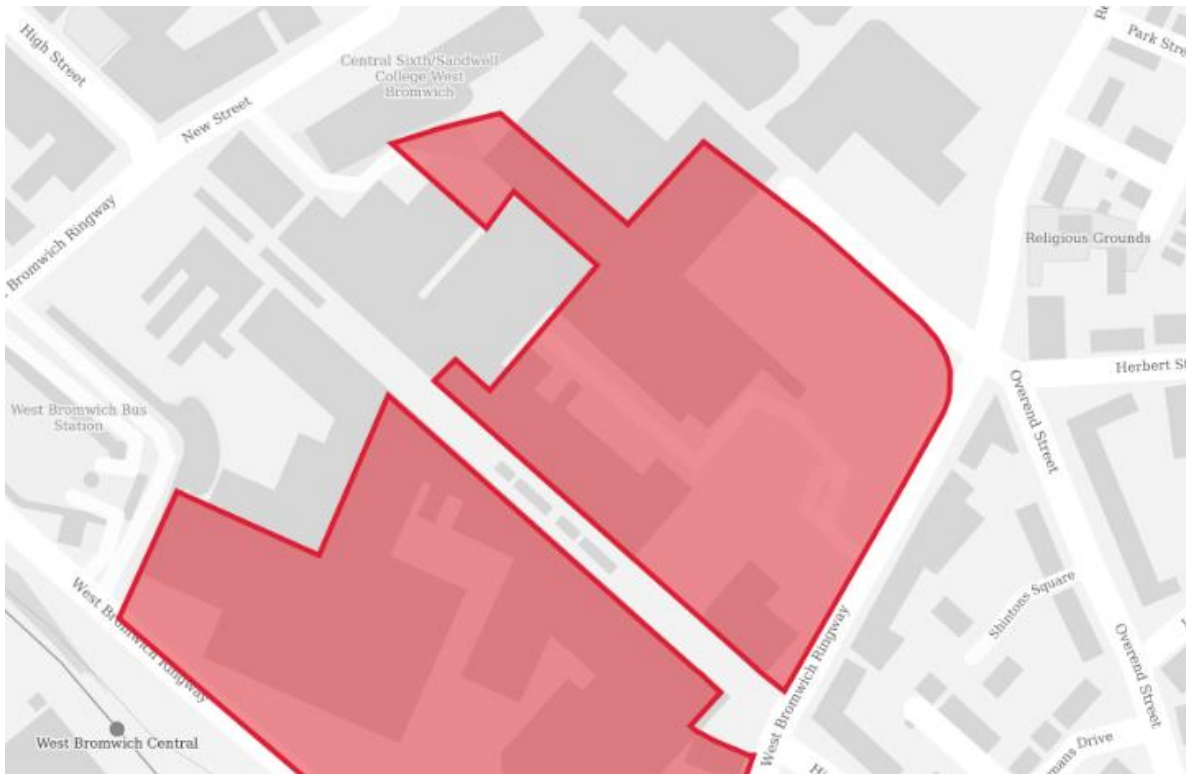
- **Local environment and character**

Design work, including relating to scale and massing, has already taken place and been consulted on as part of the development of the West Bromwich Masterplan in 2022. The proposed allocation would significantly enhance local environment and character, providing a welcoming and high-quality gateway into the town, and cementing it as the strategic centre for the borough.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?

Yes, the indicative capacity is justified and reflects design work and high-level market demand analysis undertaken during the preparation of the West Bromwich Masterplan in 2022. The council will work with a development partner to deliver the

	allocation, and intends to adopt a flexible approach to the quantum and mix of proposed land uses to work up a market-facing scheme at planning application stage. It is likely that the number of residential units could increase should other land uses decrease in quantum. The amount of development proposed is reflective of necessary infrastructure and site constraints.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The land is in private ownership. Sandwell Council is seeking to acquire ownership by negotiation. Both parties have completed valuations but disagree on the value. The West Bromwich Masterplan work included a high level assessment of the viability gap for delivery. The viability gap work was refined further in early 2025 to inform residual land values. Delivery of the West Bromwich Masterplan is the council's regeneration priority and is the main ask from funding partners including the West Midlands Combined Authority via the region's single settlement and Homes England.
7. Has any planning permission been granted and, if so, what are the details?	Demolition of Spring Works granted 25 July 2016 (DC/16/59644)
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<b>Site Reference:</b> SH017 (Formerly SM6) <b>Address:</b> Queens Square Living, West Bromwich <b>Indicative capacity:</b> 396 residential units, 7,447sqm retail, 855sqm offices, 1,395sqm community/leisure, 206 car parking spaces <b>Site Area (Hectares):</b> 3.06 hectares <b>Net Developable Area (Indicative):</b> 3.06 hectares <b>Density minimum:</b> 100dph	
<b>Is the allocation consistent with the plans overarching strategy for the location of development</b>	Yes. The allocation will make effective use of a very sustainably located site whilst contributing to the revival and retail diversification of West Bromwich town centre. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	Yes
<b>Description of Site (include map)</b> Queen Square Living is located in high sustainable position in the heart of West Bromwich Strategic Centre. The 3.06 hectare site takes in a variety of properties including some of Queens Square Shopping Centre and associated servicing area, a row of retail units fronting High Street, and the cleared sites of the former Bull Street Multistorey Car Park and former Marks and Spencer. The south west of the allocation is bound by the pedestrianised High Street, beyond which is the West Bromwich Centre allocation which currently accommodates a variety of retail and town centre uses. To the north west is the remainder of Queens Square Shopping Centre and other retail units fronting the High Street. To the north and north east is the modern New Square retail/leisure development including the access road to one of the servicing areas for New Square. To the south east is Bull Street beyond which are a variety of residential and main town centre uses, including a mixed-use development on the corner of High Street and Bull Street constructed in the mid-2010s	
	

1. This site will be allocated for mixed use development. The site could deliver a minimum of 396 dwellings.	
2. Indicative timeframe for delivery and evidence	<p><b>Completion 2038-2041</b></p> <p>The freehold for Queens Square Shopping Centre including the servicing area is held by Sandwell Council. The Council is negotiation with the long-term lease holder to seek to end the lease and grant money from the Government's Towns Fund has been secured to help expediate this.</p> <p>The site of the former Bull Street Multi Storey Car Park is owned by Sandwell Council and the car park was demolished several years ago. The site of the former Marks and Spencer is in private ownership. The retail units fronting High Street are in various private ownerships.</p> <p>The council is seeking to acquire remaining ownerships by negotiation and has Cabinet approval to progress a compulsory purchase order (CPO) at West Bromwich Central and Queens Square Living if required.</p> <p>Sandwell Council is pursuing the appointment of a developer partner to assist with delivering the West Bromwich Masterplan. Pre-market engagement in July 2025 indicated at least eight developers interested in development partner opportunity. The procurement exercise for the development partner will launch 15/09/25. The preferred partner will be presented to Cabinet for approval to enter in to contract by April 2026. The developer partner will lead on technical surveys and the submission of a planning application and its construction.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision: <ul style="list-style-type: none"> <li> <b>School place impacts</b>  The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. </li> <li> <b>Health</b> </li> </ul>	

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. High level work was undertaken as part of the preparation of the West Bromwich Masterplan and further work will be undertaken at planning application stage.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.

- **Biodiversity Net Gain**

Negligible onsite habitats are present and planning proposals are expected to be exempt from having to deliver Biodiversity Net Gain or capable of delivering a Net Gain on site.

- **Open space requirements**

The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through the provision of a new pocket park at New Square/St Michaels Square, as envisaged by the Masterplan.

- **Flood risk**

The allocation is in Flood Zone 1 and at low risk of flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.

- **Minerals and waste**

Not relevant

- **Noise**

Noise considerations will be taken into account as the proposals for the allocation develop into a planning application. However noise is not considered to be a constraint to development and can be mitigated against in the design of the scheme.

- **Heritage assets and their significance**

A light touch heritage impact assessment was undertaken for the allocation at site assessment stage for the SLP. This concluded that heritage assets were previously demolished as part of previous rounds of regeneration at the site. Therefore the proposed allocation would be unlikely to have a significant impact on heritage assets and their significance.

<ul style="list-style-type: none"> <li>• <b>Local environment and character</b> Design work, including relating to scale and massing, has already taken place and been consulted on as part of the development of the West Bromwich Masterplan in 2022. The proposed allocation would significantly enhance local environment and character, providing a high-quality residential-led development quarter in the town, and cementing it as the strategic centre for the borough.</li> </ul>	
<p><b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b></p>	<p>Yes, the indicative capacity is justified and reflects design work and high-level market demand analysis undertaken during the preparation of the West Bromwich Masterplan in 2022. The council will work with a development partner to deliver the allocation, and intends to adopt a flexible approach to the quantum and mix of proposed land uses to work up a market-facing scheme at planning application stage. It is likely that the number of residential units could increase should other land uses decrease in quantum. The amount of development proposed is reflective of necessary infrastructure and site constraints.</p>
<p><b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b></p>	<p>Sandwell Council is the landowner or freeholder for large parts of the allocation. The West Bromwich Masterplan work included a high level assessment of the viability gap for delivery. The viability gap work was refined further in early 2025 to inform residual land values. Delivery of the West Bromwich Masterplan is the council's regeneration priority and is the main ask from funding partners including the West Midlands Combined Authority via the region's single settlement and Homes England.</p>
<p><b>7. Has any planning permission been granted and, if so, what are the details?</b></p>	<p>No relevant planning history.</p>
<p><b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b></p>	<p>No.</p>

**Site Reference:** SHO18 (Formerly SM7)

**Address:** West Bromwich Central, West Bromwich

**Indicative capacity:** 343 residential units, 2,302sqm retail, 5,032sqm offices, 5,060sqm educational, 11,840sqm food and beverage, 9,862sqm community/leisure, 5,205sqm health and 625 parking spaces

**Site Area (Hectares):** 4.53 hectares

**Net Developable Area (Indicative):** 4.53 hectares

**Density minimum:** 100dph minimum

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes. The allocation will make effective use of a very sustainably located site whilst contributing to the revival and retail diversification of West Bromwich town centre. Its allocation is consistent with the Balanced Green Growth strategy.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

Yes

**Description of Site (include map)**

West Bromwich Central is located at the gateway to West Bromwich Strategic Centre adjacent to the bus and metro stations. The 4.53 hectare site takes in a variety of town centre premises including Kings Square Shopping Centre and associated servicing yard, several retail units facing the High Street, the former Kings Cinema, the former Indoor Markets, the former Morrisons supermarket (now occupied by JD Gyms) and a large surface level car park. To the south west of the allocation is West Bromwich Ringway, a traffic calmed boulevard, beyond which is the imposing Sandwell College building and the Birmingham to Wolverhampton metro line. To the north west is West Bromwich bus station and the continuation of retail units facing the High Street. To the north east is the pedestrianised High Street itself, beyond which is the retail heart of the town anchored by Queens Square Shopping Centre and the modern New Square retail and leisure development. To the south east is Bull Street beyond which are a variety of uses including offices, retail, small storage and light industrial units, and surface level car parking.





1. This site will be allocated for mixed use development. The site could deliver a minimum of 343 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>Completion 2028-2034</p> <p>Around 80% of the land is within Sandwell Council ownership. The council is seeking to acquire remaining ownerships by negotiation and has Cabinet approval to progress a compulsory purchase order (CPO) at West Bromwich Central and Queens Square Living if required.</p> <p>The site forms part of the West Bromwich Masterplan and initial design work was undertaken as part of the preparation of the masterplan. The masterplan included high level technical work and no major constraints were identified at the site.</p> <p>Sandwell Council is pursuing the appointment of a developer partner to assist with delivering the West Bromwich Masterplan. Pre-market engagement in July 2025 indicated at least eight developers interested in development partner opportunity. The procurement exercise for the development partner will launch 15/09/25. The preferred partner will be presented to Cabinet for approval to enter in to contract by April 2026. The developer partner will lead on technical surveys and the submission of a planning application and its construction.</p> <p>In the meantime, the council has commenced demolition and site preparatory works. The former Wilko unit has been demolished and cleared. The former Kings Cinema and Indoor Market are due to be demolished in the coming months.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision: <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b></li> </ul>	

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. High level work was undertaken as part of the preparation of the West Bromwich Masterplan and further work will be undertaken at planning application stage.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.

- **Biodiversity Net Gain**

Negligible onsite habitats are present and planning proposals are expected to be exempt from having to deliver Biodiversity Net Gain or capable of delivering a Net Gain on site.

- **Open space requirements**

The site would be required to provide new open space. Some of this may be delivered on site as part of a green boulevard, or alternatively through the provision of a new pocket park at New Square/St Michaels Square, as envisaged by the Masterplan.

- **Flood risk**

The allocation is in Flood Zone 1 and at low risk of flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

There may be some contamination and stability issues associated with historic development at the site. Building demolition and site clearance for some parts of the allocation is already underway or completed. There have been several instances of unreported asbestos. Contamination and stability issues are not expected to impact the delivery of the allocation.

- **Minerals and waste**

Not relevant

- **Noise**

Noise considerations will be taken into account as the proposals for the allocation develop into a planning application. However noise is not considered to be a constraint to development and can be mitigated against in the design of the scheme.

- **Heritage assets and their significance**

A light touch heritage impact assessment was undertaken for the allocation at site assessment stage for the SLP. This concluded that heritage assets were

<p>previously demolished as part of previous rounds of regeneration at the site. Therefore the proposed allocation would be unlikely to have a significant impact on heritage assets and their significance.</p> <ul style="list-style-type: none"> <li>• <b>Local environment and character</b> Design work, including relating to scale and massing, has already taken place and been consulted on as part of the development of the West Bromwich Masterplan in 2022. The proposed allocation would significantly enhance local environment and character, providing a welcoming and high-quality gateway into the town, and cementing it as the strategic centre for the borough.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the indicative capacity is justified and reflects design work and high-level market demand analysis undertaken during the preparation of the West Bromwich Masterplan in 2022. The council will work with a development partner to deliver the allocation, and intends to adopt a flexible approach to the quantum and mix of proposed land uses to work up a market-facing scheme at planning application stage. It is likely that the number of residential units could increase should other land uses decrease in quantum. The amount of development proposed is reflective of necessary infrastructure and site constraints.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	<p>Around 80% of the land is within Sandwell Council's ownership.</p> <p>The West Bromwich Masterplan work included a high level assessment of the viability gap for delivery. The viability gap work was refined further in early 2025 to inform residual land values.</p> <p>Delivery of the West Bromwich Masterplan is the council's regeneration priority and is the main ask from funding partners including the West Midlands Combined Authority via the region's single settlement and Homes England.</p> <p>The allocation will form the first phase of the delivery of the West Bromwich Masterplan and so the completion year is justified.</p>
7. Has any planning permission been granted and, if so, what are the details?	Demolition consents for former Wilko unit granted 21 February 2024 (PD/24/02611) and former Kings Cinema granted 14 March 2025 (PD/25/02877)
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No. As majority land owner who will work with a developer partner the council is

	able to control delivery of the allocation in other ways.
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<p>Site Reference: SHO19 (Formerly SH58)</p> <p>Address: Abberley Street</p> <p>Indicative capacity: 140</p> <p>Site Area (Hectares): 2.64 (gross)</p> <p>Net Developable Area (Indicative): 1.86</p> <p>Density minimum: 75 dwelling per hectare</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	<p>Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital.</p> <p>Its allocation is consistent with the Balanced Green Growth strategy.</p>
Is the site of strategic importance to the delivery of the plans overarching strategy	<p>The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity.</p>
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. It lies to the south of Cranford Street, with Winson Street to the east and Abberley Street to the south. To the west lies the Cape Arm site which is currently being considered as a Towns Fund project. The site is divided into two distinct areas with an existing brick-built building on the northern portion. The building has been sub-divided into smaller units with small scale employment uses operating from the majority of these units.</p> <p>To the south fronting Abberley Street, the site includes derelict and dilapidated former industrial unit with some vacant land. This site was acquired by the West Midlands Combined Authority in 2020 for the purpose of residential development. It is understood that</p>	

the WMCA are soon to be disposing of the site to a Registered Provider to deliver 100% affordable housing.



1. This site will be allocated for residential development. The site could deliver a minimum of 140 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>2028-2033 completion year</p> <p>Southern portion of site likely to come forward within the next 18 months. WMCA are due to dispose of the site to a registered provider by the end of this calendar year. Demolition and remediation are likely to commence during first half of 2026 with development following on. Expected completion mid-2027.</p> <p>The norther portion is longer term due to the number of interests to be acquired, and no funding or developer interest identified currently.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth.</p> </li> </ul>	

There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.

- **Biodiversity Net Gain**

It is likely that due to the current overgrown nature of part of the site, there will be a requirement for BNG to be provided as part of any future development.

- **Open space requirements**

Open space is likely to be provided as part of the development proposals in line with the approved masterplan, linking this site to the hospital, canal and adjoining site.

The allocation would also benefit from existing green spaces easily accessible within the vicinity – including Green Flag Park, play areas and the canal network.

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

No site investigations have been undertaken to date. However, it is likely that there are some contamination issues due to past industrial activity. Site investigations and appropriate mitigation would be done prior to the development of the site

- **Minerals and waste**

Not relevant

- **Noise**

No reports have been received as yet. However, as it is likely that only the southern portion of the site will progress to development in the coming years, the industrial activity to the north will continue alongside. There may be issues of noise from these adjoining uses. Pre-app discussions have introduced mitigation in the form of orientation of homes to reduce this impact, with other measures such as fenestration and ventilation being taken into consideration.

- **Heritage assets and their significance**

There are no heritage assets on this site. However, the development site lies very close to the canal network. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A proportion of the site is designated as a wildlife corridor. A Full Heritage Impact Assessment and Ecological Assessment would be required at the planning application stage.

- **Local environment and character**

The redevelopment of this site will greatly improve the local environment and character of this area. Currently the area comprises a number of old industrial premises and derelict sites. Redevelopment will breathe new life into the area, providing new much needed family housing and creating new communities.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?

Pre-app discussions for the southern part of the site have indicated that, taking into account design, layout, spatial requirements and car parking, this site would be able to accommodate the amount of development as set out in the SLP, subject to detailed



	intrusive site investigations not identifying any unknown constraints.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site forms part of development area which has been awarded Housing Zone status with potential to deliver approximately 800 new homes over almost 18 ha of brownfield land. Some of these have already been provided with approximately 140 constructed north of Cranford Street. For the southern part of the site owned by the WMCA, a Registered Provider and developer have, or will be, selected within the next couple of months
7. Has any planning permission been granted and, if so, what are the details?	Planning permission was granted for the demolition of buildings in February 2021 but there have been no formal planning applications for development of this site. Planning application is expected within coming months for the southern part of the site.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<p>Site Reference: SHO20 (Formerly SH55)</p> <p>Address: Cape Arm Cranford Street</p> <p>Indicative capacity: 120</p> <p>Site Area (Hectares): 2.48 hectares (gross)</p> <p>Net Developable Area (Indicative): 1.86</p> <p>Density minimum: 80dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	<p>Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital. Its allocation is consistent with the Balanced Green Growth strategy.</p>
Is the site of strategic importance to the delivery of the plans overarching strategy	<p>The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity. This site lies adjacent to the new Hospital, so its redevelopment is crucial to further improve the quality of the surrounding environment.</p>
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. It lies with Cranford Street to the north and Cape Arm canal to the south. It comprises a vacant site, covered with a concrete slab that has recently been used as a car park/compound for the new hospital build. A portacabin office is also located to the southeast of the site currently being used by the NHS Trust although it is understood this will be removed soon now the hospital build has completed. Derelict buildings front Cranford Street and there are small areas of overgrown vegetation on the site edges. The site currently has two accesses from Cranford Street.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 120 dwellings if the entirety is included for development. At the moment, only the site owned by Pall Mall will be the subject of development for approximately 100 units. If acquisition of the area owned by the NHS Trust is possible in the future this figure may increase with a revised layout.

2. Indicative timeframe for delivery and evidence

Completions in 2029-2031

Majority of the site is currently the subject of a Compulsory Purchase due to acquisition by agreement failing. CPO made mid-August with potential acquisition following Inquiry of mid-2026. Towns Fund will finance the demolition and remediation of site with a development partner being sought concurrently with these works. Estimated timeframe for delivery is 2027/28 for development of part of the wider site.

3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.

4. Impact on infrastructure provision:

- **School place impacts**

The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will

likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

- **Biodiversity Net Gain**

There are a few areas within the site that currently accommodate overgrown vegetation which will need to be taken into account for BNG requirements. A preliminary survey has indicated that this requirement, based upon introducing scrub into the development, can be accommodated within the communal areas.

- **Open space requirements**

Additional open space is being proposed as part of the wider masterplan with a green wedge introduced between the Cape Arm and Abberley Street sites which will link the Community Open Space provided to the front of the new hospital to the canal network.

- **Flood risk**

Site is currently within Flood Zone 1. However, the Strategic Flood Risk Assessment has identified this site of potential flood risk in the future. Mitigation measures and layout/design of the new proposals will assist in reducing the probability of flooding.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns. It is anticipated that there may be some issues with regard dust

from construction which will require monitoring. Detailed report on air quality will be required on submission of a planning application to develop the site.

- **Land contamination and stability**

No intrusive site investigations have been possible. However, there are suspected poor ground conditions due to past industrial activities as well as underground tunnels, asbestos and electrical cables that will need attention. These issues will be dealt with as part of the remediation strategy funded by Towns Fund.

- **Minerals and waste**

Not relevant

- **Noise**

A Noise Assessment has indicated that the noise levels would be acceptable in the main, with mitigation by good design and suitable glazing and ventilation systems.

- **Heritage assets and their significance**

There are no heritage assets on this site. However, the development site lies very close to the canal network. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A proportion of the site is designated as a wildlife corridor. A Full Heritage Impact Assessment and Ecological Assessment would be required at the planning application stage.

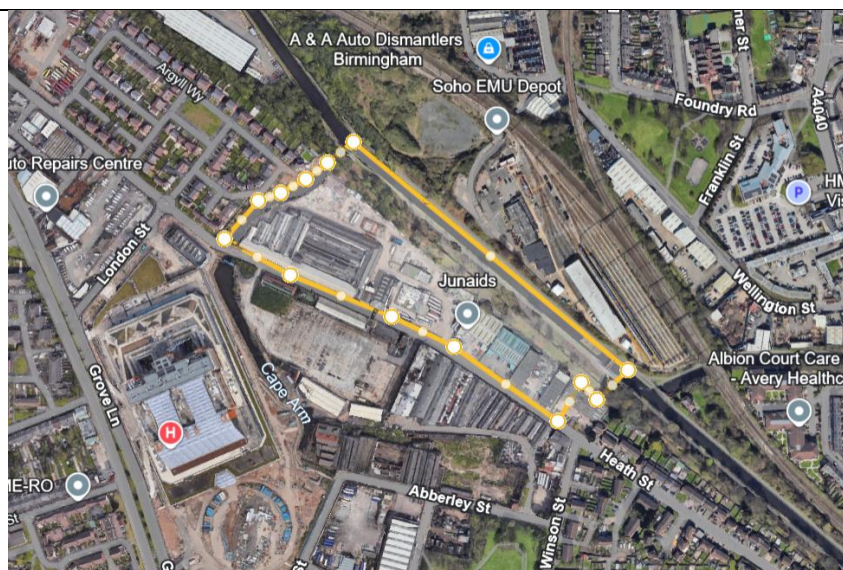
- **Local environment and character**

The redevelopment of this site will greatly improve the local environment and character of this area. Currently the area comprises a number of old industrial premises and derelict sites. Redevelopment will breathe new life into the area, providing new much needed family housing and creating new communities.

<p>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</p>	<p>In the approved Grove Lane Masterplan, the capacity of this site is between 160-170 units. However, this was a high-level estimate based upon site area and density. Since the approval of the masterplan, more detailed design has indicated that after taking into account the need of layout, spatial requirements and car parking, the capacity will reduce to around 120 units for the whole site should it come forward. Design for part of the site, subject of the CPO, has shown a development of 100 new homes split between apartments and houses.</p>
<p>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</p>	<p>The site's acquisition and remediation are being funded from the government's Towns Fund grant which is due to be spent by March 2027. Acquisition is subject to a Compulsory Purchase Order and reliant on the Order</p>

	being confirmed by an Inspector. On the basis that the Order does get confirmed, the remediation should be complete by early 2027, allowing for development to commence and complete within the timescales indicated. Initial site valuations taking into account known constraints, demolition and construction costs has indicated the development would be viable although this will be further informed following intrusive site investigations to ascertain the level of remediation required.
7. Has any planning permission been granted and, if so, what are the details?	No planning permission has been granted for this site for residential. A planning application to support the Compulsory Purchase Order is due to be submitted by the end of August 2025 for a 100 unit residential scheme, one commercial unit and associated parking.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<p>Site Reference: SHO21 (Formerly SH54)</p> <p>Address: Cranford Street / Heath Street / Canal</p> <p>Indicative capacity: 115</p> <p>Site Area (Hectares): 3 hectares (gross)</p> <p>Net Developable Area (Indicative): 2.88</p> <p>Density minimum: 40dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	<p>Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital. Its allocation is consistent with the Balanced Green Growth strategy.</p>
Is the site of strategic importance to the delivery of the plans overarching strategy	<p>The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity. This site is subject to Levelling Up Fund for its acquisition and remediation which subsequently will lead to its development for new housing to meet the borough's shortfall.</p>
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. The site lies to the north of Cranford Street with the Cape Arm canal to the west and the Birmingham Canal to the immediate north. The boundary with Birmingham lies to the east of the site. Currently the majority of the site is occupied by older industrial buildings being used as a factory distribution centre. This has some ancillary parking which also includes an office dealing with LPG sales. The car/lorry parking area is in poor condition. The remainder of the site accommodates newer, smaller individual industrial units for a range of uses including food distribution, home improvements and motor repairs and testing centre. A cycle route leading from the canal through to Cranford Street has been provided utilising Towns Fund grant.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 115 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>Completions in 2028-2031</p> <p>The site is the subject of Levelling Up Fund for its acquisition and remediation. Should negotiation by agreement fail, there is the potential of utilising Compulsory Purchase Order powers to acquire this and other sites in the vicinity. If negotiation by agreement is successful, remediation of the site could be complete by late 2026 with development following on and potentially completing late 2027. Should a CPO be required, there will be an additional 12 – 18 months added to account for a public inquiry and confirmation of the Order.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area.</p> </li> <li> <b>Health</b> <p>The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore,</p> </li> </ul>	



the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

- **Biodiversity Net Gain**

There are areas within the site that have overgrown vegetation which may need to be taken into account for BNG requirements. These are mainly areas to the west and north where the site adjoins the canal/canal arm. There will be a requirement to include any BNG requirements within the new development where possible.

- **Open space requirements**

Open space will be required as set out in the Grove Lane masterplan where it will link access to the canal, to the sites south of Cranford Street and ultimately to the open space to the front of the new hospital.

- **Flood risk**

Site is currently within Flood Zone 1. However, the Strategic Flood Risk Assessment has identified this site of potential flood risk in the future. Mitigation measures and layout/design of the new proposals will assist in reducing the probability of flooding

- **Air quality**

The borough is wholly within an AQMA. It is anticipated that there may be some issues with regard dust from construction which will require monitoring. Detailed report on air quality will be required on submission of a planning application to develop the site.

- **Land contamination and stability**

A Phase 1 Desktop survey has indicated potential development constraints of Existing utilities / Made ground / Compressible natural deposits / buried structures / contaminated soils & groundwater / Landfill gas / Principal Aquifer / Former canal basin / unrecorded wells and pumps / miscellaneous tanks / Canal feeder embankment stability / Flora and Fauna / Surface water flooding / Groundwater flooding. Appropriate mitigation measures will be put in place to address constraints identified.

- **Minerals and waste**

Not relevant

- **Noise**

No surveys have been undertaken with regards noise. It is likely that should the redevelopment of all of this site come forward; noise levels will reduce given the surrounding area (Birmingham side) is currently residential.

- **Heritage assets and their significance**

Smethwick Summit Galton Valley Conservation area lies to the north and west of the site (canal and canal arm). The canal passes through the northern edge of the site. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A proportion of the site is designated as a wildlife corridor. A Full Heritage Impact Assessment and Ecological Assessment would be required at the planning application stage.

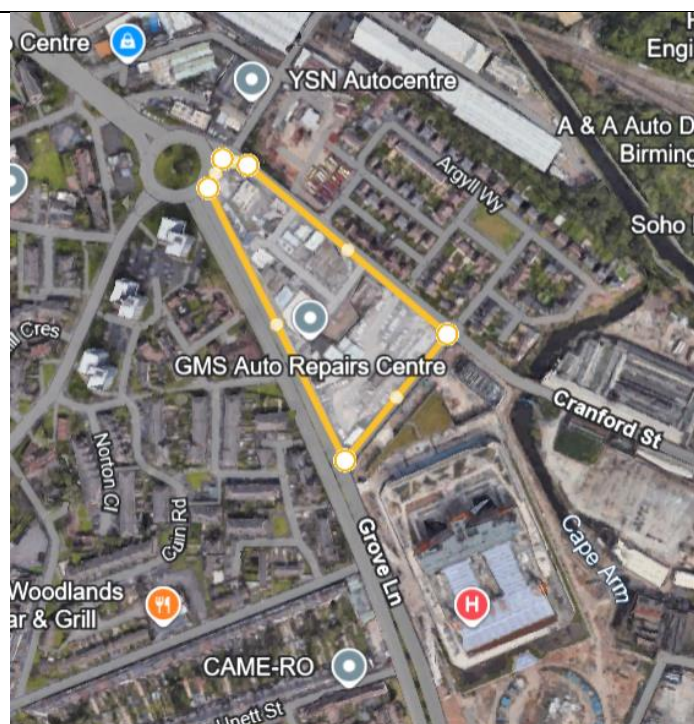
- **Local environment and character**

Redevelopment of this site will improve this corridor by removal of older, poor quality industrial premises and introducing new family housing to complement that already existing on the opposite side of the canal arm.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	This site is fairly narrow and has the hard constraint of the canal to the north. However, the amount of development is considered justified and would comprise a mix of houses and apartments, with a balance in favour of houses.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is included in the project funded by Levelling Up Fund. This project includes a number of sites that require acquisition and remediation in order to de-risk them for future residential development therefore the acquisition and remediation is already funded. The council will engage with a development partner to help bring forward development within the anticipated timescale
7. Has any planning permission been granted and, if so, what are the details?	No planning permission exists for this site at present.

8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No
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<p>Site Reference: SHO22 (Formerly SH53)</p> <p>Address: Grove Lane / Cranford Street / London Street</p> <p>Indicative capacity: 500 (392 with planning consent)</p> <p>Site Area (Hectares): 2.04 hectares (gross)</p> <p>Net Developable Area (Indicative): 2.04</p> <p>Density minimum: 105 plus dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity. This site is considered to be one of the later phases for development.
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. It is contained within a triangle of main roads with Cranford Street to the north, Grove Lane to the south and London Street to the east. There are multiple ownerships within this area with uses including light industrial, motor repairs, van hire, petrol station and vacant buildings. Many of the structures are older industrial premises although there are some more recent additions/extensions on some buildings. This site lies adjacent to the new Midland Metropolitan University hospital and opposite a recent development of modular family homes.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 200 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>Completions in 2026-2030 – 392; Completions in 2030-2032 - 108</p> <p>A planning application for 392 units has been approved for part of the site (PJ House Site) fronting London Street which had an anticipated start date of Quarter 4 2024. However, this has not yet commenced. Due to the number of acquisitions required to bring forward comprehensive development, this remaining area (without planning permission) is seen to be one of the later phases of development with construction not commencing until 2030.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>  The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area. </li> <li> <b>Health</b> </li> </ul>	

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

- **Biodiversity Net Gain**

There is little vegetation contained within this area so the contribution to BNG requirements is likely to be minimal for future development.

- **Open space requirements**

Open space will be provided within any future development

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. An Air Quality Assessment submitted for the residential proposal indicates that there may be some dust present during the demolition and construction phases, but the longer term effects including taking into account traffic data shows this is negligible.

- **Land contamination and stability**

A Contaminated Land Assessment submitted for the application has indicated the site to pose a low to medium risk in terms of the proposed

development and officers from Environmental Health were happy with the initial findings subject to an intrusive site investigation being undertaken prior to development. There is no other information available with regards contamination on the rest of the site, but it is assumed due to the past and current industrial operations, some contamination will be present.

- **Minerals and waste**

Not relevant

- **Noise**

The Acoustic Planning Report submitted as part of the application raised no issues with regards noise. A more recent Noise Assessment undertaken to support a planning application for the Cape Arm site has indicated that the noise levels would be acceptable in the main, with mitigation by good design and suitable glazing and ventilation systems.

- **Heritage assets and their significance**

No heritage assets on this site. However, the development site lies very close to the canal network. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A Full Heritage Impact Assessment would be required at the planning application stage.

- **Local environment and character**

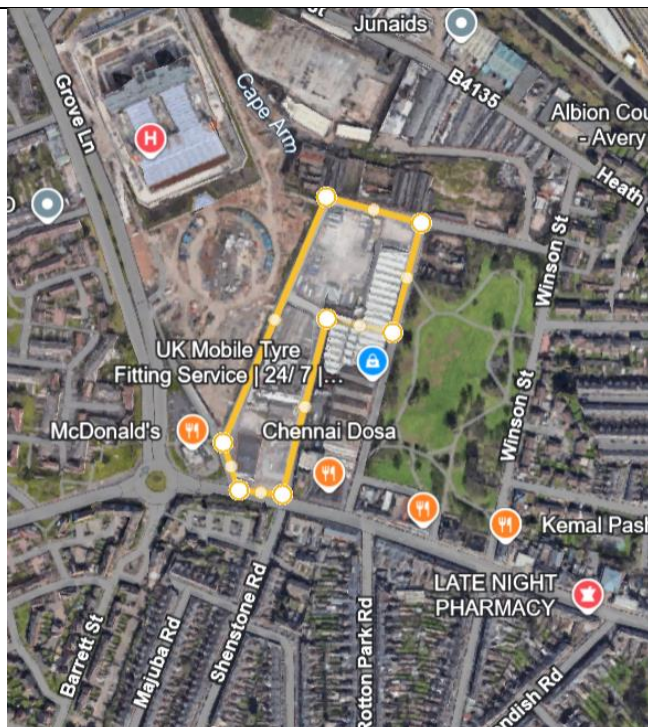
Redevelopment for housing would improve the local environment of this area, with new housing replacing the older industrial buildings and complementing the new development of housing to the north and the investment from the NHS Trust in the new hospital.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	This estimated capacity of the site within the masterplan is quite high level and will need to be tested once more design work is forthcoming. However, it is seen as justified in that it will provide a 70/30 split between apartments and houses to take account of the site's narrow area to the north.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	There is no evidence available at the moment. However, as the site at PJ House has not come forward within the timeframe the developers indicated, it may be assumed that there are issues with bringing this site forward. The remainder of the site has numerous ownerships and therefore this may take a while to assemble for comprehensive development. There is nothing, however, to indicate that development will not come forward within the timescales currently.

7. Has any planning permission been granted and, if so, what are the details?	A planning application for the PJ House site was approved in June 2023 for a development of 392 apartments with Commercial development at ground floor plus amenity space and parking. No other relevant applications have been received for this area.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



<p>Site Reference: SHO23 (Formerly SH57)</p> <p>Address: Grove Street / MMUH / School</p> <p>Indicative capacity: 85</p> <p>Site Area (Hectares): 2.52 hectares (gross)</p> <p>Net Developable Area (Indicative): 0.59</p> <p>Density minimum: 145 dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	<p>Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital. Its allocation is consistent with the Balanced Green Growth strategy.</p>
Is the site of strategic importance to the delivery of the plans overarching strategy	<p>The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity.</p>
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. The site is bordered by Grove Street to the west, Dudley Road to the south, Halberton Street and Dugdale Streets to the east and Abberley Street to the north. Comprising mainly older industrial premises in poor condition, the buildings accommodate a range of uses including car repairs, carpet/curtain sales, offices, a coach company and an Afghan Mosque. The new hospital lies immediately to the west of this site.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 85 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>2029-2031 completion year</p> <p>The site is the subject of Levelling Up Fund for its acquisition and remediation. Should negotiation by agreement fail, there is the potential of utilising CPO powers to acquire this and other sites in the vicinity. If negotiation by agreement is successful, remediation of the site could be complete by late 2026 with development following on and potentially completing late 2027. Should a CPO be required, there will be an additional 12 – 18 months added to account for a public inquiry and confirmation of the Order.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area.</p> </li> <li> <b>Health</b> </li> </ul>	

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

- **Biodiversity Net Gain**

There is little vegetation contained within this area so the contribution to BNG requirements is likely to be minimal for future development.

- **Open space requirements**

Open space is currently provided by way of a circular community open space in front of the hospital within proximity to this site. It is not envisaged that much open space will be required as part of this development.

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the site is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.

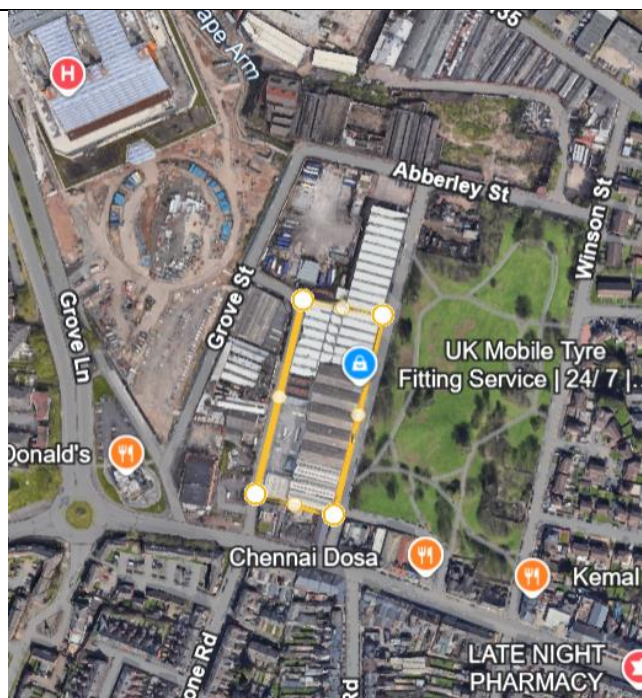
- **Air quality**

The borough is wholly within an AQMA. No reports have been completed for this site although reports on nearby sites have raised no major effects.

- **Land contamination and stability**

<p>No known constraints although previous activities may have resulted in some land contamination. An assessment will be undertaken, and appropriate mitigation measures will be put in place to address any constraints identified.</p> <ul style="list-style-type: none"> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> No reports have been completed for this site. It is likely that should the redevelopment of this site come forward; noise levels will reduce given the surrounding area (Birmingham side) is currently residential.</li> <li>• <b>Heritage assets and their significance</b> No heritage assets within this site. However, the development site lies very close to the canal network. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A Full Heritage Impact Assessment would be required at the planning application stage.</li> <li>• <b>Local environment and character</b> The current nature of the local environment is poor and therefore redevelopment of the existing poor quality buildings for new housing will improve the environmental quality of the area.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	The amount of development is considered justified. The site will accommodate new housing as well as a primary school.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is included in the project funded by Levelling Up Fund. This project includes a number of sites that require acquisition and remediation in order to de-risk them for future residential development therefore the acquisition and remediation is already funded. The council will engage with a development partner to help bring forward development within the anticipated timescale.
7. Has any planning permission been granted and, if so, what are the details?	No
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<p>Site Reference: SHO24 (Formerly SH56)</p> <p>Address: Molliett Street Park</p> <p>Indicative capacity: 35</p> <p>Site Area (Hectares): 0.77 (gross)</p> <p>Net Developable Area (Indicative): 0.77</p> <p>Density minimum: 43dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	<p>Yes, the site is a brownfield land. It forms part of an area have that have become derelict and underused. It is situated in an accessible location with good access to local facilities and public transport infrastructure. The site is within the strategic regeneration area of Smethwick which seeks redevelopment of existing poor quality employment land to residential to complement the investment by Sandwell and West Birmingham NHS Trust in the new Midland Metropolitan University Hospital. Its allocation is consistent with the Balanced Green Growth strategy.</p>
Is the site of strategic importance to the delivery of the plans overarching strategy	<p>The site is one of many located within this area that has been identified for major transformational change. There has been support from Government with the allocation of Towns Fund grant, Levelling Up Fund and Housing Zone Capacity funding to support site assembly and remediation for future housing development of certain sites in proximity.</p>
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. This site is partially in Sandwell but also includes Molliett Park that lies within Birmingham City boundary area. The site lies to the north of Dudley Road, which is an established retail centre, with Halberton Street to the west, Winson Street to the east and lying to the south of Abberley Street. The site currently comprises old industrial buildings and an underused park which includes grassland and trees.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 35 dwellings.	
2. Indicative timeframe for delivery and evidence	<p>2029-2030 completion year</p> <p>There is currently no funding identified for bringing forward this site on the Sandwell side. However, Birmingham City council are seeking to dispose of the park area as soon as practicable for a mix of housing and open space as set out in the Masterplan. It is envisaged that this may come forward prior to development on the Sandwell side given the number of interests that would require acquisition.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision:	<ul style="list-style-type: none"> <li> <b>School place impacts</b> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. Also, the Grove Lane Masterplan proposes the development of a new primary school as part of the development of the Grove Lane Area.</p> </li> <li> <b>Health</b> <p>The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore,</p> </li> </ul>

the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage. Improvements to walking and cycling provision in the area has also taken place to encourage more sustainable methods of transport.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

Given the size of the changes proposed, and to meet new emission standards, the dwellings are likely to be electrically heated with EV charger capacity, the demand is in excess of anything available in the surrounding area. On the whole it is expected that new breakers at the primary substations and cable lays to the sites would be required, which would be extensive, expensive and with long lead times (Western Power Distribution report August 2022)

- **Biodiversity Net Gain**

There is little vegetation contained within this area on the Sandwell side, however significant tree removal will be required on the park to make development work and therefore there is a considerable contribution to BNG required when development occurs.

- **Open space requirements**

Open space will be provided as part of this development in line with the masterplan.

- **Flood risk**

The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. It is anticipated that there may be some issues with regard dust from construction which will require monitoring. Detailed report on air quality will be required on submission of a planning application to develop the site.

- **Land contamination and stability**

No known constraints on the Sandwell side, although previous activities may have resulted in some land contamination. There are issues with ground

conditions on the Birmingham side with the park retaining previous debris from demolition underground and the presence of gas pipelines across the site. Appropriate mitigation measures will be put in place to address any constraints identified.

- **Minerals and waste**

Not relevant

- **Noise**

No surveys have been undertaken with regards noise. It is likely that should the redevelopment of all of this site come forward; noise levels will reduce given the surrounding area (Birmingham side) is currently residential.

- **Heritage assets and their significance**

No heritage assets within this site. However, the development site lies close to the canal network. Development on the site and the wider Grove Lane site would ensure the stability or structural integrity of the canal infrastructure is not undermined. A Full Heritage Impact Assessment would be required at the planning application stage.

- **Local environment and character**

The current nature of the local environment is poor and therefore redevelopment of the existing poor quality buildings for new housing will improve the environmental quality of the area.

5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	With regard the wider site incorporating the Birmingham Park, the amount of development is considered acceptable and appropriate given the size and shape of the site.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The promotion of the Birmingham site
7. Has any planning permission been granted and, if so, what are the details?	No
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SHO25 (Formerly SM2)

**Address:** Lion Farm, Newbury Lane, Oldbury

**Indicative capacity:** 200 residential dwellings (2.5 hectares) with the remainder of the site providing employment land (2.3 hectares), retention of six playing pitches and car parking (5 hectares) and retention of green space.

**Site Area (Hectares):** 20.98 hectares

**Net Developable Area (Indicative):** 4.8 hectares (for residential development and new employment land)

**Density minimum:** 80dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, although the site has been developed previously it has been restored as playing pitches and has the character of a greenfield site. It is in a sustainable location.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

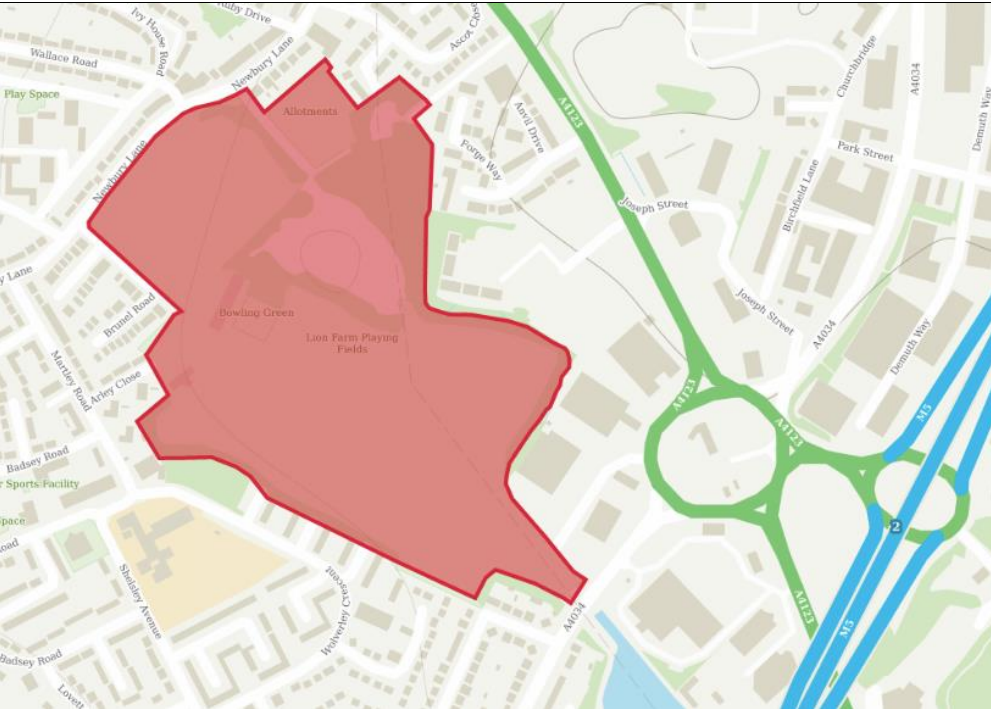
Yes, the site is of strategic importance to the delivery of the plans overarching strategy as it will deliver new homes and employment land in a gateway location.

**Description of Site (include map)**

The site is located approximately 1km south west of Oldbury Town Centre and 400 metres west of junction 2 of the M5 motorway.

The site comprises 11-full size football pitches which are underused, associated changing facilities and car parking in the west, general open space, a disused social club, areas of woodland and allotments in the north. High voltage power cables cross the site from the north to the south east, with two transmission towers located within the site boundary. A canal spur and various canal basins crossed the site historically, providing waterway access to a former brick works and various coal shafts and connecting to Titford Canal to the south. A fever hospital was located in the centre of the site.

To the east of the site is Birchley Industrial Estate which is occupied by various large office and retail units, beyond which is Birchley Island, a key road interchange which connects the A4034 and A4123 (Wolverhampton Road) with junction 2 of the M5. A modern residential estate lies to the north east of the site. The north of the site is bound by Newbury Lane beyond which is a residential area. To the west are more residential areas as well as Lion Farm Local Centre and St James C of E Primary School. To the south are residential dwellings, the A4034 (Birchfield Lane) beyond which is Titford Canal and Pool.

	
<p>1. This site will be allocated for mixed-use development. The site could deliver a minimum of 200 dwellings, 2.3 hectares of employment land, six playing pitches and open space.</p>	
<p>2. <b>Indicative timeframe for delivery and evidence</b></p>	<p>Completions in 2033-2037. The site is wholly owned by Sandwell Council. The site assessment process found it suitable for mixed-use development subject to the mitigation of the loss of playing pitches at the site.</p>
<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. </li> <li> <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure. </li> <li> <b>Highways impacts</b> The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from an existing access from Brunel Road. Further work will be undertaken at planning application stage. </li> </ul>	

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.

A Masterplan will be prepared for the site, which will include a strategy for responding to National Grid overhead transmission lines and underground cables present within the site.

The development will be developed with the following site-specific criteria:  
YJ ROUTE: 275Kv Overhead Transmission Line route: KITWELL - OCKER HILL  
275Kv Underground Cable route: KITWELL 275KV S/S

A strategy for responding to the NGET overhead transmission lines present within the site which demonstrates how the NGET Design Guide and Principles have been applied at the masterplanning stage and how the impact of the assets has been reduced through good design.

- **Biodiversity Net Gain**

The site mostly comprises managed playing pitches. Although there are extensive habitats present it is considered that a net gain can likely be achieved on site.

- **Open space requirements**

The site would be required to provide new open space. This should be secured on site.

- **Flood risk**

90.61% of the site is in Flood Zone 1 and at low risk of flooding. 9.32% is in Flood Zone 2 and 0.07% is in Flood Zone 3. 1.72% of the site is in a high risk area for surface water; 6.07% is in the medium risk area; 17.1% is in a low risk area. It is appropriate to allocate the site as all reasonably available sites that have a lower risk of flooding from all sources have already been allocated. An Exception Test has been carried out for the site (SA ED22) which concludes that the Exception Test is passed and makes recommendations for the layout and design of a future scheme, including that development should be located in areas of lowest flood risk.

A Flood Risk Assessment will be required at planning application stage.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

There are likely to be contamination and stability issues at the site due to historic uses including as a canal basin, a brick works and a fever hospital. Contamination and stability issues are not expected to impact the delivery of the allocation. Detailed site investigations will be required as a scheme is developed. However, land contamination and stability issues are not expected to impact the delivery of the site.

- **Minerals and waste**

Not relevant

- **Noise**

<p>Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to the nearby playing fields, industrial uses and elevated M5. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</p> <ul style="list-style-type: none"> <li>• <b>Heritage assets and their significance</b> A light touch Heritage Impact Assessment was completed at site assessment stage. This found that there is unlikely to be a major impact on heritage assets from the delivery of the allocation.</li> <li>• <b>Local environment and character</b> The environment and character of the allocation will considerably alter from that of green playing pitches to a mixed-use area. However, it would assimilate with surrounding areas which include residential estates and employment/commercial areas. There is an opportunity to secure new green infrastructure as part of the development, and to improve the relationship with surrounding roads including the A4034 (Birchfield Lane) and Newbury Lane.</li> </ul>	
<p><b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b></p>	<p>Yes.</p> <p>A high-level masterplan exercise has been undertaken to inform the amount of land proposed for different uses and takes account of the high voltage power cables. 200 dwellings are proposed on 2.5 hectares of the site at a density of 80dph. This is between the 'high' and 'very high' density requirements set out at policy SH03 and reflect the aspiration from the council to make efficient use of the site and create a gateway scheme for people using the A4034 (Birchfield Lane). The site will be subject to a more detailed masterplan exercise (in accordance with SH03 paragraph 3(a)(ii). The retention and improvement of six playing pitches as well as compensatory playing pitch creation elsewhere in the borough will improve the provision and quality of sports facilities for local people.</p>
<p><b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b></p>	<p>Yes.</p> <p>The site is owned by Sandwell Council. It was used as a case study example in the Reg.18 Viability Assessment (VIAB 001) which found the site to be unviable without public sector funding. However, it would require relatively limited remediation and is council owned and due to the council's strong track record of delivering regeneration projects will be deliverable.</p>
<p><b>7. Has any planning permission been granted and, if so, what are the details?</b></p>	<p>No – an option agreement was signed with a developer in 2013. However, this did not develop into an application for planning</p>

	permission and the option agreement expired in 2024.
<b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	No

### SEC1 Site – Coneygree Business Park (Open Land)

Site Reference: SEC1-5

Address: Coneygree Business Park (Open Lane)

Indicative capacity: 22,436sqm

Site Area (Hectares): 7.22 hectares

Net Developable Area (Indicative): 7.22 hectares

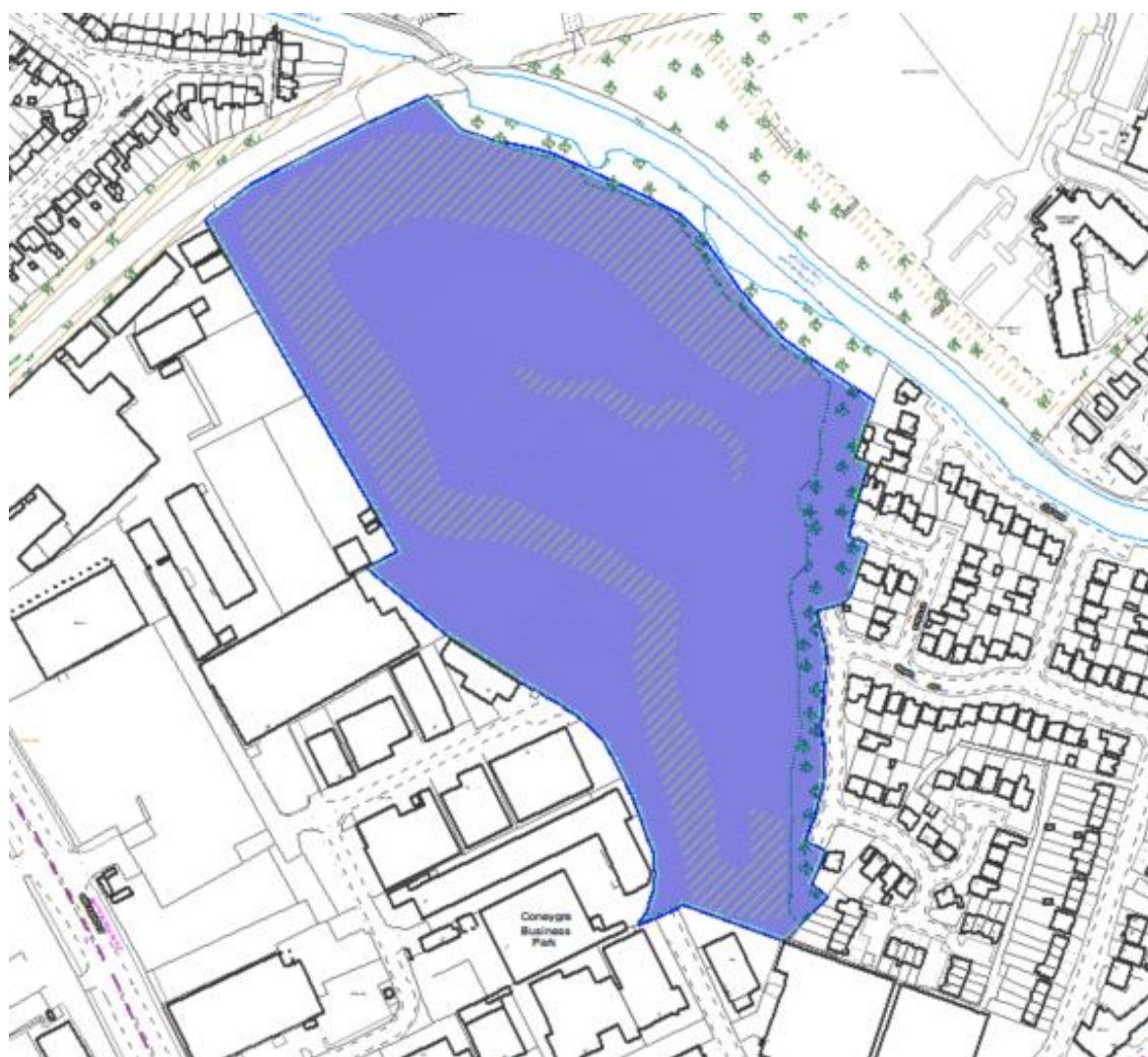
Is the allocation consistent with the plans overarching strategy for the location of development

Yes, site is the largest allocated SEC1 site in the Plan and it will aim to deliver 22,436sqm of new B8 storage or distribution premises on 7 hectares of vacant land.

Is the site of strategic importance to the delivery of the plans overarching strategy

Yes, the site forms part of the SEC1 employment land supply in the plan. It will help deliver new employment premises and helps towards the shortfall of employment land in the Borough up to 2041.

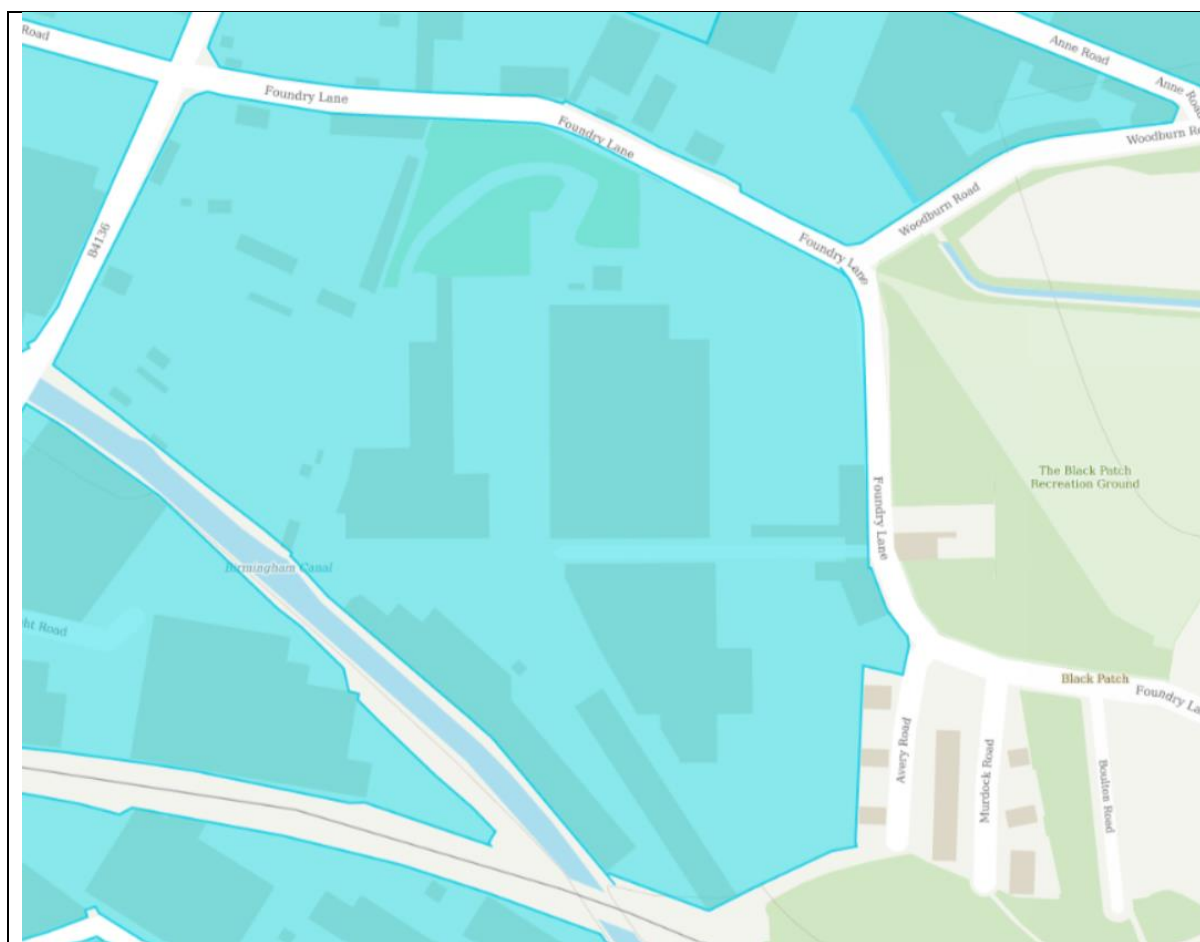
Description of Site (include map) The Vacant site of 7 hectares, that has remained undeveloped since it formed part of the Coneygree Colliery.



1. This site will be allocated for employment development. The site could deliver a minimum of 22,436 sqm of B8 storage or distribution premises	
2. Indicative timeframe for delivery and evidence	No timeframe for the delivery of the site
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision: <ul style="list-style-type: none"> <li>• <b>Highways impacts</b> – As the development proposed is speculative, it may be necessary for the Transport Assessment to be updated prior to occupation.</li> <li>• <b>National grid electricity transmission network</b> – N/A</li> <li>• <b>Biodiversity Net Gain</b> – N/A – Planning permission was granted before BNG became a requirement.</li> <li>• <b>Open space requirements</b> – N/A</li> <li>• <b>Flood risk</b> - The site lies outside Flood Zones two and three. The supporting Flood Risk Assessment and Sustainable Drainage Strategy to planning application DC/21/66125 concluded that the site does not pose any increased flood risk to the site itself or adjacent development and is not susceptible to flooding by other techniques.</li> <li>• <b>Air quality</b> – An Air Quality Assessment was submitted as part of DC/21/66125.</li> <li>• <b>Land contamination and stability</b> - The Site Investigation Interpretative Report supporting planning application is a robust assessment of coal mining legacy identified at the site. The report author concluded and presented appropriate recommendations that as there are known coal seams (including fireclay, ironstone and limestone) having been worked beneath the site, ground stabilisation and foundation designs are required across the site.</li> <li>• <b>Minerals and waste</b> – N/A</li> <li>• <b>Noise</b> – A noise assessment was submitted as part of DC/21/66125.</li> <li>• <b>Heritage assets and their significance</b> – A search on the Sandwell HER and shows that no heritage assets would be affected by the development of the site.</li> <li>• <b>Local environment and character</b> – N/A</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the amount of development is justified, supporting evidence in DC/21/66125 gives regards the constraints of the site and identifies the provision of necessary infrastructure to bring the site forward.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	No information available.
7. Has any planning permission been granted and, if so, what are the details?	Yes – DC/21/66125 was granted permission 2023 for 22,436sqm of new B8 storage or distribution premises.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<b>Site Reference:</b> 203b (reference from the BEAR, ECON 003) <b>Address:</b> Soho Foundry, Foundry Lane, Smethwick B66 2LP <b>Indicative capacity:</b> N/A <b>Site Area (Hectares):</b> 11.95 hectares	
<b>Is the allocation consistent with the plans overarching strategy for the location of development?</b>	Yes, the site is allocated as Local Employment Land and will assist with maintaining the ongoing provision of around 1,221 hectares of allocated employment land within the borough.
<b>Is the site of strategic importance to the delivery of the plans overarching strategy</b>	No
<b>Description of Site (include map)</b> <p>Soho Foundry is located in the far eastern corner of the borough, close to the boundary with Birmingham. It is approximately 1.5km north east of Cape Hill Town Centre and directly to the north of the Birmingham Main Line Canal and the Birmingham to Wolverhampton railway line. The eastern part of the site comprises the historically significant remains of the Soho Foundry (associated within the engineers James Watt and Matthew Boulton) including the former Pattern Stores and Erecting Shops of the foundry and mint (which are Grade II* listed), remains of the foundry and mint (which are a scheduled monument), Office Row (Grade II listed) and the Gatehouse and Adjoining Office Building (Grade II listed). Modern industrial buildings have been erected around the remains of the foundry and are occupied by Avery Berkel, a manufacturer of weighing solutions. Several parts of the site are cleared or comprise abandoned buildings that have fallen into disrepair, including the former Pattern Stores and Erecting Shops which are on Historic England's Heritage at Risk register and partly covered by an additional temporary roof structure to protect them from weather damage. The western part of the site is occupied by Sims Group, a significant metal recycling facility, who predominantly operate an open-air recycling facility with several ancillary office and storage buildings on site.</p> <p>Directly to the south of the site is the towpath and basin of the Birmingham Main Line Canal which is within the Smethwick Galton Valley Conservation Area and a Wildlife Corridor. The Birmingham to Wolverhampton railway line lies to the south and crosses the canal close to the southern tip of the allocation. Land uses to the south, west and north comprise a variety of industrial uses, some of which operate from modern industrial units with formal landscaping and associated car parking; others, particularly to the north, are far more organic and typically operate from the deteriorated shells of old industrial buildings and storage yards with no formal site layout. To the east of the site is Foundry Lane, beyond which is a public house and Black Patch Park. A new secondary school, Windsor Olympus Academy, recently opened 300 metres to the east on the far side of Black Patch Park. To the south east of the allocation is a small and isolated collection of residential dwellings, and Sandwell Council's transit site for groups who set up unauthorised encampments in the borough.</p>	





1. This site will be retained as Local Employment Land and the western part of the site is identified as a Significant Metal Recycling Facility.	
2. <b>Indicative timeframe for delivery and evidence</b>	N/A – the site is already in an appropriate use for Local Employment Land. The designation will be retained.
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision: <ul style="list-style-type: none"> <li>• <b>School place impacts</b> N/A</li> <li>• <b>Health</b> N/A</li> <li>• <b>Highways impacts</b> N/A – the Local Employment Land designation would safeguard the site for certain employment generating uses. The current uses on the site are appropriate under the designation.</li> <li>• <b>National grid electricity transmission network</b> N/A</li> <li>• <b>Biodiversity Net Gain</b> N/A</li> <li>• <b>Open space requirements</b> N/A</li> <li>• <b>Flood risk</b> N/A</li> <li>• <b>Air quality</b></li> </ul>	

Poor air quality conditions associated with surrounding industrial and recycling uses make the site unsuitable for residential development or other more sensitive uses.

- **Land contamination and stability**

There may be some contamination and land stability issues associated with historic development at the site, including structural stability issues associated with remaining historic buildings. Contamination, land stability and structural stability issues should be considered if development proposals come forward in the future.

- **Minerals and waste**

Sims MRS Smethwick (Rabone Lane) is identified as a Significant Metal Recycling Site in Appendix E of the SLP with an operational capacity of 200,000tpa (site reference WS27). SLP policy SWA2 seeks to safeguard all existing strategic waste management facilities from inappropriate development to maintain existing levels of waste management capacity. The policy prevents proposals for housing or other potentially sensitive uses near to or adjacent to existing waste management sites where there is potential for conflict between the uses.

- **Noise**

Poor noise pollution conditions associated with surrounding industrial and recycling uses make the site unsuitable for residential development or other more sensitive land uses.

- **Heritage assets and their significance**

The site contains and is in proximity to numerous designated heritage assets. The Grade II\* listed Pattern Stores and Erecting Shops within the site allocation boundary are included on Historic England's Heritage at Risk register. Regeneration of industrial sites will be supported where it drives economic growth and community benefit, with a strong focus on harnessing the value of industrial heritage assets. Proposals should conserve, adapt, and showcase these assets as catalysts for investment, tourism, and enterprise, embedding them within high-quality, sustainable design. Heritage-led regeneration must demonstrate clear contributions to job creation, local business development, and a distinctive sense of place that strengthens long-term economic vitality.

- **Local environment and character**

The site and the surrounding area contain heritage assets which significantly contribute to the character of the wider landscape as one of the centres of the Industrial Revolution. However, some of these heritage assets are in poor condition and, compounded with some low value employment uses in proximity, detract from the quality of the local environment and its character. It is accepted that the long-term 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 and other more sensitive 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.

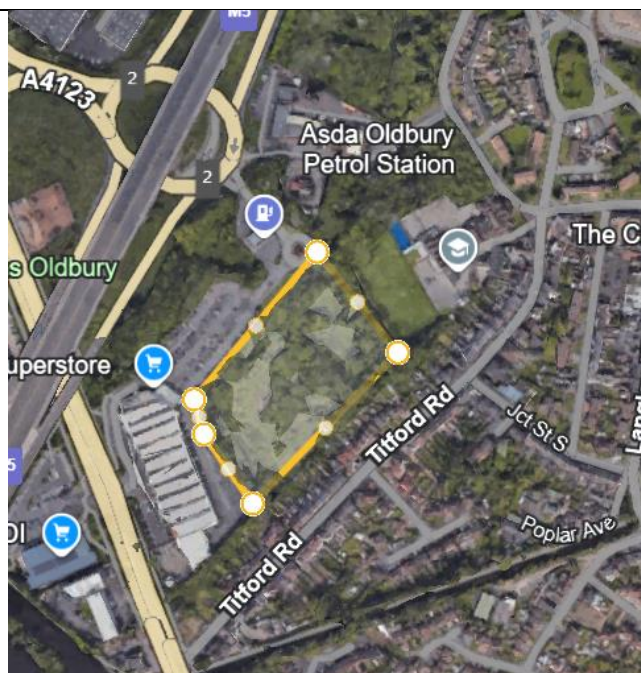
**5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision**

The extant development plan allocates the site for a mix of uses, primarily industrial (B1 uses) but with potential to include elements of community, leisure and educational uses

<p><b>of necessary infrastructure and other policy requirements?</b></p>	<p>(Smethwick Area Action Plan adopted 2008, site allocation reference Sme8).</p> <p>The site was subject to a Site Assessment during the preparation of the SLP which concluded that 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 (SAA 002, site proforma 89).</p> <p>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.</p> <p>In addition, the area around the allocation has been identified as a preferred location for new waste facilities in the Waste Study (WAS 001) given the industrial nature and that the area is in the main located away from sensitive uses such as residential. Sims Group, a significant metal recycling facility that occupies the western part of the allocation, is identified as a strategic waste facility in the under Policy SWA2 and will be safeguarded.</p> <p>It is accepted that the long-term 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 and other more sensitive 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.</p>
<p><b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b></p>	<p>The retention of the site as Local Employment Land will ensure a viable future for the use of the site.</p>

<b>7. Has any planning permission been granted and, if so, what are the details?</b>	No planning history within the past decade. Historic planning history relates to the continued use of the site for employment and metal recycling purposes.
<b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	No

<p>Site Reference: SH2</p> <p>Address: Land adjacent to Asda, Wolverhampton Road, Oldbury</p> <p>Indicative capacity: 60</p> <p>Site Area (Hectares): 1.6</p> <p>Net Developable Area (Indicative): 1.6</p> <p>Density minimum: 38dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	Yes, the site lies adjoins built development on Titford Road and Wolverhampton Road. It is situated within an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	No
<p>Description of Site (include map)</p> <p>The site is situated in Oldbury in the southern part of Sandwell. The site is covered with dense vegetation and trees situated northwest of Titford Road. The site is bound by an Asda supermarket to the west, with its car park adjoining the application site to the northwest and Langley Primary School to the east. The site backs on to residential gardens of properties along Titford Road, which comprise of a mix of terrace and detached two storey houses. A watercourse runs along the southwestern to northwestern boundary of the site.</p> <p>The site is considered greenfield land and is designated as a Wildlife Corridor. There is biodiversity potential associated with the presence of watercourse running around site boundaries and trees/vegetation. It was previously allocated for employment use given its sustainable location and proximity to major roads.</p> <p>A planning application (DC/23/68927) for residential development on the site was refused through a committee decision although officers recommended the planning balance in respect of the benefits of the development outweighs the harm. Permission was later allowed subject to conditions through the appeal process.</p>	



1. This site will be allocated for residential development. The site could deliver a minimum of 60 dwellings.	
2. Indicative timeframe for delivery and evidence	Completions in 2028 -2029 Site has planning permission, and conditions are being discharged to pave way for site delivery.
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>  The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. </li> <li> <b>Health</b>  The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure. </li> <li> <b>Highways impacts</b>  The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Highways had no object to the planning application and only requested for amendments to the site layout which was done. </li> <li> <b>National grid electricity transmission network</b> </li> </ul>	

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

- **Biodiversity Net Gain**

Requirement for BNG to be applied to major sites was not applicable at the time of submission and therefore is not required for this proposal. However, an Ecological Appraisal which recommends a series of mitigation measures and biodiversity gains that should be secured as part of the proposals was submitted to support the application. Also, the proposed site plan shows a buffer to be maintained along the watercourse with retained planting.

- **Open space requirements**

Evidence submitted with the planning application shows some green spaces have been incorporated into the proposal. Also, the site would benefit from adjoining open spaces as well as existing green spaces easily accessible within the vicinity.

- **Flood risk**

Majority of the site lies in flood zone 1 with a small proportion coinciding with flood zone 2. The Environment Agency did not have significant concerns regarding flood risk regarding the planning application. It is a requirement that, but any built development should be more than 8 metres from the 'top of bank'. The development proposal submitted for planning permission was in accordance with this stand-off distance.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns. An air quality technical note was submitted with the planning application.

- **Land contamination and stability**

A Phase 1 Environmental Site Assessment and Coal Mining Risk Assessment as well as a Phase 2 Geo-Environmental Site Assessment were submitted as part the planning application. There was no objection from public health on ground of contamination and stability subject to a condition requiring submission of a further detailed site investigation and mitigation measures.

- **Minerals and waste**

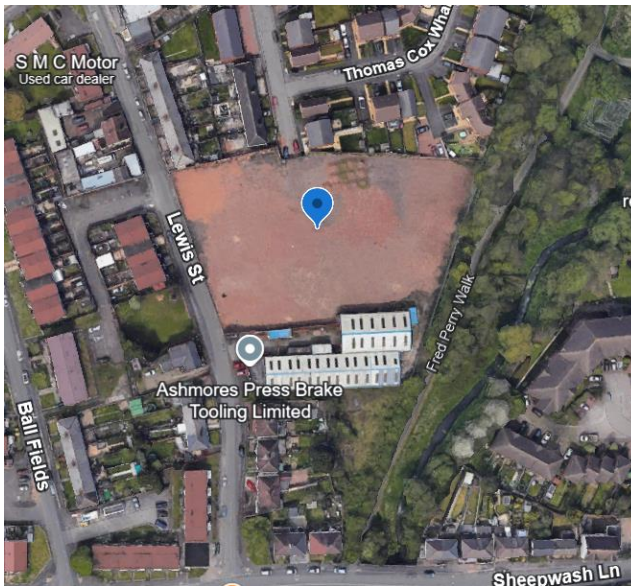
Not relevant

- **Noise**

The proposal has made provisions for the addition for acoustic fencing to be included within plots facing the primary school to aid in the mitigation of noise from this source. This fencing option was seen as satisfactory, and properties of the prospective acoustic fencing should be forward for review. Public health had no objection subject to conditions requiring approval of glazing

<p>and trickle vents to mitigate the levels of noise within the future residential dwellings.</p> <ul style="list-style-type: none"> <li>• <b>Heritage assets and their significance</b> No heritage asset within site</li> <li>• <b>Local environment and character</b> The housing would improve the local environment of this area, with new housing complementing existing residential development. The development will be expected to enhance the character of the adjoining wildlife corridor.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the estimated capacity takes into account the nature of the site, existing constraints, necessary infrastructure to support the site coming forward and policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The development proposes a 100% affordable housing scheme. The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	DC/23/68927 - Site refused consent – appeal for 60 affordable dwellings allowed with conditions on 16/04/2025
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



<p>Site Reference: SH5</p> <p>Address: Mill Street, Great Bridge</p> <p>Indicative capacity: 28</p> <p>Site Area (Hectares): 0.44</p> <p>Net Developable Area (Indicative): 0.44</p> <p>Density minimum: 64dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	Yes, the site is a brownfield land. It is a vacant former employment land and is situated in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	No
<p>Description of Site (include map)</p> <p>The site is located within Tipton in the northwest of Sandwell. It is bounded by residential buildings on the north, employment buildings on the south, Lewis Street on the west and Haines Branch Canal and open space on the east. It comprises hard surfaced vacant land formerly in employment use.</p>	
	
1. This site will be allocated for residential development. The site could deliver a minimum of 28 dwellings.	
2. Indicative timeframe for delivery and evidence	2028 – 2029 completion The site is vacant and has not adverse constraints to prevent its delivery. Planning permissions granted for the site.
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li><b>School place impacts</b></li> </ul>	

The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Highways had no objections to planning applications approved for the site.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

- **Biodiversity Net Gain**

The planning application preceded the mandatory BNG requirement, however, consideration has been afforded to the enhancement and wildlife corridor through the design of new open space and the safeguarding and enhancement of flora and fauna through the landscaping proposed within the development.

- **Open space requirements**

Evidence submitted with the planning application suggests provisions has been made for some open space as part of the development

- **Flood risk**

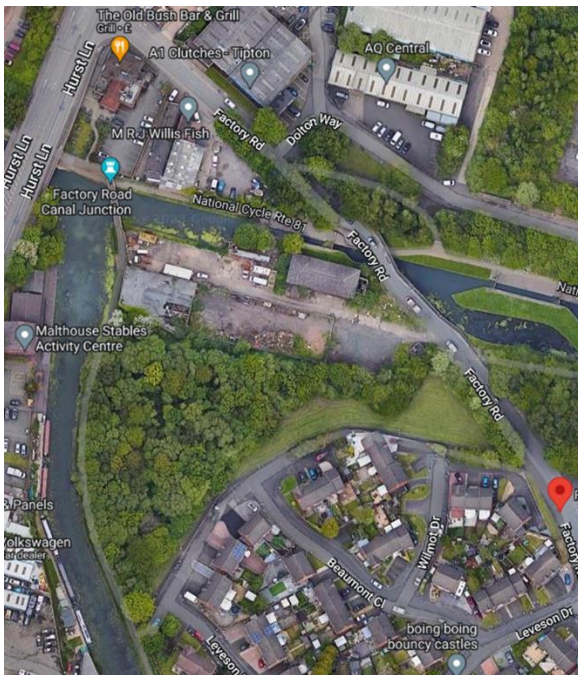
Although majority of the site lies in flood zones 2 and 3, a proportion of the site is located within flood zone 3a. A flood risk assessment was submitted to support the planning application. Sequential and Exception Test have been carried out as part of the assessment; results suggest the development proposals to be favourable, and suitable mitigations have been recommended.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns

- **Land contamination and stability**

<p>Given the site's employment history, a ground investigation report was submitted to assess if there were any land contamination and stability concerns. There were no objections on this basis, however, a condition has been imposed to ensure a final detailed remediation strategy and detailed gas protection design are submitted for review and comment.</p> <ul style="list-style-type: none"> <li> <b>Minerals and waste</b>            Not relevant         </li> <li> <b>Noise</b>            A noise assessment was submitted to support the planning application suggests the proposals would have no adverse noise impact. Public Health had no objections but recommended the imposition of conditions relating to noise assessment and hours of work during site delivery.         </li> <li> <b>Heritage assets and their significance</b>            No heritage assets on this site.         </li> <li> <b>Local environment and character</b>            The housing would improve the local environment of this area, with new housing complementing existing residential development located north of the site. The development will be expected to enhance the character of the adjoining Open Space and Site of Local Importance for Nature Conservation.         </li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the estimated capacity takes into account the nature of the site, existing constraints, necessary infrastructure to support the site coming forward and policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	DC/22/67019 – Full permission granted for 20 homes DC/22/67018 – Full permission granted for 8 homes
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<p>Site Reference: SH7</p> <p>Address: The Boat Gauging House &amp; Adjoining Land, Factory Road, Tipton, DY4 9AU</p> <p>Indicative capacity: 50</p> <p>Site Area (Hectares): 0.57</p> <p>Net Developable Area (Indicative): 0.57</p> <p>Density minimum: 88dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	Yes, the site is a brownfield land. It is underused and is situated in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	No
<p>Description of Site (include map)</p> <p>The application site is situated to the west of Factory Road, is bounded to the north by the New Main Line canal and the listed Factory Locks, and to the west by the Old Main Line canal. There is a buffer green strip of trees and verge ranging between 20 metres and 30 metres in length to the south with residential properties beyond. It comprises a vacant former Gauging House (Grade 2 listed building) and an adjoining disused land. The building is in an untidy state of slow deterioration; this is not in the interests of the heritage asset itself, the setting of other heritage assets, or of the character and appearance of the conservation area.</p>	
 <p>The map shows an aerial view of the site area. Key features include Factory Road running horizontally across the middle, the New Main Line canal to the north, and the Old Main Line canal to the west. The site is located between the canal and Factory Road. Surrounding areas include residential streets like Hurst Ln, Maltby Dr, and Neveon Dr, as well as commercial buildings like The Old Bush Bar &amp; Grill and AQ Central. A red pin marks the site location on Factory Road.</p>	
<p>1. This site will be allocated for residential development. The site could deliver a minimum of 50 dwellings.</p>	
2. Indicative timeframe for delivery and evidence	Completions in 2028-2030

<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <p>• <b>School place impacts</b></p> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</p> </li> <li> <p>• <b>Health</b></p> <p>The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</p> </li> <li> <p>• <b>Highways impacts</b></p> <p>The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Highways had no objections to the planning application submitted for the site but requested conditions relating to the signal/junction improvements, parking layout out and retention.</p> </li> <li> <p>• <b>National grid electricity transmission network</b></p> <p>The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted</p> </li> <li> <p>• <b>Biodiversity Net Gain</b></p> <p>There is little vegetation contained within the site. The planning application preceded the mandatory BNG requirement, however, consideration has been afforded to the enhancement and protection of adjoining wildlife corridor and Sites of Local Importance for Nature Conservation through the design of new open space and the safeguarding and enhancement of flora and fauna through the landscaping proposed within the development.</p> </li> <li> <p>• <b>Open space requirements</b></p> <p>Evidence submitted with the planning application suggests provisions has been made for some open space as part of the development</p> </li> <li> <p>• <b>Flood risk</b></p> <p>The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. The environment Agency had no objection to the planning application submitted for the site. Recommendations have subsequently been made for additional intrusive</p> </li> </ul>

<p>investigations to further delineate any potential significant contamination that may be present and pose a risk to controlled waters.</p> <ul style="list-style-type: none"> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> No known issues</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> A noise assessment was submitted with the planning application for the site address noise impact.</li> <li>• <b>Heritage assets and their significance</b> Site is within a conservation area and contains a Grade 2 listed building. The lack of use of the listed building has resulted in the site falling into further disrepair. The allocation could sustain and enhance the site's historic significance by securing appropriate new uses whilst safeguarding its architectural and industrial heritage. A full heritage statement and heritage compliance statement were submitted to support the planning application</li> <li>• <b>Local environment and character</b> The sensitive redevelopment of the site will be expected to preserve and reinforce the character and appearance of the wider conservation area, ensuring the site once again makes a positive contribution to local identity and townscape.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the estimated capacity takes into account the nature of the site, existing constraints, necessary infrastructure to support the site coming forward and policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	Full planning permission (DC/21/65872) for 50 homes granted in 2022
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

**Site Reference:** SH14

**Address:** Langley Maltings, Western Road, Langley

**Indicative capacity:** 71

**Site Area (Hectares):** 2.72 hectares

**Net Developable Area (Indicative):** 2.04 hectares

**Density minimum:** 35dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes. The allocation will make effective use of a sustainably located brownfield site adjacent to Langley Station. Its allocation is consistent with the Balanced Green Growth strategy.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

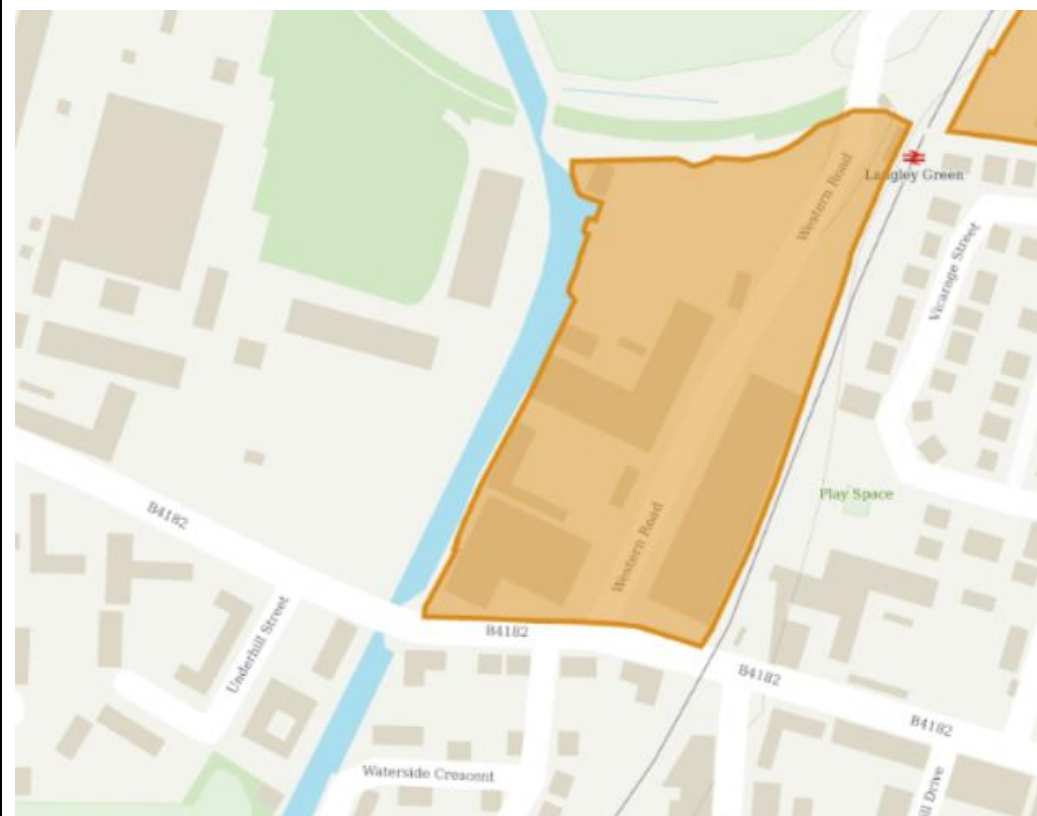
No

**Description of Site (include map)**

Langley Maltings is located in Langley in Oldbury approximately 800 metres east of junction 2 of the M5. The surrounding area contains a mix of residential and industrial uses. The large Solvay chemical works dominates the area, whereas many other former industrial sites in the area have been redeveloped to residential uses.

To the west of the site is the Titford Canal beyond which is the Solvay chemical works. A disused railway slip line lies to the north, beyond which are the playing fields for Warley RFC. Western Road bounds the east of the site, with Langley Station and car park on the far side of Western Road, as well as an industrial unit. The south of the site is bound by Station Road, beyond which is a recently constructed residential estate.

The site itself accommodates the fire damaged former maltings building in the centre. The shell of the building is mostly intact and is a Grade II listed building. The northern part of the site comprises open storage for a pallet company and a small used car dealership. The southern part of the site contains several modern industrial buildings and associated car parking accommodating a laminating business and another car dealership.





1. This site will be allocated for residential development. The site could deliver a minimum of 71 dwellings. The low density is due to the retention and restoration of the Grade II listed maltings building on site.	
2. <b>Indicative timeframe for delivery and evidence</b>	Completion expected 2040-2041. The site is in various ownerships and would require business relocations. Development is subject to abnormal costs including demolition of industrial buildings and the restoration and conversion of the former maltings building. Nevertheless, the site is in a very sustainable location adjacent to Langley Station. The site assessment process found it suitable for residential development, and it is capable of being available and deliverable during the plan period.
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
4. Impact on infrastructure provision: <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</li> <li>• <b>Highways impacts</b> The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from several existing vehicular access points along Western Road. Further work will be undertaken at planning application stage.</li> <li>• <b>National grid electricity transmission network</b> The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.</li> <li>• <b>Biodiversity Net Gain</b> Limited onsite habitats are present and planning proposals are expected to be capable of delivering a Net Gain on site.</li> <li>• <b>Open space requirements</b></li> </ul>	

	<p>The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through qualitative improvements to Langley Park which is located 150 metres to the south west.</p> <ul style="list-style-type: none"> <li> <b>Flood risk</b>            The allocation is 100% in Flood Zone 1 and at low risk of flooding. 11.13% of the site is in a high risk surface water zone; 14.2% in a medium zone; 20.89% in a low zone. A Flood Risk Assessment would be required at planning application stage. An Exception Test is not required.         </li> <li> <b>Air quality</b>            The borough is wholly within an AQMA. The site raises no specific air quality concerns.         </li> <li> <b>Land contamination and stability</b>            There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.         </li> <li> <b>Minerals and waste</b>            Not relevant         </li> <li> <b>Noise</b>            Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to the nearby playing fields, railway line, industrial uses and elevated M5. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.         </li> <li> <b>Heritage assets and their significance</b>            The site contains the Grade II listed former maltings and is partially within an Area of High Historic Townscape Value. Its allocation will assist with sustaining and enhancing the significance of heritage assets by setting a positive strategy for the restoration of the fire damaged maltings building.         </li> <li> <b>Local environment and character</b>            The proposed allocation would significantly restore and enhance local environment and character by restoring the fire damaged maltings building and improve the relationship between the site and the Titford Canal. It would improve the appearance of Langley for people passing through or arriving by train.         </li> <li> <b>Proximity to hazardous installation</b>            The site is within the Middle Zone for impact from the hazardous installation at Solvay (formerly known as Rhodia). The Health and Safety Executive will be consulted at planning application stage, although this is not expected to prevent development coming forward.         </li> </ul>
<b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	Yes, in the indicative capacity is justified. The capacity is below the minimum density targets set in the SLP to reflect the presence of the Grade II listed former maltings.
<b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery</b>	Yes, the site is considered to be viable and deliverable within the plan period.

<b>Timescale indicated, where relevant?</b>	
<b>7. Has any planning permission been granted and, if so, what are the details?</b>	No relevant planning history.
<b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	No

**Site Reference:** SH16

**Address:** Cradley Heath Factory Centre, Woods Lane, Cradley

**Indicative capacity:** 170

**Site Area (Hectares):** 4.85 hectares

**Net Developable Area (Indicative):** 3.64 hectares

**Density minimum:** 45dph

Is the allocation consistent with the plans overarching strategy for the location of development

Yes, the site is brownfield land in a sustainable location adjacent to Cradley Heath train station and close to the town centre.

Is the site of strategic importance to the delivery of the plans overarching strategy

No

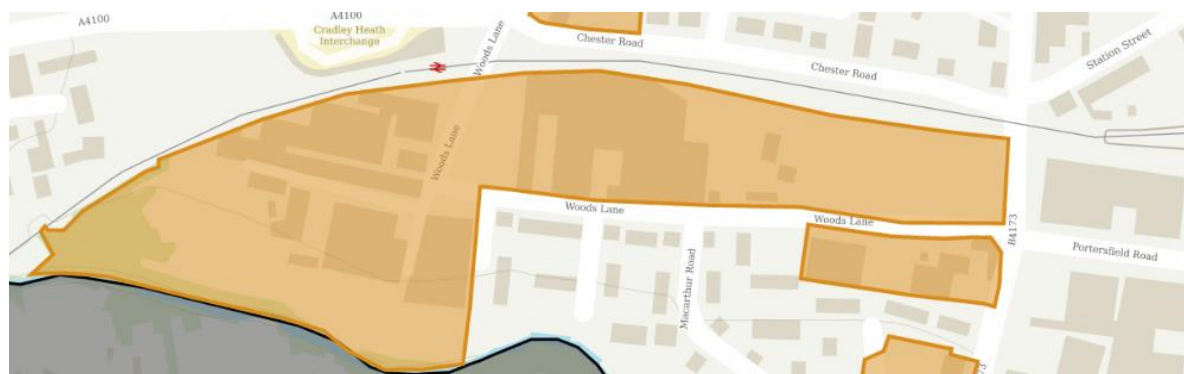
#### **Description of Site (include map)**

The allocation comprises two parcels of land approximately 400 metres south west of Cradley Heath Town Centre, and directly to the south of Cradley Heath train station.

The larger parcel comprises a variety of industrial uses (including a transportation firm, metal fabricators and a glazing company) between Woods Lane and the Birmingham Snow Hill railway line. Part of the allocation has recently been built out as residential housing. Some of the allocation is cleared land awaiting redevelopment, and the south west of the allocation comprises derelict former industrial outbuildings and hardstanding, as well as a belt of trees and vegetation.

The smaller parcel comprises industrial uses south of Woods Lane (including an MOT service station).

To the north is the non-electrified Birmingham Snow Hill railway line beyond which is Cradley Heath bus/rail interchange and station car park and new residential development. To the east is the B4173 (Cradley Road) beyond which are a variety of industrial uses. To the south is new residential development on MacArthur Road predominantly comprising terraced and semi-detached housing, as well as three-storey apartment buildings. Also to the south is a stretch of the River Stour which is set in a steep narrow valley, beyond which are residential areas. To the west is the rail line, beyond which is residential homes.



1. This site will be allocated for residential development. The site could deliver a minimum of 170 dwellings.

2. Indicative timeframe for delivery and evidence

Completions in 2030-2035  
34 dwellings were completed within the allocation in 2024/25.  
Part of the allocation is owned by Sandwell Council and received public grant funding to clear derelict buildings in preparation of redevelopment.

	There is a live planning application for 95 dwellings on the majority of the remainder of the allocation (reference DC/25/70460).
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>  The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site. </li> <li> <b>Health</b>  The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure. </li> <li> <b>Highways impacts</b>  The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. Outstanding comments from Highways on the live planning application relate to the design of roads and accesses, with no objection to impact on the highway network. </li> <li> <b>National grid electricity transmission network</b>  The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network. </li> <li> <b>Biodiversity Net Gain</b>  There are existing habitats within the allocation and a net gain onsite is considered feasible. The live planning application would result in a 17.25% increase in biodiversity units on the site. </li> <li> <b>Open space requirements</b>  The proposals would be required to provide open space on site. </li> <li> <b>Flood risk</b>  97.11% of the site is within Flood Zone 1 and at low risk of flooding. 2.86% is in Flood Zone 2 and 0.03% is in Flood Zone 3. 0.36% of the site is at high risk of surface water; 1.13% is at a medium risk; 5.94% is at a low risk. The council has identified all reasonable available sites that have a lower risk of flooding, therefore the allocation is appropriate. An Exception Test will be required if development is proposed in Flood Zone 2 or 3. The Lead Local Flood Authority has unresolved comments relating to the design of the proposed drainage strategy on the live planning application. </li> <li> <b>Air quality</b> </li> </ul>	

<p>Public Health has commented on the live planning application to request an Air Quality Assessment, Travel Plan and Construction Environmental Management Plan is secured by condition.</p> <ul style="list-style-type: none"> <li>• <b>Land contamination and stability</b> The live planning application is accompanied by a Phase I Desk Study and preliminary Phase II Ground Investigation report which concludes that the proposed development is achievable subject to its recommendations.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> A noise and vibration assessment accompanies the live planning application. Public Health has advised that the scheme is acceptable subject to a condition requiring a noise mitigation plan and a construction and environmental management plan.</li> <li>• <b>Heritage assets and their significance</b> There is a locally listed building within the site allocation boundary that should be retained and sensitively converted as part of the application proposals. The allocation is within an Area of High Historic Townscape Value. Heritage issues are not expected to prevent the delivery of the allocation.</li> <li>• <b>Local environment and character</b> The allocation site comprises a variety of small industrial and metal working uses that once were at the heart of the chain making industry in the Black Country. However, successive waves of regeneration has meant that they are a non-conforming use in a prominent gateway location next to Cradley Heath train station. The delivery of the allocation provides an opportunity to retain locally listed buildings and respond positively to the Area of High Historic Townscape Value whilst creating an attractive and welcoming development next to the train station.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the amount of development is justified and would make efficient use of land in a sustainable location.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes. 34 dwellings were completed within the allocation in 2024/25. There is a live planning application for 95 dwellings on the majority of the remainder of the allocation (reference DC/25/70460).
7. Has any planning permission been granted and, if so, what are the details?	<p>DC/15/58871 - Hybrid planning application and outline application (all matters reserved) for proposed residential development, and a full application for access link road from MacArthur Road to Woods Lane [took in the allocation and wider land] – granted 23/03/2016 but not built out within the allocated land.</p> <p>DC/21/66444 - Proposed demolition of existing industrial buildings and</p>

	<p>development of 34 No. dwellings with access, parking and landscaping. – granted 09/09/2022 and completed 2024/25.</p> <p>DC/25/70460 - Proposed residential development comprising of No. 83 dwelling houses and 1 No. apartment block with No.10 maisonettes and No.5 duplex apartments with associated works. - undetermined</p>
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SH19

**Address:** Land at Horseley Heath, Alexandra Road and Lower Church Lane, Tipton

**Indicative capacity:** 45 dwellings

**Site Area (Hectares):** 2.26 hectares

**Net Developable Area (Indicative):** 1.7 hectares

**Density minimum:** 40dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the brownfield site is sustainably located and would assist with meeting the borough's housing need.

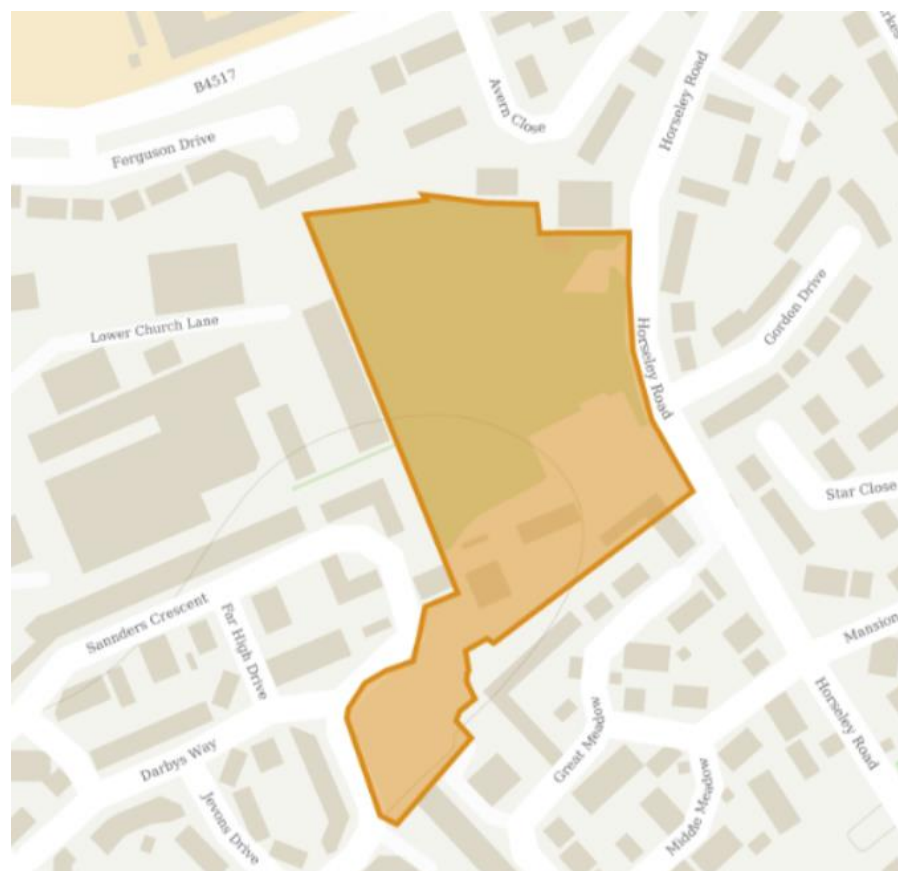
**Is the site of strategic importance to the delivery of the plans overarching strategy**

No

**Description of Site (include map)**

The brownfield site is located approximately 750 metres west of Great Bridge Town Centre. The northern part of the site historically accommodated out buildings to a foundry and a canal basin, however this part of the site was cleared and levelled several decades ago and is now vacant with self-seeded vegetation. The cleared part of the site is covered by a SLINC designation (Alexandra Road). The southern part of the site comprises a used vehicle parts shop which operates from a small industrial unit and an area of open storage. The southern extremity of the site comprises an area of amenity grassland associated with the adjacent residential estate.

To the north of the site is a small education centre and a modern residential estate. To the east is Horseley Road beyond which are detached and semi-detached residential properties. To the south and south west is a modern residential estate. The new metro station at Horseley Road lies around 200 metres to the south. To the west of the site are the rear of modern industrial buildings on the Hale Trading Estate.



1. This site will be allocated for residential development. The site could deliver a minimum of 45 dwellings.	
2. <b>Indicative timeframe for delivery and evidence</b>	<p>Completions in 2040-2041</p> <p>The site assessment process concluded that it is suitable for development and is capable of being deliverable during the latter part of the plan period.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from two existing vehicular access points from Horseley Heath. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity of the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            On site habitats are present and the northern part of the site is designated as Alexandra Road SLINC. The development may be capable of securing an on site gain in biodiversity, or may need to resort to off site improvements.         </li> <li> <b>Open space requirements</b>            The site would be required to provide new open space and this is capable of being provided on site logically next to the existing area of amenity grassland on Sannders Crescent which is within the allocation.         </li> <li> <b>Flood risk</b>            100% of the site is within Flood Zone 1 and at low risk of flooding. 0.53% of the site is in a high risk Zone for surface water; 0.69% is in a medium zone; and 9.27% is in a low zone. The site is a sustainable development location in relation to flood risk. A Flood Risk Assessment would be required at planning application stage. No Exception Test is required.         </li> </ul>	

<ul style="list-style-type: none"> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site, including the former canal branch, industrial uses and mining. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating nearby industrial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> There are no designated or non-designated heritage assets on the site or within proximity.</li> <li>• <b>Local environment and character</b> The existing used vehicle parts business in the south of the allocation detracts from the otherwise orderly and green character of the surrounding residential estates. The delivery of the allocation would assimilate the land with surrounding residential uses and improve the street scene along Horseley Road.</li> </ul>	
<b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	Yes, the indicative capacity is justified and would make effective use of a sustainably located brownfield site. The site benefits from an existing allocation for residential development in the Site Allocations and Delivery DPD.
<b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b>	Yes, the site is considered to be viable and deliverable within the plan period.
<b>7. Has any planning permission been granted and, if so, what are the details?</b>	A historic planning application for residential development was refused in 1988 due to the proximity of heavy industrial uses creating an unacceptable residential environment (application BCS186). However, the heavy industrial uses were redeveloped around twenty years ago to a modern enclosed industrial estate.
<b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	No

**Site Reference:** SH21

**Address:** Dudley Road East, Oldbury

**Indicative capacity:** 90 dwellings

**Site Area (Hectares):** 2.65 hectares

**Net Developable Area (Indicative):** 1.99 hectares

**Density minimum:** 45dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the brownfield site is sustainably located and would assist with meeting the borough's housing need.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

No

**Description of Site (include map)**

The brownfield site is located approximately 1km north west of Oldbury Town Centre. It accommodates a variety of industrial buildings and their associated servicing areas, open storage and car parking, as well as a detached derelict Victorian house in the eastern corner of the site. The largest industrial unit fronts Dudley Road East and is occupied by a large tile shop. Other occupiers include a building materials supplier, a metal fabricator and an industrial equipment supplier.

The site adjoins a car and van hire business to the south that is within the Brades Road residential allocation (SH38). The remainder of the southern boundary is formed by the Old Birmingham Main Line Canal beyond which is the Gower Tip, a capped former landfill site that has rewilded. The west of the site is bound by the towpath and basin of the Gower Branch Canal beyond which is a recently constructed residential scheme of detached homes. Dudley Road East lies to the north, beyond which is Brades Green Open Space and The Meadows School (a special school for pupils aged 11-19). Part of the northern boundary is formed by the rear of terraced residential properties that front on to Dudley Road East. The east of the site is bound by Brades Road, beyond which are residential properties.



1. This site will be allocated for residential development. The site could deliver a minimum of 90 dwellings.	
2. <b>Indicative timeframe for delivery and evidence</b>	<p>Completions in 2035-2038</p> <p>The site assessment process concluded that it is suitable for development and is capable of being deliverable during the middle part of the plan period.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. <b>Impact on infrastructure provision:</b></p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from several existing vehicular access points along Dudley Road East. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            Some onsite habitats are present, and planning proposals are expected to be capable of delivering a net gain on site.         </li> <li> <b>Open space requirements</b>            The site would be required to provide new open space and this is capable of being provided on site. It would be appropriate to locate this along the Old Birmingham Main Line Canal as part of a green buffer to the canal which is designated a Wildlife Corridor, or along Gower Branch Canal which is designated a Wildlife Corridor and a SINC. Alternatively, offsite improvements could be made to Brades Green Open Space.         </li> <li> <b>Flood risk</b>            100% of the site is within Flood Zone 1 and at low risk of flooding. 0% of the site is in a high risk zone for surface water flooding; 0.87% in a medium zone;         </li> </ul>	

<p>8.40% in a low zone. The site is within a sustainable development location in regards to flooding. A Flood Risk Assessment would be required at planning application stage. No Exception Test is required.</p> <ul style="list-style-type: none"> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating nearby industrial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A Full Heritage Impact Assessment was completed at the site assessment stage (SAA 005). This found that the delivery of the allocation is unlikely to impact on the setting of heritage assets. Locks on Gower Branch Canal adjacent to the west of the site are Grade II listed buildings. Both the Branch Canal and the Old Main Line Canal are designated as Archaeology Priority Areas and Areas of High Historic Townscape Value</li> <li>• <b>Local environment and character</b> The delivery of the allocation would enhance the local environment and character by improving the relationship to the canal and providing an opportunity to create a green buffer. There are several residential allocations in the vicinity which in combination would transform the wider area to a new residential community.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the indicative capacity is justified and would make effective use of a sustainably located brownfield site.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, the site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	No relevant planning history.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SH30

**Address:** Land to the east of Black Lake and north of Ridgeacre Branch Canal, West Bromwich

**Indicative capacity:** 83

**Site Area (Hectares):** 2.45 hectares

**Net Developable Area (Indicative):** 1.83 hectares

**Density minimum:** 45dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes. The allocation will make effective use of a sustainably located brownfield site. Its allocation is consistent with the Balanced Green Growth strategy.

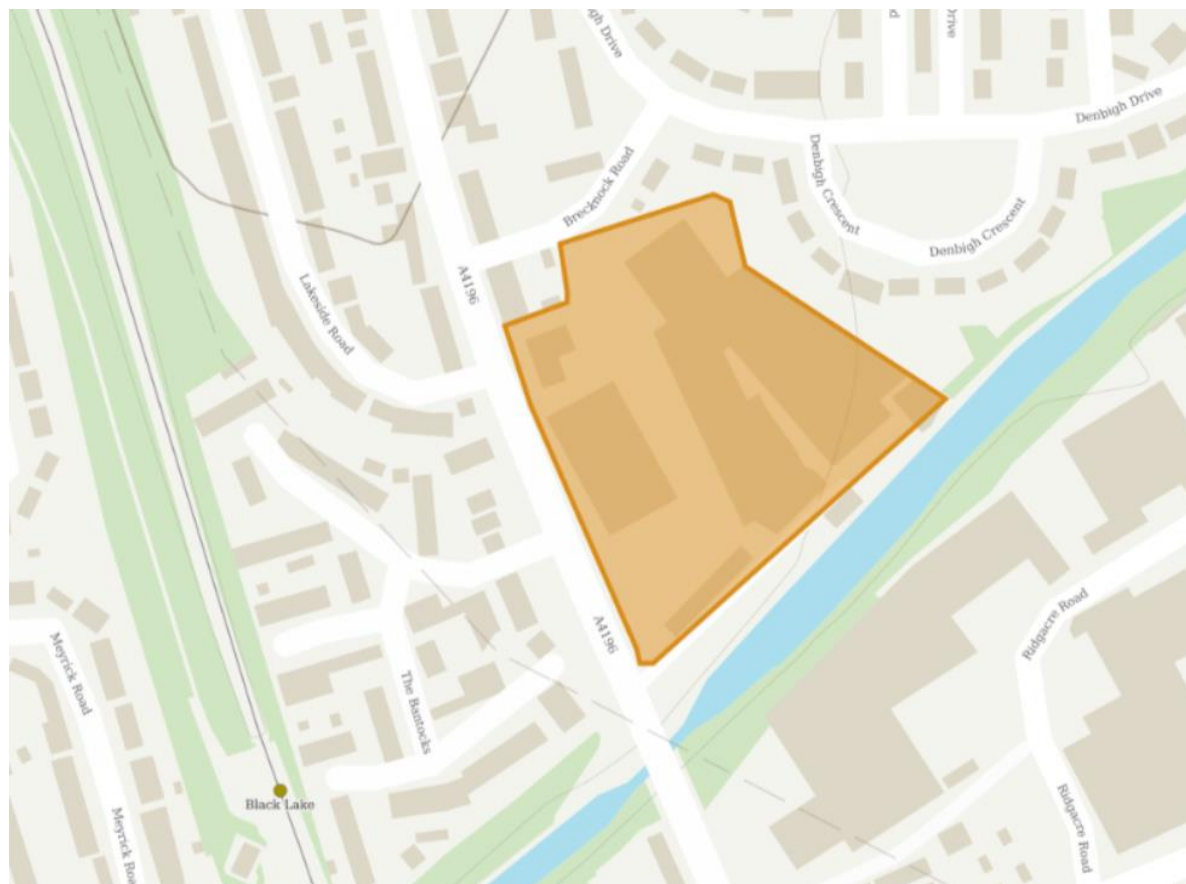
Is the site of strategic importance to the delivery of the plans overarching strategy

No

**Description of Site (include map)**

The site is located approximately 1.5km north west of West Bromwich Town Centre and approximately 200 metres east of Black Lake metro stop. The site comprises a variety of industrial units and associated open storage, car parking and servicing. Business on site include a builders merchants, hand car wash, plastic fabricators, MOT service station and a small logistics firm.

To the south of the site is the towpath and basin of the Ridgeacre Branch Canal beyond which is an industrial estate. To the west is Black Lake (A4196) and a residential estate. A footpath runs through an area of woodland to the south west of the site and provides a pedestrian connection to Black Lake metro stop. To the north and east are residential properties.



1. This site will be allocated for residential development. The site could deliver a minimum of 83 dwellings.



<p><b>2. Indicative timeframe for delivery and evidence</b></p>	<p>Completion in 2040-2041</p> <p>The landowner has promoted the site for residential development demonstrating that it is available. The site assessment process has found the site to be suitable for development. The allocation is considered deliverable in the plan period and will require the relocation of existing businesses and demolition of existing buildings.</p>
<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>	
<p><b>4. Impact on infrastructure provision:</b></p> <ul style="list-style-type: none"> <li> <p><b>School place impacts</b></p> <p>The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</p> </li> <li> <p><b>Health</b></p> <p>The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</p> </li> <li> <p><b>Highways impacts</b></p> <p>The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from several existing vehicular access points along Black Lake. Further work will be undertaken at planning application stage.</p> </li> <li> <p><b>National grid electricity transmission network</b></p> <p>The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.</p> </li> <li> <p><b>Biodiversity Net Gain</b></p> <p>Limited onsite habitats are present and planning proposals are expected to be capable of delivering a Net Gain on site.</p> </li> <li> <p><b>Open space requirements</b></p> <p>The site would be required to provide new open space. This would be expected to be delivered on site and could form part of providing a green buffer to the canal to the south which is designated as a Site of Importance for Nature Conservation (SINC)</p> </li> <li> <p><b>Flood risk</b></p> </li> </ul>	

<p>100% of the allocation is in Flood Zone 1 and at low risk of flooding. 0% of the site is in a higher and medium risk surface water zone; 4.24% is in a low risk zone. A Flood Risk Assessment would be required at planning application stage. No Exception Test is required.</p> <ul style="list-style-type: none"> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns. It may in fact improve air quality due to the removal of industrial uses.</li> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site and proximity to the canal basin. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application. However, noise is not considered to be a constraint to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> The allocation is not near any designated or non-designated heritage assets. The adjacent canal basin is designated as an area of High Historic Townscape Value.</li> <li>• <b>Local environment and character</b> The delivery of the allocation would enhance the local environment and character as it would provide an opportunity to extend and improve the green buffer to the canal whilst improving the street scene along Black Lake. The site is currently an isolated area of industry in an otherwise predominantly suburban area.</li> </ul>	
<b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	Yes, the site occupies a sustainable location close to Black Lake metro stop. It is generally free from constraints and would contribute to meet the borough's housing need.
<b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b>	Yes, the site is considered to be viable and deliverable within the plan period.
<b>7. Has any planning permission been granted and, if so, what are the details?</b>	No relevant planning history.
<b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b>	No

**Site Reference:** SH34

**Address:** Former Brandhall Golf Course, Heron Road, Oldbury

**Indicative capacity:** 190 dwellings

**Site Area (Hectares):** 37.15 hectares (gross site area including new open space)

**Net Developable Area (Indicative):** 5.1 hectares

**Density minimum:** 40dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes. The site is greenfield land however it is located on the edge of the urban area in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

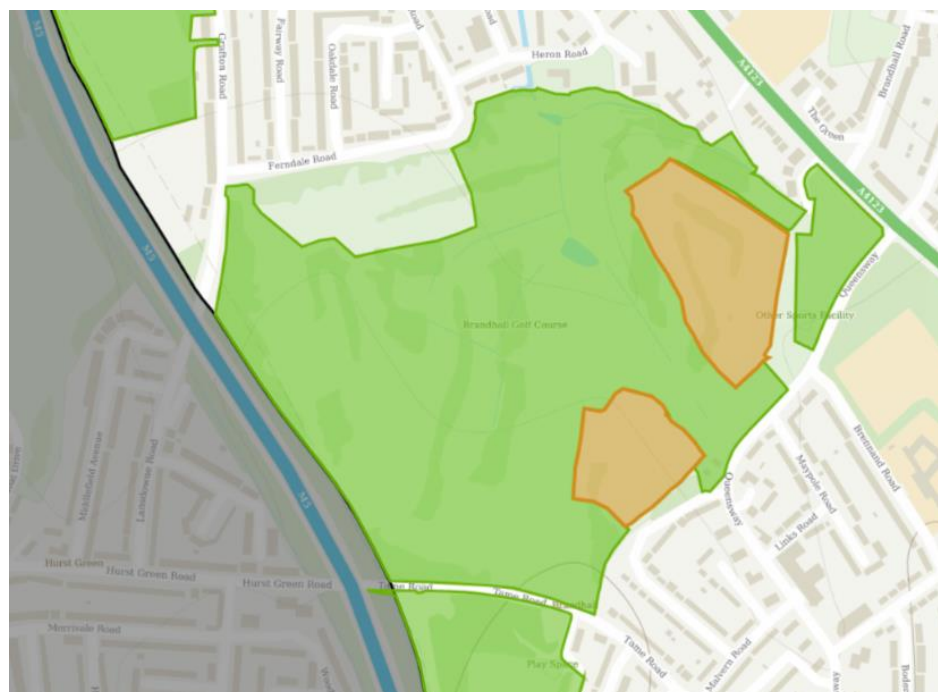
No

**Description of Site (include map)**

The site is located 1.5km east of Blackheath Town Centre and to the east of the M5 motorway. The allocation comprises two parcels of land within the eastern part of the former Brandhall Golf Course. Both parcels of land comprise landscaped trees and grassland that has been left unmanaged for several years since the closure of the Golf Course.

Collectively the two residential parcels comprise 5.1 hectares of net developable land. To the east of the parcels is Parson's Hill Park, an area of open space, beyond which is the dualled A4123 (Wolverhampton Road). To the south is a small woodland formed of mature trees beyond which is Queensway and Worcester Road and a suburban residential estate. The wider former golf course lies to the west, beyond which is the M5 motorway. A petrol filling station and residential properties lie to the north, beyond which is the A4123.

The former golf course including the allocations are owned by Sandwell Council.



1. This site will be allocated for residential development. The site could deliver a minimum of 190 dwellings.

2. Indicative timeframe for delivery and evidence

Completions during 2026-2031.

	<p>Sandwell council undertook extensive consultation on the future use of the former golf course during 2022. This culminated in the submission and approval of an outline planning application in November 2023 for the erection of a new primary school, 190 dwellings and creation of public open space (reference DC/23/68540).</p> <p>The council intend to progress the delivery of the new homes through a joint partnership arrangement. Procurement of the developer partner will commence in October 2025, with the preferred developer being selected in February 2026. A reserved matters submission will be made before November 2026 with start on site expected in February 2027 and completion in December 2028.</p>
<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The outline planning consent includes for the construction of a new primary school elsewhere on the former golf course to replace the nearby Causeway Green Primary School which is falling into disrepair. Nearby capacity is considered to be sufficient to accommodate requirements. The outline permission does not require any contributions to be made to school provision.</li> <li>• <b>Health</b> The outline planning permission does not require any contributions to be made towards health infrastructure.</li> <li>• <b>Highways impacts</b> The outline planning consent reserves all matters (including access) for future approval. The consent is subject to conditions requiring further detail of traffic impact at the Wolverhampton Road / Queensway junction with proposed mitigation, as well as submission of a revised Transport Assessment with detail of any mitigation measures. It is likely that this will ultimately be met through a financial contribution secured from the site's developer.</li> <li>• <b>National grid electricity transmission network</b> Early assessments were made on the assumption of a 140Kva LV supply for the school and 2 substations for domestic supply in March 2023 at a cost of £600,000 for connection. This estimate confirms the incorporation of a 5kw heat pump and 7.3kw electric vehicle charging point per property More generally the IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.</li> </ul>	

- **Biodiversity Net Gain**

The outline application was made prior to the legal requirement to provide biodiversity net gain. However, an assessment was undertaken on known information at that time, which determined a requirement for provision of 50.78 habitat units, 1.32 hedgerow units and 1.02 watercourse units to meet the 10% uplift in biodiversity. It was confirmed that re-provision could be accommodated in full in the adjacent public park. Further work has been undertaken on the proposals contained within the masterplan for the park, which show that habitat improvements over the minimum 10% requirement are achievable.

- **Open space requirements**

The scheme will result in the current, privately accessed golf course becoming a 26ha public park for a variety of uses. This will significantly improve the level of accessible open space within the area which currently has lower provision than elsewhere in the borough.

An assessment of need for golf facilities was undertaken prior to the decision to close the golf course. This showed that such loss would not impact the availability or accessibility of golf provision elsewhere in the Borough.

- **Flood risk**

100% of the residential allocation is within Flood Zone 1 with a low impact of flooding. None of the residential allocation is at risk of surface water flooding. The outline consent is subject to a condition requiring further surface water drainage detail.

- **Air quality**

The site is located within the Borough-wide Air Quality Management Area. An assessment was undertaken at the outline planning application stage which indicated that during the construction phase of the scheme appropriate mitigation measures would be required to ensure the risk of impacts occurring was acceptable. For the operational phase, the local air quality impact of the proposed scheme was considered not to be significant and that the proposed site is suitable for residential and school use as air quality was predicted to be within relevant air quality objectives.

- **Land contamination and stability**

Desk-top assessments of land condition have indicated a very low to low risk of ground contamination, and moderate/low risks of contaminants from ground gas and asbestos.

There is evidence of early ironstone workings within the vicinity of the site, and particularly close to the school. However, detailed analysis has shown that this is of sufficient distance not to cause any issues with the site's delivery.


- **Minerals and waste**

Not applicable

- **Noise**

An assessment at the outline planning application stage identified that the existing noise climate in the vicinity of the development is dominated by road traffic noise from the M5 motorway in the west and the A4123 in the east. However, given the siting of both the school and the housing scheme, the site was considered suitable for development of both with appropriate consideration given at the detailed design stage for the housing scheme, whilst a noise barrier of 2m may be required along the western boundary for the school.

<p>Subsequent to this, the design of the school has progressed which has considered the internal layout of the school which mitigates the requirement for the noise barrier.</p> <ul style="list-style-type: none"> <li> <b>Heritage assets and their significance</b>  A Desk based assessment at the outline application stage confirms that there are no designated heritage assets within 500m of the site, although 2 listed buildings exist within 1km, although the nature of the urban setting is such that the proposed development was unlikely to change to setting of the character of these buildings.  There are 5 non-designated assets within the 500m study area, and potential for archaeological remains to survive related to Brandhall Manor and associated buildings. The outline planning consent requires an appropriate Written Statement of Investigation to be undertaken prior to any development taking place. </li> <li> <b>Local environment and character</b>  The outline planning consent incorporated development principles for the progression of the sites to ensure the key characteristics of the site were enhanced as a result of the development. Subsequently, a masterplan for the public park has been developed which seeks to ensure integration with the public park and the built elements of the scheme. Detailed design requirements are being incorporated into the developer procurement pack to ensure the local character and environment is fully enhanced as a result of the development. </li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes – the main rationale for the limited element of development of the site is generated from community consultation, and a desired outcome to retain as much of the site as possible for greenspace provision.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, The school is fully funded separately to the provision of the housing scheme, and the limited scope for contamination greatly improves site viability for housing development alone. The Park is anticipated to be funded through a mix of Council resources, and mitigation proposals arising from the built elements of the scheme.
7. Has any planning permission been granted and, if so, what are the details?	Yes, outline planning permission was granted on 3 November 2023 for “Proposed demolition of existing buildings and erection of 1 No. primary school, 190 No. dwellings, public open space, landscaping and associated works (outline application with all matters reserved).” Permission reference DC/23/68540
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<b>Site Reference:</b> SH38 <b>Address:</b> Brades Road, Oldbury <b>Indicative capacity:</b> 51 <b>Site Area (Hectares):</b> 1.14 hectares <b>Net Developable Area (Indicative):</b> 1.14 hectares <b>Density minimum:</b> 45dph	
<b>Is the allocation consistent with the plans overarching strategy for the location of development</b>	Yes, the brownfield site is sustainably located and would assist with meeting the borough's housing need.
<b>Is the site of strategic importance to the delivery of the plans overarching strategy</b>	No
<b>Description of Site (include map)</b> <p>The brownfield site is located approximately 800 metres west of Oldbury Town Centre. The majority of the site is occupied by a car and van rental company that occupies a small two-storey office building, an industrial unit and a large area of surfacing car parking. The allocation includes 88 Brades Road which is a detached residential property and associated garden.</p> <p>The site is broadly triangular in shape. The site is bound to the east by Brades Road and a short run of three terraced residential properties. The far side of Brades Road is lined by semi-detached residential properties. Beyond the southern end of the allocation there is a small untidy area of land predominantly used to store building materials. The western side of the site is bound by the towpath and basin of the Old Birmingham Main Line Canal, beyond which are various industrial units allocated for residential development. To the north of the site are various industrial units that are also allocated for residential development.</p>	
	
<p>1. This site will be allocated for residential development. The site could deliver a minimum of 51 dwellings.</p>	



2. Indicative timeframe for delivery and evidence	<p>Completions in 2034-2035</p> <p>The site has been promoted to the SLP by Vulcan Property II Limited. The site assessment process concluded that it is suitable for development and is capable of being deliverable during the middle part of the plan period.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from several existing vehicular access points along Brades Road. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            Some onsite habitats are present, and planning proposals are expected to be capable of delivering a net gain on site.         </li> <li> <b>Open space requirements</b>            The site would be required to provide new open space and this is capable of being provided on site. It would be appropriate to locate this along the Old Birmingham Main Line Canal as part of a green buffer to the canal which is designated a Wildlife Corridor.         </li> <li> <b>Flood risk</b>            100% of the site is in Flood Zone 1 and at low risk of flooding. 1.13% of the site is in a high risk surface water zone; 1.24% in a medium zone; 25.69% in a low zone. The site is within a sustainable development location. A Flood Risk Assessment would be required at planning application stage. No Exception Test is required.         </li> </ul>	

<ul style="list-style-type: none"> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating nearby industrial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A Full Heritage Impact Assessment was completed as part of the site assessment process (SAA 005). A Bronze Age axe was found in 1979 approximately 65 metres from the site. The adjacent canal is designated as an Area of High Historic Townscape Value and an Archaeological Priority Area. Any works adjacent to the canal will be required to have regard to these designations. The allocation is considered capable of being delivered and no mitigation is required.</li> <li>• <b>Local environment and character</b> The delivery of the allocation would enhance the local environment and character by improving the relationship to the canal and providing an opportunity to create a green buffer. There are several residential allocations in the vicinity which in combination would transform the wider area to a new residential community.</li> </ul>	
<b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	<p>Yes, the indicative capacity is justified and would make effective use of a sustainably located brownfield site.</p> <p>The agent has suggested a higher density than previously identified. The stated capacity is only indicative, and the density is a minimum target. Alternative proposals will be considered at the application stage against all local plan policies.</p>
<b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b>	Yes, the site is considered to be viable and deliverable within the plan period. It has been promoted to the SLP by Vulcan Property II Limited.
<b>7. Has any planning permission been granted and, if so, what are the details?</b>	Permission was granted on 19/01/2024 for the development of a three-storey apartment block comprising seven apartments on part of the allocation to the south of 82 Brades Road (application reference DC/23/68812).
<b>8. Are any site-specific policies or policy requirements necessary</b>	No

<b>for the soundness of the site allocation?</b>	
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**Site Reference:** SH43

**Address:** Land off Tanhouse Avenue, Great Barr, West Bromwich

**Indicative capacity:** 46 homes

**Site Area (Hectares):** 1.66 hectares (gross)

**Net Developable Area (Indicative):** 1.15 hectares

**Density minimum:** 40 dwellings per hectare

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes. The site is greenfield land however it is located on the edge of the urban area in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.

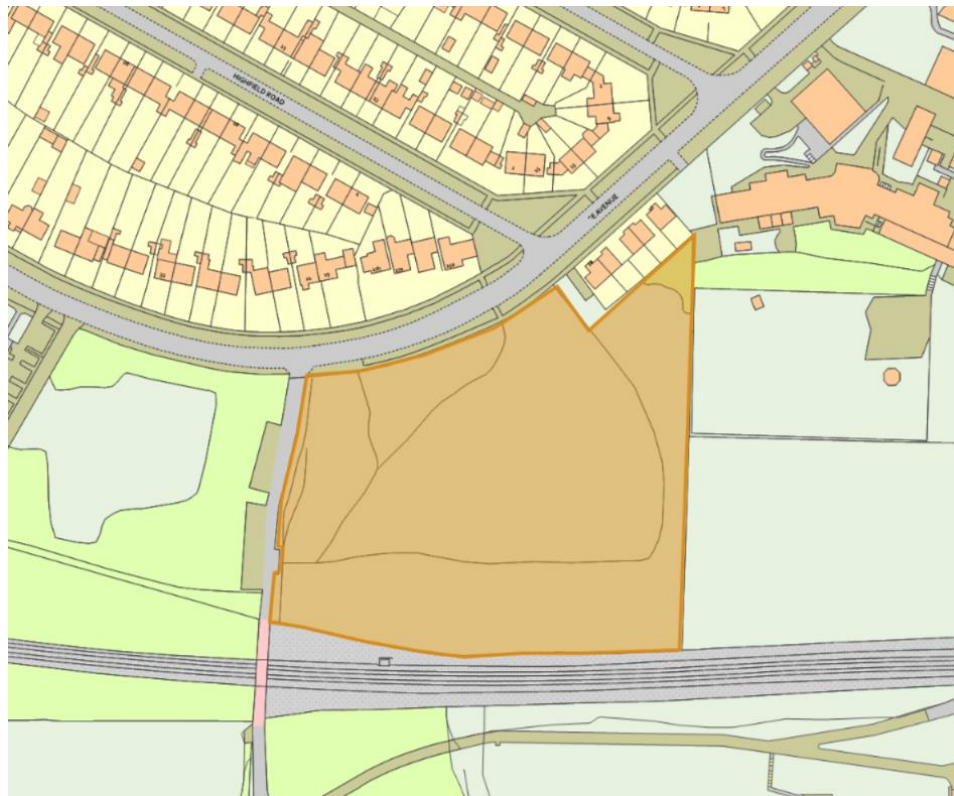
**Is the site of strategic importance to the delivery of the plans overarching strategy**

No

**Description of Site (include map)**

The site is located to the south of Tanhouse Avenue on the edge of suburban Great Barr. It is bound to the east by playing fields associated with Hamstead Junior School. The Birmingham to Walsall electrified railway line forms the southern boundary of the site, beyond which is the RSPB Sandwell Valley nature reserve. To the west is the access road and a small car park associated with the RSPB site, beyond which is a parcel of open space which has a SLINC designation. Treelined Tanhouse Avenue lies to the north, beyond which are terraced and semi-detached residential houses. There is a run of five residential houses to the north east of the site that were constructed within the last decade or so.

The site itself comprises undeveloped grassland with some small trees within the site boundary. It is outside the Green Belt, however the Green Belt boundary is drawn tightly along the southern and western boundary.



1. This site will be allocated for residential development. The site could deliver a minimum of 46 dwellings.	
2. <b>Indicative timeframe for delivery and evidence</b>	<p>Completions in 2040-2041.</p> <p>The site is owned by Sandwell Council. There are no known technical site constraints that would prevent delivery.</p> <p>The site is designated as a SLINC however this is not an absolute constraint and the adjacent council-owned Green Belt site to the west would provide a logical location for compensatory habitat improvements to offset the loss of the SLINC as well as any offsite BNG delivery.</p> <p>Potential issues relating to gently sloping topography and noise pollution from adjacent railway can be designed around.</p> <p>There is a foul water sewer that bisects the site however this can be relocated or designed around.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p><b>4. Impact on infrastructure provision:</b></p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b> </li> </ul>	

<p>The adjacent council-owned land to the west would provide a logical location for offsite BNG improvements should on-site delivery be unfeasible. The adjacent land is within the Green Belt, designated as a SLINC and is not proposed for allocation for development.</p> <ul style="list-style-type: none"> <li>• <b>Open space requirements</b> The site would be required to provide new open space on site.</li> <li>• <b>Flood risk</b> 100% of the site is within Flood Zone 1 and at low risk of flooding. 0% of the site is in the high risk surface water zone; 0.17% in medium zone; 22.96% in low zone. A Flood Risk Assessment would be required at planning application stage. An Exception Test is not required.</li> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> The site is greenfield and there are no known land contamination issues. The site slopes gently down from Tanhouse Avenue in the north to the railway line in the south however this is not considered a constraint to development.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> The Birmingham to Walsall electrified railway line to the south is a potential source of noise that could impact future residents. Residential development abutting the railway line is common, and can be found nearby on Brookside and Amberley Green. Therefore it is not considered a constraint to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A Full Heritage Impact Assessment was completed as part of the site assessment process (SAA 005) due to heritage assets being in proximity (Three Air Raid Shelters and Tanhouse Farm, approximately 100m from the site). It concluded that there would be no impact from the delivery of the allocation on the heritage assets and their setting.</li> <li>• <b>Local environment and character</b> The surrounding character is suburban with tree-lined streets and a looser urban grain characteristic of an urban edge location. The proposed allocation and indicative development capacity would retain the local environment and character.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the indicative capacity is justified and would make efficient use of the site having regard to the provision of necessary infrastructure and other policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is greenfield land in a higher value affordable housing zone.

7. Has any planning permission been granted and, if so, what are the details?	No
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SH51

**Address:** Providence Place / Bratt Street, West Bromwich

**Indicative capacity:** 40 dwellings

**Site Area (Hectares):** 0.74 hectares

**Net Developable Area (Indicative):** 0.4 hectares

**Density minimum:** 100dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the brownfield site is sustainably located within West Bromwich Strategic Centre and would assist with meeting the borough's housing need.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

Yes, the delivery of residential and mixed use allocations in West Bromwich are collectively of strategic importance to the delivery of the plans overarching strategy.

**Description of Site (include map)**

The brownfield site is located within West Bromwich Strategic Centre approximately 400 metres north west of the New Square shopping centre. The site mostly comprises a surface level public car park with a landscaped and treed boundary. There are two isolated residential dwellings within the allocation; 66 Bratt Street is a single remaining formerly-terraced residential property in the north east of the allocation, 7 Sandwell Road is a detached residential property in the north west of the allocation. The site is within the West Bromwich High Street Conservation Area (which is on Historic England's 'at risk' register). 66 Bratt Street and 7 Sandwell Road are subject to an Article 4 Direction which removes permitted development rights relating to building alterations, extensions and demolitions. The western corner of the site is within the open space designation for the adjacent Garden of Remembrance.

To the south west of the allocation is the rear of Highfields, a Grade II Listed Building which is owned by Sandwell Council and operates as a registry office, and its associated car park. The Garden of Remembrance is located on the far side of Highfields. To the west of the site is Sandwell Road and the former Dartmouth House office building which is currently being converted to residential apartments, and terraced housing along Sandwell Road. To the north is the junction of Sandwell Road and Bratt Street, beyond which is a recently constructed sports hall and MUGA for the Shireland CBSO Academy secondary school. To the east of the site is a former vicarage associated with the long-demolished Christ Church which is currently occupied by a children's nursery, beyond which are residential properties.



1. This site will be allocated for residential development. The site could deliver a minimum of 40 dwellings.	
2. <b>Indicative timeframe for delivery and evidence</b>	<p>Completions in 2037-2038.</p> <p>The site, excluding the two residential properties, is owned by Sandwell Council. The site assessment process concluded that it is suitable for development and is capable of being deliverable during the middle part of the plan period.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The number of vehicular trips would decrease from the sites current use as a car park. The site benefits from existing vehicular access points from Providence Place and Sandwell Road. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            Some habitats are present along the margins of the site including mature trees which should preferably be maintained. The site is likely capable of securing a net gain in biodiversity on site.         </li> <li> <b>Open space requirements</b>            The site would be required to provide new open space and this is capable of being provided on site or through qualitative improvements to the adjacent Garden of Remembrance         </li> <li> <b>Flood risk</b>            100% of the site is in Flood Zone 1 and at low risk of flooding. 0% of the site is in a high risk zone for surface water flooding; 0.06% in a medium zone; and         </li> </ul>	

2.09% in a low zone. The site is in a sustainable location with regards to flood risk. The site is under 1 hectare so a Flood Risk Assessment would not be required at planning application stage. An Exception Test would not be required.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns and may improve air quality within the town centre through the reduction in public car parking spaces.

- **Land contamination and stability**

There may be some contamination and stability issues associated with historic residential development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.

- **Minerals and waste**

Not relevant

- **Noise**

Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating nearby industrial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.

- **Heritage assets and their significance**

A Full Heritage Impact Assessment was completed at site assessment stage. The presence of designated and non-designated heritage assets in proximity to the site and its location within the West Bromwich High Street Conservation Area means that the potential impact on the significance of heritage assets and their setting should be considered from the outset of the design process and will strongly impact the design of any future scheme. That said, the presence of heritage assets would not prevent the delivery of the allocation, and future development presents an opportunity to enhance the setting of these assets and better reveal their significance.

- **Local environment and character**

The present use of the site as a car park detracts from the setting of heritage assets which collectively form the civic heart of West Bromwich town centre. The allocation presents an opportunity to enhance the setting of these assets and better reveal their significance. Proposals should retain and seek to contribute to the attractive landscaping in and around the allocation.

<b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b>	Yes, the indicative capacity is justified and would make effective use of a sustainably located brownfield site in West Bromwich Strategic Centre
<b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b>	Yes, the site is considered to be viable and deliverable within the plan period. The site, excluding the two residential properties, and owned by Sandwell Council.
<b>7. Has any planning permission been granted and, if so, what are the details?</b>	No relevant planning history.

8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	The allocation already has a dedicated section of supporting to policy SWB1 at paragraph 10.25. This is sufficient.
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There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.

- **Health**

The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.

- **Highways impacts**

The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Beever Road is currently unadopted and will be brought to adoptable standards as part of the development.

- **National grid electricity transmission network**

The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.

- **Biodiversity Net Gain**

The planning application preceded the mandatory BNG requirement, however, consideration has been afforded to the enhancement and wildlife corridor through the design of new open space and the safeguarding and enhancement of flora and fauna through the landscaping proposed within the development.

- **Open space requirements**

Evidence submitted with the planning application suggests provisions has been made for some open space as part of the development

- **Flood risk**

Majority of the site lies in flood zones 2 and 3. The northern edge of the Site is within Flood Zone 3. A flood risk assessment was submitted to support the planning application. Additionally, a Sequential and Exceptions Test have been carried out as part of the assessment; results suggest the development proposals to be favourable. The report indicates Flood risk mitigation for the new development will be achieved by primarily restricting the discharge to Tipton Brook.

- **Air quality**

The borough is wholly within an AQMA. The site raises no specific air quality concerns.

- **Land contamination and stability**

<p>Given the history of the site, a Geo-Environmental Assessment was submitted with the planning application. The site investigation suggests there is low risk posed to human health and controlled water. However, there is moderate risk posed by landfill gases which can be mitigated. A condition has been imposed to require remediation of the site which will include soil capping to sever pollutant pathways with human receptors</p> <ul style="list-style-type: none"> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> No adverse impact. Development of this site will reduce noise levels given the surrounding area is mainly residential</li> <li>• <b>Heritage assets and their significance</b> No heritage assets on this site. However, the development site lies very close to the Walsall Canal. Development on the site would ensure the stability or structural integrity of the canal infrastructure is not undermined.</li> <li>• <b>Local environment and character</b> The housing would improve the local environment of this area, with new housing complementing existing residential development on Beever Road</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the estimated capacity takes into account the nature of the site, existing constraints, necessary infrastructure to support the site coming forward and policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	Full planning permission (DC/21/65582) granted for 18 homes
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SH63

**Address:** 192 - 200 Dudley Road, Oldbury, B69 3DS

**Indicative capacity:** 24

**Site Area (Hectares):** 0.58

**Net Developable Area (Indicative):** 0.58

**Density minimum:** 41dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes

**Is the site of strategic importance to the delivery of the plans overarching strategy**

No

**Description of Site (include map)**

The brownfield site is located approximately 800 metres north west of Oldbury town centre. The surrounding area is mostly residential and suburban in character, however there are several small and medium-sized industrial uses nearby. The north east of the site is bound by Dudley Road East, beyond which are terraced residential properties. To the south east there are more terraced residential properties and a small car park and vehicular access to an industrial unit located beyond the residential properties. To the south west of the site there is a retaining wall and a steep slope that leads up to an area of amenity grassland associated with terraced residential properties on Waterways Drive. To the north west of the site there are semi-detached residential properties.

The site itself encompasses a petrol filling station, a hand car wash business and several Victorian terraced houses.

Dudley Road East is a busy vehicular road connecting Oldbury and Tipton frequently used by HGVs. It is red routed to prevent traffic from stopping.



1. This site will be allocated for residential development. The site could deliver a minimum of 24 dwellings.

<b>2. Indicative timeframe for delivery and evidence</b>	2031 –2032 anticipated date of completion. The site was promoted through the call for sites process. Although there are challenges involved in redeveloping the petrol filling station, it is considered that this is achievable and that the site allocation can be delivered by 2031-32.
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<b>4. Impact on infrastructure provision:</b> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            The site comprises occupied brownfield land. It is considered that there is limited habitat potential on site and that a net gain in biodiversity is likely capable of being secured on site.         </li> <li> <b>Open space requirements</b>            The allocation will be required to provide new open space on site in line with the standards set out at Appendix J of the SLP. It is considered that there is sufficient space to achieve this on site.         </li> <li> <b>Flood risk</b>            100% of the site is within Flood Zone 1 and at low risk of flooding. 0% of the site is in a high and medium risk of surface water flooding; 5.70% is in a low risk zone. An Exception Test would not be required at planning application stage.         </li> <li> <b>Air quality</b> </li> </ul>	

<p>Mitigation measures may be required to reduce air quality impacts to an acceptable level. This will be addressed at planning application stage.</p> <ul style="list-style-type: none"> <li>• <b>Land contamination and stability</b> The remediation of the petrol filling station is likely to be challenging but is achievable. The land to the southwest has a retaining wall to prevent instability. Additional retaining features may be required when redeveloping the site.</li> <li>• <b>Minerals and waste</b> N/A</li> <li>• <b>Noise</b> Mitigation measures will likely be required to reduce noise impact associated with busy Dudley Road East to an acceptable level.</li> <li>• <b>Heritage assets and their significance</b> The site was subject to a Light Touch Heritage Assessment (SAA 005). There were formerly two listed buildings on the site however these were demolished and delisted in 1997. There may be archaeological potential associated with the former listed buildings, however this can be addressed at planning application stage.</li> <li>• <b>Local environment and character</b> The site is mixed-use and partly industrial in nature despite being set within a residential context. Delivery of the allocation will improve the local environment and character of the area and would enhance the street scene along Dudley Road.</li> </ul>	
<p><b>5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?</b></p>	<p>Yes, the indicative capacity is justified and would make efficient use of the site having regard to the provision of necessary infrastructure and other policy requirements.</p> <p>The agent has suggested a higher density than previously identified. The stated capacity is only indicative, and the density is a minimum target. Alternative proposals will be considered at the application stage against all local plan policies.</p>
<p><b>6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?</b></p>	<p>Yes, the site has been promoted for development by the landowner.</p>
<p><b>7. Has any planning permission been granted and, if so, what are the details?</b></p>	<p>No relevant planning history.</p>
<p><b>8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?</b></p>	<p>No</p>

**Site Reference:** SH65

**Address:** Smethwick Police Station, Piddock Road, Smethwick, B66 3BL

**Indicative capacity:** 10 dwellings

**Site Area (Hectares):** 0.22 hectares

**Net Developable Area (Indicative):** 0.21 hectares

**Density minimum:** 45dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the site is brownfield land and is in a sustainable location approximately 150 metres from Smethwick High Street Local Centre.

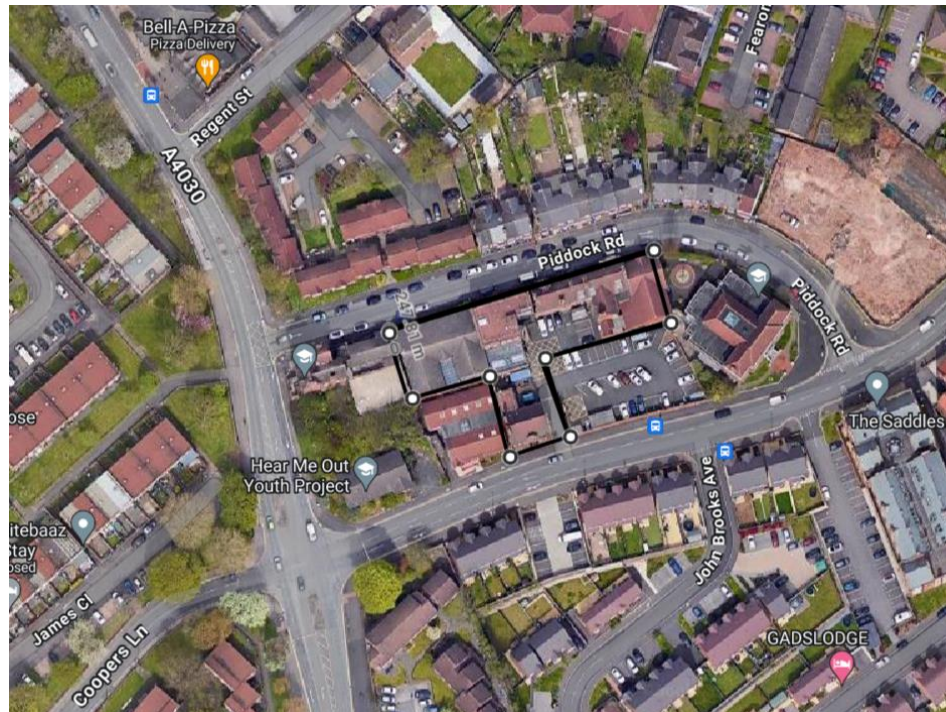
Is the site of strategic importance to the delivery of the plans overarching strategy

No

**Description of Site (include map)**

The site is located 750 metres north of Cape Hill Town Centre. The site comprises a grand red-brick purpose-built police station (dated 1906) facing Piddock Road assumed to be two storeys plus basement. A modern three-storey extension adjoins the original station to the west (custody suite) and a modern two-storey extension adjoins the original station to the east. The southern extent of the allocation includes another two-storey Victorian building, 45 Crocketts Lane.

To the north is Piddock Road and terraced residential properties; to the east is the former courts building which is currently used as offices and a training centre by The Prince's Trust beyond which are several imposing Victorian buildings which were originally used for civic or community uses which have been converted into apartments; to the south is an area of car parking associated with the police station and beyond which is Crocketts Lane and new-build terrace housing; to the west is a church.



1. This site will be allocated for residential development. The site could deliver a minimum of 10 dwellings.

**2. Indicative timeframe for delivery and evidence**

Completions in 2030-2031  
The site was promoted at Regulation 18 and 19 stage. It is in public ownership.

<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</li> <li>• <b>Highways impacts</b> The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from an existing vehicular access point on Crocketts Lane. Further work will be undertaken at planning application stage.</li> <li>• <b>National grid electricity transmission network</b> The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.</li> <li>• <b>Biodiversity Net Gain</b> There is negligible habitat on site and planning proposals are expected to be capable of delivering a net gain on site.</li> <li>• <b>Open space requirements</b> The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through qualitative improvements to Victoria Park which is located 150 metres to the south.</li> <li>• <b>Flood risk</b> 100% of the site is within Flood Zone 1 and at low risk of flooding. 0% of the site is at risk of surface water. The site is in a sustainable location in flood risk terms.</li> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b></li> </ul>

<p>Noise considerations will be taken into account as the proposals for the allocation develop into a planning application. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</p> <ul style="list-style-type: none"> <li> <b>Heritage assets and their significance</b>  A Full Heritage Impact Assessment was completed as part of the site assessment process. The allocation is within the Smethwick High Street and Crocketts Lane Conservation Area and existing buildings within the site are locally listed.  The Heritage Impact Assessment recommends that development responds to heritage assets and their setting. </li> <li> <b>Local environment and character</b>  The allocation and surrounding area has a strong character, recognised by the Conservation Area designation. Proposals for development should seek to retain and sensitively convert locally listed buildings on the site. </li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the site should deliver new homes at a density of at least 45 dwellings per hectare. Further detailed work on the floor plan of existing buildings may demonstrate that their retention and conversion could result in a higher number of dwellings being deliverable.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, the site has been promoted at Regulation 18 and Regulation 19 stages.
7. Has any planning permission been granted and, if so, what are the details?	No relevant planning history
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No



**Site Reference:** SH66

**Address:** Wednesbury Police Station, Albert Street, Wednesbury

**Indicative capacity:** 15 dwellings

**Site Area (Hectares):** 0.33 hectares

**Net Developable Area (Indicative):** 0.33 hectares

**Density minimum:** 45dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the site is brownfield land in a sustainable location near Wednesbury Bus Station and between Wednesbury town centre and Wednesbury Great Western Street metro station. It is within the Wednesbury Regeneration Area.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

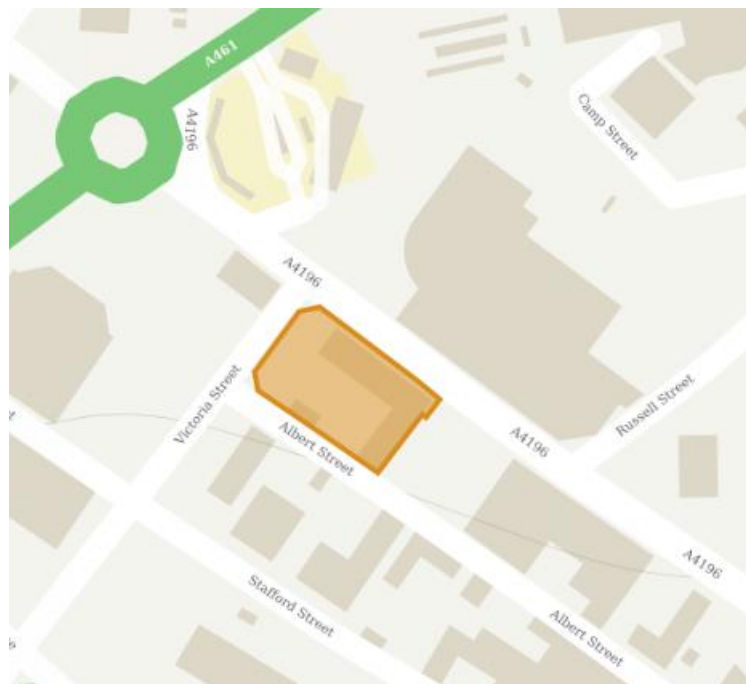
No

**Description of Site (include map)**

The allocation is located immediately south of Wednesbury Town Centre and comprises a part three-storey part one-storey police station building with an associated car park and outbuildings.

To the north is Holyhead Road beyond which is a large Morrisons supermarket with car parking and landscaping. The wider Wednesbury town centre lies to the north.

To the east of the site is a public car park beyond which are a cluster of civic and community buildings (including the Grade II Listed Richards Art Gallery and Museum). To the south is Albert Street, a one-way road, and a mixture of employment and industrial uses including a printers, a pallet distributor and a vending machine supplier. To the west is Victoria Street, beyond which is a children's nursery and the large surface level car park for the large Mecca Bingo. Wednesbury Bus Station lies around 50 metres to the north west, adjacent to a roundabout which connects the dualled A461 (Dudley Street) with the A4196 (Holyhead Road).

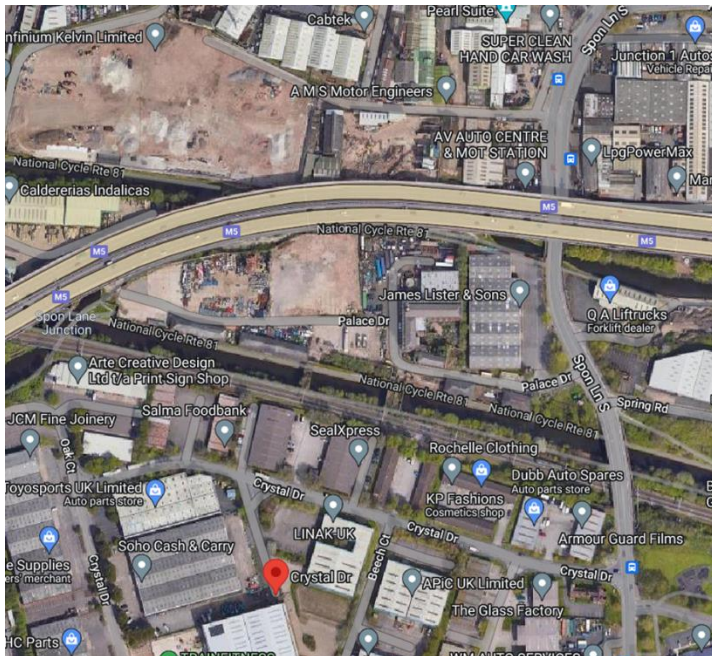


1. This site will be allocated for residential development. The site could deliver a minimum of 15 dwellings.



<p><b>2. Indicative timeframe for delivery and evidence</b></p>	<p>Completions in 2030-2031. Site was promoted at Regulation 18 and 19 stages. Redevelopment for residential use has been tested and sketched in the council's Wednesbury Town Centre Masterplan.</p>
<p>3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.</p>	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li>• <b>School place impacts</b> The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.</li> <li>• <b>Health</b> The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.</li> <li>• <b>Highways impacts</b> The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation and may generate fewer trips than the current use as a police station. The site benefits from an existing access from Victoria Street. Further work will be undertaken at planning application stage.</li> <li>• <b>National grid electricity transmission network</b> The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.</li> <li>• <b>Biodiversity Net Gain</b> Limited onsite habitats are present and planning proposals are expected to be capable of delivering a Net Gain on site.</li> <li>• <b>Open space requirements</b> The site would be required to provide new open space on site.</li> <li>• <b>Flood risk</b> 100% of the site is in Flood Zone 1 and at low risk of flooding. 0% of the site is at high or medium risk of surface water flooding; 0.01% is at low risk. A Flood Risk Assessment and Exception Test are not required. The site is in a sustainable location with regards to flood risk.</li> <li>• <b>Air quality</b> The borough is wholly within an AQMA. The site raises no specific air quality concerns.</li> <li>• <b>Land contamination and stability</b></li> </ul>	

<p>There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</p> <ul style="list-style-type: none"> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to the nearby industrial and commercial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A full Heritage Impact Assessment was completed as part of the site assessment process. This found that there is one Grade II Listed Building and four Locally Listed Buildings within close proximity of the site. Proposed redevelopment for residential use would need to take account of the setting of the heritage assets.</li> <li>• <b>Local environment and character</b> The proposed allocation could improve the local environment and character particularly with regards to the setting of the nearby Grade II Listed art gallery. It could provide a better relationship with Victoria Street which is the main pedestrian and cycle route connecting Wednesbury town centre to the metro station at Great Western Street. Some initial design work has been carried out as part of the Wednesbury Town Centre Masterplan.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the amount of development is justified and would make efficient use of the site.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, the site has been promoted at Regulation 18 and 19 stages by the Police and Crime Commissioner for the West Midlands.
7. Has any planning permission been granted and, if so, what are the details?	No relevant planning history.
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No

<p>Site Reference: SM1</p> <p>Address: Chances Glass Works, land west of Spon Lane, north of Palace Drive</p> <p>Indicative capacity: 276</p> <p>Site Area (Hectares): 0.64 hectares (gross)</p> <p>Net Developable Area (Indicative): 0.64</p> <p>Density minimum: 431dph</p>	
Is the allocation consistent with the plans overarching strategy for the location of development	Yes, the site is a brownfield land. It mainly comprises of disused buildings. It is situated within the canal corridor and in an accessible location with good access to local facilities and public transport infrastructure. Its allocation is consistent with the Balanced Green Growth strategy.
Is the site of strategic importance to the delivery of the plans overarching strategy	No
<p>Description of Site (include map)</p> <p>The site lies within Smethwick in the southeastern part of Sandwell and forms part of the Smethwick to Birmingham corridor which is Birmingham and Sandwell's historic canal district. It is contained within a triangle of roads and the canal with M5 motorway to the north, the canal network to the south and Spon Lane South Road to the east. It comprises low level storage uses, listed buildings generally disused, site to the west used for skip hire and vacant land.</p> 	
<p>1. This site will be allocated for residential development. The site could deliver a minimum of 276 dwellings.</p>	
2. Indicative timeframe for delivery and evidence	<p>Completions in 2030 – 2032</p> <p>The site is a mixed use allocation which seeks to deliver:</p> <p>Housing – 276 homes</p>

	<p>7208 sqm workspace 779 sqm heritage centre 1 ha open space New highways access on to Spon Lane</p> <p>Existing employment uses need to be relocated before delivery of the site can commence</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate additional vehicular trips associated with the allocation. New highways access on to Spon Lane will be achieved as part of the development. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted.         </li> <li> <b>Biodiversity Net Gain</b>            There has little vegetation contained within this area so the contribution to BNG requirements is likely to be minimal for future development.         </li> <li> <b>Open space requirements</b>            The allocation includes the provision of 1ha of open space with the future development         </li> <li> <b>Flood risk</b> </li> </ul>	

<p>The site is within Flood Zone 1 and at low risk of flooding. Majority of the size is at low risk of surface water flooding. A Flood Risk Assessment would be required at planning application stage.</p> <ul style="list-style-type: none"> <li> <b>Air quality</b>  The borough is wholly within an AQMA. The site raises no specific air quality concerns. </li> <li> <b>Land contamination and stability</b>  There are no known land contamination and stability issues. However, given the history of the site, a Contaminated Land Assessment will be required at the planning application stage. </li> <li> <b>Minerals and waste</b>  Not relevant </li> <li> <b>Noise</b>  The site faces adverse noise impact from the M5 motorway, and adjoining employment uses. A noise assessment and appropriate mitigation would be required at the planning application stages. </li> <li> <b>Heritage assets and their significance</b>  The contains a Scheduled Ancient Monument (SAM) and eight Grade II Listed Buildings (prominent seven-storey building). It lies within a conservation area and adjoins the canal network. Given the derelict nature of the heritage assets, the mixed-use allocation could sustain and enhance the site's historic significance by securing appropriate new uses whilst safeguarding its architectural and industrial heritage. Full Heritage Impact Assessment would be required at the planning application stage. </li> <li> <b>Local environment and character</b>  The sensitive redevelopment of the site will be expected to preserve and reinforce the character and appearance of the wider conservation area, ensuring the site once again makes a positive contribution to local identity and townscape. </li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the estimated capacity takes into account the nature of the site, existing constraints, necessary infrastructure to support the site coming forward and policy requirements.
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Potential delivery commencing in 2030 allows for the relocate existing uses and ensuring development proposal is sensitive to the high historic landscape value. The site is considered to be viable and deliverable within the plan period.
7. Has any planning permission been granted and, if so, what are the details?	No

8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No
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**Site Reference:** SM4

**Address:** Army Reserve Centre, Carters Green, West Bromwich

**Indicative capacity:** 63 residential dwellings and approximately 1,000sqm commercial floorspace

**Site Area (Hectares):** 1.17 hectares

**Net Developable Area (Indicative):** 1.17 hectares

**Density minimum:** 100dph

**Is the allocation consistent with the plans overarching strategy for the location of development**

Yes, the site is brownfield land in a highly sustainable location within Carters Green District Centre and the West Bromwich Regeneration Area.

**Is the site of strategic importance to the delivery of the plans overarching strategy**

No

**Description of Site (include map)**

The site is located around 500 metres north west of West Bromwich Strategic Centre and at the north west end of Carters Green District Centre. The site comprises several warehouses and activity buildings and a large area of hardstanding occupied by the Army Reserves (and often used separately for HGV driver training) as well as commercial retail units and an associated car park facing Carters Green.

To the south of the site are the rear of terraced residential properties facing Bridge Street. To the west are a variety of uses including residential, and children's nursery, and a modern six-storey YMCA building and offices. To the north is Carters Green which is a continuation of West Bromwich High Street albeit recognised as a separate district centre due to its unique community and cultural offer. Carters Green underwent extensive public realm works around five years ago, and is lined by a wide range of retail and commercial uses including supermarkets, hair dressers, pharmacies and restaurants. To the east of the site is a parade of retail units facing Carters Green and their associated servicing/storage areas to the rear, and a Sikh temple (Temple Baba Balak Nath Ji). Dudley Street Guns Village metro station is approximately 300 metres to the west.



1. This site will be allocated for mixed use development. The site could deliver a minimum of 63 dwellings and 1,000sqm commercial floorspace.



2. Indicative timeframe for delivery and evidence	<p>Completion in 2034-2036</p> <p>The site has been subject to a high-level masterplanning exercise as part of the Carters Green Development Framework (SLP Appendix D). It is relatively free of constraints and will be deliverable within the middle of the plan period.</p>
3. This policy sets out the spatial framework and specific policy requirements – other standard policy requirements will also apply set out in the SLP.	
<p>4. Impact on infrastructure provision:</p> <ul style="list-style-type: none"> <li> <b>School place impacts</b>            The IDP (DEL 002) concludes that no mainstream education infrastructure projects are identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth. There is a requirement for additional SEND provision however this is expected to be funded via grants with no implications for the allocation of this site.         </li> <li> <b>Health</b>            The IDP (DEL 002) concludes that the capacity of health infrastructure across the borough will need to expand to meet increased patient numbers. This will likely be met through expansion of existing facilities rather than new facilities the cost of which would be met through developer contributions. Therefore, the allocation of the site is appropriate with regards to the capacity of health infrastructure.         </li> <li> <b>Highways impacts</b>            The surrounding highway network is considered sufficient to accommodate vehicular trips associated with the allocation. The site benefits from existing vehicular access points from Carters Green and Guns Lane. Further work will be undertaken at planning application stage.         </li> <li> <b>National grid electricity transmission network</b>            The IDP (DEL 002) concludes that there are constraints on the existing electricity network in the area and significant upgrade works will need to be undertaken to support the overall levels of growth proposed in the emerging Sandwell Local Plan. All the identified upgrade works will be primarily funded and delivered by National Grid Electricity Distribution and are expected to happen irrespective of the Sandwell Local Plan being adopted. Therefore, the allocation of the site is appropriate with regards to the capacity the electricity transmission network.         </li> <li> <b>Biodiversity Net Gain</b>            There are minimal existing habitats and a net gain should be achievable on site.         </li> <li> <b>Open space requirements</b>            The site would be required to provide new open space. Some of this may be delivered on site, or alternatively through qualitative improvements to Jesson Park which is located 250 metres to the north.         </li> <li> <b>Flood risk</b>            100% of the site is in Flood Zone 1 and at low risk of flooding. 1.33% of the site is a high risk area for surface water; 3.11% is a medium risk zone; 6.39% is a low risk zone. The site is in a sustainable location with regards to flood risk. An Exception Test is not required.         </li> <li> <b>Air quality</b> </li> </ul>	

<p>The borough is wholly within an AQMA. The site raises no specific air quality concerns.</p> <ul style="list-style-type: none"> <li>• <b>Land contamination and stability</b> There may be some contamination and stability issues associated with historic development at the site. Contamination and stability issues are not expected to impact the delivery of the allocation.</li> <li>• <b>Minerals and waste</b> Not relevant</li> <li>• <b>Noise</b> Noise considerations will be taken into account as the proposals for the allocation develop into a planning application particularly those relating to the nearby commercial uses. However, noise is not considered to be an impediment to development and can be mitigated against in the design of the scheme.</li> <li>• <b>Heritage assets and their significance</b> A heritage impact assessment was carried out at the site assessment stage. It advised that any development should consider the setting of the Grade II Listed Farley Clocktower. Because of its prominent location, development could affect the street scene and nearby heritage assets, which will be important factors in deciding any application</li> <li>• <b>Local environment and character</b> The current use of the site is incongruous with the wider context of residential and high street uses. Delivery of the allocation will assist in improving the character of the site which occupies a prominent position at the gateway to Carters Green and West Bromwich town centre. There is also the opportunity to improve the relationship with the nearby Grade II Listed Farley Clocktower which is a prominent historic asset.</li> </ul>	
5. Is the amount of development proposed for the allocation justified, including having regard to any constraints and the provision of necessary infrastructure and other policy requirements?	Yes, the amount of development proposed is justified and reflects high level masterplanning work undertaken as part of the Carters Green Development Framework (SLP Appendix D).
6. Is there evidence that the proposed development of the site allocation is likely to be viable and deliverable in the Anticipated Delivery Timescale indicated, where relevant?	Yes, the site is in public ownership and relatively free of constraints.
7. Has any planning permission been granted and, if so, what are the details?	No relevant planning history
8. Are any site-specific policies or policy requirements necessary for the soundness of the site allocation?	No