Core Strategy
Delivery & Implementation Plan

February 2010

Contents

Appendices

1. Introduction

a) Overview

The role of this document, The Delivery and Implementation Plan, is to clearly set out how the Black Country Core Strategy (referred to as the Core Strategy) will be implemented. The Core Strategy is a key element of the Statutory Development Plan, which sets out a detailed spatial strategy and the policies and mechanisms needed for delivery. It is anticipated that the Delivery and Implementation Plan will be reviewed and updated regularly. It sets out in detail:

- what The Black Country needs to deliver;
- the quantum and phasing of delivery;
- infrastructure requirements;
- viability;
- short term delivery programme (to 2016); and
- risks and mitigation measures.

b) Past and Present

The Black Country is densely populated, has poor ground conditions, a legacy of mining and heavy industry and faces the challenges associated with deprivation. These are all issues that Black Country communities have dealt with in the past (economic restructuring has been ongoing since the 1920's) however these factors contribute to some of the delivery challenges we currently face in our sub-region.

The Black Country has a strong history of working in partnerships, and has already begun delivering the transformational change set out in the Core Strategy. The Black Country is home to 7 of the 20 Investment Impact Locations (IIL's) in the West Midlands Regional Funding Advice (RFA). IIL's are the Regions defined economic development priorities and it is anticipated at least 27% of the total public expenditure on economic development, housing and transport from 2009-2019 will be focused on them. The short term delivery plan (chapter 5) sets out some of the projects that are underway, demonstrating the level of commitment of partners to delivery on the ground.

c) Current Economic Climate

The Core Strategy has been in development for a number of years, having been through issues and options as well as a preferred options stage. It has been written through a number of different economic cycles, most recently, a credit crunch and subsequent economic recession.

One impact of the recession has been widespread uncertainty throughout all levels and sectors of the property market. This is true not just in the Black Country, but also across the Country as a whole. In the Black Country, the recession is affecting the speed of delivering projects and programmes, but it does not in any way impact upon the issues that led us to determine our Strategy. These remain and are intensifying.

It is important to note that the Core Strategy is, by its very nature, long term. It sets out the vision for how the Black Country should look in 2026 and is flexible enough to accommodate a range of economic circumstances.

The Black Country Authorities are currently working to make land available for housing and economic development to take advantage of any economic upturn. Aspirations for the Black Country remain intact, and through strong partnership working, they will be delivered.

d) Delivering our Core Strategy

Delivering our Vision, as set out in the Core Strategy, requires an integrated approach to delivery in the following key programmes:

i) The **renewal and expansion of the four Strategic Centres** – Wolverhampton, Walsall, West Bromwich and Brierley Hill. Driving economic growth, and providing opportunities for the creation of 80,000 jobs, 880,000 sq m of office floorspace and 345,000 sq m of new retail floorspace by 2026 distributed across the 4 Centres as a network.

ii) The **Black Country integrated transport network** to make the Centres and Corridors accessible and sustainable to people throughout the Black Country and support the housing and competitiveness needs of existing and future Black Country Businesses.

iii) **Environmental Infrastructure.** Transforming the landscape of the Black Country by improving the quality and accessibility of its greenspaces, waterways and buildings. This includes delivering the highest quality living and working environments for the benefit of local communities and businesses, making the most of natural assets, opening up green spaces to the public, exploiting the natural topography and celebrating local heritage.

iv) **Restructuring of employment land** to create both high quality employment land for business (1,500 ha of high quality employment land required to accommodate future need) and to create new quality residential environments to accommodate household growth (restructuring of approximately 1,000 ha of employment land).

The 4 key programmes listed above will be delivered in line with our goal of providing and enhancing cohesive and sustainable communities. Therefore, the Black Country has adopted a broad definition of infrastructure, to include traditional transport and utilities, as well as social, environmental and cultural infrastructure, and non physical infrastructure. Infrastructure requirements and their delivery are set out in detail in the body of this report.

The Black Country Core Strategy is right to be ambitious. The challenges faced are real, and as a sub-region we are dedicated to delivering the change that is needed. The Core Strategy is also flexible and a significant amount of work has been undertaken in order to both understand and demonstrate its deliverability. The technical work which is set out in Appendix B provides the evidence base from which we have been able to identify key issues around the delivery and implementation of our plan. The body of this report sets out what is planned, what is underway, and how we will measure our progress.

2. Quantum and Phasing of Delivery

The proposed growth in The Black Country is based around the Strategic Centres and the restructuring of large parcels of employment land across the Black Country, (the Corridors). The Centres and Corridors are already served by an extensive transport system and therefore provide the most sustainable locations for economic and housing growth. Improvements and extensions of the transport network will be necessary in order to facilitate growth, one example of this is the requirement to better connect Brierley Hill to enable its continued success and growth as a Strategic Centre.

The corridors will both protect and create high quality employment land, while also ensuring the release of lower quality employment land for housing growth. Monitoring the balance of housing and employment land, while ensuring the phased development of both, requires a well managed land transformation programme.

a) Overall Quantum of Development

The following tables set out the overall quantum of development for the Strategic Centres and the Corridors by 2026.

Strategic Centre	Housing	Comparison Retail	Convenience Retail	Office
Brierley Hill	2900 dwellings	95,000 sqm	5,000 sqm	220,000 sqm
Walsall	450 dwellings	85,000 sqm	8,000 sqm	220,000 sqm
West Bromwich	1000 dwellings	65,000 sqm	4,800 sqm	220,000 sqm
Wolverhampton	3200 dwellings	100,000 sqm	10,800 sqm	220,000 sqm
Total	**7550 dwellings**	**345,000 sqm**	**28,600 sqm**	**880,000 sqm**

Corridors Targets	Hectare (appx)
Local quality employment land coming forward for housing	1,000 ha *
Additional employment Sites to bring forward	200 ha
Retained High Quality Employment Land	520 ha
Retained Local Employment Land	1200 ha
Potential High Quality Employment Land	800 ha

* Note Of the 72,450 gross dwellings to deliver in the Black Country by 2026, approximately 24,000 are current commitments. 68% of our commitments (around 18,000 dwellings) are sites with planning permission, including those under construction; the remaining 32% are adopted plan allocations and development brief sites.

b) Phasing

The phasing of the Core Strategy will be co-ordinated through integrating and sequencing activities focused on employment land restructuring. This requires contributing to the creation of knowledge, business and jobs, the retention of local quality employment land, the provision of infrastructure as well as creating new residential environments and additional homes. The Black Country Local Authorities are working together to develop and manage a programme for this transformation. Please see Chapter 6, Risk and Mitigation for more detail on this programme.

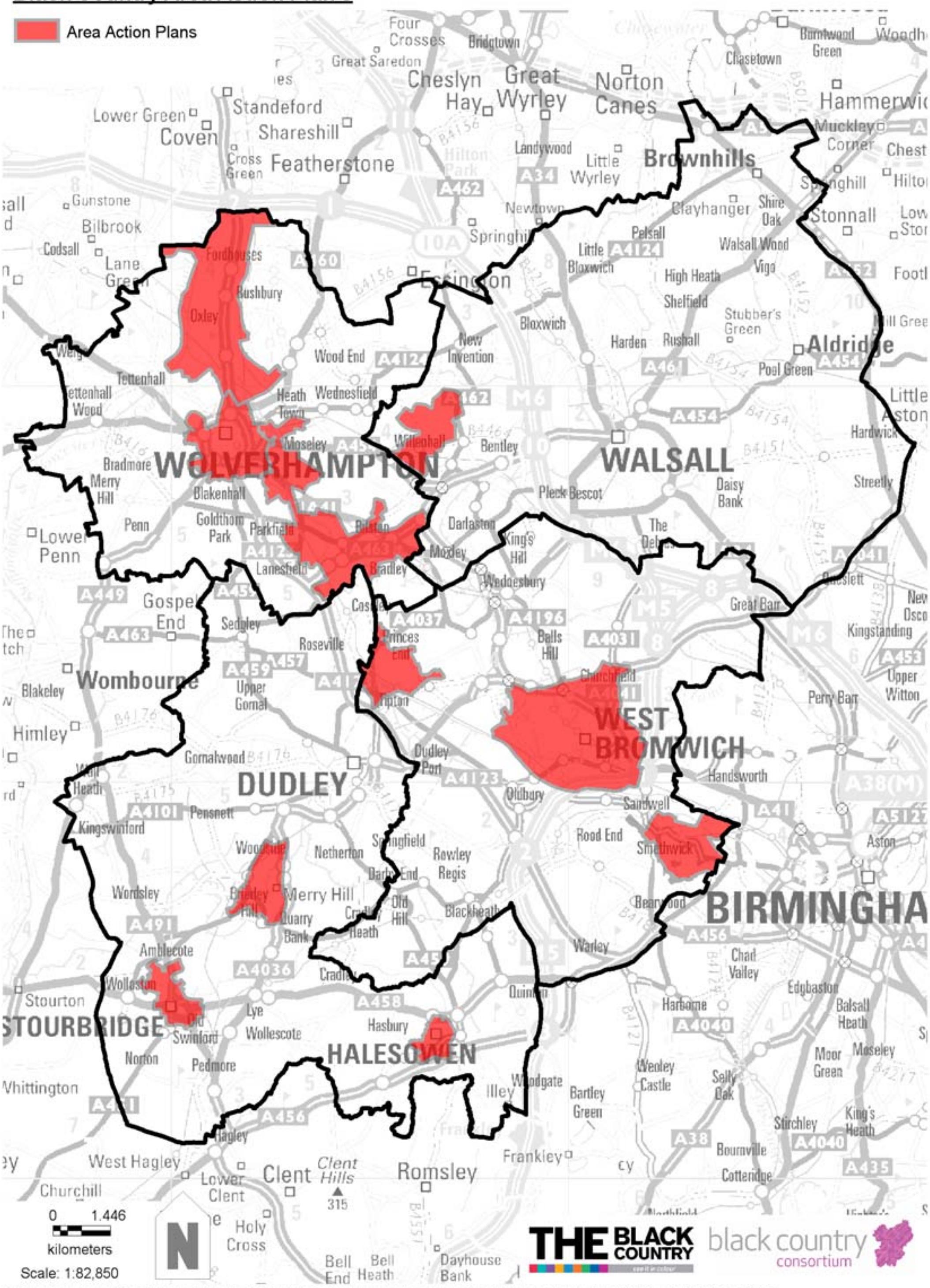
The Core Strategy Policy DEL2 sets out the policy for managing the balance between employment land and housing and seeks to ensure that there will be an adequate supply of employment land and that existing businesses will be supported. Detailed maps identifying sites retained for employment will be set out in Site Allocations Documents (SAD's) and Area Action Plans (AAP's).

Schedule of Development Plan Documents (DPD's) - Short Term to 2016

Local Authority	DPD's
Dudley	Brierley Hill AAP (adoption estimated 2011) Stourbridge Town Centre AAP (adoption estimated 2011) Halesowen Town Centre AAP (adoption estimated 2012) Dudley Town Centre Area Development Framework (Adopted SPG) Dudley MBC Development Strategy DPD (adoption estimated 2012) Dudley MBC Planning Obligations SPD
Sandwell	West Bromwich Area Action Plan (adoption estimated 2011) Tipton Area Action Plan (adopted 2008) Smethwick Area Action Plan (Adopted 2008) Hill Top Master Plan SPD (Adopted 2006) Site Allocations and Delivery Document (adoption estimated 2011)
Walsall	Willenhall Area Action Plan (adoption estimated 2011) Development Management and Site Allocations DPD's to be produced as a single document with adoption in 2014
Wolverhampton	Wolverhampton City Centre AAP (adoption estimated 2011) Bilston Corridor AAP (adoption estimated 2012) Stafford Road Corridor AAP (adoption estimated 2011) Wolverhampton City Council Site Allocations

Map of Spatial Coverage of Area Action Plans

Black Country Area Action Plan's



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In order to ensure the Core Strategy is delivered in a comprehensive manner, we have identified short-term (completion by 2016), medium-term (completion between 2016-2021) and long-term (completion by 2026) plans. The Black Country anticipates reviewing its Core Strategy in 2016.

The success of the Core Strategy is not only dependent on meeting housing and employment targets, but will also be influenced by a range of indicators including educational attainment, access to open space, health inequalities, improved income levels and the delivery of our Sustainable Community Strategies. One way this will be monitored is through the Black Country Performance Management Framework, which is set out in detail in Appendix D.

The funded and committed interventions (as set out in Chapter 5), constitute the short term priorities for delivery and the Black Country will focus immediate resources on the delivery of those schemes.

Given the current economic climate, we have not set specific targets for the medium term (2016-2021) but rather identified the spatial priorities and the actions we will take to bring certainty to their delivery. The reasoning for focusing on the short term programme is that the delivery plan will be reviewed and updated regularly and as funding streams and funding partners evolve, we will gain increasing clarity on key medium and long term projects (2016-2026). It is anticipated that the bulk of the regeneration of the Black Country will take place in the medium to long term.

The tables below provides a short term and long term projection of the land use change needed in each of the local authorities (table 2.1) and by Corridor (table 1.2).

Table 2.1 - Phasing by Local Authority – Strategic Centres and Employment Land

Timing	Local Authority	Housing in Strategic Centre	Retail Floorspace (sqm)	Office Floorspace (sqm)	Upgrade Potential HQ (ha)	Additional HQ (ha)	Additional LQ (ha)	Emp Land to housing (ha)	Total Emp Land (ha)
2016	Dudley	2300	65,000 comparison 5,000 convenience		33	6	1	57	778
2026	Dudley	600	30,000 comparison	220,000	67	10	2	141	648
TOTAL	**Dudley**	**2,900**	**95,000 Comparison 5,000 Convenience**	**220,000**	**100**	**16**	**3**	**198**	**648**
2016	Sandwell	600	45,000 comparison 4,800 convenience		83	13	15	67	1212
2026	Sandwell	500	20,000 comparison	220,000	170	20	22	392	862
TOTAL	**Sandwell**	**1,100**	**65,000 Comparison 4,800 Convenience**	**220,000**	**253**	**33**	**37**	**459**	**862**
2016	Walsall	450	60,000 comparison (by 2021) 8,000 convenience		73	18	9	105	657
2026	Walsall		25,000 comparison	220,000	147	26	14	86	611
TOTAL	**Walsall**	**450**	**85,000 Comparison 8,000 Convenience**	**220,000**	**220**	**44**	**23**	**191**	**611**
2016	Wolverhampton	2100	70,000 comparison 9,400 convenience		80	21	2	33	742
2026	Wolverhampton	1100	30,000 comparison 1,400 convenience	220,000	162	31	4	132	645
TOTAL	**Wolverhampton**	**3,200**	**100,000 Comparison 10,800 Convenience**	**220,000**	**242**	**52**	**6**	**165**	**645**

Table 2.2 - Phasing by Corridor

Corridor 1 – Pendeford Fordhouses					
Housing		Employment Land		Phasing	
2026 Target	0	2026 Target	70 ha	**To 2016**	0 Housing
Commitments	0	Retained HQ	20 ha		4 ha Development Opportunities
Gap	0	Retained LQ	0		14 ha Potential HQ
Employment Land Required	0	Potential HQ	41 ha	**2016-2026**	0 Housing
		Development Opportunities	10 ha		6 ha Development Opportunities
					27 ha Potential HQ
Corridor 2 – Stafford Road					
Housing		Employment Land		Phasing	
2026 Target	1645	2026 Target	94 ha	**To 2016**	770 Committed Dwellings
Commitments	770	Retained HQ	25 ha		5 ha Development Opportunities
Gap	875	Retained LQ	21 ha		12 ha Potential HQ
Employment Land Required	25 ha	Potential HQ	37 ha	**2016-2026**	875 Dwellings on 25 ha employment land
		Development Opportunities	11 ha		6 ha Development Opportunities
					25 ha Potential HQ
Corridor 3 – South of Wolverhampton City Centre					
Housing		Employment Land		Phasing	
2026 Target	565	2026 Target	26 ha	**To 2016**	0 Housing
Commitments	0	Retained HQ	0 ha		0 Development Opportunities
Gap	565	Retained LQ	26 ha		0 Potential HQ
Employment Land Required	15 ha	Potential HQ	0 ha	**2016 - 2016**	565 Dwellings on 15 ha
		Development Opportunities	0 ha		0 Development Opportunities
					0 Potential HQ
Corridor 4 – Bilston					
Housing		Employment Land		Phasing	
2026 Target	4310	2026 Target	221 ha	**2016**	2210 Dwellings
Commitments	2210	Retained HQ	52 ha		6 ha Development Opportunities
Gap	2100	Retained LQ	139 ha		5 ha Potential HQ
Employment Land Required	60 ha	Potential HQ	16 ha	**2026**	2100 Dwellings on 60 ha
		Development Opportunities	14 ha		8 ha Development Opportunities
					11 ha Potential HQ

Corridor 5 – Loxdale Moxley					
Housing		Employment Land		Phasing	
2026 Target	0	2026 Target	85 ha	**To 2016**	0Dwellings
Commitments	860	Retained HQ	7 ha		0 ha Development Opportunities
Gap	0	Retained LQ	2 ha		25 ha Potential HQ
Employment Land Required	0 ha	Potential HQ	76 ha	**2016-2026**	0 Dwellings
		Development Opportunities	1 ha		1 ha Development Opportunities
					51 ha Potential HQ
Corridor 6 – Darlaston, Willenhall, Wednesfield					
Housing		Employment Land		Phasing	
2026 Target	2048	2026 Target	339 ha	**To 2016**	359 Dwellings on 12 ha employment land
Commitments	350	Retained HQ	40 ha		24 ha Development Opportunities
Gap	1698	Retained LQ	57 ha		60 ha Potential HQ
Employment Land Required	48ha	Potential HQ	184 ha	**2016-2026**	1339 Dwellings on 36 ha employment land
		Development Opportunities	58 ha		34 ha Development Opportunities
					124 ha Potential HQ
Corridor 7 – Bloxwich, Birchills Bescot					
Housing		Employment Land		Phasing	
2026 Target	1645	2026 Target	156 ha	**To 2016**	1621 Dwellings on 26 ha employment land
Commitments	630	Retained HQ	18 ha		6 ha Development Opportunities
Gap	1015	Retained LQ	114 ha		3 ha Potential HQ
Employment Land Required	29 ha	Potential HQ	10 ha	**2016 - 2026**	104 Dwellings on 3 ha employment land
		Development Opportunities	14 ha		8 ha Development Opportunities
					7 ha Potential HQ
Corridor 8 – Hill Top					
Housing		Employment Land		Phasing	
2026 Target	5472	2026 Target	281 ha	**To 2016**	1195 Dwellings
Commitments	1230	Retained HQ	113 ha		7 ha Development Opportunities
Gap	4242	Retained LQ	51 ha		33 ha Potential HQ
Employment Land Required	94 ha	Potential HQ	101 ha	**2016 - 2026**	4277 Dwellings on 94 ha employment land
		Development Opportunities	16 ha		9 ha Development Opportunities
					77 ha Potential HQ

Corridor 9 – Dudley Port, Tividale, Brades Village					
Housing		Employment Land		Phasing	
2026 Target	7055	2026 Target	95ha	**To 2016**	1735 Dwellings on 25 ha employment land
Commitments	1735	Retained HQ	0 ha		4 ha Development Opportunities
Gap	5320	Retained LQ	86 ha		0 ha Potential HQ
Employment Land Required	131 ha	Potential HQ	0 ha	**2016 - 2026**	5320 Dwellings on 131 ha employment land
		Development Opportunities	9 ha		5 ha Development Opportunities
					0 ha Potential HQ

Corridor 10 – Pensnett, Kingswinford					
Housing		Employment Land		Phasing	
2026 Target	670	2026 Target	133 ha	**To 2016**	355 Dwellings on 10 ha employment land
Commitments	0	Retained HQ	84 ha		2 ha Development Opportunities
Gap	670	Retained LQ	44 ha		0 ha Potential HQ
Employment Land Required	19 ha	Potential HQ	0 ha	**2016 - 2026**	315 Dwellings on 9 ha employment land
		Development Opportunities	5ha		3 ha Development Opportunities
					0 ha Potential HQ

Corridor 11 – Brierley Hill, Stourbridge, Dudley Town Centre					
Housing		Employment Land		Phasing	
2026 Target	3640	2026 Target	232ha	**To 2016**	1640 Dwellings
Commitments	1050	Retained HQ	0 ha		5 ha Development Opportunities
Gap	3470	Retained LQ	119 ha		33 ha Potential HQ
Employment Land Required	74 ha	Potential HQ	100 ha	**2016- 2026**	2000 Dwellings on 60 ha employment land
		Development Opportunities	13 ha		8 ha Development Opportunities
					77 ha Potential HQ

Corridor 12 – Oldbury, West Bromwich, Smethwick					
Housing		Employment Land		Phasing	
2026 Target	5209	2026 Target	423ha	**To 2016**	2619Dwellings
Commitments	2619	Retained HQ	76 ha		11 ha Development Opportunities
Gap	2590	Retained LQ	161 ha		50 ha Potential HQ
Employment Land Required	39 ha	Potential HQ	152 ha	**2016- 2026**	2590 Dwellings on 39 ha employment land
		Development Opportunities	34 ha		23 ha Development Opportunities
					102 ha Potential HQ

Corridor 13 – Rowley Regis, Jewellery Line					
Housing		Employment Land		Phasing	
2026 Target	4698	2026 Target	167ha	**To 2016**	585 Dwellings
Commitments	585	Retained HQ	0 ha		0 ha Development Opportunities
Gap	4113	Retained LQ	167 ha		0 ha Potential HQ
Employment Land Required	112 ha	Potential HQ	0 ha	**2016 - 2026**	4113 Dwellings on 112 ha employment land
		Development Opportunities	0 ha		0 ha Development Opportunities
					0 ha Potential HQ
Corridor 14 – Coombswood, Halesowen					
Housing		Employment Land		Phasing	
2026 Target	295	2026 Target	99 ha	**To 2016**	0 Dwellings
Commitments	0	Retained HQ	74 ha		0 ha Development Opportunities
Gap	295	Retained LQ	24 ha		0 ha Potential HQ
Employment Land Required	9 ha	Potential HQ	0 ha	**2016 - 2026**	295 Dwellings on 9 ha employment land
		Development Opportunities	1ha		1 ha Development Opportunities
					0 ha Potential HQ
Corridor 15 - Brownhills					
Housing		Employment Land		Phasing	
2026 Target	445	2026 Target	57 ha	**To 2016**	0 Dwellings
Commitments	0	Retained HQ	0 ha		2 ha Development Opportunities
Gap	445	Retained LQ	23 ha		10 ha Potential HQ
Employment Land Required	13 ha	Potential HQ	29 ha	**2016 - 2026**	445 Dwellings on 13 ha employment land
		Development Opportunities	5 ha		3 ha Development Opportunities
					19 ha Potential HQ
Corridor 16 - Cosely, Tipton, Princes End					
Housing		Employment Land		Phasing	
2026 Target	1909	2026 Target	44 ha	**To 2016**	583 Dwellings
Commitments	463	Retained HQ	0 ha		0 ha Development Opportunities
Gap	1446	Retained LQ	44 ha		0 ha Potential HQ
Employment Land Required	41 ha	Potential HQ	0 ha	**2016 - 2026**	1326 Dwellings on 40 ha employment land
		Development Opportunities	0 ha		0 ha Development Opportunities
					0 ha Potential HQ

3. Infrastructure Requirements

This section focuses on identifying the key physical constraints to accommodating development and the actions needed to overcome them.

a) Overview

The Black Country's ability to provide necessary supporting infrastructure is of fundamental importance to the delivery of the Core Strategy. To evidence and inform our Core Strategy, the four Black Country Local Authorities commissioned a 2 stage Infrastructure Study published in October 2009, entitled 'Black Country Joint Core Strategy; Infrastructure and Deliverability Study'. The report concluded that the sub-region benefits from a rich industrial infrastructure legacy providing spare capacity in existing systems, negating the requirement for large scale infrastructure enhancements to accommodate the proposed growth. It is anticipated that generally smaller scale local enhancements may be required as specific sites are developed.

The principal exception to this is potable water supply, the impact of wastewater on water quality within the sub-region's rivers and the provision of an integrated transport network (including key pieces of infrastructure that need to accompany development of the Centres and Corridors in the short term). Each is discussed in more detail in this chapter.

The ownership of the majority of issues identified in the Infrastructure Study lie with the regional infrastructure providers. Black Country Authorities will work together with the various utility providers to ensure this is managed properly over time. There is a need to maintain dialogue with the Environment Agency, Highways Agency, water companies, utility providers and other infrastructure providers in order to ensure that infrastructure is provided in a phased and managed way to support the delivery of the strategy.

Specific Infrastructure issues are considered in more detail below. Appendix A sets out the key infrastructure projects needed to deliver the Core Strategy, their timing and funding sources. A Corridor by Corridor breakdown of specific infrastructure issues can be found in Appendix D.

b) Transport

Transport infrastructure is a fundamental requirement of delivering the strategy and, in order to understand the implications of the Core Strategy on the transport network, modelling work was undertaken by PRISM in 2009. PRISM (Policy Responsive Integrated Strategic Model) is the strategic transport model for the West Midlands.

This work demonstrated that if an integrated transport approach is adopted and planned transport schemes are delivered, additional housing and the restructuring of employment land within the sub-region is likely to have little impact on the current transport network situation. Additionally, any work to deal with restrictions placed on the sub-region by congestion will have a positive impact on deliverability of the Strategy. The key transport priorities which were modelled and need to be delivered over the life of the plan period are set out both in Chapter 5 and Appendix A.

As noted in the Phase One Review of the Regional Spatial Strategy, the Black Country needs to deliver a key piece of rapid transit infrastructure connecting Wednesbury to Brierley Hill in order to provide for the connectivity and expansion of our Strategic Centres.

In line with government policy, as set out in 'Delivering a Sustainable Transport System (DaSTS,)' Centro is undertaking a detailed study identifying key transport challenges in the Black Country, specifically the Wednesbury / Brierley Hill corridor. As part of this study a range of Rapid Transit options have been taken forward for more detailed development, analysis and appraisal. The study will recommend the next steps required in order to give the best chance of securing support from funding bodies including the Department for Transport through the Regional Funding Allocation.

A range of other funding opportunities are also being explored including an Accelerated Development Zone (ADZ). An ADZ case study exploring how this financing approach would work for a Rapid Transit project between Wednesbury and Brierley Hill is currently with HMT/DCLG for further consideration as part of a package of schemes presented by the City Region to highlight the effectiveness of alternative infrastructure funding methods to be explored.

Public transport infrastructure is an integral part of the planned retail expansion and the development of Brierley Hill as a Strategic Centre and thus, needs to be delivered at an early stage of the plan. Recognising the timescales and funding required to deliver a rapid transit system, and in order to accommodate an early start to retail development in Merry Hill (in line with RSS PA11A), a number of public transport interventions have been identified to meet the requirements for retail growth. It is anticipated that private Sector resource will be allocated to expand public transport in the corridor, supplemented by integrated transport block allocations. Additional information can be found in Appendix E as well as in the Brierley Hill Area Action Plan.

The provision of this public transport scheme will not preclude the ultimate delivery of Rapid Transit proposals, rather, it delivers basic and required infrastructure and provides increased probability to the delivery of the wider Rapid Transit scheme.

c) Highway Infrastructure

Although elements of the region's existing highway infrastructure, principally centred on the motorway network, suffer considerable congestion, it is not anticipated that the development of new housing and employment land will have a significant additional impact assuming the proposals to implement improved public transport, walking and cycling options currently proposed are realised. Transport proposals and their delivery status can be found in Appendix A.

This is principally because the rising housing demand within the sub-region is not population led, but instead driven by the desire to live in smaller family units. This also reflects demographic changes including growth in older, single person households to support the aging population. It is not currently anticipated that population will significantly change in the sub-region. The development of new housing close to high quality employment sites should also help to reduce the requirement for travel and mitigate the impact of redevelopment.

Additional work has been commissioned to examine the existing congestion centred around the motorway network and what impact the Core Strategy will have on the need for junction improvements.

d) Electricity & Gas Supply

The legacy of industrial development in the sub-region has provided the Black Country with a robust electricity and gas supply infrastructure with the capacity to support significant redevelopment. The study identified no concerns regarding the delivery of the Core Strategy.

e) Potable Water Resources

Within the sub-region there are water supply zones (supplied by Severn Trent Water rather than South Staffs Water) that suffer from projected deficits in supply. This has resulted in the Environment Agency classifying the sub-region as being under “moderate water stress”. However, it is considered by those supplying water to the sub-region that projected deficits are manageable, with Severn Trent Water in particular looking to develop new resource schemes to manage the deficit.

There is also a clear opportunity in the sub-region to improve the efficiency of existing housing and industrial premises, further reducing pressure on water supplies. As reported by Scott Wilson in the Water Cycle Strategy, a reduction of water use on all existing housing stock to a consumption of 120 litres per person per house per day (approximately equivalent to Code for Sustainable Homes Level 1-2), would realise sufficient water savings to accommodate the proposed housing growth across the sub-region. New developments offer the opportunity to work towards a much higher level of water efficiency and it is recommended that OFWAT water efficiency initiatives for water and sewerage companies are assessed and considered for inclusion in new development.

In general, the sub-region benefits from a relatively secure water supply at the current time and should continue to do so assuming successful implementation of demand management.

f) Water Supply Infrastructure

With respect to potable water supply infrastructure, the Black Country again benefits from its industrial legacy and interdependent water supply zones that allow new development to be incorporated into existing systems with little requirement for wider enhancements. Investigations undertaken to date suggest projected housing development can be accommodated. With respect to industrial development it is noted and accepted that demand is difficult to predict, however, existing networks will support the majority of development expected in the Core Strategy period.

It is important to note the economic restructuring in the Black Country represents a change from high intensity use (more traditional manufacturing) to less intensive use (high value added manufacturing, logistics etc) which will result in a net reduction in water demand. There will also be a net reduction of employment land over the plan period which will also help to reduce demand.

g) Wastewater Disposal Infrastructure

With respect to Wastewater infrastructure, there is significant spare capacity (based on discharge consents) at all the sub-regions Wastewater Treatment Works (WwTW). The Water Cycle Study by Wilmott Dixon suggests undertaking modelling work in the Regeneration Corridors to confirm capacity and capacity constraints, in particularly, for Brierley Hill as it currently lacks a strategic sewer network, RC8, RC9, RC12 and RC16 draining to Ray Hall WwTW and RC11, RC13 and RC14 draining to Roundhill WwTW.

In addition to capacity at treatment works, disposal networks will benefit as most of the sub-region's development is planned for brownfield land; in this situation it can be expected that surface water flows to WwTW would be further reduced and in turn this will provide further spare capacity within networks and at treatment sites.

River water quality was again identified as a potential constraint on development in the West Midlands Region. This is in line with the findings of the West Midlands Regional Spatial Strategy (RSS). As the legislative requirements increase, there may be a need to improve water treatment plants to comply with water quality requirements, the delivery of which will be the responsibility of the water company, Severn Trent Water. More detail regarding water quality considerations is available in the Black Country Water Cycle Study by Wilmot Dixon.

h) Social Infrastructure

Access to social infrastructure is necessary when planning suitable locations for new housing. Employment is critical to the economic success of the sub-region and wider region, and providing a more attractive Black Country through the provision of easily accessible high quality education and services will help to attract households looking to make the Black Country their home.

The Accessibility Study illustrated that a high proportion of key social infrastructure within the sub-region is accessible within 20 minutes travel by foot or public transport. Pockets showing limited accessibility are identified for future use as industrial areas or areas of Green Belt therefore the requirement for the provision of social infrastructure is minimal. We do expect high quality employment land to provide the social and environmental infrastructure necessary in order to attract end users. This will be delivered through masterplanning new areas for development as well as the upgrade of our existing employment land.

i) Environmental Infrastructure

The quality of the environment is recognised as an essential component in providing a quality of place for living, working and relaxing, both for existing residents and workers and for people looking to move into the Black Country. The term "Black Country" reflects its history as a centre of industry and it is not commonly known that the area has numerous sites which are nationally important for biodiversity and geodiversity with a large array of nature conservation sites and green areas.

Although the Black Country contains many of these environmental assets, most notably the canal network, these are often 'hidden' and are therefore not playing their full part in supporting the regeneration of the Black Country. In the context of large-scale regeneration needed up to 2026 it is recognised that the Black Country needs radical environmental transformation to generate economic growth and to offer a quality of life that will attract people to live, work and invest in the area.

In order to provide a vision for the environmental transformation of the Black Country, Environmental Infrastructure Guidance has been undertaken. Phase 1 of this work, completed in June 2009 was developed at a strategic level and Phase 2, (currently underway) is providing the framework for more detailed plans and strategies, including Area Action Plans, Site Allocation Documents and other Development Plan Documents.

Delivering the environmental regeneration of the Black Country will require key agencies and partners, such as Environment Agency, Natural England, the Forestry Commission and English Heritage to work together and contribute to the aims of our Environmental Infrastructure work. Much of the environmental infrastructure will be delivered through redevelopment in the corridors and centres and by direct developer contributions.

j) Geotechnical and Mineral Considerations

The sub-region is underlain by a rich diversity of minerals which, in turn, resulted in extensive mining and industrial activity, creating the industrial legacy of pollution, mining and deposits of made ground (material resulting from human activity).

Made ground covers large tracts of the sub-region and its presence is indicative of a risk of contamination. The risk presented by made ground is generally assessed to be moderate, accepting that there will be large scale local variations in contaminants present in made ground depending on historical use. Areas that have been exploited for open cast mining (about 5% of the sub-region) can present problems related to leachate and gas generation are considered high risk.

Where mining has been undertaken under ground, exploiting limestone or coal resources, the risk has been classified as high due to the potential for subsidence.

Table 5.2 in the Stage One Report provides an indication on a corridor by corridor basis of the extent of made ground, worked ground and mining. In addition it provides an indication of the extent of coal outcropping within the corridor – a key risk indicator for the region.

There are also risks relating to the region's geology. In particular there are a number of small valley systems containing alluvium, which tends to be very soft. There are also significant areas of deep drift deposits resulting from glacial outwash; heavily loaded structures may require deep foundations in these areas and the outwash is known to extend to depths of 25m in some locations.

In general, these risks are well understood within the sub-region and are considered to be manageable. Most of the sites under consideration have already been developed and assuming adequate geotechnical and environmental investigation and mitigation, it is anticipated that development can be delivered across the sub-region. The legacy of mining and pollution in the sub-region does not prevent development, although the cost of dealing with the legacy is considered in more detail in the Viability Chapter 4.

k) Climate Change

Climate change will place additional stress on our regional water supply, wastewater (surface water) management and electricity and gas supplies. There is still a great deal of uncertainty regarding the impact of climate change; this makes it difficult to define how this needs to be translated into infrastructure planning. The most obvious concern will be related to increased surface water flooding. Although there are existing localised issues within the sub-region, good design as required by planning regulations should mitigate the impact of fluvial (river) and pluvial (surface) water flooding.

It is expected that Climate Change Legislation and targets will evolve over the life of the Core Strategy necessitating appropriate revisions to the Delivery and Implementation Plan.

l) High Bandwidth Access

The requirements to ensure that commercial and domestic property are future proofed to take account of changing demands from consumers and the wider market is critical to ensuring the future prosperity of the Black Country. Therefore, all new build should be encouraged, where appropriate, to accommodate high bandwidth access further attracting new industries to the Black Country. In addition, domestic property that has high bandwidth access can assist in the faster and more efficient delivery of local authority services and other public services thereby reducing cost for public services in delivering these services.

This requirement would be in line with the decision of Black Country local authority Leaders as members of the Birmingham and Black Country City Region Board that local authority planning regimes should ensure that the needs of high bandwidth access is catered for.

4. Viability

A Black Country Sample Sites Viability study was commissioned to analyse the deliverability of 25 sites which represent a sample of the potential development sites within the Joint Core Strategy (including 16 potential residential sites, 8 potential employment sites of strategic importance and 1 employment site of local importance).

As a result of the unusual market conditions being experienced due to the economic recession it was agreed that the current ‘baseline’ position for the viability appraisals should be supplemented by an additional assessment of the potential land value uplift in an improved market. This improved market scenario was designed to represent a mid-point in values between the ‘baseline’ position and the ‘peak market’ experienced in summer 2007. This was referred to as the ‘intermediate’ scenario and represents the consultants’ best estimate of normal conditions.

a) Residential Viability

The viability work evidenced that many, but not all residential development sites in the Black Country are viable. There are a range of issues which affect residential viability, and the past 7 years have highlighted just how profoundly the economy and the housing market are linked.

Due to the prevailing market conditions (recession) at the time the viability work was undertaken in 2009, residential sales values are low and as a result the viability scenarios suggests that 2/3 of residential sites will need market intervention to make them deliverable.

Testing the longer term improved ‘normal’ market conditions resulted in only 1/3 of the sites requiring intervention to enhance viability as a result of the increased value of the site.

At the peak of the market (2004/5 and 2006/7) The Black Country had strong housing market, with very limited intervention required, and the rate of net housing completions exceed adopted RSS targets by 30%.

In order to ascertain the impacts on viability of the current market conditions and emerging planning policy, further analysis was undertaken to test alternative policy and market scenarios.

The impact of removing the requirement for the provision of affordable housing was modelled on an example site. In addition to the baseline and intermediate market scenarios already considered above an improved market scenario (seeking to replicate market conditions in summer 2007) was also modelled. This incorporated significantly improved residential sale values, shorter build periods, lower risk and profit allowances for developers reflecting less risky market conditions and appropriate finance costs.

The outcome is presented below:
(Note the Intermediate and Improved Scenarios do not include affordable housing requirements)

Site 7 (4.64 ha – net)	**Site Viability (indicative land value)**	**Site Viability (per net hectare)**
Baseline	£1,550,000	£334,335
Baseline with no Affordable Housing	£4,200,000	£905,172
Intermediate Market Scenario	£4,450,000	£959,052
Improved (Summer 2007) Market Scenario	£6,100,000	£1,314,655

Source: GVA Grimley, 2009

Whilst it would be contrary to current policy to remove or relax the requirement for affordable housing, the analysis demonstrates that viability would be significantly improved should this occur and these requirements be relaxed. This result is not surprising, given that only half of the sites developed in the Black Country in recent years have achieved the requirement for 25% affordable housing. This is because developers have been able to demonstrate to the respective Local Planning Authorities on a site-specific basis that the proposals would be unviable if the full provision was made. It also highlights that applying a flexible approach means that residential development in the Black Country can be achieved. Policy HOU3 addresses this issue by stating that on sites where 25% affordable housing is proven not to be viable the maximum proportion of affordable housing will be sought which will not undermine the developments viability, subject to achieving optimum tenure mix and securing other planning obligation necessary for development to gain planning permission.

Current market conditions have meant that many housing developments are being put on hold, or not started at all. The Black Country Local Authorities are working in a more flexible and proactive way during this current period, including existing partnerships (Urban Living) as well as with the HCA (Growth Points Funding as well as NAHP, Kickstart and other programmes) and Housing Associations to both bring forward sites where possible, and also to help ready sites for when the market recovers. The Local Authorities have a supply of available and deliverable housing sites to take advantage of any improvements in market conditions. In addition to the 5 year supply, all 4 LAs have produced Strategic Housing Land Availability Assessments which evidence our supply of housing sites and are progressing Area Action Plans and Site Allocations Documents to help provide certainty to developers.

b) Commercial Viability

The assessments of commercial development viability indicate that 90% commercial sites will not come to the market without public sector intervention under the baseline scenario (the intermediate market scenario only tested changes of assumptions for residential sites and so does not apply here). This is for the following key reasons:

- The prevailing market conditions have negatively impacted upon the market inputs to the development appraisals.
- The study assumed a cost to build industrial units to a strategic specification which could be refined as masterplans for each site evolve; and
- The study applied an average rental value to all strategic sites. In reality this could be increased if some sites accommodate either trade counter units or small unit schemes.

The indicative appraisals show that local employment sites are likely to be increasingly viable as market conditions improve when compared to strategic employment sites, given that higher rents are anticipated and that the accommodation could be provided at cheaper build costs.

In recent years the public sector has supported a number of strategic employment sites across the Black Country, providing considerable funding, to help facilitate development. Examples include i54, Castlegate Business Park, Opus 9, Mercury Business Park, Wolverhampton Science Park, Apollo Park and Walsall Waterfront etc. These examples have and are playing a significant role in the sub-regions delivery of new build employment premises.

Opus 9, an ambitious regeneration scheme involving nine public and private sector parties, is delivering 30 acres (12 hectares) of industrial and warehousing development near the M6 in Wednesbury. Ultimately 750 jobs will be created following £45 Million investment of which £5 M is in the form of a grant from AWM.

Using Opus 9 as a proxy for the costs of 'potential high quality employment land', we would anticipate the overall programme of delivering 830 ha of high quality employment land would be approximately £3 Billion (to 2026) with 11% or £330 Million from public sector partners.

c) Conclusions

It is clear that the legacy of industrial development within the Black Country has made, and continues to make the deliverability of sites within the Black Country challenging. The study has indicated however that even in the current depressed market sites examined do have value. This is evidenced on the ground by a number of housing proposals coming through. For example since April 09 in Sandwell, there have been 16 applications for residential development with a total requirement of 709 units. They do not yet have decisions on all of these. There have been 56 sites where construction started in 08-09 totalling 705 units, some of these sites were for under 10 units.

If the market improves as expected, and as indicated by the 'intermediate' market scenario tested; then sites throughout the Black Country will become increasingly viable. However there remains a number of sites where the apparent cost of delivery of a developable site exceeds the value of the land to the extent that some public sector intervention is likely to be required in the current and foreseeable future market conditions. These sites are primarily our Strategic Employment Sites. Delivering these sites has historically been achieved in conjunction with public and private sector partners, and the Black Country will need to ensure those partnerships continue to deliver in the future.

5. Delivery Programme

a) Short Term Programme (to 2016)

In light of the current economic climate, the short term delivery program will be based on existing commitments and funded programmes as well as developing the programmes necessary to bring forward larger and more complex sites in 2016 to 2026. Key Schemes and projects are set out below with additional detail found in Appendix E.

Centre/Corridor	Funding	Office	Retail	Housing	Employment Land	Transport	Social Infrastructure
Brierley Hill Town Centre	RFA IIL	Waterfront Expansion Daniels Land	Merry Hill Expansion			HQ rapid transit	Stourbridge College
Walsall Town Centre	RFA IIL/ GP	Gigaport / Waterfront Development	New Tesco, St. Mathews Quarter	Waterfront / New housing development sites through SRF areas		Interchange	Arboretum, Manor Hospital / Links to our BSF Programme
West Bromwich Town Centre	RFA IIL	All Saints	Town Centre Expansion, Tesco Queens Square	Eastern Gateway, Queens Square		A41 Expressway, M5 J1, West Brom Regeneration Phase 1	Sandwell College, Dartmouth Park
Wolverhampton City Centre	RFA IIL	Interchange, Springfield Brewery	Summer Row, Raglan St,	All Saints, Canal quarter, Low level Station		Interchange	New Cross Improvements,
RC1	RFA IIL	I-54			I-54	J2 M54, Stafford Road Jct Improv.	
RC4	RFA IIL			Bilston Urban Village	Bilston Urban Village	Metro Platform	New Leisure Centre, New School, Primary and community care centre
RC5 & RC15	HCA. WRC WHG			Moxely SRF Brownhills SRF			
RC6	AWM				Darlaston Strategic Development Area (DSDA)	DSDA Transport Access Scheme	
RC11	AWM HCA			North Priory			Innovation campus, Castle Hill/Zoo, THI
RC12	AWM HCA Urban Living			Brindley Village 2			Canal Improvements, New Acute Hospital

b) Infrastructure

As discussed in chapter 3, there are no major capacity issues with respect to infrastructure and the Prism model showed no adverse impact of our regeneration proposals provided that key transport and social infrastructure is provided. The full list of these schemes including partners, funding and detailed descriptions can be found in Appendix A. What is set out below are the transport priorities for our short term programme, set out in 3 tranches of delivery (phases 1, 2 and 3).

Phase	Scheme	Needed to Deliver	Status	
1	Delivering a Quality Bus Network, particularly to serve Brierley Hill	Black Country as a Whole, and Brierley Hill Strategic Centre	Ongoing bus network improvement funded through Smarter Choices and Integrated Transport Block, Funded Schemes and commercial operators upgrades. Brierley Hill specific proposals are in the AAP to be delivered with partners, including the private sector.	
	A41 Expressway / A4031 All Saints junction	West Bromwich Town Centre	£23 million secured in RFA	
	Burnt Tree Junction	RC9, RC11, RC16, Brierley Hill TC, West Bromwich TC	Funding secure and underway	
	Red Routes Package 1	Black Country as a whole	£16 m Funding secured for BC, underway due to complete 2011	
	Improvements to Junction 2 M5	RC12	Funded committed Highways Agency scheme	
	Active Traffic Management and Hard Shoulder Running on M6.	Corridors 6, 7 and 8, Walsall Town Centre	Work underway by Highways Agency	
2	Metro Line 1 Improvements and Wolverhampton City Centre Extension	Black Country as a Whole and Wolverhampton City Centre	£75 million business case submitted to DfT awaiting full approval	
	Wolverhampton Interchange	Wolverhampton City Centre, RC2, RC3, RC4	Secured Funding as part of RFA IIL	
	West Bromwich Regeneration Phase 1	West Bromwich TC, RC8	£14 million in RFA, Growth Point Funding	
	Red Routes Package 2	Black Country as a Whole	£22 million in Funding in submission of major scheme business case	
	Improving Junctions 9 and 10 of M6	Corridors 6, 7 and 8, Walsall Town Centre	Work underway with HA to define scope and cost	
	I54 link	RC1 & 2 and Wolverhampton City Centre	Funding Included in RFA IIL	
	Improving Junction 1 of M5	RC8, RC9, RC12, RC13, RC14,	Work underway with HA to define	

		West Bromwich Town Centre	scope and cost	
	Further improvements to Junction 2 of M5	RC12	Work underway with HA to define scope and cost	
3	New freight railways between Stourbridge and Walsall and Walsall to Lichfield	Black Country as a Whole	Secured subject to CP5 and Network Rail Business Plan.	
	Rapid transit extensions to Midland Metro connecting Strategic Centres to each other and to Birmingham. First priority is Walsall to Stourbridge corridor.	Overall strategy including development of Centres, and specifically providing high quality access to Merry Hill and Brierley Hill	£350 Million, unsecured but included in Regional Transport Priorities as Black Country Strategic Spine. £36.5 Million private sector contribution	
	Darlaston SDA access scheme	RC8	Aprox £30 million in LTP, Included in RFA	
	Improving access from the Black Country to Birmingham International Airport	Black Country as a Whole	Planning underway – long term delivery ambition.	

c) Setting the programme 2016-2026

In addition to the key projects outlined above, The Black Country will be planning and progressing major transformational change in a number of corridors. In order to have a focused medium term programme, significant work will be undertaken to develop strategies for delivering the following corridors:

RC6 – Darlaston, Willenhall, Wednesfield

There is a need to develop 184 ha of high quality employment land and to provide assistance to relocate jobs from other parts of this corridor and corridor 7. This includes the further expansion of rapid transit and/or heavy rail to improve public transport access.

RC8 - Hill Top

There is a need to develop 109 ha of Potential High Quality Employment Land. This will be delivered through the Hill Top Regeneration Area, Sites Allocations and Delivery DPD. It will require collaborative Economic Regeneration activity, clustering of Green Industrial activity as well as significant Housing Development in Black Lake, Wednesbury. There are a number of mechanisms which will be utilised and progressed, including Site Allocation Documents (SAD), Masterplanning Canalside – SAD, West Bromwich AAP.

RC9- Tipton

There is a need to bring forward 131 ha of surplus employment land for housing development focused in Tipton, Tividale. We will progress and utilise SAD's, Growth Point funding, and masterplans.

RC12 - West Bromwich – Oldbury and Smethwick

This corridor will provide 155 ha of High Quality Employment Land. In this short term we will progress SAD's, West Bromwich AAP, and work closely with Economic Regeneration partners. Housing Development will take place in Smethwick, Langley by progressing SAD's, West Bromwich AAP through Growth Point funding and Masterplans.

RC13 - Rowley Regis, Jewellery Line

Housing Development needs to take place on 112 ha of surplus employment land. This will be progressed by Halesowen AAP, SAD's, Growth Point funding, and Masterplans.

6. Risk and Mitigation

a) Risk Management

There are no fundamental showstoppers which would prevent delivery of the Core Strategy, but there are a number of very significant challenges which will need to be addressed. The Black Country is a strong sub-region with a history of working in partnership in order to deliver change. To mitigate the risks outlined at the end of this chapter, the Black Country will need to utilise the following resources:

i) Political Leadership

The Black Country has established The Association of Black Country Authorities (ABCA) comprising the Leaders of the four Black Country Local Authorities. Supported by a Chief Executives Group, they discuss matters of common interest; co-ordinate joint action, represent joint interests and views, and provide governance for joint officer groups.

The four local planning authorities established the Black Country Planning Joint Advisory Group (JAG) which comprises of the local authority Cabinet Leads for strategic planning. The group advises on and co-ordinates joint planning activities, including the preparation of the Core Strategy, together with the programming of other relevant development plan documents.

ii) Sub-regional Partnerships

The Black Country has a Strategic Investment Group which comprises of Advantage West Midlands, The Homes and Communities Agency and local authority portfolio holders for regeneration. This group is widely responsible for the review of spatial and thematic investment in the Black Country as well as making recommendations on the prioritisation of resource commitments and the development of new project and programme initiatives.

In addition, The Black Country Consortium is the sub-regional partnership whose remit is to enable holistic regeneration across the Black Country by working with its partners in the public, private and third sectors.

iii) Development Plan Documents

In addition to the Core Strategy, the four local authorities are also progressing a suite of additional Development Plan Documents (DPD’s) as part of each Local Development Framework. Developing our Area Action Plans and other DPD’s give certainty to the market as to where to invest and help to prioritise public sector investment to support the market. DPD’s also ensure that as the market recovers, the Black Country is well placed to advance new schemes.

Sandwell has produced Area Action Plans (AAP’s) for Tipton and Smethwick and a DPD is being prepared for West Bromwich along-side the Core Strategy. Sandwell is also underway with the production of the Site Allocations and Delivery DPD as well as having completed their Strategic Housing Land Availability Assessment (SHLAA).

Wolverhampton is consulting on issues for 3 Area Action Plans which will cover the vast majority of site allocations in Wolverhampton, in 2010. The Strategic Housing Land Availability Assessment to support the AAP's is complete.

Walsall is progressing with its AAP for Central Willenhall and its SHLAA is complete. There is also a Regeneration Framework in place for Brownhills, Moxley and Goscote.

Dudley is producing an AAP for Brierley Hill and is also commencing work on AAPs for Halesowen and Stourbridge Town Centres. Dudley is also preparing a Development Strategy DPD which will contain site allocations for all uses alongside its SHLAA.

A detailed schedule and map can be found in Chapter 2.

iv) Delivery Partners

At a regional level, the Regional Development Agency Advantage West Midlands (AWM), promotes the economic development of the Black Country. In developing the Regional Economic Strategy, AWM has established a number of delivery mechanisms, including regeneration zones – areas where regeneration needs and opportunities are most aligned – that direct investment into the Black Country.

In addition, AWM is leading the development of the Regional Funding allocation activity working in partnership to identify a number of Impact Investment Locations (IIL's) where some 23% of the regional allocation will be targeted. In the Black Country there are 7 key projects identified which will effect early strategic change for the benefit of the regional economy.

AWM established the Wolverhampton Telford Technology Corridor a University of Wolverhampton led network of public and private sector organisations. Over the first three years it has supported projects worth £30million to boost innovation, knowledge transfer and enterprise. The Core Strategy identifies priority employment land corridors to provide spatial focus for this technology-led investment in the Black Country.

In addition to collaborative working at the regional level there is a key role for the Homes and Communities Agency (HCA) which is working closely with all four Local Authorities. Wolverhampton has been identified as a pilot Strategic Local Investment Framework (SLIF) authority by the HCA. The SLIF is currently being prepared. The HCA is also working with Walsall to develop a Local Investment Plan as part of their 'single conversation'

The HCA, also supports housing market renewal in the Black Country. Urban Living – the Birmingham/ Sandwell Housing Market Renewal Area (HMRA) – has been established to address areas of low housing demand through renewal and redevelopment. The Black Country Partners have also, with Telford, established a partnership specifically to investigate and develop a strategy in response to housing market issues in the Black Country. This is known as the 'Evolve' Programme and is delivering a key element of the Black Country Strategy.

Local delivery partners working across the sub-region are helping to change the face of the Black Country, making strategic interventions to bring forward sites and projects. An Urban Regeneration Company (URC) in Walsall is well established along with a special purpose vehicle in Wolverhampton known as the Wolverhampton Development Company, and a new arms length company in Dudley, New Heritage Regeneration Limited.

The four local authorities of Sandwell, Dudley, Walsall and Wolverhampton play a lead role as delivery partners, promoting growth and regeneration. Local Strategic Partnerships are also promoting cross boundary working, identifying and delivering specific infrastructure requirements and the delivering of our Local Area Agreement targets. Appendix 1 of the Core Strategy sets out the alignment between our Sustainable Community Strategies and the Core Strategy

Wolverhampton City Council is actively engaged in establishing a Local Housing Company to bring forward large scale renewal of social housing. This will be assisted by a proposed Asset Backed Vehicle (ABV) which will also speed up the delivery of new employment and commercial development opportunities across the City. The role of the ABV will be particularly significant as a delivery mechanism in the current economic downturn.

v) Co-Ordination Team

The groups and partners listed above provide a mechanism for driving the programme forward at a political and partnership level, but there is also a requirement for a Black Country Co-ordination team to take responsibility for the planning, design and supervision of the Strategy and for ensuring the delivery programme is maintained. This team takes ownership of the overall delivery programme as a living document to be reviewed at least annually, and ensures that a robust annual investment programme is in place to support ongoing delivery against a defined targeted time-line. The co-ordination team will own a comprehensive risk model, take responsibility for risk management and conduct regular risk reviews.

Managing the phased programme of delivery will be vital to realising the long term strategy. A joined up programme across the Black Country will need to consider a range of key specialisms such as economic development and business support, planning, legal, inward investment and transport.

Programme requirements will vary but there are a number of functions to manage in order to ensure a balanced delivery. At a minimum they involve the following:

1) **Priority Setting:** Identifying the corridors which have the greatest short, medium and long term opportunities, and ensuring that employment, housing and infrastructure requirements are phased across the four Local Authorities;
2) **Identifying the existing companies in the areas of change:** Working across the Black Country and with partners to ensure we support and promote our indigenous businesses;

3) **Identifying land ownership**: Identifying Local Authority Ownership, undertaking Land Registry Search and addressing issues of fragmented ownership in areas of change;
4) **Identification of suitable premises for relocation**: Understanding company needs (i.e. capturing their location and physical requirements). High quality premises must be made available to relocating companies, and negotiation must ensure firms are retained in the Black Country;
5) **Site Assembly:** Sites must be assembled through land purchase and where appropriate, CPO;
6) **Relocation Programme:** Where appropriate, supporting relocating businesses;
7) **Site clearance and remediation:** Identification of environmental constraints, and risks, and the management and mitigation of those risks;
8) **Masterplanning and development briefs:** Work with planners to develop comprehensive site masterplans and where possible development briefs to engage with the private sector; and
9) **Infrastructure Delivery:** Working to ensure key elements of Infrastructure, in particular transport, are delivered.

The structures and mechanisms for reporting are in place, and much of this work is underway in the Black Country Corridors which are the focus of current investment. However, it is critical that this process is a working partnership as many of these sites and areas will take 10 to 20 years to bring forward. Land use change is a long term programme requiring significant investment; currently the Black Country is considering a range of mechanisms, including a possible Multi Area Agreement (MAA) in order to further develop this programme.

vi) Funding Mechanisms

The Black Country sub-region was recently awarded New Growth Points Status to support the accelerated growth of 32,000 new dwellings to 2016 in Centres and Corridors. Following submission of a Programme of Delivery the Black Country authorities have now been awarded £6 million of funding for Growth Points. The Growth Points programme will help the Black Country partners to hasten the delivery of new homes and quality environments by assisting with land assembly, relocations and remediation to create sustainable development areas. Growth Point status also allows for investment in infrastructure, particularly 'green infrastructure' which will enhance the quality of the residential areas. This will be a key factor in the future marketability of Black Country Sites.

The main sources of public sector match funding is provided from Homes and Communities Agency and the Regional Development Agency, Advantage West Midlands (including Regional Funding Allocation, Regional Infrastructure Fund (RIF), Single Pot Funding, Gap Funding and others). Additional funding can also be drawn from alternative transport funding sources, such as The Community Infrastructure Fund, Transport Innovation Fund; and Local Transport Plan. Through the City-Region, the Black Country is working with partners on potential new funding mechanisms such as Accelerated Development Zones (ADZ).

The main source of project specific, private sector income for the local authorities is S106 contributions as part of the planning obligations associated with the specific projects planning consent. This will provide the local authorities with income to fund improvements i.e. accessibility, highways, infrastructure, flooding, public realm etc in the local area to mitigate the impact of the proposed development.

Whilst not a current issue in the Black Country, the way in which planning obligations are collected may change and will likely increase in the future. This is likely to lead to increased costs on the developer due to the tightening of planning policy on environmental issues, sustainable development and the move towards housing developments becoming carbon neutral, environmentally friendly and finished to a higher level of design etc. In addition to this the introduction of the Community Infrastructure Levy would require a reshaping of the way in which planning obligations are secured from developers.

A number of delivery agencies and mechanisms are well established in the Black Country and are actively delivering growth and regeneration across the sub-region. The Black Country will continue to work in partnership with these delivery agents as well as to explore new innovative partnerships going forward into the plan period.

b) Risks

i) <u>Current Economic Climate</u>

The current economic climate and credit crunch has impacted not only on the Black Country, but also the country's short term ability to deliver housing and regeneration. The Core Strategy is a sustainable, long term and flexible strategy, able to accommodate alternative approaches to regeneration. Going forward, new and innovative frameworks for delivery, where there is a sharing of both risk and reward, must be built into interventions. The Black Country is currently working with key partners, such as the HCA, AWM, SHA, and DfT to develop new approaches to funding regeneration; a key focus for the sub-region.

In order to mitigate the impact of the recession on the Core Strategy short term phasing is focused on those projects which are committed, and those which have secured funding. They will be the priorities from 2009-2016. This is very much in line with the region, with whom we have worked to identify Investment Impact Locations (aligning with the key delivery plans for Centres and Corridors) as a priority for regional funding.

ii) Funding

Directly related to the risk posed by the current economic climate, is the risk to funding. In the foreseeable future, the Black Country (and indeed the rest of the Country) will need to 'do more with less'. It is anticipated that there will be many changes in funding levels, as well as partners, over the life of the Core Strategy. The Black Country will work together to ensure that it utilises new and innovative approaches to address the investment needs of the sub-region and negotiates agreements on shared priorities. This includes maximising the impact of collective regeneration activity through shared intelligence as a baseline for investment planning by, and with, partners.

iii) Housing

By 2026, the Black Country will deliver a net addition of 63,000 homes in the sub-region, at least 95% of which will be on previously developed land. Furthermore, approximately 1,000 ha of redundant employment land will need to be developed for housing. This will require a programme of relocations and business support to Black Country indigenous businesses. Potential sites have been identified through the SHLAA process and have a programme of AAP's which will be in place to bring them forward. The capacity of the land has been discounted by 15% in order to take account of delivery constraints such as poor ground conditions, site assembly, and infrastructure requirements.

iv) Employment Land

To ensure the Black Country creates the conditions for investment, it needs a strong portfolio of employment land, including a range of provision from local quality to strategic employment land. The sub-region has a total employment land supply of approximately 2,800ha over the plan period, sufficient to meet the predicted demand requirements of the growth and competitiveness ambitions for the sub-region. There is however, a requirement to redevelop 834 ha of employment land into high quality employment land; this represents a significant challenge to the sub-region. Some work will be focussed around improving the market attractiveness of sites, however, some sites will require major infrastructure provision and redevelopment requiring additional resource from partners.

v) Centres

A key challenge for the Black Country is to maintain and enhance its network of strategic centres to act as a focus for employment, civic and cultural uses. While all four Centres have capacity for growth, the retail and office targets are ambitious particularly, the aspiration for major office development. The Black Country currently has a weak 'in-centre' office market and while there are programmes underway to develop this market, meeting the Centres targets will require a significant shift in the current focus of development activity in the region. A key catalyst will be a more effective public transport network, which widens the catchment areas of the centres, (individually and collectively) and connects the growth corridors.

There is a risk to the delivery of this floorspace in that if it is not phased in an agreed and appropriate manner, the market may become saturated. The Core Strategy and delivery plan provide flexibility in terms of scale and phasing so that all new development can be effectively integrated and linked with the support of the sub-regional stakeholders.

vi) Infrastructure Capacity

The Infrastructure chapter of this report identified the strategic infrastructure requirements of the Core Strategy. The overall conclusion is that the industrial legacy of the Black Country provides spare capacity in existing systems, generally negating the requirement for large scale infrastructure enhancement to accommodate the proposed development. The risks are as follows:

Sub-regional priorities: where flood risk is identified for a substantial proportion of a regeneration corridor there is a need for a sub-regional response to ensure the mitigation of that risk. This may require substantial investment and must be identified early.

Regeneration Corridor priorities: there may be areas of contamination or poor geotechnical conditions, or where access is poor, or a substantial piece of service infrastructure is required, where there is a need for up-front investment to bring a site to market readiness.

Site specific issues: all sites will need some investment in access, services, land assembly and similar issues, but the majority of such issues will be addressed on a site by site basis and will be funded directly by the developer.

The majority of the Sub-regional priorities and many of the regeneration Corridor priorities will have been identified but as the Core Strategy is implemented, there will be a need for ongoing corridor-based studies to review issues such as local service capacity in greater depth.

Technical risks for each regeneration corridor are attached as Appendix D. These risks do not prevent implementation of the strategy, but there are concerns relating to water, flooding and ground conditions. As demonstrated by the level of detail, there has been a considerable amount of work undertaken in order to both understand and thus prepare to address these risks although many will be covered at site level or potentially through a pre-development initiative to facilitate land assembly.

vii) Transportation Requirements

The funding of priority transport projects is likely to be a key challenge that faces the Black Country. Improving and expanding the transport infrastructure is critical to delivering growth in the Centres, providing new, and upgrading existing, employment land to high quality, and ensuring our labour market has access to employment opportunities. The Black Country is clear on the key projects which need to be delivered (these are set out both in Chapter 5 and Appendix A); securing funding for these projects will require sub-regional dedication across all spheres of influence as well as commitment at all levels of government.

APPENDIX A - Infrastructure Planning & Delivery Chart

	Scheme	Where/Lead	When	Why/Requirements	Delivery	Cost	Funding	Status
Road	A4123/A461 Junction Improvement, Burnt Tree	Dudley MBC, Sandwell MBC	2009-2011	Part of Black Country Spine. Will relieve congestion, improve air quality, bus reliability, road safety, and accessibility	Dudley MBC, Sandwell MBC	12 Million	LA/LTP/RFA	Committed scheme, completion August 2011
	A41 Expressway/A4 031 All Saints Way Junction	Sandwell MBC	2010	Part of Black Country Spine. Will relieve congestion, improve air quality, bus reliability, road safety, and accessibility	Sandwell MBC	23 Million	LA, LTP, Developer	£23 million secured in the RFA
	Darlaston SDA Access Project	Walsall MBC	2015	Reduced congestion, improved air quality and reduced noise, strategic access to a regionally important development site, improved accessibility	Walsall MBC	21.62 Million (with optimism 31.13 Million)	LA, LTP	Aprox £30 million in LTP, Included in RFA
	A454 Improved access from the Keyway to Longacres Industrial Estate, Willenhall	Walsall MBC	2016-2021	Willenhall AAP proposal to improve access to Longacres industrial park and reduce heavy goods vehicles travelling through residential areas.	Walsall	Will be detailed in AAP	Private Sector	Will come forward through private sector funding and development of Longacres
	West Bromwich Regeneration Infrastructure Phase 1	Sandwell MBC	2010-2014	Part of the transport strategy for Strategic Centre opening up a number of sites that currently have inadequate highway provision and providing a missing link in the strategic highway network thus relieving the town centre roads of through traffic	Sandwell MBC	14 Million	Growth Point, RFA, LA	£14 million in RFA, also secured Growth Point Funding
	Vine Island / Wobaston Road	Wolverhampton CC	2012	Secondary access to the Wobaston Road Major and Regional Investment Sites, freer flowing traffic, improved accessibility, improved road safety and improved public transport access.	Wolverhampton CC	11.3 Million	LTP, LA, Private, RFA	£5 million secured through RFA remaining £6.3 AWM secured as section 106.
	A461 Route Key Junction Improvements	Walsall MBC	2015	Improvements at key junctions along the route to aid movement of people and goods.	Walsall MBC	3 Million	Private Sector	Will come forward through private sector contributions and public sector investment. Scheme support strategy but not a key priority.
	Cradley Heath Town Centre Strategy	Sandwell MBC	Completed 2010	Single carriageway bypass by Cradley Heath High Street, new traffic signal junctions will be provided. Minimisation of through traffic	Sandwell MBC	.25 Million	RFA, LA	Secured, due to complete in 2010

	West Midlands Red Routes Packages 1	CEPOG Support	2004-2010	This scheme provides 130 km of Red Routes, part of a network of 419 km. Red Routes introduce strict controls on stopping parking and loading, and are designed to improve the flow of traffic, together with local environmental improvement works.	Walsall MBC, Dudley MBC, Sandwell MBC	28 Million	LA, LTP	£16 m Funding secured for BC, underway due to complete 2011
	West Midlands Red Routes Packages 2	CEPOG Support	2011-2015	This scheme provides 60 km of Red Routes, with aprox 40K in the Black Country	Walsall MBC, Dudley MBC, Sandwell MBC	22 million	LA, LTP	Submission of MSBC Programme Entry currently planned for the summer of 2010
	Active Traffic Management and hard shoulder running on M6.	Highways Agency	2009-	Capacity improvements to resolve significant congestion problems	Highways Agency	Work ongoing	HA	Fully Committed
	I54 Link, M54 Access to I54	Highways Agency	Post 2012	Key Motorway access to I-54	Wolverhampton CC, AWM, South Stafffs	10- 15 million	SSDC, WCC, AWM, DfT, HA	Junction Signalisation underway, AWM persuing Central Government Funding Options
	Junction 10 M6 Improvements	Walsall MBC, Highways Agency	Work ongoing to determine	Capacity improvements to resolve congestion problems	Walsall MBC, Highways Agency	Work ongoing to determine	LA, HA	Working in partnership with HA to determine scope, cost and phasing of works
	Junction 9 M6 Improvements	Walsall MBC, Highways Agency	Work ongoing to determine	Capacity improvements to resolve congestion problems	Walsall MBC, Highways Agency	Work ongoing to determine	LA, HA	Working in partnership with HA to determine scope, cost and phasing of works
	Junction 1 M5 Improvements	Sandwell MBC, Highways Agency	Work ongoing to determine	Capacity improvements to resolve congestion problems	Sandwell MBC, Highways Agency	Work ongoing to determine	LA, HA	Working in partnership with HA to determine scope, cost and phasing of works
	Junction 2 M5 Improvements	Sandwell MBC, Highways Agency	Work ongoing to determine	Capacity improvements to resolve congestion problems	Sandwell MBC, Highways Agency	Work ongoing to determine	LA, HA	Working in partnership with HA to determine scope, cost and phasing of works
	West Midlands UTC	Wolverhampton CC, CEPOG Support	2008-2013	To make more efficient use of the existing infrastructure and reduce congestion on the network including creating a technical platform which enables intelligent transport services to be deployed.	All local Authorities	28 Million	LA, LTP/RFA	Fully Committed

Rail/Other Public Transport	Owen Street Level Crossing Relief Road	Sandwell MBC	Completed	Reduced Congestion, improved air quality, improved bus/rail integration. Improved access and road safety	Sandwell MBC	22 Million	LTP/LA/Network Rail	Complete
	Rapid Transit from Wednesbury to Brierley Hill	Centro	2011-2016	Part of the RTP Black Country Strategic Spine (Black Country Access)	Centro, LA's	£350 Million	LTP/RFA, Private Sector, LA's	Included in Regional Transport Priorities as Black Country Strategic Spine. £36.5 Million private sector contribution.
	Wolverhampton Interchange	Wolverhampton CC	2014	New bus and railway station. Improved accessibility, promotion of sustainable transport, regeneration of a priority area, new jobs, improvement of interchange facilities at the railway station	Wolverhampton CC	176 Million	LTP, LA, RFA, Private Developer	Secured funding as RFA IIL. Additional Private Sector as part of development
	Stourbridge Interchange	Centro, Dudley MBC	2010-2011	Provision of a World Class public transport interchange. Linked to Centro's Draft Public Transport Prospectus and Transforming Bus Travel initiative	Centro	£7 Million	LTP, LA	Staring on site in July 2010
	Walsall Town Centre Public Transport Interchange	Walsall MBC	2016-2021	Create additional interchange capacity to accommodate and encourage greater public transport usage	Walsall MBC/ Centro	29 Million	LTP, RFA, LA, Centro -	Secured funding as RFA IIL. Potential for additional Private Sector as part of development
	Dudley Bus Station Redevelopment	Centro, Dudley MBC	2016-2021	Provision of a World Class public transport interchange. Linked to Centro's Draft Public Transport Prospectus and Transforming Bus Travel initiative. Linked to Wednesbury to Brierley Hill Rapid Transit project	Centro	TBD through BC Access and Dudley ADF	Centro, Dudley MBC	Temporary refit underway - part of the Dudley ADF
	Quality Bus Network Serving all Strategic Centres	Centro, Wolverhampton CC, Sandwell MBC, Walsall MBC, Dudley MBC	TBD	Upgrading of local network of routes, to improve efficiency and accessibility particularly linked to major development and key corridors. Linked to Centro "Transforming Bus Travel" initiative	Centro, Wolverhampton CC, Sandwell MBC, Walsall MBC, Dudley MBC, Bus Operators	To be determined	Unsecured	These will be determined by detail proposals included in the AAP's for the centres.

	Midland Metro - Wolverhampton City Centre Extension	Centro	2012-2014	Part of the RTP Black Country Strategic Spine - Improved City Access and phase 1 of the 5Ws Route. Integrated within Wolverhampton Interchange project	Centro	£35 Million	LTP, LA, RFA, Private Developer	Business case submitted to DfT awaiting full approval
	Midland Metro Line 1 Enhancements (inc Birmingham City Centre extension)	Centro	2012-2014	Part of the RTP Black Country Strategic Spine. Scheme includes provision of new trams for whole network and capacity increases.	Centro	£75 Million	LTP, LA, RFA, Private Developer	Business case submitted to DfT awaiting full approval
	5W's Rapid Transit Route	Centro	2016 -	Part of the RTP Black Country Strategic Spine	Centro	£350 Million	LTP/RFA, Private Sector, LA's	Included in Regional Transport Priorities as Black Country Strategic Spine.
	A456 Birmingham to Quinton Rapid Transit Route	Centro	2021-2026	Consistent with proposals in Regional Spatial Strategy providing direct high quality, frequent public transport links between Strategic and Main Centres	Centro	TBD	Centro, Birmingham CC, Sandwell MBC	subject to Centro undertaking further feasibility/viability work
	A34 Birmingham to Walsall Rapid Transit Route	Centro	2021-2026	Consistent with proposals in Regional Spatial Strategy providing direct high quality, frequent public transport links between Strategic and Main Centres	Centro	TBD	Centro, Birmingham CC, Walsall MBC	subject to Centro undertaking further feasibility/viability work
	A449 Wolverhampton to I54 Rapid Transit	Centro	2021-2026	Consistent with proposals in Regional Spatial Strategy providing direct high quality, frequent public transport links between Strategic and Main Centres	Centro	TBD	Centro, Wolverhampton CC	subject to Centro undertaking further feasibility/viability work
	Walsall to Wolverhampton Rail Service with intermediate station at Willenahall	Walsall MBC	2011-2014	Reinstated link between Strategic centres and planned intermediate stations at Willenhall and others to increase accessibility into Strategic centres. Draft Regional Rail Development Plan proposal.	Centro, TOC	14 Million	Network Rail, Centro, Train Operating Company	Part of West Midlands Rail Development Plan
	Sutton Line Passenger Services/ Walsall to Aldridge spur.	Walsall MBC	2016-2021	Extension of Birmingham to Walsall services to a new station at Aldridge eventually leading to new services from Walsall through Sutton and possibly onto Birmingham, with stations at Aldridge, Streetly, Sutton and stations to Birmingham	Centro, Walsall MBC, Birmingham CC	TBD	Centro, Walsall MBC, Birmingham CC	Part of West Midlands Rail Development Plan
	Stourbridge to Walsall-Lichfield Heavy Rail Line Reinstatement	Network Rail, Centro	Phase 1 - S to W 2014-2019. Phase 2 W- L TBD	New line for freight movement to avoid New Street and possible passenger services (proposed Wednesbury to Brierley Hill Rapid Transit).	Network Rail, Centro Walsall MBC, Dudley MBC, Sandwell MBC, Birmingham CC	Phase 1 - S to W = £92 Million, Phase 2 - W - L = £55 Million	Network Rail	Secured subject to CP5 and Network Rail Business Plan.

	Chase Line resignalling and electrification north of Walsall	Network Rail/Walsall MBC	2011-2016	Re-signal and Electrify line to improve network operation and permit longer distance services to use route	NR, Centro	Resignaling funding secured Network Rail	Network Rail	Funding secured
	Chase Line Station improvements	Network Rail/Walsall MBC	2011-2016	Improved station accessibility, safety and car parking to improve demand.	Centro, TOC (London Midland)	TBD	NSIP	
Utilities	Willenhall - Bentley 132kV Dual OHL Circuit	Central Networks West	TBD	Dismantle existing 132kV OHL and associated towers	Central Networks West	TBD	Central Networks	Dependent on Utility Partner
	Ocker Hill Primary Substation	Central Networks West	TBD	Establish new 132kV cable connection from Ocker Hill Grid Supply Point	Central Networks West	TBD	Central Networks	Dependent on Utility Partner
	Woodside Primary Substation	Central Networks West	TBD	Establish tee connection to Penn - Lye 132kV circuit to support local growth in Merry Hill area and provide demand transfer from Dudley Primary Substation	Central Networks West	TBD	Central Networks	Dependent on Utility Partner
	Willenhall - District Heating, Fibre Network, Water Supply Systems	Walsall MBC	2010/11 - 2025/26	Willenhall AAP proposals for district heating, fibre network and water supply to serve all existing/ proposed developments.	Various options under consideration	TBD	Walsall MBC, Private Sector	Dependent on Options Analysis
	Goscote Sewage Works - Upgrading	Walsall/ Severn Trent Water	2010/11 - 2011/12	New chemical dosing plant, and upgrading of pumping station and sludge treatment plant.	Severn Trent Water	TBD	Private Sector	Planned upgrading of sewage works. Most of the works are permitted development, but planning permission was granted for ancillary infrastructure in 2008 (Walsall MBC application ref: 08/0565/FL).
Ground Risk & Minerals	Willenhall - Land Remediation	Walsall MBC	2010/11 - 2025/26	Need for land remediation to facilitate Willenhall AAP proposals - will involve addressing "legacy" issues and considering potential for mineral safeguarding.	Various options under consideration	TBD	Walsall MBC, Private Sector	Depends on outcome of desk top ground risk/ geotechnical assessment, costs associated with land remediation, stabilisation and "prior extraction" of minerals.
	Mineral Safeguarding	Dudley MBC/ Walsall MBC/ Sandwell MBC/ Wolverhampton CC	To be confirmed	Develop mechanisms for assessing and monitoring non-mineral development proposals falling within the thresholds in Policy MIN1 and proposals affecting mineral related infrastructure identified on the Minerals Key Diagram.	Annual Monitoring Reports/ Development Management Process	Not possible to quantify	Existing Council staff resources	Sufficient staff resources to address mineral-related development management and monitoring requirements.

	Supply of Aggregates - Primary	Walsall MBC/ Neighbouring MPAs/ WMRAWP/ Quarry Operators	Regional aggregates apportionment review - by March 2010	Align MIN2 sand and gravel supply target with regional aggregate apportionment review via engagement with other MPAs, WMRAWP and RPB; bring forward appropriate sand and gravel extraction proposals within the Areas of Search.	Annual Monitoring Reports/ Development Management Process	Not possible to quantify	Existing Council staff resources	Sufficient staff resources to address mineral-related policy, development management and monitoring requirements. Bringing forward of new proposals within the Areas of Search will also depend on resolving outstanding issues concerning current proposal to extend Branton Hill Quarry, and overcoming land ownership constraints affecting the Birch Lane Area of Search.
	Supply of Aggregates - Secondary, Recycled, Alternative Materials	Dudley MBC/ Walsall MBC/ Sandwell MBC/ Wolverhampton CC	To be confirmed	Develop mechanisms for assessing and monitoring on-site recycling of CD&EW, and for regular surveying of aggregate processing/ production facilities in line with MIN2 and WM5.	Annual Monitoring Reports/ Development Management Process	Not possible to quantify	Existing Council staff resources	sufficient staff resources to address mineral-related development management and monitoring requirements. Also depends on the (required) co-operation of industry, and the availability of up to date data on secondary and recycled aggregates production from existing production facilities, planning applications and Environment Agency data for licensed facilities.
	Supply of Etruria Marl to Brickworks	Dudley MBC/ Walsall MBC/ Brick Manufacturers	To be confirmed	Develop mechanisms for monitoring supply of clay to brickworks in line with MIN3; bring forward appropriate Etruria Marl extraction proposals within the Areas of Search.	Annual Monitoring Reports/ Development Management Process	Not possible to quantify	Existing Council staff resources	Sufficient staff resources to address mineral-related development management and monitoring requirements. Bringing forward of new proposals within Areas of Search MA2 - MA5 will depend on overcoming identified constraints, in particular nature conservation issues, flood risk and transport/ access arrangements for hauling material to the brickworks. Also depends also on the (required) co-operation of the brick/tile manufacturers to provide information on consumption and production of clay.
	Willenhall AAP	Walsall MBC	2010/11 - 2025/26	Need for land remediation - will involve considering appropriate management of contaminated soils.	Various options under consideration	To be determined	To be determined	Depends on outcome of desk top ground risk/ geotechnical assessment, costs associated with land remediation and management of contaminated soils.

Waste	Waste Management Targets	Dudley MBC/ Walsall MBC/ Sandwell MBC/ Wolverhampton CC (WPAs and WDAs)/ LNPs	2009/11 - 2025/26	Implement landfill diversion targets and other locally agreed waste management targets.	Annual Monitoring Reports/ Municipal Waste Management Strategies/ Local Area Agreements	Not possible to quantify	Existing Council staff resources	Sufficient staff resources to address waste monitoring requirements.
	Managing Change - Existing Waste Management Capacity and Infrastructure	Dudley MBC/ Walsall MBC/ Sandwell MBC/ Wolverhampton CC (WPAs and WDAs)/ LNPs	2009/11 - 2025/26	Protect existing waste management capacity and manage potential impacts on existing waste management infrastructure in areas of proposed change, in line with WM2.	Annual Monitoring Reports/ Development Management Process/ DPD Preparation Process	Not possible to quantify	Existing Council staff resources; revenue budgets for plan preparation	Sufficient staff resources to address waste monitoring requirements and to respond to/ effectively manage changes affecting waste management infrastructure.
	WP1 Aldridge Quarry, Aldridge	Walsall MBC/ Cemex UK Materials	To be confirmed	Implementation of approved landfill proposal.	Ongoing Discussion with Operator/ Annual Monitoring Reports	Not possible to quantify	Private Sector	Depends on overcoming land ownership issues affecting implementation. This is also likely to impact on future extraction proposals within Area of Search MA1.
	WP2 Former Gulf Oil Depot, Smethwick	Sandwell MBC/ EMR	To be confirmed	Bring forward waste management proposal.	Ongoing Discussion with Operator/ Annual Monitoring Reports	Not possible to quantify	Private Sector	Dependent on operator
	WP3 Former Trident Alloys, Bloxwich	Walsall MBC/ JPE Aggregates Ltd	By 2011/12	Bring forward waste management proposal (resource recovery park).	Ongoing Discussion with Operator/ Annual Monitoring Reports	Known but confidential	Private Sector	Depends on operator securing finances/ suitable partners (business case in preparation and operator is optimistic). Proposal will be brought forward in two phases: Phase 1: MRF, Phase 2: CHP.
	WP4 Oak Farm Clay Pit, Kingswinford	Dudley MBC/ Wienerberger	To be confirmed	Bring forward landfill proposal once quarry operations have ceased.	Operator, Development Management Process, Development Strategy DPD	Not possible to quantify	Private Sector	Depends on when the quarry closes - the future of this site and the brickworks it supplies are currently uncertain.
	WP5 Pikehelve Eco Park, Wednesbury	Sandwell MBC/ Partners	To be confirmed	Bring forward waste management proposal (resource recovery park).	Ongoing Discussion with Operator/ Annual Monitoring Reports	Not possible to quantify	Private Sector	Dependent on operator

	WP6 Sandown Quarry, Stubbers Green	Walsall MBC/ Wienerberger/ Veolia	2015/16	Bring forward landfill proposal once quarry operations have ceased.	Ongoing Discussion with Operator/ Development Management Process/ Annual Monitoring Reports	Not possible to quantify	Private Sector	Depends on when the quarry closes - possibility of extension to quarry and increased importation of clay to Sandown Works may extend life to 2016.
	WP7 SITA Transfer Station, Neachells	Wolverhampton CC	To be confirmed	Bring forward proposal to expand/ enhance existing waste transfer facility.	Ongoing Discussion with Operator/ Development Management Process/ Annual Monitoring Reports	Not possible to quantify	Private Sector	Depends on operator and when they want to redevelop existing site and what for (options have been indicated). The market will dictate when this / what happens although the operator indicates any redevelopment wouldn't happen in the short term.
	Dudley Satellite Depot/ Bulking Facility	Dudley MBC	2015/16	Bring forward new satellite depot/ bulking facility.	Waste Disposal Authority (Dudley MBC Waste Care), Municipal Waste Management Strategy, Development Management Process, Development Strategy DPD	Not possible to quantify	Waste Disposal Authority (Dudley MBC Waste Care) and or DEFRA	Depends on identifying a suitable site, and the availability of required funding
	New Dudley HWRC	Dudley MBC	2020/21	Bring forward additional HWRC in northern part of Dudley Borough.	Waste Disposal Authority (Dudley MBC Waste Care), Municipal Waste Management Strategy, Development Management Process, Development Strategy DPD	Not possible to quantify	Waste Disposal Authority (Dudley MBC Waste Care)	Depends on identifying a suitable site, and the availability of required funding
	Replacement Walsall Council Depot	Walsall MBC	2015/16	Bring forward replacement facility to replace existing North Walsall Council Depot.	Tendering and Selection Process/ Development Management Process	Not possible to quantify	Existing Council staff resources (Walsall Council); revenue budgets for plan preparation	Depends on identifying a suitable site, the availability of required funding, and successful tendering and selection process for contract to develop and manage the new depot.
	New Walsall HWRC	Walsall MBC	To be confirmed	Bring forward additional HWRC in Darlaston/ Willenhall area.	Future MWMS review/ Site Allocations and Development Management DPD	Not possible to quantify	Existing Council staff resources (Walsall Council); revenue budgets for plan preparation	Depends on identifying a suitable site, the availability of required funding, and successful tendering and selection process for contract to develop and manage the new HWRC.
	Residual Waste Management Requirements	Dudley MBC/ Walsall MBC/ Sandwell MBC/ Wolverhampton CC	2009/11 - 2025/26	Bring forward waste management infrastructure in accordance with requirements in WM3.	Other DPDs/ MWMS/ Development Management Process/ Annual Monitoring Reports	Not possible to quantify	Existing Council staff resources; revenue budgets for plan preparation; possibly public-private partnerships	Councils have sufficient resources to bring forward other DPDs and MWMS and ability of WDAs and private sector to develop new waste management infrastructure.

Enterprise & Education	Wolverhampton Business Solutions Centre	Wolverhampton Science Park and other 'spokes' in the City.	2010	New City wide business support centre	Wolverhampton University and Inward Investment Partners	0.65 Million	Feasibility Study completed	Private Sector Dependent
	McKean Rd Enterprise Centre, Oldbury	Sandwell MBC	2010 - 2011	New Enterprise Centre that will create 160 new jobs in 66 unit building. SMBC providing land. Privately funded building by Pure Office	Pure Office	2.4 Million	Pure Office	Private Sector Dependent
	Dudley College New / relocation of facilities	Dudley College	2016-2021	Modern Facilities	Dudley College, LSC, Dudley MBC	Unknown	Dudley College, LSC Dudley MBC	Determined through Dudley Policy Framework and Planning Process
	Sandwell College	LSC	Under Construction	New centralised college campus	LSC and AWM	£80 Million	LSC, AWM	Secured
	Stourbridge College additional campus Brierley Hill	Stourbridge College	2011-2012	New additional facilities	Dudley MBC, Stourbridge College	£12 million	Stourbridge College	Secured
	Building Schools for the Future Wolverhampton	Wolverhampton LEA	2010-2014	Rebuild / refurbishment of all schools serving secondary age pupils across the City. Involves 23 locations, of which five new build (Wolverhampton BSF Core Outline Business case, Feb '09)	Local Education Partnership - City Council, Preferred bidder and BSFi	370 Million	BSF, WCC	Currently in procurement process, and working towards financial close April 2010.
	New Academy Schools in Dudley	Dudley Education Authority	2016-2021	Construction of New Academy Schools at Castle Hill, Dudley and Crestwood/Pensnett Schools	Dudley MBC	Unknown	Dudley MBC	Included in the forward plan of the Local Education Authority
	Primary Capital Programme Phase 1(Primary Schools Refurbishment / Redevelopment)	Wolverhampton City Council	2008-11	Refurbish / rebuild seven primary schools (two new build co-located with BSF funded secondary schools)	Wolverhampton City Council	16 Million	DCSF	Funding secured
	Primary Capital Programme Phase 2-5 (Primary Schools Refurbishment / Redevelopment)	Wolverhampton City Council	2011-14	Refurbish / rebuild primary schools	Wolverhampton City Council	TBD	DCSF	Dependant upon delivery of phase 1
	Transforming Learning in Walsall	Education Walsall	by 2014	Refurbish/Rebuild of 6 schools to help improve education in the Borough	BSF, Primary Capital Programme and Walsall Academies	Bid to be submitted in 2010	BSF, Walsall MBC	

	Primary School Tipton Green	Sandwell MBC	2010	Replacement School	Children & Young peoples services	7.5 Million	Sandwell MBC	Commenced
	Primary School Shireland Hall	Sandwell MBC	commences 2010	Replacement School	Children & Young peoples services	7.7 Million	Sandwell MBC	Committed
	Primary School Yew Tree	Sandwell MBC	commences 2010	Teaching Block	Children & Young peoples services	3 Million	Sandwell MBC	Committed
	Dudley Primary Capital Programme	Dudley Education Authority DCSF	2010-2016	Refurbish / rebuild a series of primary schools where needed in Dudley. Modern facilities	DMBC	7 Million	Dudley MBC	Committed and Underway
	South Black Country Innovation Campus	Dudley MBC	2016-2020	Continue Development of South Black Country Innovation Campus	Dudley MBC, Business Link, BCLSC	TBD	Dudley MBC	Works underway to determine scope
Health	Lift Health Centre, Brierley Hill	Dudley MBC	Under Construction	New Health Centre in Brierley Hill	LIFT, Dudley PCT, AWM	24 Million	LIFT, Dudley MBC, AWM	Commenced
	Bilston Leisure Centre	WCC	commences 2010	Modern Facilities to support major regeneration in Bilston	Wolverhampton CC, AWM	15 Million	WCC, AWM	Committed
	New Acute Hospital, Smethwick	Sandwell and West Birmingham NHS Trust	By 2015	Replacing existing acute facilities at Sandwell and City Hospitals	Department of Health / PFI	380 Million	NHS Trust	
	Manor Hospital Walsall	Walsall Hospitals NHS Trust	By 2010	Diagnostic and Treatment Centre. Day care facilities and operating theatres. A new multi-professional education centre and training facilities for the NHS	Walsall Hospitals and Skanska Innisfree Consortium	174 Million	Walsall Hospitals NHS Trust	Committed
	Wolverhampton LIFT	Wolverhampton PCT	by 2016	Major investment in health facilities in the City including 14 new developments. Will involve replacement of existing outdated facilities with provision of three primary & community care centres and three mental health resource centres.	PCT/WCC	60 Million	Wolverhampton PCT, Wolverhampton CC	Committed
	New Cross Hospital Improvements	Wolverhampton PCT	2009-2016	Masterplan for major redevelopment of New Cross Hospital to provide modern facilities.	PCT	220 Million	Wolverhampton PCT	Committed
	Multi-agency services access - Children, Young People & Families	Wolverhampton CC	By September 2011	Thirteen (13) schemes of various sizes focussed on providing new, local access to targeted services for children, young people and families. Will involve co-location of multi-agency services alongside existing services e.g housing, social care, children's centres and education. To be delivered in association with, and to complement, the BSF and PCP programmes.	WCC	7 Million	X-government Co-location funding grant	BSF and PCP programmes

Environment	Walsall Arboretum	Walsall MBC	By 2012	New Visitor Centre, bandstand, terrace and boathouse to be restored, refurbished tennis courts and bowling facilities, new young people area and improved entrance.	Walsall MB C	7 Million	Lottery/WMBC	Funding secured
	Improvements to Dartmouth Park, West Bromwich	Sandwell MBC	2009 - 2012	Major investment in West Bromwich premier park to improve its infrastructure / facilities / landscape / security and provide a new pavillion	SMBC	6.4 Million	Lottery / SMBC	Funding secured
	Oxley Neighbourhood Park	Stafford Road, Wolverhampton	2009-16	New neighbourhood park in deficient area in Stafford Rd Regeneration Corridor, to include football and cricket playing fields, changing rooms, multi-use games area and children's play facilities.	Developer	3.5 Million	Developer funding	Forms part of mixed use development of former Goodyear factory
	Ward Street Masterplan Environmental Improvements	Ettingshall, Wolverhampton	2009-16	New neighbourhood park including multi-use games area and children's play area to serve new housing and Ettingshall Village in Bilston Regeneration Corridor. To provide 7ha of open space including enhanced wildlife corridor.	WCC / Developer	1.5 Million	Developer funding	Forms part of residential development.
	East Park refurbishment	East Park, Wolverhampton	2012	Refurbishment of Wolverhampton's largest park at key location in Bilston Regeneration Corridor. Formal Victorian Park of 20ha. Scheme involves refurbishment of Clock Tower, lake and bandstand with improved sports facilities.	WCC	3 Million	Lottery funding bid submitted. Secured s106 funding.	Success of Lottery funding bid.
	Moseley Neighbourhood Park, Stow Lawn	2 1/2 miles north of Bilston, Wolverhampton	2012	Creation of Neighbourhood Park to include improvements to Grapes Pool for local recreation and nature conservation. Perimeter paths, children's play area, multi-use games area and new football pitch.	WCC	0.75 Million	Wolverhampton CC	Secured pathfinder and s106 funding.
	Broad Street basin and associated City Centre canal enhancement	Wolverhampton City Council	2011	Creation of Pocket park to serve residents and students living in the City Centre. Includes new lighting, paths and towpath improvements	WCC	0.55 Million	Wolverhampton CC	Secured s106 funding and potential need for external funding to make up any shortfall.
	Wolverhampton making it Happen	Wolverhampton CC	2009-11	Measures to improve key gateways and routes in the City	WCC	0.376 Million	Wolverhampton CC	Funding secured
	Haden Hill Leisure Centre	Sandwell MBC	2010	Sports provision enhancements	Leisure Trust, Children and young person SMBC	.7 million	Sandwell MBC	Funding secured
	Greets Green New Deal	Sandwell MBC	2010	Comprehensive economic, social and physical improvements	Sandwell MBC, New Deal, Sport England	50 Million	Sandwell MBC	Funding secured

APPENDIX B - Evidence Base

A Black Country **Viability Study** was commissioned to analyze the deliverability of 25 sites, which represent a sample of the potential development sites within the Joint Core Strategy. The study has evidenced that in both the current market climate, and an intermediate market, that sites throughout the Black Country are viable. However, there remain a number of sites where public sector intervention is likely to be required in the foreseeable future. Viability is discussed in detail in Chapter 4.

An **Infrastructure Study** was commissioned for the Black Country as part of the evidence base for the deliverability of the Core Strategy. A series of technical notes, reports on whether agents are suitably resourced to deliver the strategy and identifies impediments to delivery. Topics include Transport, Utilities, Ground Risk and Minerals Extraction, Waste, Social Infrastructure, Physical Environment, Flood Risk, Climate Change and Local Air Quality. This information is collated by regeneration corridor and centre and is available in the Infrastructure Study. **Infrastructure Workshops** were held in each Local Authority area, as well as a sub-regional workshop to ensure that partners were consulted and key issues identified.

Accessibility Planning work, using Accession software, has underpinned the density and locational standards in Policy HOU2, Housing Density and Type and complements Housing Market Assessments. The work brings together the aims of national and local transport and land use planning strategy in order to promote social inclusion, health, the economy and environment. It does so by seeking to ensure that basic facilities are accessible by means other than the private car to all sectors of the population. In line with Government guidance and the West Midlands Local Transport Plan, it examines access by walking and public transport to four main service areas. These are education (primary and secondary schools), health (doctors' surgeries), fresh food (shopping centres and large supermarkets) and employment (strategic centres and main employment areas). It then identifies the most suitable areas for different types and densities of housing based on their accessibility by walking and public transport to all of these basic services.

The four Black Country Local Authorities have existing Community Strategies in place and are working on developing them into **Sustainable Community Strategies**. The Core Strategy has been prepared in conjunction with these Strategies and a table setting out how the spatial objectives and the Sustainable Community Strategies are aligned can be found in Appendix 1 of the Core Strategy.

The Environment Agency has produced a **West Midlands Water Resources Strategy**, which aims to inform planning policy at regional, sub-regional and local levels. It looks at the availability of water in the region and assesses future demand using different scenarios; an increase in population in the region could increase demand by 40 per cent. It acknowledges that future development in the West Midlands should recognise the limited availability of water and incorporate efficiency measures and Sustainable Urban Drainage systems at the planning stage. Furthermore, partnership working between local planning authorities and the Environment Agency is encouraged to ensure that development is sustainable, both in terms of water demand, water abstraction, treatment and supply and water disposal. A brief is being issued to undertake a Sustainable Urban Drainage work for the Black Country as a part of our Growth Point work.

A **Strategic Flood Risk Assessment** for the Black Country was carried out in February 2008, which provides the building blocks upon which Council's planning and development control decisions should be made. The sub-region is broken down into high, medium and low probability of flooding and the assessment identifies that a reasonable number of properties are at risk of flooding from river flooding, localised run off and sewer flooding. Moreover, it identifies flooding in relation to potential development areas within the Black Country and advocates steering development away from areas affected by flooding in accordance with the PPS 25 sequential test.

It recommends that supplementary planning documents are produced to build upon emerging planning policy to ensure that conditions on planning consents can be imposed consistently at the planning application stage, which is essential to achieve future sustainability in the Black Country with respect to flood risk management.

The SFRA also identified parts of Walsall Town Centre as having a 1 in 5 year probability of flooding. Following discussions with The Environment, Walsall Council has commissioned a Level 2 SFRA to provide an overall flood risk assessment of the flooding issues in the town centre and advise on the implications for possible future regeneration of the area and any mitigation measures that could be taken to reduce or remove the risk of flooding.

The Black Country undertook a combined Phase I **Water Cycle Study (WCS) and Scoping Level Surface Water Management Plan** (SWMP), which have provided an important input into the Core Strategy. They inform sub-regional strategic planning by providing evidence that environmental capacity will not be breached, and the necessary infrastructure is identified and planned for in the optimal way.

A wide range of studies have been undertaken to inform the evidence base and policy formulation for waste for both the RSS Phase 2 Revision and the Core Strategy. Key studies of relevance include:

- A Regional Waste Strategy, as outlined in the Waste Background Paper (2007) to the RSS, which outlines 10 priority issues to be addressed by the strategy;
- A Study into Future Landfill Capacity in the West Midlands (2007);
- West Midlands Waste Facilities – Future Capacity Requirements (2004), which identified that all 4 boroughs require increased capacity to deal with waste disposal; and
- Waste – A Resource for Business (2008) identified particular capacity gaps that the CORE STRATEGY needed to address.

The four Black Country leaders signed the Black Country Joint Memorandum of Understanding on Waste Management on 9th July 2008.

The RSS and Joint Core Strategy place much emphasis on **Environmental/Green Infrastructure**, The concept recognises that environmental transformation can generate economic growth and attract people to live, work and invest in the Black Country.

EIG Programme for the Black Country is being prepared in two interlinked phases. **EI Phase 1** was produced by the Black Country Authorities in June 2009 and sets the strategic foundations for the EIG and establishes 'hooks' on which more detailed work will be delivered through Phase 2. Phase 1 established functions, sets strategic priorities and provides strategic guidance for policy formulation in the Black Country Core Strategy.

EI Phase 2 will add detail to and apply the principles of Phase 1, defining and prioritising strategic environmental infrastructure improvements across the whole of the Black Country, but also providing a detailed assessment of environmental transformation needs in each Strategic Centre and Regeneration Corridor (as defined in the Joint Core Strategy) up to 2026. Consequently, Phase 2 will provide evidence to support site-specific environmental transformation through Local Development Documents, including such as Site Allocations Documents and Area Action Plans.

The West Midlands **Health and Well-being** Strategy aims to maintain, improve and protect the health and well-being of people in the West Midlands region and to reduce health inequalities by 2020 and emphasises the importance of planning environments so that people can enhance their health, well-being and lifestyle choices. The strategy drives and influences the delivery of health improvements across the West Midlands, by linking with other regional strategies, such as the RSS and RES.

The Black Country **Sports Facilities** Strategy (2008) considers a future leisure facility network that is better able to meet the regeneration needs of the Black Country population and to achieve increased participation. It is integrated with the West Midlands Regional Sports Facilities Framework and informs local authorities' sports facilities strategies to foster unique integration between the boroughs.

Developing co-ordinated and targeted responses to how we tackle the barriers faced by the Black Country in relation to employment and skills is a clear imperative. With this end in mind, Black Country partners have worked to develop a **Framework for Worklessness**. Supported by a high level protocol and an operational memorandum of understanding, the framework will ensure that partners are working towards clearly identified priorities.

The Black Country **Enterprise Action Plan** - produced in September 2007 after extensive consultation across the four Black Country Boroughs, Local Strategic Partnerships, Chamber of Commerce and Learning and Skills Council - forms the basis upon which business support interventions are being configured using a pan Black Country approach. This approach identifies which of the 30 products and services will impact most upon Black Country companies, and seeks to align a range of resources behind delivering additionality to the simplified Business Support offer. A Pan Black Country Business Support plan has been agreed by key stakeholders, and is being taken forward through the "Sub Regional Alignment Group".

The **West Midlands Regional Cultural Strategy** is an agreed set of priorities for cultural, sporting and creative development in the region. It establishes a clear framework, which encourages collaboration between culture, leisure and regional partner organisations across the region, and ensures that the sector is contributing fully to the economic, social and environmental development of the region.

The **Strategic Housing Land Availability Assessments (SHLAA's)** have confirmed that there are sufficient deliverable sites to achieve the housing growth required in the short term, whilst an adequate supply of housing sites exists to provide the longer-term needs proposed by the Core Strategy, and these will come forward for development subject to investment in infrastructure and other works as detailed earlier.

The **Sub-regional Brownfield Land Strategy** will be an accurate database of brownfield land, which supports the Joint Core Strategy, identifies key sites for housing and employment land and the issues which need to be addressed to bring them forward, and the specific interventions by the key partners that are proposed in order to accelerate the pace at which brownfield land can be brought into beneficial use.

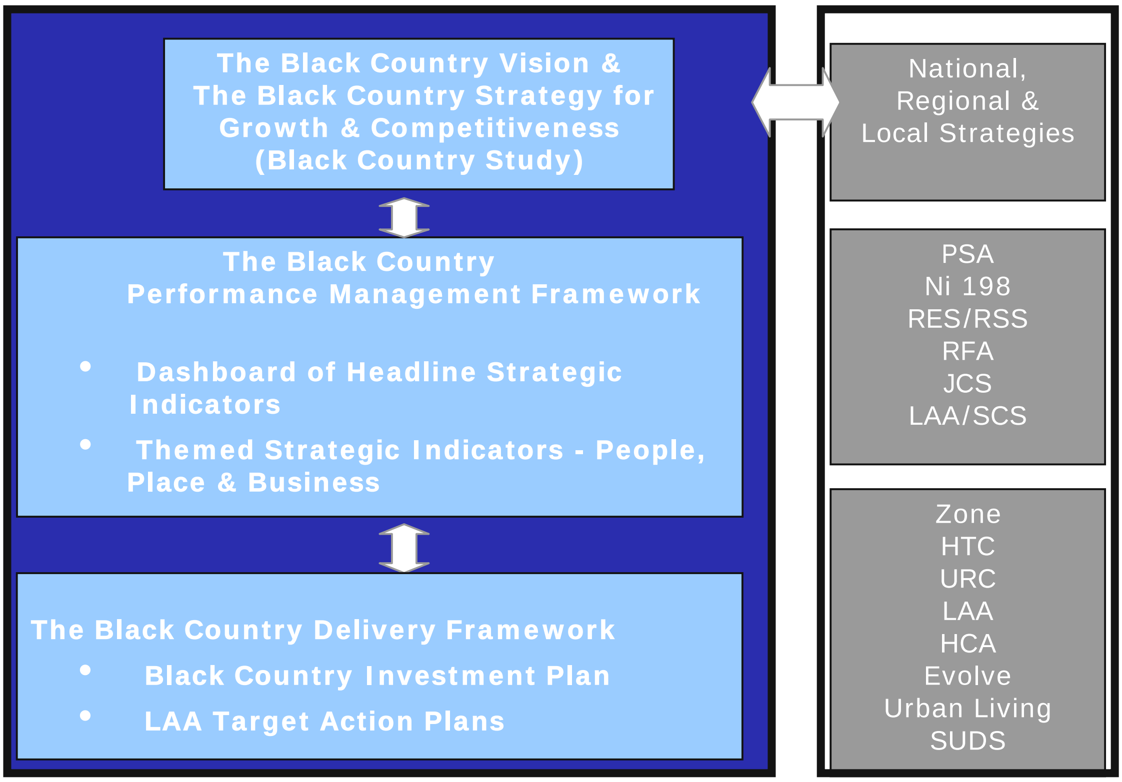
Preparation of a **Black Country Investment Plan** is currently underway. It will provide the sub-region with a collective investment strategy highlighting opportunities for improved project delivery and aligning the maximum funding possible behind the regeneration priorities of the sub-region. The investment plan will set out the opportunities and describe the mechanisms and methodologies through which co-ordinated and strategically aligned investment can be delivered.

APPENDIX C - A Performance Management Framework for the Black Country Strategy for Growth and Competitiveness

Introduction

- The Black Country Vision and the '**Black Country Strategy** for Growth and Competitiveness' incorporating the Black Country Economic Strategy sets out the path to reducing our £4.2bn output gap.
- The **Black Country Performance Management Framework** (PMF) was developed in order to understand the collective impact of our actions in achieving our Black Country aspirations.
- Work is ongoing in the development of a Black Country **Investment Plan** (BCIP). The PMF has been embedded within the BCIP which will enable us to see how projects being delivered in the Black Country are contributing towards the successful delivery of the Black Country Strategy.

Diagram 1. The Framework Structure



How the Framework was Created?

The objectives, outcomes and drivers of the Black Country Strategy for Growth and Competitiveness set the strategic context for the framework. The process began in January 2008 and involved various stages:

(1) **Selecting the Set of Priority Black Country Indicators**

- An extensive **review** of all national (National Indicators Set), regional (RES/RSS), sub-regional (JCS) and local monitoring (LAA/SCS) frameworks was undertaken to identify indicators that were in line with the aspirations of the Black Country Strategy in order to ensure alignment where possible.
- Throughout the process of developing this framework the Black Country Delivery group (28th January 2008; 15th September 2008) and the Black Country Heads of Regeneration (17th November 2008) have been regularly **consulted** and have approved the work being developed. As have the Black Country Consortium Board (12th June 2008) and Black Country Chief Executives (5th December 2008). Discussions with GOWM and consultation with the Black Country LSP Directors has also taken place.
- The final set of **24 indicators** that have been selected are displayed in Table 1. These indicators are felt to be those **most appropriate in measuring achievement of the Black Country Strategy.**
- The performance of the Black Country in terms of the wider set of 198 national indicators will also be taken into account.
- This work will be the basis upon which we will look to develop a co-ordinated and integrated framework for transformational change aligning strategy, delivery and evidence locally, sub-regional and regionally.
- In order for this framework to be successful it is critical that all Black Country Consortium partners have **joint-ownership with appropriate accountability and responsibility.**

(2) **LAA Alignment**

- ***Gaps*** - The current LAA priority indicators were mapped against the 24 key Black Country indicators. This analysis highlighted the **large number of gaps** in delivering the Black Country Strategy, in particular relating to land transformation and would suggest the need to explore alternative vehicles and the contribution they could make, for example, **MAA's.**

- ***Scale*** - A review of the target's set by LAA's on selected priority indicators, for example NI 165 (NVQ Level 4) was also undertaken. This highlighted that achievement of current LAA Targets **will not have a significant impact on the challenges** that the Black Country faces.

Moving Forward Towards Alignment - Recommendations

- The creation of the Black Country Performance Management Framework has been steered by Black Country Chief Executives and Consortium Stakeholders. However in order to achieve joint-ownership with appropriate accountability and responsibility it is felt appropriate for ABCA to consider providing a clear steer on ensuring that this framework becomes an integral part of local and sub-regional working.

Table 1. Our Measure of Success – The Black Country Performance Management Framework

By 2033 We Will Have Achieved the 4 Black Country Vision Objectives:			
In the Black Country by 2033 we will have:	**How will we measure this?**	**What will success look like?**	**Where are we now (2008)?**
❑ Grown our population and reversed net outward migration to environs	P1. Mid Year Population estimates	Total resident population of 1.2 million people	1.08m people
❑ Raised Incomes	O2. Average resident wages per head	Wages = UK	89%
❑ Achieved a better population balance	O1. % population in A/B social grade	People of social grade AB's comprising 22% of population	15%
❑ Transformed the Environment	E2. Overall satisfaction with local area	67% Residence satisfaction X% Business perspective	75% Residence satisfaction
By 2033 We Will Have Achieved Our 2 Primary Outcomes:			
1. Regenerated our Economy			
❑ No output gap	E1. Output gap - GVA per head in BC compared to Eng.	No output gap	-£4.2bn
❑ Raised the number of local jobs	B1. No of local Jobs	+94k net jobs	456k
❑ Increased the total employment rate	SB1. Overall employment rate	80%	69%
❑ Increased % of knowledge workers	B2. Residents employed in knowledge worker occupations	44%	34%
❑ Raised the VAT registration rate	B3. VAT registration rate	35 per 10,000 population	24 per 10,000 pop.
❑ Increased the % of businesses showing growth	B4. Businesses showing growth		13%
❑ Reduced the % of people classed as workless	P2. Level of Worklessness	12%	16%
❑ Increased visitors to the area	PL7. Visitors to the area	A leading UK visitor destination	2.8m
2. Sustainable Environmental Transformation			
❑ Increased the hectares of local nature reserves	E3. % population living within 300m of natural open greenspace		5,411 ha
❑ A sustainable environment – reduced CO^2 emissions	E4. Climate change – CO2 emissions	44% reduction	6.4 ton per capita

By 2033 We Will Have Achieved Our 2 Economic Drivers:			
In the Black Country by 2033 we will have:	**How will we measure this?**	**What will success look like?**	**Where are we now?**
1. Raised Education & Skills			
❑ Reduced the number of people with no qualifications	P3. % Working Age pop with no qualifications	13%, -73k people	24%
❑ Increased the number of people with degrees	P4. % Working Age pop with NVQ level 4	28%, +71k people	17%
❑ Increased the number of pupils achieving 5+ A*-C GCSE's including Eng. & Maths	SP1. % pupils achieving 5+ A* to C (incl Eng & Maths)	47.6%	40%
❑ Reduced the number of 16-18 year olds not in education, employment or training (NEET)	SP2. Year 11 Destinations inc. NEET	7.9%	No NEET's
2. Transformed our Environment Infrastructure			
❑ Increased net new homes	PL1. Net additional homes provided	+61,200 net new homes (95% on previously developed land)	466,100 BC dwellings
❑ High quality housing sites	PL2. Supply of ready to develop housing sites on poor quality employment land	+37,000 new homes in model sustainable communities on 1,000 ha of redundant employment land in regeneration corridors close to pt routes and canal networks	
❑ High quality employment land	PL3. Supply of high quality employment land in regeneration corridors by B1b, B1c, B2 and B8	Create/transform 1,00 ha employment land to high quality	400 ha
❑ New office floor space in strategic centres	PL4. Creation of new office floor space (B1a) in strategic centres	+ 880,000 sqm – 220,000 sqm in each strategic centre (2006-2026)	
❑ New retail floor space in strategic centres	PL5. Creation of new retail floor space in strategic centres	+350,000 sqm – W'ton +100,000 sqm; Brierley Hill +95,000 sqm; Walsall +85,000 sqm & West Brom. +65,000 sqm (2006-2026)	
❑ Available land	PL6.Previously developed land that has been vacant or derelict for more than 5 years		

Indicator by Theme

People:

P1. Population
P2. Level of Worklessness
P3. % Working Age pop with no qualifications
P4. % Working Age pop with degrees

Business:

B1. No of local Jobs
B2. Residents employed in knowledge worker occupations
B3. VAT registration rate
B4. Businesses showing growth

Place:

PL1. Net additional homes provided
PL2. Supply of ready to develop housing sites
PL3. Supply of high quality employment land in regeneration corridors by B1b, B1c, B2 and B8
PL4. Creation of new office floor space (B1a) in strategic centres
PL5. Creation of new retail floor space in strategic centres
PL6. Previously developed land that has been vacant or derelict for more than 5 years
PL7. Visitors to the area

Excellence:

E1. Output Gap
E2. Overall satisfaction with local area
E3. % population living within 300m of natural open greenspace
E4. Climate change – CO2 emissions

Outcome:

O1. % population in A/B social grade
O2. Average resident wages

Supplementary:

SP1. % pupils achieving 5+ A* to C (incl Eng & Maths)
SP2. Year 11 Destinations inc. NEET
SB1. Overall employment rate

Methodology – Strategy Relation; Source; LAA Alignment

Indicator Reference:	Strategy Relation:	Indicator:	Source:	When Available:	LAA Alignment
P1	BC 1	• Mid Population estimates	ONS	Annual in Sept.	
P2	RES NI 152 RSS	• Worklessness • Working age people on out of work benefits • Changes in the % of the population who are economically active in different parts of the Region			Dudley, Sandwell & Walsall
P3	NI 161 NI 162	• Learners achieving a Level 1 qualification in literacy PSA 2 • Learners achieving an Entry level 3 qualification in numeracy PSA 2	APS	Annual in August	Sandwell
P4	NI 165	• Working age population qualified to at least Level 4 or higher	APS	Annual in August	Dudley & W'ton
B1	BC 2 RSS	• No of local jobs • Changes in the number of jobs in different parts of the Region over time	ABI	Annual In Dec	
B2	RES	• Percentage of people employed in knowledge based occupations in the private sector who have qualifications at level 4 or above			
B3	NI 171 RES	• VAT registration rate • New VAT registrations per 10,000 population	BERR	Annual in Dec	Dudley, Sandwell & W'ton
B4	NI 172	• VAT registered businesses in the area showing growth	BERR DSO	Annual in Dec	Walsall
PL1	NI 154 JCS RSS	• Net additional homes provided • Growth points • Pattern of housing development across the region	CLG/AMR	Annual in April	All
PL2	NI 159/JCS	• Supply of ready to develop housing sites			Dudley
PL3	BC 3	• Supply of high quality employment land in regeneration corridors by		Annual in December	

Indicator Reference:	Strategy Relation:	Indicator:	Source:	When Available:	LAA Alignment
	JCS 86	B2 and B8 • Total emp land available			
PL4	BC 4	• Creation of new office floor space (B1A) in strategic centres			
PL5	BC 5	• Creation of new retail floor space in strategic centres			
PL6	NI 170	• Previously developed land that has been vacant or derelict for more than 5 years			Sandwell

Indicator Reference:	Strategy Relation:	Indicator:	Source:	When Available:	LAA Alignment
PL7	RES	• Visitors from outside the UK staying overnight in WM County			
E1	BC 6 RES RES	• BC Output gap • GVA per head • GVA per employee	ONS	Annual in Dec	
E2	NI 5 RSS RES	• Overall satisfaction with local area • Percentage of residents satisfied with living in their local community • Business Perceptions indicator	Place Survey AWM Survey	Annual in May	Sandwell, Walsall & W'ton
E3	BC 7/JCS	• % population living within 300m of natural open greenspace	Natural England?		
E4	NI 186 RES	• Per capita reduction in CO2 emissions in the LA area • CO2 emissions per £10k GVA/ Carbon dioxide emissions (KG carbon per resident)			Dudley, Sandwell & Walsall
O1	BC 8 /RES	• % A/B population/knowledge workers	ABI	Annual in Dec	
O2	BC 9	• Average resident wages	ASHE	Annual in Oct	
SP1	NI 75	• Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths	DCSF DSO/LEA's	Annual in August	All

	NI 78	(Threshold) • Achievement of 5 or more A*-C grades at GCSE or equivalent including English and Maths (Floor)			
SP2	BC 10 NI 117	• Year 11 Destinations • 16 to 18 year olds who are NEET	Connexions	Annual in April	Sandwell, Walsall & W'ton
SB1	NI 151	• Overall employment rate PSA 8	APS	Annual in August	W'ton

APPENDIX D - Centres and Corridors Delivery Summaries

Brierley Hill Strategic Centre

Targets:

Housing

By 2026 Brierley Hill will be home to an estimated 2,900 dwellings. Of these 2300 will come forward between now and 2016 and the remaining 600 dwellings will come forward between 2016 and 2026.

Retail

By 2026 there will be 95,000 sq meters of comparison retail development (65,000 sqm by 2016 and 30,000 sqm by 2026).

In addition there will be 7,700 sqm of convenience retail development (4,600 sqm by 2016 and 3,100 sqm by 2026).

Office

By 2026 there will be 220,000 sqm of office development in the strategic centre.

Delivery:

What Mechanisms and Partners are in Place

The area is covered by the Brierley Hill Area Action Plan which is due for adoption in 2010/2011.

There are a number of key partners working in the centre, including Advantage West Midlands (it is an investment impact location in the RFA), Dudley New Heritage Regeneration Company, and Westfield (a key landowner and private sector development partner). Total secured investment for the Centre is £17m from AWM and £12m from Stourbridge College. It has been estimated that Brierley Hill is the 19th biggest regeneration project in the UK and could lead to £1.5bn worth of investment in the coming years.

Priorities

- Delivering the vision for Brierley Hill is ongoing with the completion of the £27m Brierley Hill Sustainable Access Network and the construction of the new LIFT centre well underway. Additional Priorities are below:
- Stourbridge College Brierley Hill Campus – Funded and completion anticipated by 2011- 2012.
- Daniels Wharf – Planning Permission is secured and work is ongoing to address a £2m funding gap.
- North Eastern gateway onto High Street – Site purchases are underway to create opportunity for private sector scheme.
- Work with Westfield to bring forward additional space at Merry Hill and Waterfront – Private Sector Partner on board to bring forward additional office space, and retail and leisure development.

- High Street Public Realm Works – Outline funding application endorsed by AWM.
- Moor Centre – Private sector partner on board to deliver retail, leisure and housing in a redevelopment scheme on the High Street.

Infrastructure Requirements

The following infrastructure projects are noted as a priority for the delivery of the Centre. Additional detail on funding partner's costs and timescale can be found in the infrastructure delivery chart.

- Rapid Transit Extension to Brierley Hill –Westfield have committed £36.5m private sector contribution (RFA designation and in ADZ Bid). Alternative Rapid Transit Scheme set out in detail in Brierley Hill AAP.
- Bus Infrastructure Improvements – Will be financed largely through private sector contributions.
- Primary Thoroughfare PT7 'Central Boulevard' – Improved connectivity within the centre forms part of the RSS Pre-Conditions. Will be delivered through private sector contributions.
- Public Spaces including Brierley Place and Merry Hill Place – Will be financed largely through private sector contributions
- Wildlife Network – Private sector contributions to be required through planning application process.

West Bromwich Strategic Centre

Targets:

Housing

By 2026 West Bromwich will be home to an estimated 1100 dwellings (these figures are in Regeneration Corridor 12). Over 600 dwelling are current commitments.

Retail

By 2026 there will be 65,000 sq meters of comparison retail development (45,000 sqm by 2021 and an additional 20,000 sqm by 2026).

In addition there will be 4,800 sqm of convenience retail development by 2026.

Office

By 2026 there will be 220,000 sqm of office development in the strategic centre.

Delivery:

What Mechanisms and Partners are in Place

The area is covered by the West Bromwich Area Action Plan which is due for adoption in 2011.

There are a number of key partners working in the centre, including Advantage West Midlands (it is an investment impact location in the RFA), Urban Living, Sandwell PCT and the HCA. Total secured investment for the Centre is £380 million.

Priorities

- All Saints which will provide 12,000 sq ms of office floorspace,
- the new Tesco development providing 38,000 sqm of convenience floorspace,
- The new Sandwell college,
- Partnership with the HCA to deliver 50 new dwellings,
- Eastern Gateway,
- New Queens Square,
- Restoration of Dartmouth Park - £6.3m project with secured funding to revamp the park. Estimated completion 2012.

Infrastructure Requirements

The following infrastructure projects are noted as a priority for the delivery of the Centre. Additional detail on funding partner's costs and timescale can be found in the infrastructure delivery chart.

- A41-Expressway All Saints Way Jn – Secured
- West Bromwich Regeneration Infrastructure Phase 1 - Growth Point Funding Secured
- Junction improvements to M5 J1 – Awaiting Cost estimates
- Sandwell College – Funding Secured
- Dartmouth Park – Funding Secured

Walsall Strategic Centre
Targets:
Housing
By 2026 Walsall will be home to an estimated 450 additional dwellings all of which are current commitments.
Retail
By 2026 there will be an additional 85,000 sq metres of comparison retail development
In addition there will be an additional 8,000 sq metres of convenience retail development.
Office
By 2026 there will be 220,000 sqm of office development in the strategic centre.

Delivery:
What Mechanisms and Partners are in Place
There are a number of key partnerships in place including AWM (the centre is an IIL in the RFA), the Homes and Communities Agency, as well as the private sector.

Total secured investment for the Centre is £374 million.

Priorities
- Walsall Waterfront, has secured Growth Point funding for new housing
- Gigaport will provide employment in a new technology sector, adjacent to the recently completed Walsall Ring Road
- Completion of new Tesco store and redevelopment of the old store, including the Old Square shopping centre and St Mathews Quarter
- Funding has been secured from the Lottery and Growth Point to improve Walsall's Arboretum. This will increase the attractiveness of an important area of open space at a key gateway to the town centre.

Infrastructure Requirements
The following infrastructure projects are noted as a priority for the delivery of the Centre. Additional detail on funding partners' costs and timescale can be found in the infrastructure delivery chart.
- Walsall Town Centre Public Transport Interchange – Set out in RFA
- Junction Improvements to M6 – Awaiting cost estimates
- Walsall to Wolverhampton Rail Service – Part of West Midlands Rail Development Plan
- Stourbridge to Walsall-Lichfield Heavy Line Reinstatement – Subject to Network Rail Business Plan
- Walsall Arboretum – Funding Secured
- Manor Hospital redevelopment – under construction

Wolverhampton Strategic Centre
Targets:
Housing
By 2026 Wolverhampton will be home to an estimated 3020 additional dwellings. Over 2100 dwellings are current commitments and the remaining 1100 will be brought forward between 2016 and 2026.
Retail
By 2026 there will be 100,000 sq meters of comparison retail development (70,000 sqm by 2021 and an additional 30,000 sqm by 2026).
In addition there will be 10,800 sqm of convenience retail development by 2026 (9,400 sqm by 2016 and 1,400 sqm between 2021 and 2026).
Office
By 2026 there will be 220,000 sqm of office development in the strategic centre.

Delivery:

What Mechanisms and Partners are in Place
The area is covered by the Wolverhampton City Centre Area Action Plan which is due for adoption in 2011.

There are a number of key partners working in the centre, including Advantage West Midlands (it is an investment impact location in the RFA), Wolverhampton Development Company, Wolverhampton PCT and the HCA. Total secured investment for the Centre is £53.3M.

Priorities
The priorities for delivering City Centre Regeneration are set out as follows:

- Interchange Phase 1. Planning permission was granted in summer 2009 for Phase 1 involving new bus station, office and retail and refurbished Queens Building with ancillary uses. Development is anticipated to commence in 2010.
- Interchange Phase 2. Large scale mixed use development including new railway station, 7,850sq metres retail, 25,000sq metres office, 8,500sq metres leisure including hotels and car park. Neptune developments appointed development partner. Awaiting planning application anticipated 2010.
- Summer Row, City Centre. New City Centre Retail led mixed use development providing 55,600 sq metres of retail floorspace and 50 residential units. Outline Planning permission granted 2005 and reserved matters secured 2005-08 development anticipated to commence in 2010/11.
- Peel Centre, Stafford Road. Outline planning permissions 2007 and 2008 for reconfiguration of retail park with uplift of 2,499sq metres retail floorspace and 2,550sq metres leisure. Awaiting commencement.

- All Saints. Redevelopment and renewal of under stress low demand housing area Gordon Street / Raby Street / Vicarage Road to provide 100 homes. Site marketed 2009 with commencement phase 1 late 2010.
- Royal Hospital, Cleveland Street, All Saints. Planning application submitted 2002 for residential led mixed use development providing 400 new homes, 405sq metres retail and 6,300 sq metre primary care facilities. Awaiting determination.
- Former Royal Mail site, Horseley Fields, Canalside Quarter. Planning permission granted 2002 for residential led mixed use development providing 153 new units. Development anticipated to commence post 2016.
- Triangle Site, Worcester Street, City Centre. Planning permission granted 2008 for 75 bed new hotel and 90 residential units. Site cleared and awaiting building work to commence. Residential element anticipated to commence post 2016.
- Raglan Street, Chapel Ash. Planning permission granted to Tesco stores 2009 for retail led development anchored by 13,000 sq metre foodstore and further 1,100 sq metre of non-A1 retail and 145 residential units. Development anticipated to commence 2011.
- Low Level Station, Canalside Quarter. Leisure led Mixed Use development providing 2,100sq metres leisure and retail and 208 residential units. 1,050sq metres leisure / retail and 88 residential units completed, with 120 residential units under construction.
- Springfield Brewery, Canalside Quarter. Residential led mixed use development providing 336 units, 4,000sq metres office, 200 sq metres leisure and 1,726sq metres of retail space. Outline Planning permission granted 2005, reserved matters granted 2008. Development commenced.

<u>Infrastructure Requirements</u>

The following infrastructure projects are noted as a priority for the delivery of the City Centre. Additional detail on funding partners costs and timescale can be found in the infrastructure delivery chart.

- Wolverhampton Interchange – Funding Secured
- Metro line 1 improvements and Wolverhampton City Centre Extension – Funding through RFA Programme entry and 3rd Party contributions.
- Walsall to Wolverhampton Rail Service – Part of West Midlands Rail Development Plan
- Building Schools for the Future Wolverhampton – Funding Secured
- Wolverhampton LIFT & New Cross Improvements – Funding Secured
- Broad Street Basin and City Centre Canal Enhancement – Funding Secured

RC1 – Pendeford – Fordhouses
Wolverhampton

Housing.
There are no housing targets for this Corridor.

Employment Land
There is currently approximately 61 ha of existing employment land and 10 ha of development opportunities. This corridor will retain 20 ha of strategic high quality employment land. There are 41 ha of potential high quality employment land that need to come forward by 2026, resulting in 70 ha of gross employment land in this corridor by 2026. Finally, there are approximately 34 ha of employment land (of the potential High Quality land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 10 ha of development opportunities (4 by 2016 and an additional 6 by 2026)
- Develop 41 ha of employment land to high quality - Including the redevelopment of 34 ha.

What Mechanisms and Partners are in Place
The area is covered by the Stafford Road Area Action Plan which is due for adoption in 2011.

There are a number of key partners working in this corridor, including Advantage West Midlands and the Wolverhampton Development Company.

Priority Actions (2009-2016)
- Improvements to J2 of the M54, and Vine Island Wobaston Road – Identified as a Regional Priority through RFA
- I-54 – 6000 new jobs, 96 ha HQ employment land. Outline planning permission is secured and remediation and initial infrastructure is completed.
- Wolverhampton Business Park – Outline planning permission grated for office led 12ha Business park. 5 ha of land remaining anticipated 40,000 sqm floorspace
- Antar Phase 4 – Outline planning permission for high quality B1, B2 and B8 development granted for 4.6ha
- Treetops – Planning application submitted for outline planning permission for 4995sqm of B1 office development and a 60 bed hotel. Awaiting determination
- Citygate Park – Planning permission granted in 2009 for B1(b) (c), B2 and B8 development and 62 bed hotel.

- Wolverhampton Science Park – bring forward additional development opportunities for this site.

Infrastructure Capacity

- Fluvial Flooding and Floodplains -Two Zone 3a flood risk areas, also one Zone 2 flood risk area crossing the boundary of RC1. Does not prevent delivery, but it will need consideration when development proposals are evaluated.
- Source Protection - The entire area of RC1 is covered by a source protection zone. Does not prevent delivery, but it should be considered during appraisal of development proposals.
- Geotechnical Aspects - Contains an area of Made Ground over 2m. Indicates potential contamination which may affect viability.
- Nitrate Vulnerability- RC1 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.

RC2 – Stafford Road
Wolverhampton

Housing.
Total estimated housing capacity for this corridor is 1645 dwellings of which 770 are current commitments. The remaining 875 dwellings will come forward between 2016 and 2026 on 25 ha of surplus employment land.

Employment Land
There is currently approximately 127 ha of existing employment land and 11 ha of development opportunities. This corridor will retain 25 ha of strategic high quality employment land. There are 37 ha of potential high quality employment land that need to come forward by 2026, and 21 ha of retained local employment land resulting in 94 ha of gross employment land in this corridor by 2026. Finally, there are approximately 12 ha of employment land (8ha of potential high quality land and 4 of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 25 ha of surplus employment land for housing (medium to long term)
- Bring forward 11 ha of development opportunities (5ha by 2016 and an additional 6 ha by 2016)
- Develop 37 ha of employment land to high quality - Including the redevelopment of 8 ha
- Redevelop 4 ha of local employment land

What Mechanisms and Partners are in Place
The area is covered by the Stafford Road Area Action Plan which is due for adoption in 2011.

There are a number of key partners working in this corridor, including Advantage West Midlands (developing I-54), Evolve, Building Schools for the Future, Wolverhampton University, HCA and the Wolverhampton Development Company.

Priority Actions (2009-2016)
- Dunstall Hill and Wulfrun Trading estates brought up to high quality employment land
- Bring forward the 11 ha of development opportunities at Wolverhampton Science Park in a phased manner
- Goodyear site - Outline Planning Permission granted 2004/05 for over 500 houses and a new neighbourhood centre.

- Stratosphere, Wolverhampton Science Park - Planning permission granted 2008 for 2,700 sq metres offices in high quality employment land location. Awaiting determination.
- Wolverhampton Science Park - Remaining phases of Wolverhampton Science Park 2.5ha high quality employment land, awaiting planning applications.
- Tap Works, Showell Road - Bromford Housing Association Eco-Homes development. 105 units awaiting planning application on surplus employment land. Application for Housing Grant submitted.
- Begin planning for Urban Village at Bluebird and Fallings Park Industrial Estates
- Improvements to J2 of the M54, and Vine Island Wobaston Road – Identified as a Regional Priority through RFA

Infrastructure Capacity

- Water Quality and Treatment – The site drains to Barnhurst works with approval for treating an additional 67,900 dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - The corridor contains areas of Flood zone 2 (1in100 to 1in1000 annual probability of flooding / flood zone 3 (1:100 or less). Development should be avoided on the floodplain
- Source Protection - RC2 is partially covered (approx 50%) by a source protection zone. This may preclude use of some SUDS solutions and restrict some development.
- Geotechnical Aspects - Contains Made Ground over 2m. Made ground suggests potential for contamination. Contains an area of Worked Ground.
- Nitrate Vulnerability - RC2 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.

RC3 – South of Wolverhampton City Centre
Wolverhampton

Housing.
Total estimated housing capacity for this corridor is 565 dwellings. There are no current commitments. All 565 dwellings will come forward between 2016 and 2026 on 15 ha of surplus employment land.
Employment Land
There is currently approximately 40 ha of existing employment land. The corridor will retain 26 ha of local employment land resulting in 26 ha of gross employment land in this corridor by 2026. Finally, there are approximately 5 ha of local employment land that will need to be redeveloped in order to provide new employment space to meet future demand.
Gap

- Bring forward 15 ha of surplus employment land for housing (medium to long term)
- Redevelop 5 ha of local employment land

What Mechanisms and Partners are in Place
The area is covered by the Wolverhampton City Centre Area Action Plan which is due for adoption in 2011.

There are a number of key partners working in this corridor, including Advantage West Midlands, the HCA and the All Saints and Blakenhall Community Development NDC and Building Schools for the Future programme.

Priority Actions (2009-2016)

- Blakenhall Gardens Regeneration Project- Redevelopment of former Council high rise estate to provide 150 dwellings, new shops open space and community facilities. First phase development anticipated to commence 2010.
- Retention and improvement of Moorfields Quarter Employment Area
- Masterplan new residential led mixed use opportunities on both sides of the Penn Road
- Junction improvements to the Penn Road Island

Infrastructure Capacity

- Water Quality and Treatment - The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Source Protection - RC3 is partially covered (approx 40%) by a source protection zone. This may preclude use of some SUDS solutions and restrict some development

- Geotechnical Aspects - RC 3 has two areas of Made Ground over 2m (approx total 35%) suggesting potential for contamination
- Nitrate Vulnerability - RC3 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - RC3 has two areas with an impact of 4 thus Air quality needs monitoring.

RC4 – Bilston
Wolverhampton

Housing.
By 2026 this Corridor will be home to an estimated 4310 dwellings. Of these, there are currently 2210 dwellings that are committed on 32 ha of employment land and 17 ha of other land. The remaining 2100 dwellings will be delivered on 60 ha of surplus employment land between 2016 and 2026.

Employment Land
There is currently approximately 300 ha of existing employment land and 14 ha of development opportunities. This corridor will retain 52 ha of strategic high quality employment land and 139 ha of local employment land. There are 16 ha of potential high quality employment land that needs to come forward. This will result in 221 ha of gross employment land in this corridor by 2026. Finally, there are approximately 40 ha of employment land (of the retained local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Redevelopment of 60 ha of surplus employment land for housing (Medium Term)
- Bring forward 14 ha of development opportunities (6ha by 2016 and an additional 8 by 2026)
- Develop 16 ha of employment land to high quality
- Redevelop 40 ha of local quality employment land

What Mechanisms and Partners are in Place
The area is covered by the Bilston Corridor Area Action Plan which is due for adoption in 2012.

There are a number of key partners working in this corridor, including Advantage West Midlands (Bilston is an IIL), Building Schools for the Future and the HCA.

Priority Actions (2009-2016)
- Bilston Urban Village - 900 new homes, 40ha HQ employment land. New outline planning application anticipated early 2010. Development partner selected 2009. Anticipated commencement 2010.
- Develop case for new Metro Case to serve Bilston Urban Village
- Cable Street / Steelhouse Lane -Planning permission granted 2007-088 for 365 new homes and local employment land.
- Ward Street Development - Outline Planning permission granted 2004 on 24 ha site, for 520 dwellings, 7ha of high quality open space. Reserved matters application submitted, development anticipated to commence 2010-11.

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Willenhall works with capacity for 18,256 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - 1 flood zone 2 and one flood zone 3a run through the south-east section of RC4 Small proportion of corridor incorporates flood zone and may not be developed,
- Geotechnical Aspects - RC4 is predominantly Made Ground over 2m. Made ground suggests potential for contamination. There is a small Active or Disused Pit or Quarry to the north of RC4. Alluvium deposits run through the SE section of RC4. RC4 has areas of known underground colliery-based mining. RC4 has 2 buried channels. These buried channels may impact on construction activities
- Nitrate Vulnerability - RC 4 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 26 to 28 NO2 ugm-3 Air quality needs monitoring, expected to improve over time.

RC5 – Loxdale-Moxley
Wolverhampton and Walsall

Housing.
There is no housing target for this Corridor, however by 2026 this Corridor will be home to an estimated 860 dwellings, all of which are commitments. The 860 dwellings will be delivered by redeveloping 9 ha of existing housing areas.

Employment Land
There is currently approximately 85 ha of existing employment land and 1 ha of development opportunities. This corridor will retain 7 ha of strategic high quality employment land and 2 ha of local employment land. There are 76 ha of potential high quality employment land that need to come forward. This will result in 85 ha of gross employment land in this corridor by 2026. Finally, there are approximately 19 ha of employment land (15 ha of potential high quality and 2 ha of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 1.4 ha of development opportunities
- Develop 76 ha of employment land to high quality
- Redevelop 19 ha (the majority of which is potential high quality)

What Mechanisms and Partners are in Place
Site Allocations, Development Management DPD and masterplans.

There are a number of key partners working in this corridor, including Walsall Housing Group.

Priority Actions (2009-2016)
- Develop programme to upgrade Loxdale and Moxley employment areas to high quality employment land
- Progress 5 W's Rapid Transit Corridor Route
- Bring forward the allocated dwellings as part of the Moxley Regeneration Framework.

Infrastructure Capacity
- Fluvial Flooding and Floodplains - There is one flood zone 2 and one flood zone 3a running through the top of the RC5. Small proportion of the corridor incorporates flood zone this should not be developed.
- Geotechnical Aspects - Predominantly Made Ground over 2m. Two active or disused pits or quarries in and around RC5. Alluvium deposits run through the

top of RC5. Predominantly made up of an area of known underground colliery-based mining. The Moxley Channel runs through RC5.

- Nitrate Vulnerability - RC5 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 28 to 32 NO_2 ugm-3. There is a local nature reserve situated at the bottom of RC5 which may require protecting. Air quality needs monitoring, expected to improve over time.

RC6 – Darlaston, Willenhall, Wednesfield
Walsall & Wolverhampton

Housing.

By 2026 this Corridor will be home to an estimated 2048 dwellings, 350 of which are current commitments on 10 ha of employment land. The remaining 1698 dwellings will be delivered by redeveloping 48 ha of surplus employment land, 12 ha by 2016 and the remaining 36 ha between 2016 and 2026.

Employment Land

There is currently approximately 336 ha of existing employment land and 58 ha of development opportunities. This corridor will retain 40 ha of strategic high quality employment land and 57 ha of local employment land. There is 184 ha of potential high quality employment land that needs to come forward. This will result in 339 ha of gross employment land in this corridor by 2026. Finally, there are approximately 68 ha of employment land (46 ha of potential high quality and 22 ha of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap

- Redevelopment of 48 ha of surplus employment land for housing (10 ha in the Short Term and 25 ha in the Medium Term)
- Bring forward 58 ha of development opportunities (24ha by 2016 and an additional 34 by 2026)
- Develop 184 ha of employment land to high quality
- Redevelop 68 ha (two thirds of which is potential high quality)

What Mechanisms and Partners are in Place

Site Allocations Documents and Willenhall Area Action Plan.

There are a number of key partners working in this corridor, including Walsall Housing Group, Advantage West Midlands (Darlaston Strategic Development Area is an IIL), Walsall Regeneration Company, HCA (2 National Affordable Housing Programmes), Heritage Lottery (funding Townscape Heritage Initiatives for Willenhall), and DfT .

Priority Actions (2009-2016)

- Progress redevelopment (with key partners AWM and Walsall Regeneration Company and DfT)of Darlaston SDA , including site assembly, remediation and new development to create 22ha of high quality employment land
- Transform Neachells employment (120ha) area to High Quality, including environmental and key access improvements

- M6 J10 Improvements – Study underway to identify potential costs and necessary timing.
- Improve access to Longacres from the Black Country Keyway to upgrade employment land to High Quality (Dependent on private sector funding).
- Progress 5 W's Rapid Transit Corridor Route.
- Progress Bid to reopen rail line, as well as for potential new rail stations at Willenhall and Darlaston.
- Deliver Red Route Improvements (Secured Funding) to improve A454.

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Willenhall with capacity for 18,256 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced
- Fluvial Flooding and Floodplains - Flood zones 2, 3a and 3b run through RC6. A flood defence is located through the flood zones in the east half of RC6. Small proportion of corridor incorporates flood zone and may not developed.
- Geotechnical Aspects - Predominantly Made Ground over 2m suggesting potential for contamination. One small active or disused pit or quarry. An area of Worked Ground is in close proximity to the boundary. Alluvium deposits are present in approx. 10% of RC6 this is a soft material and represents a poor quality material on which to construct. Areas of known underground colliery-based mining. One small area of known underground limestone mining. The Moxley Channel and Proto Tame Channel run through RC6.These glacial till deposits can be varied in nature and make construction more difficult.
- Nitrate Vulnerability - RC6 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 25 to 32 NO2 ugm-3 (increasing from east to west). Air quality needs monitoring, expected to improve over time.

RC7 – Bloxwich, Birchills, Bescot
Walsall

Housing.
Total estimated housing capacity for this corridor is 1645 dwellings of which 630 are current commitments on 18 ha of former employment land. The remaining 1015 dwellings will be delivered on 29 ha of surplus employment land. 26 ha will come forward by 2016 and the remaining 3 ha will come forward between 2016 and 2026.

Employment Land
There is currently approximately 189 ha of existing employment land and 14 ha of development opportunities. This corridor will retain 18 ha of strategic high quality employment land and 114 ha of local employment land. There are 10 ha of potential high quality employment land that needs to come forward by 2026, resulting in 156 ha of gross employment land in this corridor by 2026. Finally, there are approximately 50 ha of employment land (4ha of potential high quality land and 46 of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
Bring forward 29 ha of surplus employment land for housing (medium to long term)
Bring forward 14 ha of development opportunities (6ha by 2016 and an additional 8 ha by 2016)
Develop 10 ha of employment land to high quality - Including the redevelopment of 4 ha
Redevelop 46 ha of local employment land

What Mechanisms and Partners are in Place
The area will be covered by Site allocations DPD and Masterplans.

There are a number of key partners working in this corridor, including Walsall Regeneration Company, HCA, Walsall Housing Group,

Priority Actions (2009-2016)

- Leamore and Green Lane as areas of retained and redeveloped local employment land as well as potential high quality.
- Refurbishment of existing dwellings in Birchills and up to 1000 additional homes in the corridor.
- Introduction of a red route on A34 and A454
- Junction Improvements at M6 J9 and J10 – work is underway to quantify investment and timescales

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Goscott WwTW with capacity for 19,000 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced
- Fluvial Flooding and Floodplains - Flood zones run along the western and southern boundaries of RC7. Flood zones 2 and 3a run through the bottom of RC7.A mapped and managed flood defence runs along the southern boundary of RC7. Small proportion of corridor incorporates flood zone this should not be developed.
- Source Protection - The south-east boundary of RC7 is slightly overlapped by a source protection zone. This may preclude use of some SUDS solutions and restrict some development
- Geotechnical Aspects - RC7 has numerous areas of Made Ground over 2m. There are 3 small Active or Disused Pits or Quarries in RC7 and Alluvium deposits are present in the south and west. RC7 has 2 small areas of known underground colliery-based mining and a small area of known underground limestone mining overlaps the west boundary The Proto Ford Channel runs through RC7.
- Nitrate Vulnerability - RC7 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.

RC8 – Hill Top
Sandwell & Walsall

Housing

Total estimated housing capacity for this corridor is 5472 dwellings of which 1230 are current commitments. The remaining 4242 dwellings will be delivered on 94 ha of surplus employment land and 27 ha of other land. All of this housing will come forward between 2016 and 2026.

Employment Land

There is currently approximately 363 ha of existing employment land and 16 ha of development opportunities. This corridor will retain 113 ha of strategic high quality employment land and 51 ha of local employment land. There is 101 ha of potential high quality employment land that needs to come forward by 2026, resulting in 281 ha of gross employment land in this corridor by 2026. Finally, there are approximately 38 ha of employment land (98% of which is potential high quality land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap

- Bring forward 94 ha of surplus employment land for housing (medium to long term)
- Bring forward 27 ha of other employment land for housing (medium to long term)
- Bring forward 16 ha of development opportunities (7ha by 2016 and an additional 9 ha by 2016)
- Develop 101 ha of employment land to high quality - Including the redevelopment of 38 ha

What Mechanisms and Partners are in Place

Hill Top Master Plan Supplementary Planning Document (2006), and West Bromwich AAP (to be submitted in 2010),

There are a number of key partners working in this corridor, including Hawthorn Fields PFI, EVOLVE Housing Market Renewal, Building Schools for the Future, and Greets Green Partnership.

Priority Actions (2009-2016)

- Progress the 5W's Metro route to widen opportunities to employment
- Pikelve Eco Park has planning consent for a range of facilities – help ensure this acts as a catalyst to attract a cluster of environmental technology businesses.

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Ray Hall, with Capacity for 119,300 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - The corridor contains areas of Flood zones 2, 3a and 3b run through RC8. A managed flood defence runs through the middle of RC8. Small proportion of corridor incorporates flood zone this should not be developed,
- Geotechnical Aspects - Predominantly Made Ground over 2m. Made ground suggests potential for Contamination. One small active or disused pit or quarry in RC8 and another overlapping the boundary. Predominantly made up of areas of known underground colliery-based mining. One small area of known underground limestone mining. The Moxley Channel overlaps the boundary. These glacial till deposits can be varied in nature and make construction more difficult.
- Nitrate Vulnerability - RC8 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted
- Environmental Aspects - Local air quality approx. 31 NO2 ugm-3. Air quality needs monitoring, expected to improve over time.

RC9 – Dudley Port, Tividale, Brades Village
Sandwell

Housing
Total estimated housing capacity for this corridor is 7055 dwellings of which 1072are current commitments on 25 ha of former employment land and 633 are commitments on 19 ha of other land. The remaining 5320 dwellings will be delivered on 131 ha of surplus employment land and 20 ha of other land, all of which will come forward between 2016 and 2026.

Employment Land
There is currently approximately 233 ha of existing employment land and 9 ha of development opportunities. This corridor will retain 86 ha of local employment land resulting in 95 ha of gross employment land in this corridor by 2026. Finally, there are approximately 23 ha of local employment land that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 131 ha of surplus employment land for housing (medium to long term)
- Bring forward 20 ha of other land for housing (medium to long term)
- Redevelop 23 ha of local employment land

What Mechanisms and Partners are in Place
The area will be covered by Tipton Area Action Plan and Site allocation and Planning Obligation DPD's.

There are a number of key partners working in this corridor, including EVOLVE Housing Market Renewal and the HCA.

Priority Actions (2009-2016)
- Completion of major junction improvements at Burnt Tree Island and Owen Street Relief Road

Infrastructure Capacity
- Water Quality and Treatment - The site drains to Ray Hall, with Capacity for 119,300 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced
- Fluvial Flooding and Floodplains - Flood zones 2, 3a and 3b run through RC9 as does a flood defence. Small proportion of corridor incorporates flood zone this should not be developed.
- Geotechnical Aspects - RC9 consists of Made Ground over 2m suggesting potential for Contamination. There are approximately 5 small Active or

Disused Pits or Quarries in and around RC9. There are also 3 small areas of Worked and Made Ground. RC9 is predominantly made up of an area of known underground colliery-based mining

- Nitrate Vulnerability - RC9 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted
- Environmental Aspects - Local air quality approx. 27 to 32 NO_2 ugm-3. A local nature reserve is located in RC9 which may restrict some construction activities. Air quality needs monitoring, expected to improve over time.

RC10- Pensnett - Kingswinford
Dudley

Housing
Total estimated housing capacity for this corridor is 670 dwellings none of which are committed. The dwellings will be delivered on 19 ha of surplus employment land 10 ha of which will come forward by 2016 and the remaining 9 by 2026.

Employment Land
There is currently approximately 147 ha of existing employment land and 5 ha of development opportunities. This corridor will retain 84 ha of strategic high quality employment land and 44 ha of local employment land. There is no potential high quality employment land that needs to come forward by 2026, resulting in 133 ha of gross employment land in this corridor by 2026. Finally, there are approximately 15 ha of local employment land that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
Bring forward 19 ha of surplus employment land for housing (medium to long term)
Redevelop 12 ha of local employment land

What Mechanisms and Partners are in Place
Dudley MBC Development Strategy DPD to be adopted by 2012.
Dudley MBC Planning Obligations SPD

There are a number of key partners and landowners working in this corridor.
London and Cambridge Properties (LCP) who own the Pensnett Trading Estate and land at Tansey Green Road and Oak Lane. United Steels Ltd. who own the Gibbons Industrial Estate to the south of Stallings Lane.

Priority Actions (2009-2016)

- Redevelopment of sites at Tansey Green Road and Oak Lane (10 hectares) for approximately 380 houses – planning application submitted in 2009
- Redevelopment of 5.1 hectares of currently vacant land on Pensnett Trading Estate off Dreadnought Road and Stallings Lane for high quality industrial purposes. Opportunity for a further 3.2 hectares of occupied land to be incorporated into this redevelopment.
- Improve existing road connections between Pensnett Trading Estate and the Strategic Highway Network (Funding secured by LA)
- Junction Improvements to J2 of M5 (Study is underway to assess cost and timing)

Infrastructure Capacity

- Water Quality and Treatment - The site drains to the Lower Gornal WwTW with capacity for 7,700 new dwellings and to Wombourne WwTW with capacity for 8,243 new dwellings. Both classified as Medium Water quality risk suggesting there is a medium risk which the works will need to enhance process capacity.
- Fluvial Flooding and Floodplains - Flood zones run close along the northern boundary of RC10. There is a small flood zone in the south-west corner of RC10 this should not be developed.
- Geotechnical Aspects - Predominantly Made Ground over 2m suggesting potential for contamination One small active or disused pit or quarry in RC10 and another overlapping the boundary. Predominantly made up of an area of known underground colliery-based mining.
- Nitrate Vulnerability - RC10 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted
- Environmental Aspects - Local air quality approx. 20 to 24 NO2 ugm-3. There is a site of special specific interest in the south of RC 10 and a local nature reserve in the north-west corner. National SSSI. Local nature reserve. Air quality needs monitoring, expected to improve over time

RC11- Brierley Hill, Stourbridge, Dudley Town Centre
Dudley

Housing
Total estimated housing capacity for this corridor is 3640 of which 1050 are committed on 30 ha of former employment land. The remaining 3470 dwellings will be delivered on 74 ha of surplus employment land 14ha of which will come forward by 2016 and the remaining 60 by 2026.

Employment Land
There is currently approximately 323 ha of existing employment land and 13 ha of development opportunities. This corridor will retain 119 ha of local employment land. There is 100 ha of potential high quality employment land that needs to come forward by 2026, resulting in 232 ha of gross employment land in this corridor by 2026. Finally, there are approximately 10ha (7 ha of potential high quality and 3 ha of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 74 ha of surplus employment land for housing (medium to long term)
- Bring forward 13 ha of development opportunities (6ha by 2016 and an additional 9 ha by 2016)
- Develop 100 ha of employment land to high quality
- Redevelopment of 10 ha of employment land

What Mechanisms and Partners are in Place
Brierley Hill Area Action Plan (Adoption estimated 2011)
Dudley MBC Development Strategy DPD (Adoption estimated 2012)
Dudley MBC Planning Obligations SPD
Dudley Town Centre Area Development Framework (Adopted SPG)
Stourbridge Area Action Plan (Adoption estimated 2011)

There are a number of key partners working in this corridor, Advantage West Midlands (Brierley Hill is an IIL), HCA (both through Growth Points and NAHP), Dudley Heritage Regeneration Company. Also Quadrant Land Partnership who hold a large extent of land and industrial premises to the north of Stourbridge Town Centre.

Priority Actions (2009-2016)
- Wednesbury to Brierley Hill Rapid Transit and/ or Alternative
- Progress plans for Castle Hill as a premier tourist destination including Dudley Zoo, Castle and the Black Country Living Museum

- Work with Dudley College on additional campus proposals in Dudley Town Centre
- Growth Point funding to secure additional housing in Dudley Town Centre and Harts Hill
- Working with HCA on the redevelopment of the Dudley Guest Hospital site for housing
- Planning Approvals for housing developments at Constitution Hill (224 dwellings) and Tipton Road (104 dwellings) in Dudley.
- Planning Approvals for housing developments at Moor Street (179 dwellings), Delph Road (96 dwellings) and Brettell Lane (157 dwellings) to the south west of Brierley Hill
- Work with Quadrant Land Partnership in masterplanning and redevelopment of old and underused industrial land to the north of Stourbridge Town Centre

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Lower Gornal WwTW with capacity for 7,700 new dwellings, Classified as Medium water quality risk, to Round Hill with Capacity for 32,860 new dwellings. Classified as High water quality risk and to Wombourne WwTW with capacity for 8243 new dwellings. The water cycle strategy suggests that the works may need to enhance process capacity on all sites.
- Fluvial Flooding and Floodplains - A small flood zone crosses the southern boundary of RC11. Small proportion of corridor incorporates flood zone this should not be developed.
- Geotechnical Aspects - Predominantly Made Ground over 2m suggesting potential for contamination. Predominantly made up of areas of known underground colliery-based mining. One large area of known underground limestone mining.
- Nitrate Vulnerability RC11 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted
- Environmental Aspects - Local air quality approx. 23 to 28 NO2 ugm-3. Local nature reserves overlap the boundaries of RC11 on two sides. Sites of special specific interest and ancient woodland are in close proximity to RC 11 National SSSI; International SSSI; Local nature reserves

RC12- Oldbury, West Bromwich, Smethwick
Sandwell

Housing
Total estimated housing capacity for this corridor is 5209 dwellings of which 1590 are current commitments on 38 ha of former employment land and 1029 are commitments on 24 ha of other land. The remaining 2590 dwellings will be delivered on 39 ha of surplus employment land and 35 ha of other land, all of which will come forward between 2016 and 2026.

Employment Land
There is currently approximately 490 ha of existing employment land and 34 ha of development opportunities. This corridor will retain 76 ha of high quality employment land and 161 ha of local employment land. There is 152 ha of potential high quality employment land that needs to come forward by 2026, resulting in 423 ha of gross employment land in this corridor by 2026. Finally, there are approximately 55ha (18 ha of potential high quality and 39 ha of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 39 ha of surplus employment land for housing (medium to long term)
- Bring forward 35 ha of other land for housing (Medium to long term)
- Bring forward 34 ha of development opportunities (14ha by 2016 and an additional 20 ha by 2016)
- Develop 152 ha of employment land to high quality
- Redevelopment of 55 ha of employment land

What Mechanisms and Partners are in Place
West Bromwich Area Action Plan (due to be adopted in 2011), Smethwick Area Action Plan (Adopted 2008), Site Allocations DPD.

There are a number of key partners working in this corridor, Advantage West Midlands (West Bromwich is an IIL), HCA and Greets Green Partnership

Priority Actions (2009-2016)
- North Smethwick Canal Side – working with the HCA to deliver
- All Saints Office Development –
- A41 Expressway/All Saints Underpass scheme (scheduled to commence in 2010)
- Priority Bus Showcase Scheme Route 87 scheduled to commence in 2010)

- Progress the potential high quality employment land along the A457 and the A41.

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Ray Hall, with Capacity for treating an additional 119,300 new dwellings. The Water Cycle Strategy suggests the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - Flood zones run through the east and west sides of RC12. A flood defence runs through the flood zone to the west. Small proportion of corridor incorporates flood zone, this should not be developed.
- Source Protection - RC12 is partially covered (approx 35% of total area) by two source protection zones. This may preclude use of some SUDS solutions and restrict some development.
- Geotechnical Aspects - A number of separate areas of Made Ground over 2m. Made ground suggests potential for contamination. Approx. 7 small areas of Worked and Made Ground. Two areas of Worked Ground, one large alluvium deposit. Other alluvium deposits run through the SE section of RC12. Alluvium is soft and may impact on some construction activities. RC12has areas of known underground colliery-based mining and 2 sites of known landslip.
- Nitrate Vulnerability - RC12 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 28 to 32 NO2 ugm-3 (highest at the centre). Air quality needs monitoring, expected to improve over time.

RC13 – Rowley Regis, Jewellery Line
Sandwell & Dudley

Housing
Total estimated housing capacity for this corridor is 4698 dwellings of which 585 are current commitments on 4 ha of former employment land and 8 ha of other land. The remaining 4113 dwellings will be delivered on 112 ha of surplus employment land and 6 ha of other land. All of this housing will come forward between 2016 and 2026.

Employment Land
There is currently approximately 257 ha of existing employment land. This corridor will retain 167 ha of local employment land resulting in 167 ha of gross employment land in this corridor by 2026. Finally, there are approximately 25 ha of local employment land that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 112 ha of surplus employment land for housing (medium to long term)
- Bring forward 6ha of other employment land for housing (medium to long term)
- Redevelop 25 ha of local employment land

What Mechanisms and Partners are in Place
Dudley MBC Development Strategy DPD (Adoption estimated 2012)
Dudley MBC Planning Obligations SPD
Sandwell Site Allocations and Delivery DPD
There are a number of key partners working in this corridor, including HCA (both Growth Point and NAHP), Building Schools for the Future and Sport England.

Priority Actions (2009-2016)
- Cradley Heath Bypass (due to complete in 2010)
- Progress the masterplanning and development of new homes with partners around Lye District Centre and Station.
- Progress the development of a new Health Centre in Lye District Centre in partnership with Dudley PCT.

Infrastructure Capacity
- Water Quality and Treatment - The site drains to Round Hill with Capacity for 32,860 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.

- Fluvial Flooding and Floodplains - Flood zones run through the centre and west half of RC13. Small proportion of corridor incorporates flood zone this should not be developed.
- Source Protection The south-west boundary of RC13 is overlapped by a source protection zone. This may preclude use of some SUDS solutions and restrict some development
- Geotechnical Aspects - Head deposits are present in RC13 and there are also a number of separate areas of Made Ground over 2m suggesting potential for contamination. There are approximately 11 Active or Disused Pits or Quarries, two small areas of Worked and Made Ground and one small strip of Worked Ground. Alluvium deposits run through the west half of RC13. Alluvium is soft and may impact on construction. RC13 is predominantly made up of areas of known underground colliery-based mining. There are three small areas of landslip around RC13. One of these areas is on the boundary. Landslips pose a potential risk to construction activity.
- Nitrate Vulnerability - RC13 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 23 to 27 NO2 ugm-3 (increasing from west to east). Air quality needs monitoring, expected to improve over time. There are two small areas of local nature reserves in RC13 and a small area of ancient woodland in close proximity to the bottom boundary of RC13. These may restrict some construction activities.

RC14 – Coombswood, Halesowen
Dudley

Housing
Total estimated housing capacity for this corridor is 295 dwellings. There are no current commitments. The dwellings will be delivered on 9 ha of surplus employment land between 2016 and 2026.

Employment Land
There is currently approximately 107ha of existing employment land and 1 ha of development opportunities. This corridor will retain 74 ha of high quality employment land and 24 ha of retained local employment land. This will result in 99 ha of gross employment land in this corridor by 2026. Finally, there are approximately 4ha (2 ha of high quality and 2 ha of local employment land) that will need to be redeveloped in order to provide new employment space to meet future demand.

Gap
- Bring forward 9 ha of surplus employment land for housing (medium to long term)
- Bring forward 1 ha of development opportunities (between 2016 and 2026)
- Redevelopment of 4 ha of employment land

What Mechanisms and Partners are in Place
Area Action Plan for Halesowen Town Centre
Dudley MBC Development Strategy DPD
Dudley MBC Planning Obligations SPD

There are a number of key partners working in this corridor, including St Modwen who own the Coombswood Industrial Estate and parts of the Coombswood Green Wedge.

Priority Actions (2009-2016)
- Work with partners to create redevelopment opportunities for housing on older industrial premises around Hawne.
- Retain and improve high quality industrial land at Coombswood Industrial Estate.
- Relocation of Coombswood Cricket Club from Coombs Road and redevelop former ground for approximately 80 dwellings

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Round Hill works with Capacity for 32,860 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - Flood zones run through vertically through the middle of RC14. Small proportion of corridor incorporates flood zone this should not be developed.
- Geotechnical Aspects - RC14 is approximately 50% Made Ground over 2m suggesting potential for contamination. There are 2 Active or Disused Pits or Quarries. RC14 has areas of known underground colliery-based mining (approx 60%).
- Nitrate Vulnerability RC14 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 24 to 26 NO2 ugm-3. RC14 has a local nature reserve, and national nature reserve and ancient woodland within its boundary. These may have an impact on construction proposals. National nature reserve, Local nature reserve. Air quality needs monitoring, expected to improve over time.

RC15- Brownhills
Walsall

Housing

Total estimated housing capacity for this corridor is 445 none of which are currently committed. The dwellings will be delivered on 13 ha of surplus employment land which will come forward between 2016 and 2026.

Employment Land

There is currently approximately 65 ha of existing employment land and 5 ha of development opportunities. This corridor will retain 23 ha of local employment land. There is 29 ha of potential high quality employment land that needs to come forward by 2026, resulting in 57 ha of gross employment land in this corridor by 2026.

Gap

- Bring forward 13 ha of surplus employment land for housing (medium to long term)
- Bring forward 5 ha of development opportunities (2ha by 2016 and an additional 3 ha by 2016)
- Develop 29 ha of employment land to high quality

What Mechanisms and Partners are in Place

Site allocation, Planning Obligation DPD's and Strategic Regeneration Framework 1

There are a number of key partners working in this corridor, Walsall Housing Group and HCA.

Priority Actions (2009-2016)

- Red Route Package 2 – A452 and A461
- Redevelopment of vacant housing sites by Walsall Housing Group
- Bring forward new housing and redevelop local employment land in Pelsall Road/ Apex Road/ Coppice Side area
- Develop Brownhills Masterplan

Infrastructure Capacity

- Water Quality and Treatment - The site drains to Walsall Wood WwTW with capacity for 2515 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced
- Fluvial Flooding and Floodplains - Flood zones cross the southern boundary of RC15. Small proportion of corridor incorporates flood zone, this should not be developed.

- Source Protection- RC15 is partially covered (approx 10%) by a source protection zone. This may preclude use of some SUDS solutions and restrict some development.
- Nitrate Vulnerability - RC15 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 23 to 27 NO2 ugm-3. There is a site of special specific interest and ancient woodland in close proximity to the boundary of RC15. National SSSI.

RC16 – Coseley, Tipton, Princes End
Dudley & Sandwell

Housing
Total estimated housing capacity for this corridor is 1909 of which 463 are committed on 10 ha of former employment land and 1 ha of other land. The remaining 1446 dwellings will be delivered on 41 ha of surplus employment land and 1 ha of other land. 13ha of which will come forward by 2016 and the remaining 28 ha by 2026.

Employment Land
There is currently approximately 88 ha of existing employment land. This corridor will retain 44 ha of local employment land.

Gap
Bring forward 41 ha of surplus employment land for housing (medium to long term)
Bring forward 1 ha of other land (medium to long term)

What Mechanisms and Partners are in Place
Tipton Area Action Plan
Dudley MBC Development Strategy DPD
Dudley MBC Planning Obligations SPD.
Sandwell MBC Site Allocations and Development Strategy DPD

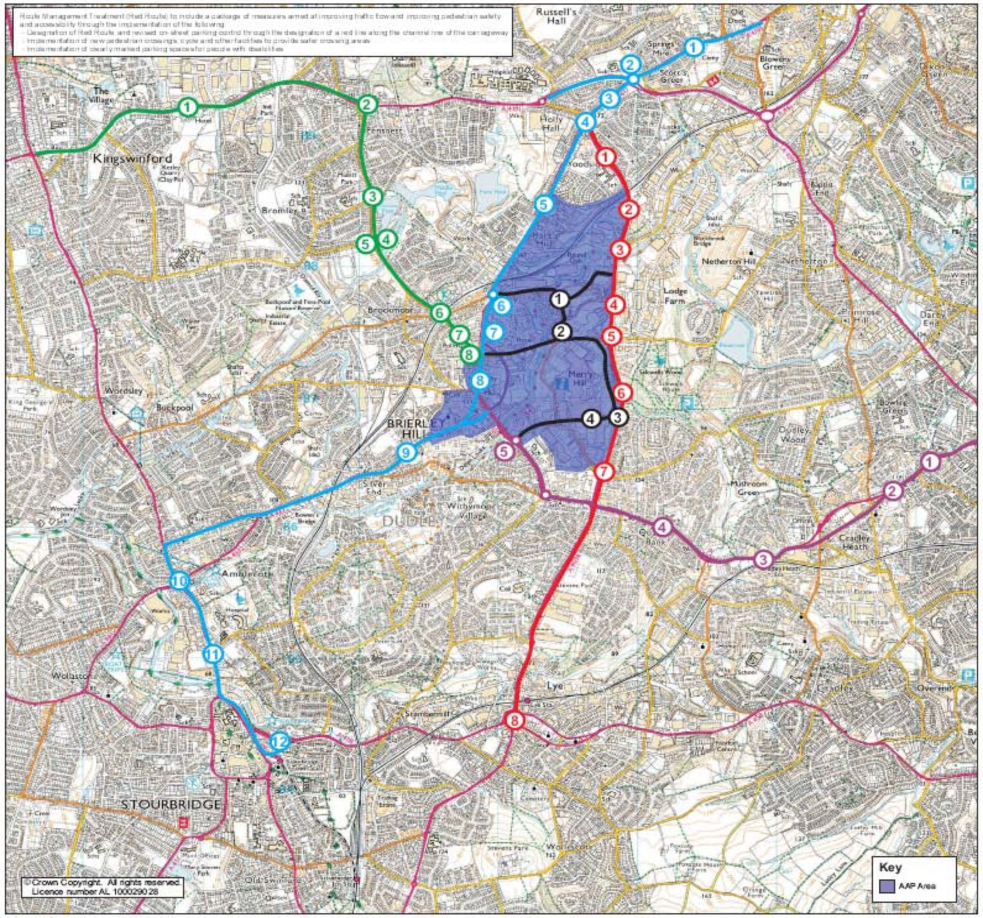
There are a number of key partners working in this corridor, including the HCA.

Priority Actions (2009-2016)
- Completion of Owen Street Relief Road (2010)
- Maintain and enhance Coseley Station
- Bring forward housing growth near to Coseley Station
- Bring forward housing opportunities either side of the A 4037 e.g. Bloomfield Road - Outline Planning Application submitted for redevelopment of 7 hectares of older industrial land

Infrastructure Capacity
- Water Quality and Treatment - The site drains to Ray Hall works, with Capacity for 119,300 new dwellings. The water cycle strategy suggests that the works process capacity may need to be enhanced.
- Fluvial Flooding and Floodplains - Flood zone 2 / 3 runs through RC16. Small proportion of corridor incorporates flood zone, this should not be developed,
- Geotechnical Aspects - RC16 consists of Made Ground over 2m. There are also 2 small Active or Disused Pits or Quarries in RC16. RC16 is predominantly made up of areas of known underground colliery-based mining

- Nitrate Vulnerability RC16 is a nitrate vulnerable zone. Does not prevent delivery, some development may be restricted.
- Environmental Aspects - Local air quality approx. 26 to 28 NO2 ugm-3. Air quality needs monitoring, expected to improve over time.

APPENDIX E – BRIERLEY HILL PUBLIC TRANSPORT



Brierley Hill Area Wide PT Improvements: Overview FIGURE 2-1

The map above and summary costs below have been prepared to supplement the preparation of outline engineering designs which will form part of the physical intervention associated with the Brierley Hill Public Transport Strategy.

The proposed physical measures have been prepared at an outline design stage, and have not been subject to any detailed financial evaluation or detailed transport modelling and assessment.

The construction costings are based upon the unit rates contained in the latest SPON manual; however they should be treated as outline at this stage. Additional information can be found in the ITP briefing report for Dudley MBC.

Indicative Cost Breakdown for Schemes

Junction	Overall Civil Engineering Costs	Traffic signal equipment and instalation	Traffic Management and Preliminaries (30%)	Project Management and Design Fees (35%)	Preparation (9%)	Supervision (5%)	Optimism Bias (44%)	Red Route Treatment	Potential Utility Diversion (assumed at 38%)	Total
G1								£ 1,050,000.00		£ 1,050,000.00
G2	£ 56,895.98	£ 75,000.00	£ 39,569.93	£ 46,154.99	£ 11,871.80	£ 6,595.00	£ 103,884.42	£ -	£ 129,194.45	£ 419,179.83
G3								£ 700,000.00		£ 710,000.00
G4 / G5	£ 104,114.69	£ 50,000.00	£ 46,234.41	£ 53,940.14	£ 13,870.32	£ 7,705.73	£ 121,380.73	£ -	£ 150,553.48	£ 548,199.50
G6	£ -	£ 10,000.00	£ 3,000.00	£ 3,500.00	£ 900.80	£ 500.00	£ 7,876.00	£ -		£ 25,776.00
G7								£ 175,000.00		£ 175,000.00
G8	£ -	£ 10,000.00	£ 3,000.00	£ 3,500.00	£ 900.80	£ 500.00	£ 7,876.00	£ -		£ 25,776.00
F3	£ 45,064.29	£ 60,000.00	£ 31,519.29	£ 36,772.50	£ 9,455.79	£ 5,253.21	£ 82,748.63	£ -	£ 102,909.21	£ 373,722.93
F4 / F5 / F6								£ 700,000.00		£ 710,000.00
F7	£ 62,357.88	£ 20,000.00	£ 24,707.36	£ 28,825.26	£ 7,412.21	£ 4,117.89	£ 64,865.07	£ -	£ 80,668.56	£ 292,954.23
F8	£ -	£ 20,000.00	£ 6,000.00	£ 7,000.00	£ 1,800.80	£ 1,000.00	£ 15,732.00	£ -	£ 19,189.76	£ 71,141.76
B1 / B2	£ 218,711.50	£ 100,000.00	£ 95,614.05	£ 111,549.73	£ 28,684.22	£ 15,935.68	£ 251,018.75	£ -	£ 112,176.05	£ 1,133,691.97
B3								£ 175,000.00		£ 175,000.00
B4 / B5	£ 50,606.24	£ 15,000.00	£ 19,681.87	£ 12,932.18	£ 5,904.56	£ 3,280.31	£ 51,671.48	£ -	£ 64,160.53	£ 233,367.17
B6 / B7	£ 151,245.39	£ 100,000.00	£ 75,373.62	£ 87,935.89	£ 22,612.89	£ 12,562.27	£ 197,880.87	£ -	£ 166,091.85	£ 893,701.98
B8 / B9								£ 1,050,000.00		£ 1,050,000.00
B10	£ -	£ 10,000.00	£ 3,000.00	£ 3,500.00	£ 900.80	£ 500.00	£ 7,876.00	£ -		£ 25,776.00
B11	£ -	£ 10,000.00	£ 3,000.00	£ 3,500.00	£ 900.80	£ 500.00	£ 7,876.00	£ -		£ 25,776.00
B12	£ -	£ 75,000.00	£ 22,500.00	£ 26,250.00	£ 6,750.80	£ 3,750.00	£ 59,070.00	£ -		£ 193,320.00
P1								£ 350,000.00		£ 350,000.00
P4								£ 700,000.00		£ 710,000.00
P5	£ 80,051.60	£ 50,000.00	£ 39,016.08	£ 45,518.76	£ 11,704.12	£ 6,502.68	£ 102,430.21	£ -	£ 127,185.94	£ 462,612.08
BI1-3	£ 86,614.93	£ 50,000.00	£ 40,984.48	£ 47,815.23	£ 12,295.34	£ 6,830.75	£ 107,597.92	£ -	£ 133,812.68	£ 485,951.33
BI4-5	£ 97,721.35	£ 15,000.00	£ 33,818.51	£ 39,454.92	£ 10,145.35	£ 5,636.42	£ 88,784.85	£ -	£ 110,416.07	£ 400,984.66
									Overall	£ 10,581,931.42

7. Glossary

AAP – Area Action Plan
ABCA – Association Black Country Authorities
ABV – Asset Backed Vehicle
ADZ – Accelerated Development Zone
AWM – Advantage West Midlands
CEPOG – Chief Engineers and Planning Officers
CLG – Department of Communities and Local Government
CPO – Compulsory Purchase Order
DaSTS – Delivering a Sustainable Transport System
DCSF – Department for Children, Schools and Families
DEFRA – Department for Environment, Food and Rural Affairs
DfT – Department for Transport
DPD – Development Plan Document
EIG – Environment Infrastructure Guidance
GOWM – Government Office West Midlands
HA – Highways Agency
HCA – Homes and Communities Agency
HMRA – Housing Market Renewal Area
HQ – High Quality
HMT – Her Majesty's Treasury
HWRC – Household Waste Recycling Centres
IIL's - Investment Impact Locations
JCS – Joint Core Strategy
KTP – Key Transport Priorities
LAA – Local Area Agreement
LDD – Local Development Document
LDF – Local Development Framework
LDS – Local Development Scheme
LSP – Local Strategic Partnership
LTP – Local Transport Policy
MAA – Multi Area Agreement
NAHP – National Affordable Housing Programme
OFWAT – The Water Service Regulation Authority
PCT – Primary Care Trust
RC – Regeneration Corridor
RES – Regional Economic Strategy
RFA – Regional Funding Agency
RSS – Regional Spatial Strategy
SA - Sustainability Appraisal
SAD – Site Allocation Document
SCS – Sustainable Communities Strategy
SDA – Strategic Development Area
SEA – Strategic Environmental Assessment
SFRA – Strategic Flood Risk Assessment
SHLAA – Strategic Housing Land Availability Assessment
SPD – Supplementary Planning Document
SRF – Strategic Regeneration Framework
SUD – Sustainable Urban Drainage
URC – Urban Regeneration Company
West Midlands RTP – Regional Transport Partnership
WHG – Walsall Housing Group
WRC – Walsall Regeneration Company
WwTW – Waste Water Treatment Work

black country
consortium

enabling growth, in partnership

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