



Walsall Council

**Walsall Site Allocation Document and
Town Centre Area Action Plan Delivery
Strategy and Infrastructure Plan April
2017**

1. Introduction and overview

- 1.1 This document explains how the need for homes, employment land and other requirements set out in the Black Country Core Strategy (BCCS) will be delivered in Walsall through the Site Allocation Document (SAD) and Walsall town centre Area Action Plan (AAP). It builds on the Core Strategy Delivery Plan, which set out priority tasks to be achieved in the period 2009-2016. The document begins with a section dealing with the overall strategy in the context of the approach to delivery within the sub region of the Black Country and the recent Devolution Deal for the West Midlands Combined Authority, of which Walsall is a constituent member. There is then a position statement and delivery strategy for each relevant topic,. It should be borne in mind that the strategy will change over the coming years; the timescales mentioned below are therefore subject to change. There are also two Delivery and Viability Documents produced for the Council by the consultants DTZ: The SAD CIL Delivery, Viability Study and the Walsall Town Centre Demand Study and Development Sites Assessment.
- 1.2 Walsall is a large, complex urban and industrial Borough with a population of approximately 270,000. There is a clear distinction between the eastern part, which contains wealthier suburbs and a significant amount of Green Belt, and the western part with its traditional industrial land pattern and larger municipal housing estates. The latter area experiences significant disadvantage, with higher unemployment and other measures of deprivation than the West Midlands or the UK as a whole. Walsall Town Centre is one of the Black Country's four strategic centres but has a constrained catchment, with competition from other nearby centres, notably Birmingham and Wolverhampton, and suffers particularly from out-of centre developments that have undermined it over the years.
- 1.3. The BCCS states that delivery will be focussed in a growth network. This network contains the majority of areas where regeneration and land use change will be concentrated over the plan period. The growth network comprises the four strategic centres of Brierley Hill, West Bromwich, Walsall and Wolverhampton, and sixteen regeneration corridors. The corridors that lie wholly or partly in Walsall are:
- Corridor 5 (covering the Moxley area, shared with Wolverhampton)
 - Corridor 6 (covering central Willenhall and north Darlaston, shared with Wolverhampton)
 - Corridor 7 (Bloxwich, north Walsall, south Walsall)
 - Corridor 8 (south Darlaston, shared with Sandwell)
 - Corridor 15 (Brownhills)
- 1.4 While the majority of change and intervention will be focused in the Growth Network, some large developments, in particular for housing, will be brought forward outside the Network, on free-standing employment sites and public sector-led housing renewal sites. The BCCS also states that areas outside the Growth Network will provide a constant supply of small-scale development opportunities.

- 1.5 The BCCS sets out a brownfield first principle, ensuring that previously developed land, particularly where vacant, derelict or underused, is prioritised for development over greenfield sites, but this inevitably leads to challenges related to the legacy of industry in particular, with abnormal costs on many (though not all) development opportunities. However, the cost of addressing unstable and contaminated land is balanced against the ability to make best use of existing infrastructure (especially utilities and public transport), the provision of which often adds to the cost of development on greenfield sites.

2. Overall Strategy

- 2.1 The Council's delivery strategy should be seen in the context of the new West Midlands Combined Authority (WMCA) and the collaboration of the Black Country councils through such ventures as the Association of Black Country Councils and Black Country Local Enterprise Partnership. The tools already exist to support and facilitate development in the borough, with future opportunities envisaged through this collaborative arrangements.
- 2.2 The West Midlands Combined Authority (WMCA) was established in 2016 to provide a new governance structure for the West Midlands to drive forward economic growth with Walsall Council being a constituent member. The WMCA has subsequently agreed a deal with government that provides for devolution of funding, powers and responsibilities. This devolution deal will see the government make an annual contribution worth £40m over 30 years to support an overall investment package worth £8bn across the region.
- 2.3 WMCA has the power to make decisions about investment in the West Midlands. This will ensure balance and region-wide benefits for communities and businesses alongside effective targeting of resources on strategic priorities. WMCA will therefore be key to the delivery of development in Walsall.
- 2.4 WMCA has also established a Land Commission that will critically assess the historic and current experience of the West Midlands in delivering new housing/employment development and a sustainable supply of developable housing/employment land. It will also evaluate national and local tools through a review of best practice and innovation. The outcome of the Commission will be to recommend collaborative delivery mechanisms. Walsall Council, as part of a Black Country response to the Commission's call for evidence has drawn upon our delivery expertise to assist the Commission in their future recommendations, and this is similarly set out in this Delivery Plan.
- 2.5 The West Midlands Devolution Deal, as first agreed in November 2015, contains the following provisions which will support delivery:
- A £200m Land Remediation Fund which will enable brownfield land to be brought back into use for housing and employment, and will particularly benefit Walsall through the redevelopment of brownfield sites. In March 2017 the WMCA awarded the first tranche of the Land Remediation Fund the Black Country Local

Enterprise Partnership to operates its Brownfield Land Remediation Programme. £53m was awarded with a resolution to consider further funding awards.

- A £1bn Collective Investment Vehicle (locally funded) to help companies invest and grow, the WMCA has already awarded a £7m loan to a project in Cannock to redevelop a 14acre site, with other loans being negotiated within the CIF pipeline.
- Devolved Complusory Purchase Powers that provide the same competancies as the Homes & Communities Agency

2.6 This Devolution Deal is intended as the first step in wider devolution with central government. The government has committed to continue to work with the West Midlands to develop future proposals for devolution. The WMCA in its Strategic Economic Plan has set out an ambition to accelerate development and hopes that devolution will be a mechanism to deliver this growth.

2.7 In addition to WMCA's current delivery tools there are other mechanisms available as a means of supporting development in Walsall:

- Under the Black Country Growth Deal a total of £162m has been committed by Government to be utilised up to 2021, although not exclusively the funding can be used to facilitate delivery of development through gap funding and the bringing forward of employment and residential sites through site remediation and infrastructure provision. In the 2016 Autumn statement, the Chancellor announcement a further £392m towards Growth Deals for Local Enterprise Partnerships in the Midlands, and in March 2017 the Midlands Engine formally committed £55m to the Black Country
- In the Black Country Enterprise Zone the Business Rates Uplift Mechanism enables the Council to fund remediation and infrastructure requirements for the Enterprise Zone sites via retained prudential borrowing and business rates. The Council can also consider the possibility of using a similar approach to deliver particular sites outside the Enterprise Zone through some form of Tax Increment Finance (TIF) model where the Council provides financial support by reinvesting a proportion of future business rates.
- A Black Country Investment Loan Fund (Employment) is also available that allows for repayment of loans and associated interest upon site development or disposal with a longstop date of repayment of 10 years. Loan funding may meet 100% of the costs of remediation and servicing works with the loan secured against the remediated site value.
- The Black Country Housing Fund is available to provide loan funding for a period of up to 10 years for upfront costs associated with the provision of strategic infrastructure to enable increased housing development in medium and large scale projects.

2.8 The Council also has the ability to take a direct role in development and has experience of using its own assets and resources to both incentivise and support its partners to deliver strategically important projects that have a positive impact on the borough and which can act as a catalyst for further investment.

- 2.9 As part of the Black Country's ambition to maximise the opportunities that current and future public sector funding provides to deliver a pipeline of opportunities a collaborative approach is being adopted to use innovative methods and the full range of tools available to accelerate delivery. The funding opportunities listed above offer an excellent means of supporting this aspiration through derisking and stimulating development in the borough.

3. Walsall Town Centre

TASK AND OVERALL STRATEGY

- 3.1 The BCCS targets for Walsall Town Centre related to three main areas:
- Additional comparison shopping floorspace: 85,000sqm over the period 2006-26
 - Additional office floorspace: 220,000sqm over the period 2006-26
 - New housing: 450 units (this was not a target but an estimate of the capacity, based on existing commitments).

WHAT HAS HAPPENED SO FAR

- 3.2 The 2008-10 recession had a severe impact on living standards across the UK, and these have only recently regained their 2007 level, when the BCCS was being prepared. Inevitably this has affected household expenditure, and therefore the comparison goods expenditure projections. Re-projecting the target forward by eight years, to allow for this, would imply that the original 2026 targets should be moved forward to 2034. However, the evidence produced by DTZ states that these targets were over-ambitious and unlikely to be achieved in relation to comparison expenditure and offices to start with. In this context it is necessary to exercise caution in forward planning: otherwise the perpetuation of over-ambitious targets could lead to blight and uncertainty, which in turn could act against the long term achievement of the targets themselves. In consequence, this new target amounts to 6,000m² additional comparison floorspace (that is, in addition to the floorspace that is already committed through the planning process). In relation to offices, the new target is an additional 3,700m² per annum (73,000m² 2009-2026 in total). This is still a relatively aspirational target but one that is considered by DTZ to be more realistic.
- 3.3 On the other hand, there are clear signs that the town centre has diversified, as compared with the situation in 2009. Then, the issue was not only the fragility of the town centre in relation to its constrained catchment and the recession; it was also the lack of a diversified town centre offer beyond retail facilities. The town centre is still fragile, especially in its retail offer, with several closures but also some store openings in both the convenience (the new Co-op on The Bridge) and the comparison sector (the new Primark store). The main development however has been the diversification of the Town Centre offer into office and leisure via new office accommodation on Littleton Street West/East and a new Cinema at Waterfront..

REGENERATION STRATEGY

3.4 The regeneration strategy set out in AAP concentrates on the following four key areas:

- St Matthews Quarter
- Walsall Gigaport
- Walsall Waterfront
- Park Street Shopping Core

Within these four areas, there are several priority/opportunity sites.

3.5 The Council has taken a proactive approach to delivery in the town centre, in particular using mechanisms to de-risk sites which are difficult for the market to deliver without intervention, such as those with diverse land ownership, ground contamination or abnormal development costs or where overall scheme viability is challenging. There are two key projects in recent years where the Council has successfully intervened to deliver difficult schemes:

i. Old Square Phase 1 (Primark/Co-op) – The Council acted as developer and invested £7m to deliver these stores into the town centre. This is a new role for the Council, which has not previously intervened in this way, and involved close partnership working with both the Old Square owners Threadneedle and the end users Primark and Co-op.

ii. Former Noirit site – an office scheme has been developed on this prominent ring road site. The Council intervened through site assembly, demolition, ground remediation, and infrastructure improvements. It also supported both the developer and end user in achieving over £1m in gap funding from RGF and Growing Places Fund.

3.6 In the short term the Council intends to deliver a new high quality market in the core of the town centre. The Council has also acquired the Lex site and has obtained funding to remediate it for offices or leisure.

3.7 The Council is also considering options to deliver a multi storey car park to address a lack of provision for visitors to the town centre arriving via the A34 or A461. Working as part of DTZ's team Fore Consulting Ltd assessed the potential locations for additional multi-storey parking provision and concluded that the first priority should be to deliver a new 400-500 space car park in the Littleton Street corridor within the period to 2021. Their assessment further concluded that the Challenge Block offers the best opportunity for integration within the town centre and should be the preferred location. The Council has acquired parts of this site and has undertaken demolition and some infrastructure works. The next stage will be to deal undertake site investigations and consider potential delivery mechanisms.

3.8 Investment is required to deliver public realm improvements across Walsall town centre. Much of the environment is tired and there needs to be a single strategy for the public realm and legibility, and its ongoing maintenance. In recent discussions

with agents and developers, public realm improvements have been identified as critical investments which should not be overlooked. In the Walsall Town Centre Demand Study and Development Sites Assessment (2015) DTZ stated that “A programme of public realm improvements should be implemented... so as to provide the environmental conditions necessary to encourage private sector investment in new Town Centre uses (including office, residential, retail and leisure).”

- 3.9 Walsall town centre has experienced a significant level of investment in recent years, supported by public sector intervention, and new developments and infrastructure changes to the town centre have resulted in a reduction in quality in the existing public realm which needs to be addressed both in order to maintain this momentum of investment and to provide an environment consistent in quality to the surrounding new developments. Pedestrian routes and footfall levels change with new developments, and public realm investment is needed to reflect these new routes and improve legibility between them. In particular, Park Street is identified as a key priority for public realm improvements, due to the need to link recent developments in St Matthew’s Quarter and Waterfront and the town’s three public transport hubs.
- 3.10 The tables below set out recent developments in Walsall Town Centre as well as proposed developments for which the Council will seek to support and facilitate delivery in the medium to long term.

Table 1.1 - Completions 2015-16

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Floorspace or area</i>	<i>Strategy and anticipated timeline</i>
AAPS 1	Old Square Phase 1 – Primark Store, Digbeth	Comparison Retail	4,087m ² floorspace	Complete Summer 2015
AAPS 1	Old Square Phase 1 – Co-op Store, The Bridge	Convenience retail/coffee shop	900m ² floorspace	Complete early 2016
AAPL V1	Art Court Wellbeing Apartments	Housing	44 units	Complete Spring 2016
TC10	Waterfront North Phase 1	New restaurants	4,000m ² floorspace	Complete late 2015
TC10	Waterfront North Phase 1	Cinema	3,000m ² floorspace	Complete Spring 2016
TC20	Midland Rd (Vale Bros /Synergy)	Industry		Complete early 2016
TC30	Ablewell Street East	Gym		Complete Spring 2015

TC43	Former Noirit Site Phase 1	Office	1,850m ² floorspace (overall consent for 3 buildings is 4,600m ²)	Complete late 2015
TC44	Walsall College Business and Sports Hub	Community, Leisure	3,880m ² floorspace	Complete Autumn 2015

Table 1.2 - Projects under construction (December 2016)

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Floorspace or area</i>	<i>Strategy and anticipated timeline</i>
AAPS 1, AAPL V1	12-14 High Street	Retail (comparison) & flats	750 m ² commercial floorspace, 9 residential units	Under construction; expected completion 2016
AAPT 3	Chase Line Electrification	Transport Infrastructure	-	Under construction; expected completion end 2017, new service early 2018
TC03	The Quarter Redevelopment, Digbeth (Norton & Proffitt)	Retail and restaurants	8,250m ² floorspace	Site has been cleared and construction has commenced. Completion Spring-Summer 2017

Table 1.3 - Projects with planning consent (December 2016)

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Floorspace or area</i>	<i>Strategy and anticipated timeline</i>
TC01	Old Square Phase 2	Retail	1,000m ² floorspace	Planning Consent for retail. Completion 2018
AAPS 3 TC04 a	Relocation of Walsall Market, The Bridge	Retail	n/a	Planning Consent. Likely to complete in 2018
TC10	Waterfront Phase 2	New Restaurants	900m ² floorspace	Planning consent granted June 2016, construction expected late 2016/early 2017,

				completion 2018
TC43	Former Noirit Site Phase 2	Office	2,750m ² floorspace	Outline consent. Detailed application expected 2017.

Table 1.4 - Projects at the application stage

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Floorspace or area</i>	<i>Strategy and anticipated timeline</i>
TC42	Teddesley Street	Office, mixed use	6,800m ² site area	Application submitted September 2016 for 33 no. two, three and four bedroom dwellings for affordable rent and shared ownership. The application is yet to be determined.

Table 1.5 - Other medium term priorities (2016-21)

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Floorspace or area</i>	<i>Strategy and anticipated timeline</i>
TC08	Waterfront Lex	Office, mixed use	9,600m ² area	The Council has acquired the Lex site and is undertaking remediation works which are expected to be complete by mid 2017. The site will then be put to the market.
TC14	William House & Stafford Works	Housing, mixed use	4,300m ² area	Planning application expected 2017, under construction 2018, complete 2019
TC16	Station Street	Residential, mixed use	7,000m ² area	Masterplanning work to be completed December 2016. Planning application expected 2017
TC17	Station Street car park	Accommodate future service improvements including tram-	4,043m ² area	Development work currently underway

		train proposals		
TC18	Proposed new bus station (Bradford Place)	New town centre bus interchange	7,291m ² area	Feasibility work currently underway
TC26	Former Shannon's Mill	Mixed Use	7,400m ² area	Cleared site, ongoing discussions with landowner. Likely to follow completion of The Quarter TC03 (see above)
TC32	Regina Court	Mixed use	5,200m ² area	Planning application expected for residential on upper floors and commercial on ground floor.
TC41	Challenge Block	Community, office, convenience shopping , multi storey car parking	11,900m ² area	The majority of this site is in Council ownership and site investigations are being undertaken to provide information on ground conditions. The site is the preferred location for a new multi storey car park serving the town centre. Delivery options are being explored and it is proposed that this facility would be operational during 2018.
TC49	Heritage Centre, Leather Museum	Community/ Leisure	N/A	The Council's funding support for the Leather Museum had been under review as part of the budget proposals. However, the 2017/18 budget withdrew the proposal to relocate the museum into the Central Library. The Council will continue to explore ways in

				which the long term future of this cultural facility can be secured in a town centre location.
TC55	Wisemore	Mixed Use	5,600m ² area	Planning application expected late 2016 construction 2017, completion 2018
AAPT 1	Wolverhampton Street highway improvements	Highway/linkages improvements	N/A	Aligned with site TC16
AAPT 3	Walsall – Birmingham A34 SPRINT Bus Improvements	Road based bus rapid transit service	N/A	Scheme is development phase. Delivery during period 2018-2020
AAPL V7	Walsall town centre public realm	Public realm, environmental and legibility improvements	N/A	The Council has £100,000 in the capital budget 2017/18 to spend on feasibility and detailed design works for public realm across the town centre. It is proposed that a further £100,000 is made available in 2018/19 subject to the outcome of budget making processes. There is then £1m-£1.5m funding per year in the capital programme between 2019/20 – 2022/23 for the delivery of these improvements.

Table 1.6 - Longer term opportunities (2021-26 and post 2026)

These opportunities are largely concentrated on secondary sites. Some of these are likely to come forward earlier than others, but at this stage it is difficult to set out a clear delivery timetable. Where information is known this has been included where relevant.

<i>Site</i>	<i>Site/project</i>	<i>Type of</i>	<i>Floorspace</i>	<i>Other relevant</i>
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<i>ID/ policy ref</i>	<i>name</i>	<i>development</i>	<i>or area</i>	<i>information</i>
TC02	Old Square Phase 3	Retail	10,400m ² area	
TC04	Saddler's Shopping Centre	Retail reconfiguration	15,200m ² area	Could be linked to any future improvements to Walsall railway station.
TC05	Park Place Shopping Centre	Retail reconfiguration	4,800m ² area	
TC06	Townend House	Office reconfiguration	4,472m ² floorspace (reconfiguration of existing)	
TC07	Crown Wharf Retail Park	Convenience/ bulky goods retail, reconfiguration	45,800m ² area (including car park)	
TC09	Holiday Hypermarket	Mixed use, leisure	5,600m ² area	
TC11	Kirkpatricks, Charles Street	Residential	1,500m ² area	
TC15	FE Towe Ltd, Charles Street	Residential	269m ² area	
TC19	Jerome Retail Park	Convenience/ bulky goods retail	22,800m ² area	Linked to improvements to Bradford Place bus interchange.
TC20	Midland Road	Mixed use	9,400m ² area	
TC21	Bradford Street area	Mixed use	22,900m ² area	
TC22	Vicarage Place / Caldmore Road	Mixed use	4,100m ² area	
TC23	Caldmore Road/Upper Hall Lane	Mixed use	2,250m ² area	
TC24	Lower Hall Lane/ Newport St	Office reconfiguration, or mixed use	2,400m ² area	
TC27	New Street	Mixed use	4,000m ² area	
TC30	Ablewell Street	Mixed use	27,700m ²	

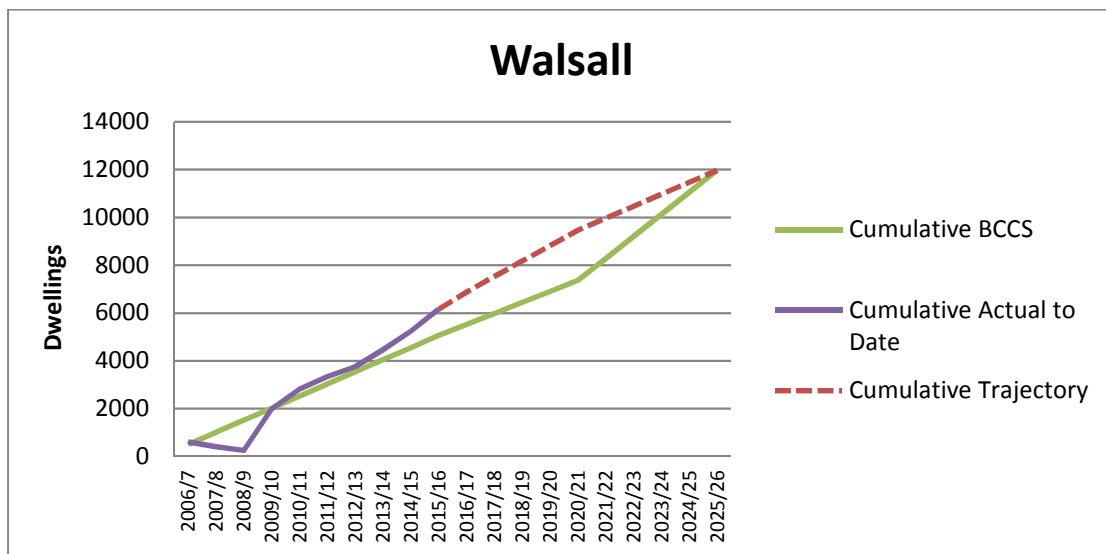
	(east)		area	
TC31	Upper Rushall Street/Town Hill	Mixed use	2,700m ² area	
TC33	Tameway Tower	Office reconfiguration or residential conversion	9,400m ² floorspace (reconfiguration of existing)	Prior approval granted in 2016 to convert upper floors to 54 flats
TC34	Intown area	Mixed use, car parking	12,700m ² area	
TC35	Lower Rushall Street/Holtshill Lane	Mixed use	1,900m ² area	
TC36	Ward Street area	Mixed use	6,150m ² area	
TC37	Former Jabez Cliff	Mixed use	3,700m ² area	
TC38	Lower Forster Street	Mixed use	2,300m ² area	
TC40 a	St Paul's bus station	Improvements to existing bus station	4,514m ² area	Feasibility work currently underway
TC42 a	Royal Mail car park, Hatherton Street	Office, mixed use	4,800m ² area	
TC46	East of Portland Street	Education, office	18,200m ² area	
TC47	North of Portland Street	Office	13,200m ² area	
TC48 a	Day Street/ Garden Street	Office, mixed use	5,500m ² area	
TC50	Day Street Car Park	Office, car parking	6,600m ² area	Prioritisation subject to reassessment if Challenge Block is not capable of delivery.
TC51	Blue Lane East/ Stafford Street	Office	3,050m ² area	
TC52	Green Lane Police Station	Office	7,800m ² area	Currently being marketed and therefore will be dependent on a successful outcome of this process.
TC54	Stafford Street/	Mixed use	2,400m ²	

	Green Lane car park		area	
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4. Housing

- 4.1 Policy HOU1 of the BCCS states that sufficient land will be provided to deliver at least 63,000 net new homes across the Black Country over the period 2006-2026. Of these, 11,973 are expected to be provided in Walsall.
- 4.2 Table 7 of the BCCS includes a trajectory to indicate how the Council expects the housing growth proposed in the BCCS to be spread over the plan period, as follows:
 2006-16: 5,067 net (or 507 dwellings per year)
 2016-21: 2,300 net (or 460 dwellings per year)
 2021-26: 4,606 net (or 921 dwellings per year)
- 4.3 This trajectory is updated each year to show how many new homes have actually been completed to date and the rate of housing development that would be needed for the remainder of the plan period. The latest trajectory below shows that Walsall is currently exceeding the rate of development expected by the BCCS. By March 2016 the BCCS trajectory expected 5,067 net new homes to have been completed since 2006. In fact, 6,165 have actually been completed.
- 4.4 A total of **5,808** dwellings still need to be completed over the 10 year period 2016-2026 to meet the minimum figure required by the BCCS, whilst the trajectory below indicates a requirement for the next 5 years, 2016-2021, of **2,300** dwellings.
- 4.5 In the table, the column headed BCCS shows the net completions expected each year by the BCCS whilst the column headed Actual/ Trajectory shows the actual number of completions each year to date (in green) and the number required in future years to meet the BCCS target by 2026.

WALSALL HOUSING TRAJECTORY AND ACTUAL COMPLETIONS SINCE 2006



- 4.6 The negative figure for net completions in 2007-9 was the result of the demolition of a large amount of former social housing, including tower blocks. A total of 1,574 existing homes were demolished between 2006 and 2011. The BCCS includes a gross figure for new housing as well as a net one to take account of such demolitions over the period of the plan.
- 4.7 Although only 2,300 homes need to be completed in 2016-21 to meet the requirement in the BCCS, the latest update to the Strategic Housing Land Availability Assessment (SHLAA) (April 2016) shows that the actual housing land supply is well in excess of this requirement. 2,625 homes currently have a valid planning permission, including those under construction, and homes on other sites are expected to come forward, including through allocation in the SAD and AAP. Some sites that have had planning permission in the past, but where the permission has lapsed, are still considered to be developable and could come forward as the market improves or if funding is found to address ground stability or contamination.

HOUSING COMPLETIONS SINCE 2006

- 4.8 The breakdown of new housing completions (gross) since 2006 is as follows (as at December 2016):

Walsall Town Centre	625 (17 sites)
Regeneration Corridor 5	128 (7 sites)
Regeneration Corridor 6	804 (55 sites)
Regeneration Corridor 7	1932 (73 sites)
Regeneration Corridor 8	344 (14 sites)
Regeneration Corridor 15	372 (24 sites)
TOTALS IN CORRIDORS AND CENTRE	4205
TOTAL OUTSIDE CORRIDORS AND CENTRES	3477 (302 sites)
TOTAL FOR ENTIRE BOROUGH	7682

- 4.9 New homes have been built on a wide variety of sites, ranging in size from single dwellings up to several hundred. The largest individual sites in each area have been as follows:

WALSALL TOWN CENTRE

Waterfront Former industry	322	This was a scheme by a local developer (Jessops) comprising mainly flats for rent by a social landlord. Completed 2010-14
Tasker Street Former industry	62	Mainly houses for social rent. Completed 2007-9
Wednesbury Road Former industry/ offices	50	Houses and flats for social rent completed 2009-11

CORRIDOR 5

Harrowby Road Redevelopment of former social housing	69 completions to date	Houses for Walsall Housing Group. Under construction since 2014
Curtin Drive Renevelopment of former social housing	29	Houses and flats for Walsall Housing Group in two phases, 2013-14 and 2016-17

CORRIDOR 6

Spring Lane, Willenhall Former factories	112	Taylor Wimpy private sector. Completed 2014-16
Richards Street Former factories	106	Accord Housing. Completed 2012-15
Bentley Gate Former allotments and sewage works	57	J.S. Bloor private sector Completed 2007-10
Moat Street Former factory	47	Walsall Housing Group 100% social rent Completed 2013-14
Clothier Street Former school	48	Walsall Housing Group Under construction 2015-16

CORRIDOR 7

Hospital Street Former industry	201	J.S. Bloor and Barratt Completed 2006-9
Old Pleck Road Former local authority tower blocks	184	Bovis Homes (mixed tenure) completed in phases 2008-16
Leamore Lane North Former refuse tip	138	David Wilson Homes completed 2008-13
Smiths Flour Mills	132	Apartments completed 2007-10
Bloxwich Engineering Former factory	109	Completed 2010-15. Included 15 affordable units
Eagle Envelopes Former factory	93	Completed 2007-11
North Walsall Depot Fomer local authority public works depot	213 completions to date	Mar City and Taylor Wimpey Under construction since 2012

CORRIDOR 8

TRW, Woden Road West Former factory	232	J.S. Bloor Completed 2009-15
Jebbron Former factory	67	Galliford Try Completed 2014-15
Pinfold Street (Blackhorse Close)	16	Mercia Housing Association

		Completed 2009-10
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CORRIDOR 15

High Street/ Ogle Road Redevelopment of former social housing	73	Walsall Housing Group Completed 2012-14
High Street/ Lindon Road Redevelopment of former social housing	60	Walsall Housing Group Completed 2010-11
Clayhanger Road Former factory	55	Westbury Homes Completed 2009-10
Lindon Drive Redevelopment of former social housing	43 completions to date	Walsall Housing Group Constructed commenced 2015-16
Wessex Close Redevelopment of former social housing	27	Walsall Housing Group Completed 2014-15

OUTSIDE CORRIDORS

St Margaret's Hospital Former mental hospital in Green Belt and registered parkland (identified as major developed site in UDP)	446	Bovis Homes Completed 2006-16
Rawlins Tip, Aldridge Road, Streetly Former refuse tip in high value residential area	143	Redrow Homes Completed pre-2006-10
Henry Squire, Lichfield Road, New Invention Former factory	135	Kings Oak Completed 2006-10
Walker Road, Blakenall Redevelopment of former social housing	134	Part of Housing Renewal Hub
Beddows Road Redevelopment of former social housing	98	Walsall Housing Group Completed 2014-15
Cartbridge Lane South Former factory in Green Belt (identified as major developed site in UDP)	88	KD Estates Completed 2011-15
Station Road, Rushall Former warehouse in Green Belt (identified as major developed site in UDP)	83	Barratt Completed 2010-12
Shakespeare Crescent/ Keats Road Redevelopment of former social housing	207 completions to date (out of 398)	Part of Housing Renewal Hub

DEVELOPABLE HOUSING SITES

- 4.10 Sites where housing development is expected in the future are similarly spread across the borough. These figures do not include the potential capacity of “consider for release” sites that are currently in employment or other uses, or dwellings that have already been completed on sites that are under construction (these sites are also listed under “completed” sites above.

Walsall Town Centre	795 (19 sites)
Regeneration Corridor 5	572 (11 sites)
Regeneration Corridor 6	913 (67 sites)
Regeneration Corridor 7	1524 (47 sites)
Regeneration Corridor 8	301 (11 sites)
Regeneration Corridor 15	299 (18 sites)
TOTALS IN CORRIDORS AND CENTRE	4404
TOTAL OUTSIDE CORRIDORS AND CENTRES	2569 (213 sites)
TOTAL FOR ENTIRE BOROUGH	6973

- 4.11 The largest sites in each area that are either currently coming forward or which are considered as potential future residential sites are as follows:

WALSALL TOWN CENTRE

Figures for Walsall Town Centre are only approximate given that the Area Action Plan envisages “town centre” uses as the preferred use for most sites and some sites in the centre that have previously had planning permission for residential development may not come forward for this use. However, other sites that are not included in the figures have potential to include residential use of upper floors.

Tameway Tower TC3 Vacant office block	54	This had a “prior approval” (now lapsed) for the conversion of the entire building to 118 flats. A revised approval in 2016 only involves the conversion of the top half of the building. However, the AAP encourages the refurbishment of the existing office stock in this building.
Station Street TC16 Leather works demolished following fire	210	This planning permission was granted prior to the loss of the Boak building in a fire. The site is now a “consider for release” employment site. The Council has commissioned a market

		assessment and viability study alongside a housing led masterplan for the site. This is due to report its findings in early 2017
William House TC14 Vacant former leather works	60	The AAP supports residential development of this site which directly adjoins existing flats.
Regina Court Vacant 1960's offices above ground floor retail	27	Prior approval for the conversion of the upper floors.

CORRIDOR 5

AP(UK), Heathfield Lane West Former factory and brickworks	304	Previous planning permission and some ground works have commenced. The current landowner supports the allocation of the site in the SAD but is pursuing a revised scheme for a lower number of dwellings to reflect current market conditions. The scheme will also need to address the relationship with proposed employment development on the adjacent former Moxley Tip, and the effect on the SINC within the site.
Harrowby Road Redevelopment of former social housing	161	This is the remaining capacity of this site which is currently under construction by Walsall Housing Group.
Castle View Road Former social housing and under-used open land	44	Site owned by Walsall Council and Walsall Housing Group. Part of the site has planning permission for 19 houses

CORRIDOR 6

Bentley Road North	144	The previous lapsed planning permission was for a retirement "village", however residential remains the preferred use for the
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		site.
Park Lane/ Wood Street	42	Clearance of this former industrial site/ scrapyards has completed and construction has commenced.
Former Lakeside School	59	Site is in the process of being disposed of by the Council and adjoins a former scrapyards on which residential development is nearing completion
ROH Wheels, St Annes Road Former factory (see photograph below)	37	Identified in the DTZ Viability Study as being unviable, however housing on the site is nearing completion. It is believed this was as a result of the landowner selling the site at a favourable rate.



Former ROH Wheels, St Annes Road, Willenhall (August 2015)

CORRIDOR 7

Caparo Site of former factory	310	The landowner supports the allocation of the site in the SAD and is exploring options to bring forward residential development
Metal Casements	95	Part of site is affected

Vacant former factory		by former limestone workings that will require treatment
Harvestime Site of former bakery	80	Site clearance complete. Outline planning permission granted.
Beechdale School Former school	80	Site is under construction for Accord Housing Association
North Walsall Depot Former local authority public works depot	27	Remaining capacity of site that is nearing completion
Carl Street Former works	66	Elderly persons' flats under construction
Mary Elliot School Former school	62	Development under construction on surplus former local authority land.

CORRIDOR 8

Servis Former factory	170	Site clearance is underway
Pinfold Street	36	Approximate housing capacity of various vacant and under-used sites in street, some of which already have planning permission for residential

CORRIDOR 15

Silver Street Redevelopment of former social housing	151	Remaining capacity of site that is under construction
Warreners Arms Vacant former public house	58	Resolution to grant planning permission subject to a section 106 agreement
Silver Street, Former Market Site	40	Outline planning permission granted in 2015. Reserved matters submitted.

OUTSIDE CORRIDORS

Goscote Copper Works	395	The landowner supports the allocation of the site in the SAD and is exploring options to bring forward residential development
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Goscote Lodge Crescent (within Housing Renewal Hub) Redevelopment of former social housing	426	Planning application for Goscote/ Blakenall redevelopment by Walsall Housing Group now submitted. Funded with support from the Black Country Growth Deal Likely start on site early 2017. The earlier phases at Keats Road/ Shakespeare Crescent are under construction (of which 191 dwellings remain to be completed)
Howdles Lane	40	Former gravel pit now used for lorry parking but allocated for housing in UDP
Millington York	35	Elderly person's flats under construction
Cricket Close	42	Tennis courts and former allotments submitted by landowner as potential housing site. Surrender of lease by tennis club understood to be agreed.
Daw End School	63	Surplus local authority land in the process of disposal. Planning permission granted 27/2/17: permission includes flats, so dwelling capacity has been increased from that stated in 2016 SHLAA

- 4.12 It will be noted both in the list of sites that have been completed since 2006 and the list of developable sites where new housing is expected in the future that a number of the largest sites involve housing associations. There is currently a substantial housebuilding programme underway involving the redevelopment of former social housing sites in Moxley, Goscote and Brownhills. This is expected to be completed by 2018.
- 4.13 The majority of new housing is delivered by the private sector, in some cases supported by public funding such as Help to Buy. However, Walsall has been successful in recent years in obtaining substantial funding through the Homes and Communities Agency. This has been used to support several major housebuilding projects involving the redevelopment of housing renewal areas for a mixture of social housing and homes for sale. These projects have been led by housing associations,

in particular Walsall Housing Group which is now responsible for the former local authority housing stock, in partnership with private developers.

- 4.14 The DTZ SAD Viability and Deliverability Study confirms that a high proportion of housing sites proposed in the SAD lie in low value areas that have a combination of low average incomes and difficult ground conditions, arising from the mining and industrial legacy of the borough. This reflects the BCCS sustainability principle that seeks to ensure that brownfield land is prioritised for development over greenfield sites. DTZ estimate that approximately 20% of the identified housing sites may not be viable during the period of the SAD, even with an element of public financial support. However, the total capacity of the housing sites that the SAD proposes to allocate is well in excess of the identified need to 2026. This additional capacity provides a supply of alternative sites in the event that some of the identified sites fail to come forward.
- 4.15 It should be noted that a number of housing sites have been successfully developed in recent years where theoretical viability studies would suggest they are unviable. The Council has also been willing to negotiate about the size of section 106 contributions to affordable housing and other costs. An example is the former ROH Wheels site in St Annes Road, Willenhall which is currently under construction (see photo above). Apart from the actual cost of dealing with ground contamination and instability, a major impediment to the delivery of housing sites can be unrealistic expectations of land value on the part of landowners. Accepting lower returns can be a key to bringing forward housing development. The Council has used this approach itself, by disposing of land for a nominal value in order to achieve the development of sites for housing, offices and other land uses.
- 4.16 The SAD will, by allocating sites for housing development, help to provide assurance to potential developers about their availability. The Council took part in the pilot for Brownfield Registers and it is expected that most of the eligible sites to be allocated in the SAD will be considered for inclusion in the Register when it comes into effect later in 2017, including the potential for permission in principle. Paragraph 3.33 of the Housing White Paper states that brownfield registers will be one of the mechanisms available to support delivery.

TRAVELLER SITE DELIVERY

- 4.17 The number of sites required for gypsies, travellers and travelling showpeople is modest compared with other forms of housing, and the cost of construction is also relatively low. However, proposals for traveller sites can be controversial which has made it difficult to identify suitable sites. Showpeople are commercial businessmen and have traditionally acquired land and developed their own sites. Allocating sites that will be restricted to use by showpeople will make it easier for them to develop sites in the future, by reducing planning difficulties and making it less likely that they will be outbid when seeking to buy land.

- 4.18 Some traveller sites are also privately owned and managed. Many travellers prefer to live on single family sites rather than larger ones run by local authorities or travellers themselves: this is because of intimidation and anti-social behaviour that can make it difficult for new residents of larger sites to integrate. Again, allocating new sites and safeguarding existing ones will make it easier for new sites to be acquired and will prevent existing ones being lost. Funding for local authorities to construct new sites, either to manage themselves or using housing associations, has been available in the recent past. As well as direct funding, a case can also be made to support funding of new traveller sites by local authorities on the grounds that provision of authorised sites can reduce the number of unauthorised encampments and the cost of “planning by appeal”.
- 4.19 The Council already owns land at Dolphin Close that is proposed to be allocated as a new traveller site (site HO28). A scheme has been prepared to convert a redundant office and community room at the existing site in Willenhall Lane (site GT1) to provide 2 additional pitches.

5. Industry

- 5.1 In order to meet the BCCS targets for industry, Walsall needs to provide 317 ha of high quality industrial land and 294ha of local quality industrial land. The BCCS also states that Walsall needs to aim to provide and maintain a reservoir of 46ha of readily available land available at any one time. Besides this, there is the need to provide, within the supply of industrial land, the right portfolio of sites to meet the needs of indigenous companies and inward investment.
- 5.2 The SAD allocations are based on the Employment Land Review (ELR) classification of the industrial land supply. The ELR also works out the site requirement in detail. The delivery strategy detail to bring forward land for industry is set out in ELR Annex E. Developing the site pipeline enables the progress to be made towards the targets for high quality land. Also, as sites are brought forward, land will be rendered readily available. The delivery strategy for individual sites to meet the 10 year requirement is set out in the DTZ SAD, CIL Viability and Deliverability Study.
- 5.3 As with consumer expenditure, the 2008-09 recession affected industrial investment in Walsall, as elsewhere, halting speculative industrial development and effectively impeding progress towards the high quality target by about 8 years or so. It is now likely that the BCCS target will not be reached until 2031 at the earliest, as the ELR Annex E states; even this is predicated on a sustained effort to remediate and provide access to sites in the Black Country Enterprise Zone (BCEZ) area and elsewhere, especially on the BCR/BCSR corridors. Nevertheless, the share of industrial development in the regeneration corridors within Walsall has risen from around 60% in the four years preceding the BCCS adoption to 85% in the four years since.
- 5.4 The private sector will develop a certain amount of sites unaided, based on past experience. But it is acknowledged that the main delivery issue is caused by

abnormal costs on many sites due to the legacy of previous industry. The DTZ SAD CIL Deliverability and Viability Study has assessed the site portfolio needed to meet industrial requirements to 2026; it finds that though most of the sites are marginal or non viable on speculative development assumptions, they could be delivered by occupier led schemes, where different financial considerations can apply.

5.5 The delivery issue for waste management is the same as for general industry: that is, to ensure that its requirements are met as fully as possible by providing the right portfolio of sites. Waste management investment is therefore considered as part of the land for industry delivery chapter. In contrast to industry and waste management, minerals have to be extracted where found, and this is a commercial enterprise. There is no special delivery issue (as opposed to other planning issues) beyond the allocation of the area of extraction itself.

5.6 The tables below set out the delivery position in respect of employment land across the borough.

CORRIDOR 5

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN120.3	Bullseye, Bull Lane	4.96	2017	2 industrial units completed early 2017. One has been pre-let and the other is being marketed.
IN122	FMR Moxley Tip, Moxley Road	10.37	2020	Funding has been awarded by Black Country Growth Deal for site investigations to inform the development strategy for the site. A planning application is expected in 2017 with development between 2018 and 2020.
IN341	Hughes Road (including Citadel South)	4.1 (8ha including Wolverhampton section)	2026	Cross-boundary site with access via Dale Street in Wolverhampton. The area within Walsall is part-owned by the Council and a private landowner and discussions are ongoing regarding the future of the site. Anticipated that remediation would take place 2021-23 and development 2024.
IN120.6	Moxley Junction, Moxley Road	0.4	2021-26	Potential development opportunity. Vacant land

				that is well located in relation to the Black Country New Road. Could be delivered earlier.
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Industrial units at Bull Lane, Moxley completed early 2017

CORRIDOR 6

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN100.1	Z F Lemforder Redevelopment, Station Street	0.51	2015	Industrial redevelopment completed Autumn 2015
IN70.2	Adjacent Aspray, Noose Lane, Willenhall	0.73	2021-26	This site is expected to be expansion land for Aspray. It has planning permission for an extension to the Aspray warehouse but it is understand that this may be a longer term proposal.
IN69.3	Adj Rainbow Business Park Stringes Lane Willenhall	0.45	2021-26	Planning permission for a new workshop for Powertrain. However Powertrain have moved into the adjoining vacant premises so the permission may not be implemented. If this is the case then it is expected that the site would gain another occupier in due course.
IN78.6	FMR PSL site	1.48	2017	Current planning application

	Longacres Willenhall (subject to pp)			for warehouse unit for Middleton Paper. Construction during 2017.
IN78.13	FMR Prelok site Longacres Willenhall (subject to pp)	1.27	2018	This site adjoins the former PSL site, and is envisaged to form Phase 2 of the Middleton expansion. Planning application expected 2017 with construction in 2017/2018 subject to planning permission.
IN70.7	W H Marren, Temple Bar Willenhall (subject to pp)	0.8	2018	Current Planning application for remodelling of Waste Management facility Works likely to start in 2017 subject to planning permission.
IN98.1	Bentley Point, Cemetery Rd	1.3	2018	This site was occupied at the time of the DTZ viability study but is now vacant. The site is being marketed and therefore a planning application is expected in 2017 and development in 2018 subject to planning permission.
IN104	Phoenix 10, Reservoir Place	16	2019-21	BCEZ site. An OJEU procurement exercise to appoint a development partner is underway. It is anticipated that the Preferred Bidder will be identified in early 2017 following which a planning application for remediation will be prepared. Subject to planning permission it is anticipated that the remediation works will start in 2018. Depending on the remediation approach, development will start in phases from 2019.
IN63	Tempus 10 North, Tempus Drive	1.74	2018	BCEZ site. Planning permission for groundworks to create development

				platforms and this work is currently ongoing. Planning application for development expected in 2017.
IN64	Tempus 10 South, Tempus Drive	1.72	2018	BCEZ site. Planning permission for groundworks to create development platforms and this work is currently ongoing. Planning application for development expected in 2017.
IN92	Aspect 2000, Bentley Mill Way	3.34	2020	BCEZ site. Currently occupied by truck & trailer storage. Site investigation complete, and new access provided as part of the DSDA Access Project. Future options for the site to be considered.
IN105	Parallel 9-10 Bentley Mill Way	2.88	2020	BCEZ site. Site investigations undertaken and currently being marketed. Access options being reviewed. Remediation and development expected by 2020.
IN333	Former Willenhall Sewage Works, Anson Road	9.7	2019	The site has been decommissioned and is now vacant. It is proposed for industrial use with a new direct access from the Black Country Route. An initial design has been prepared and funding has provisionally been allocated from Black Country Growth Deal. Subject to award of funding for the detailed design the access could be constructed in 2018 with development then taking place in 2019.
IN110	Former Gasholders site, Darlaston Road	8.1	2020	BCEZ site, in 2 ownerships. Demolition and intrusive site investigation works complete. Access options

				being reviewed. Planning consent is expected in 2018, remediation 2019; development 2020.
IN109	Boxpool site, Darlaston Road	1.67	2022	BCEZ site. Potential for development in tandem with the Gasholder site (IN110, see above).
IN315	Casino & Cinema, Bentley Mill Way	4.5	2021-25	This is currently occupied by leisure uses within the Darlaston LDO which permits employment uses. A new Walsall town centre cinema opened in 2016 which may impact on the future of the cinema at this site. The site will need to be remediated and development is expected in 2020-25 period.
IN317	Millers Close	0.8	2021-25	This site is currently occupied by a restaurant, and two vacant former restaurant buildings. It is within the Darlaston LDO, under which permission is not needed for conversion to industry. The Council will work with the landowner to bring a scheme forward. There are complex land ownerships and it is likely it will take a considerable amount of time. At this stage it is expected that development could start by 2023 with completion by 2024.
IN93.2	Access 10 East, Bentley Road South	1.11	2021-25	Planning consent for a speculative unit. Likely to come forward following BCEZ site development in the 2020-25 period.
IN99.2	Heath Rd/Kendricks Rd	0.4	2021-25	Requires remediation but delivery could be assisted by uplift resulting from development of nearby

				BCEZ sites. Could also serve as expansion land for Acerinox.
IN78.12	Adj Blakemore's Longacres	0.55	2021-26	Possible expansion land for Blakemore's
IN78.2	North of Westacre	0.65	2021-26	Possible expansion land for Blakemore's
IN68.1	Monmer Lane	2.55	2021-26	Site needs access through Morgan Close
IN72.2	Rear of Assa Abloy	2.23	2021-26	Possible expansion land for Assa Abloy
IN107.3	Adj Ikea Steelmans Rd	0.91	2021-26	Expansion land for possible Ikea distribution warehouse expansion
IN69.4	Charles Street	4.27	2021-26	This site has recently been vacated by Caparo industries and has been reoccupied.
IN71.2	North of Watery Lane	0.59	2021-26	Owned by B E Wedge, a local manufacturing company. Possibly could serve to accommodate this company in the long term.

CORRIDOR 7

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN33	Metafin, FMR Stokes Forge	1.1	2015	Completed Spring 2015
IN51.1	Midland Yard, Fairground Way, Walsall	1.5	2015	Completed Autumn 2015
IN52.3	Superior Sections, Walsall Enterprise Park, Pleck	0.45	2016	Extension of factory onto neighbouring vacant site completed during 2016.
IN58	Reedwood Way, North Walsall	4.07	2018	Clean, well located site that that is now being marketed on a build to suit basis. Planning application expected 2017 and development in 2018.
IN17.2	Fryers Rd	3.27	2018	Planning permission for a gasification plant. Remediation likely 2017 and construction 2018.

IN52.2	Walsall Enterprise Park West	0.8	2018	Occupier interest in the site. Potential planning application in 2017 with construction complete in 2018.
IN56.2	Adjacent to Middletons	2.2	2022	Vacant site owned by Highways England that is surplus to requirements. Possible expansion land for Middleton Paper in which case it is expected that this site would be developed by 2021/2022. The site was not in the original 10 year supply, but is now considered to be a likely completion within the 10 year timescale.
IN17.1	Focus 10	3.44	2020-25	Currently being marketed. Offers the opportunity for a range of units sizes to cater for local demand.
IN32.2	FMR Scrap Yard Alma St	0.42	2021-26	Likely long term opportunity
IN27.1	FMR Calor Gas Site	1.00	2021-26	Likely long term opportunity
IN27.2	North of Newfield Place	2.07	2021-26	Likely long term opportunity
IN328	FMR Deeleys Castings	2.65	2021-26	Planning permission for housing subject to the resolution of S106 issues, which are longstanding. Likely long term opportunity but employment remains the preferred use, hence the allocation in the SAD.
IN18.2	Land opp Mary Elliott School	0.5	Post 2026	Was in the 10 year supply but now likely to be delivered later than envisaged.

CORRIDOR 8

<i>Site ID/policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN118.2	Rear of Woods Bank Trading	1.14	2018	Owner looking to bring forward development.

	Estate			Planning application 2017 and development 2018. Was not in the DTZ viability study 10 year supply, but now expected to progress more quickly.
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CORRIDOR 15

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN1.4	Castings, Brownhills	0.6	2016	Extension of B2 on expansion land for manufacturing company. Planning permission 2015, and complete 2016
IN2.4	Apex Road Brownhills	0.78	2017	New waste management facility on vacant site, together with redeveloped premises. Planning permission 2015 and complete 2016.
n/a	Cromwell Commercial Services, Brownhills	0.5	2017	Redevelopment of Truck Repair site. Planning permission 2015, start 2016, expected completion 2017
IN5.4	Maybrook Road/Lindon Rd (former Unalco), Brownhills	0.6	2023	Vacant site, likely to be needed to cater for development in medium term. The Council will work with the landowner to progress development. Expect this site to be developed by 2022/23
IN5.1	North of Maybrook Rd	1.68	2021-26	Possible expansion land for Heathyards. Part owned by them.
IN2.1	Bullows Road Brownhills	1.47	2021-26	Possible expansion land for One Stop



Castings, Brownhills: warehouse completed in 2016

FREE- STANDING SITES

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Size (ha)</i>	<i>Expected completion</i>	<i>Strategy and anticipated timeline</i>
IN12.11	Westgate North/Linley Lodge, Aldridge	0.8	2016	New truck repairs & storage, new workshop; complete 2016. The site was in the DTZ Delivery Study 5-10 year requirement, but has progressed more quickly than anticipated.
IN12.8	FMR Mckechnie's, Middlemore Lane, Aldridge	6.34	2017-18	Viability Gap Development funding being sought and anticipated to be awarded in early 2017 via Black Country Growth Deal. Approval granted for demolition. Subject to funding a planning application for development expected early 2017 with demolition works to commence concurrently.
IN 10.2	Adj Shaylor, Wharf Approach, Aldridge	0.75	2019	Site likely to be brought forward soon by the private sector to cater for local demand, Planning application expected for

				industrial development 2017/18 with construction 2019. This site is in the DTZ Delivery Study as part of the 5-10 year requirement, but is now expected to come forward more quickly.
IN13.2	Aldridge Park (Airfield 55)	1.38	2017	Site has been acquired by Trebor Developments who will develop a speculative unit with gap funding support from Black Country Growth Deal. Site will be marketed as Airfield 55. Was not in the DTZ 10 viability study 10 year supply, but now expected to progress more quickly. Site enabling works due to start Q4 2016/17
IN9.4	Vigo Place Aldridge	0.8	2021-26	Previously in the 5 year supply (see DTZ Delivery Study). Now not marketed for industry and likely to be developed later than envisaged..
IN9.14	Longleat Rd East	0.65	2021-26	Landowner has not been marketing this site. Could cater for local demand in the Aldridge area.
IN3.8	Coppice Lane Aldridge	1.04	2021-26	Suitable for a waste management use as not close to housing.
IN12.6	FMR Jack Allen Aldridge	1.79	2021-26	Land currently being marketed for open storage use.
IN9.12	Adj Joberns Tip Aldridge	1.92	2021-26	Likely long term opportunity.
IN9.10	Joberns Tip	4.31	2016-26	This site has poor ground conditions but is partly occupied by storage and parking uses. It could continue to provide a resource for this type of development.

6. Local centres, other shops and commercial services

- 6.1 The local centres are variable in terms of size and function, but all of them are located to serve the day to day needs of the surrounding catchment, as part of a sustainable hierarchy of centres. Some, for example, Pleck and Caldmore, are doing relatively well because they provide shops and services tailored to the particular needs of different cultures, and we expect this to continue. Some other centres are weaker; this is partly due to the disadvantaged nature of the catchment, and also competition from out-of-centre developments.
- 6.2 The main delivery issue for local centres is that they can continue to perform their local service function, to meet the day to day needs of the surrounding residential catchment. However, SAD chapter 5, Strengthening our Local Centres, includes a set of development opportunities for selected centres. As with the District Centres and Walsall Town Centre, a complementary part of the strategy is to protect them from proposed out-of-centre developments that could adversely affect them by diverting local consumer expenditure away. The Council will continue to work with landowners and developers to bring forward development that is of a size and scale that is appropriate to them.

7. Infrastructure

COMMUNITY INFRASTRUCTURE

- 7.1 Community facilities include health, education, public leisure, recreation, open space, and the environmental network. Walsall's health facilities include the Manor Hospital, a district general hospital, and around 60 local health facilities, as well as home-based services. The redevelopment of the Manor Hospital Pleck Road Site was completed in 2010, and other parts are subject to continuous upgrading. The SAD does not allocate any further land for local health facilities, but as paragraph 6.6 of the SAD states, new and/or improved local health facilities could be accommodated in local centres where opportunities have been identified. These could be delivered through the planning application process.
- 7.2 In relation to education, the Walsall College relocation to Littleton Street West was completed in 2010. This enabled the Tesco store to be completed, also in 2010. The Walsall Sports and Business Hub is on land adjoining the College, and has been recently completed. Walsall also hosts one of Wolverhampton University's four campuses, at Gorway in south Walsall, specialising in sport, music, health, tourism and hospitality. Since the 2003 Masterplan was approved, a series of developments have been completed, including a new Judo Hall, an extension to the nursing unit, new halls of residence, a new teaching block, and a new performance hub. Walsall Adult and Community college is based at Forest Road, in North Walsall, but operates at various venues such as schools, libraries and other community facilities across the Borough.

- 7.3 There are 86 primary schools (14 of which are Academies) and 18 secondary schools (14 are Academies), together with 8 nursery schools and 7 special schools in Walsall, as well as 13 Children's Centres. The SAD does not allocate land for any further education, aside from a policy to control development at the Wolverhampton University campus at Gorway which is an updated version of UDP Saved Policy LC10.
- 7.4 Other local community services include libraries, community halls and sports facilities. As with health facilities, any new facilities can be delivered through planning applications, and development opportunities within local centres. Such facilities will continue to serve their local residential catchments. Large commercial leisure proposals are currently underway in and around Walsall Town Centre (see above). A separate paper has been prepared to describe the process of planning for education and health facilities: this can be viewed at http://cms.walsall.gov.uk/background_paper_-_education_and_health-2.pdf.

ENVIRONMENTAL INFRASTRUCTURE

- 7.5 Walsall's Environmental Infrastructure Network incorporates a range of natural assets shown on the SAD Draft Policies Map: open space, nature conservation sites, countryside, woodlands, agricultural land, greenways and public rights of way. It also includes 'blue infrastructure' in the form of canals, ponds, rivers and wetlands.
- 7.6 BCCS Policy CSP3, relating to environmental infrastructure, requires development proposals to demonstrate that the network will be protected, enhanced and expanded at every opportunity. This policy will be delivered through the arrangements set out for the relevant individual policies of the local development plan documents and in accordance with the Environmental Infrastructure Guidance Phase 1 (2009).
- 7.7 In terms of infrastructure delivery, the significant reduction in funding availability and changing nature of local governance means that environmental infrastructure projects are proposed to be brought forward through a range of routes, and in consequence the Council needs to adopt a more flexible approach towards delivery. The Council will continue to liaise with stakeholders on the provision, maintenance and improvement of environmental infrastructure. This approach will identify projects, potential funding streams and maintenance options. The planning application process will ensure that individual developments provide environmental infrastructure in accordance with local plan policies, infrastructure, or funding for its provision will be secured via planning condition or developer contributions (Section 106 or Community Infrastructure Levy¹).
- 7.8 The Greenway network plays an important role in knitting open spaces together, as well as serving as off-road transport facilities for pedestrians and cyclists. The Council funds these through the Local Transport Plan, but also applies for funding

¹ The Government's recent Housing White Paper states that proposals to amend CIL will be announced later in 2017. In view of this Cabinet agreed on 15th March 2017 to suspend work on the Council's CIL.

through other sources such as the Department for Transport and from the Black Country.

TRANSPORT

- 7.9 BCCS Policy TRAN1 set out a number of priorities to deliver an improved and integrated transport network within the Black Country and its wider links, especially to Birmingham. One of these priority projects – the Darlaston Strategic Development Area Access Project was completed in 2016 while another, the Chase Line Electrification Scheme is due for completion in 2017. Bus related improvements are ongoing, and some minor changes to improve operational efficiency at Bradford Place Bus Station were completed in 2013. The rest of the improvements will continue to be provided by the Council's various partners, such as Transport for West Midlands, Network Rail and Highways England.
- 7.10 In relation to safeguarding and allocating land for transport:
- The rail and rapid transit routes between Walsall, Wolverhampton and Wednesbury are expected to use existing lines. The A34 Rapid Transport project between Walsall and Birmingham improvement can use the existing highway. This means there is no SAD allocation issue in relation to these projects. Stations at Willenhall and Aldridge are expected to be located within the District Centres. These are not covered by the SAD. They will continue to be proposed through the saved UDP policies applying to the District Centres.
 - Proposals for enhancing capacity for bus patronage in Walsall town centre have led to the proposed allocation of a small piece of land at Jerome Retail Park that is currently used for commercial leisure and convenience/ bulky retail.
 - Any land needed for M6 Junction 9 & 10 will be acquired through Highways England powers or through a planning application as necessary.
 - The DSDA Access Project is now complete and there is therefore no need to safeguard any land, as proposed in the SAD Issues and Options.
 - A route to serve the former Willenhall Sewage Works proposed industrial site (IN333) has been identified but this is contained, and therefore allocated, within the development site itself.
 - Park and ride proposals to serve Darlaston James Bridge and Aldridge are not sufficiently well advanced to need land reserved. They can be taken forward through the planning application process as and when necessary.
- 7.11 It is acknowledged that the greatest delivery uncertainty in the transport sector is related to rail schemes. Network Rail's rail development pipeline falls into the following timescale categories: 2014-19, 2019-24, 2024-29. However, in summer 2015 it was announced that Network Rail would be delaying many rail schemes due to cost over-runs and resource issues. This has meant that schemes that were envisaged in the SAD Issues and Options for 2019-24, such as Walsall - Aldridge, are now more likely to be delivered in later 5 year timescales. (This does not affect schemes in progress such as the Chase Line Electrification).

7.12 The medium/long term transportation schemes proposed for delivery in Walsall are set out in the table below.

<i>Site ID/ policy ref</i>	<i>Site/project name</i>	<i>Type of development</i>	<i>Comments</i>
T3	Walsall – Birmingham Passenger Rail Improvements	Improvements to rail passengers service following electrification of Chase Line.	Potential for additional services to Birmingham from Walsall as well as other destinations such as London and Liverpool. Post 2018.
T3	Walsall – Wolverhampton Rail Passenger Improvements	Reinstatement of rail passenger services	Potential for reinstatement of rail passenger services.
T3	Walsall -Stafford Rail Passenger Improvements	Improvements to rail passengers service following electrification of Chase Line.	Potential for services to Stafford from Walsall.
T3	Walsall – Aldridge – Streetly- Sutton Coldfield – Birmingham – Potential Rail Passengers and Freight Services	Potential reopening of rail passenger line.	Line requires electrification by Network Rail before rail services could operate.
T3	Walsall – Stourbridge Freight & Passenger Line	Potential reopening of line for freight and passenger transport.	Line would require reinstatement by Network Rail before services could operate.
T3	Walsall -Brownhills Potential Rail Passenger Services	Potential reopening of rail passenger line.	Line would require reinstatement by Network Rail before services could operate.

UTILITIES and INFRASTRUCTURE

7.13 The utility infrastructure providers have a duty to meet the needs of growth of the area in question in order to ensure the provision of services such as gas, electricity

and water. They will therefore deliver utilities related infrastructure, with no special problems expected. The Black Country Joint Core Strategy; Infrastructure and Deliverability Study, published in 2009 in conjunction with the BCCS, concluded that the borough is well served by infrastructure because of its industrial heritage and that only small, local enhancements are likely to be required for specific development sites. Water companies have not identified the need for additional infrastructure beyond the two existing sewage works and water pumping station. National Grid and Western Power have not identified the need for additional gas or electricity infrastructure but have confirmed that there are overhead and underground cables affecting certain sites on sites, which will need to be considered when drawing up specific development schemes. Sometimes gas mains and sewer easements are encountered in site investigations; but these can be dealt with on a case by case basis; and development can often accommodate them through car parking and landscaping.

- 7.14 The main watercourse under the town centre (Ford Brook) was culverted in the late 1970s/ early 1980s and provides the centre with a reasonable degree of flood protection. There is however some degree of risk from the culvert exceeding capacity. The Environment Agency have therefore committed to delivering an early warning system in the town centre to reduce the impact of any flooding in the centre. This is anticipated to be delivered in 2017/2018.
- 7.15 At present there is no evidence to support the specific allocation of sites for renewable energy infrastructure. A small number of solar farm applications have been submitted and a biomass energy scheme at Fryers Road has planning permission. This is likely to be implemented by 2018. As with waste management, the demand for these is considered part of the industrial land requirement and provided within the general industrial land supply.

BROADBAND

The overwhelming majority of Walsall residents and businesses will be able to access high speed broadband in the near future. A commercial roll-out of fibre broadband across the borough has taken place and most premises excluded from this are now subject of the £12m Black Country Broadband Project, overseen by BCLEP and the four Black Country local authorities. This Project will extend the availability of high-speed fibre broadband to over 99% of homes and business across the Black Country by 2018. Formal deployment of the project started in July 2015, and has already connected over 40,000 premises across the region. During the project, 605 cabinets will be upgraded over 8 phases, resulting in 58,663 premises being connected.

The investment in high-speed fibre broadband aims to help businesses across the Black Country to become more competitive and grow, both in the UK and overseas. It will also enable local people to better access a range of public services online, as well as new leisure, educational and training opportunities.

Additional project funding has recently been awarded and further intervention areas across the Black Country are being identified. This will increase coverage across the Black Country to around 99.8% and leave just under 1000 premises still requiring access to high speed broadband. Furthermore, the Black Country Broadband Project includes a clawback mechanism that requires part of the investment to be returned as the service is taken up and it is envisaged that any future clawback could be used to provide a broadband solution for these remaining 1000 premises. On this basis it is hoped that high speed broadband coverage in the Black Country will be almost 100% in future years.

8. Summary and Conclusion

- 8.1 Overall, the Borough is contributing towards the BCCS objectives set out in CSP1. But the picture is mixed in relation to individual development (housing, shops, industry, community facilities, transport infrastructure).
- 8.2 In relation to the town centre, the main issue concerns the over-ambitious BCCS targets for comparison shopping floorspace and the office floorspace. DTZ have recommended reduced targets of an additional 6,000 sqm of comparison retail floorspace and 73,000 sqm office floorspace. However, at the same time, there are clear signs that Walsall Town Centre has diversified since 2009, in respect of leisure, offices, and education investment. Housing is already ahead of the target in the town centre and there is scope for more. The new office development in particular along Littleton Street West is the first substantial investment in this sector since the early 1990s, whilst the recent completion of Primark represents the first major comparison retail investment in the centre since Crown Wharf. This diversification implies that the town centre is on track to fulfil a major part of BCCS policy CSP1 in respect of being the principal location for major cultural, leisure, entertainment and community facilities.
- 8.3 Nevertheless, in view of the continuing fragility of the town centre, there is a need to avoid the diversion of investment to out-of-centre locations; hence another essential part of the strategy is to protect the investment in Walsall Town centre through the operation of planning policy – that is, to ensure, through the Sequential Approach, that town centre uses such as offices, retail and leisure development proposals are not diverted to out-of-centre locations unless there is nowhere they could be accommodated in the town centre.
- 8.4 The recession has also affected manufacturing industry quite severely. The delivery trajectory here assumes that the high quality target is reached around 2034: but this assumes that sites with abnormal costs are remediated and requisite highway infrastructure is forthcoming. However, there is a clear delivery strategy for the Enterprise Zone sites, which have the greatest abnormal costs issues (see the DTZ

Viability and Deliverability Study) , and based on past trends the private sector can provide up to half of the requirement on small sites (less than 3ha) elsewhere unaided. The trend again is towards concentration of delivery in the Regeneration Corridors.

- 8.5 In relation to housing more generally we are delivering on schedule and we expect this to continue. However it is possible that the social housing element could be affected in the medium term by reductions in government support.
- 8.6 The picture is mixed in relation to community facilities, such as health and education, and transport. The three biggest improvements in terms of health and education, the Manor Hospital, the College, and the Gorway Campus, have substantially been achieved. There are no specific delivery issues in land terms for more small scale local facilities that will continue to provide for their local catchments - the issue is more to do with the outlook for public sector funding from central and local government to fund these facilities, together with the need to respond to changing public needs and usage (for example the future of the Borough's libraries in view of the increase in internet usage). There are educational attainment and health issues affecting Walsall residents, but these are not directly relevant to the SAD as a land allocation plan.