

Appendix 10a – Land for Transport Site Summary Tables

Reference	Site/Area Name	Site/Area Address	Area (ha)	Current Use(s)	What the evidence base says	Constraints
Highways						
T4(a)	Strategic Highway Network	n/a	n/a	Strategic Highway Network	The Strategic Highway Network is for long distance traffic and is the only part of the highway network identified in the UDP, policy T4(a). District Distributors, Local Distributors, Local access Roads and residential streets are not identified. The SAD will continue to classify the highway network and identify the Strategic Highway Network.	
T5(a)	DSDA Access project	Bentley Mill Way		existing highway, greenspace alongside, minor land take of some employment land	DSDA Access Project Statement of Reasons and Walsall ELR state that there is a need to improve access between the Darlaston Enterprise Zone and the M6 Junction 10. DFT acknowledges this is a critical part of the regeneration of the Black Country.	DSDA Access project aims to improve access and therefore resolve constraints to industrial relieve constraints to some sites in the James Bridge/Bentley Mill Way/Bentley Rd South Area.

T5(b)	DSDA Access project	Bentley Rd Sth		existing highway, minor impact on employment land	DSDA Access Project Statement of Reasons and Walsall ELR state that there is a need to improve access between the Darlaston Enterprise Zone and the M6 Junction 10. DFT acknowledges this is a critical part of the regeneration of the Black Country.	DSDA Access project aims to improve access and therefore resolve constraints to industrial relieve constraints to some sites in the James Bridge/Bentley Mill Way/Bentley Rd South Area.
T5(c)	DSDA Access project	Bescot Rd /Wallows Lane		existing highway, slight impact on residential land adjoining	to increase highway capacity	
T5(d)	DSDA Access project	Brown Lion Pleck		existing highway, slight impact on adjoining residential uses	to increase highway capacity	
Rail						
T3(a)	Walsall - Birmingham	n/a	n/a	Passenger and freight services	The UDP safeguards this line for passenger and freight services. The SAD will continue to safeguard this line for these services.	
T3(a)	Walsall - Wolverhampton	n/a	n/a	mostly freight services	The UDP safeguards this line for passenger and freight services. At the time of the UDP's adoption, there were passenger and freight services on this line. Now virtually all passenger services have been withdrawn. Centro Draft Integrated Transport Strategy envisages a mixture of passenger rail and tram/train services, as well as a continuing freight role. It is therefore proposed to safeguard the line for passenger, freight and rapid transit	

					services.	
T3(a)	Walsall - Stafford	n/a	n/a	passenger and freight services	The UDP safeguards this line for passenger and freight services. The SAD will continue to safeguard this line.	
T3(a)	Walsall - Aldridge - Streetly -Sutton Coldfield - Birmingham	n/a	n/a	freight services	The UDP safeguards this line as an existing freight line with potential for passenger rail services. The SAD will continue to safeguard this line for these services.	
T3(a)	Walsall - Wednesbury - Stourbridge	n/a	n/a	disused line	The UDP safeguards this line for potential passenger and freight services. The SAD will continue to safeguard this line for these services.	
T3(b)	Walsall - Brownhills - Lichfield	n/a	n/a	disused rail formation	The UDP safeguards this formation for passenger, freight and /or metro services. Centro's Draft Integrated Transport Strategy proposes rail passenger and freight only on this line. It is therefore proposed to change the wording of this safeguard to delete the reference to metro.	
Other Sites						
IN12A	FMR Rail Sidings,	Middlemore Lane, Aldridge	2.27	vacant employment site, allocated under Policy JP1	Currently UDP site E27. SAD planning ref IN12A. ELR states retain as potential high quality land (see Option 1 in Land for Industry chapter and Site Summary). However there is the opportunity to use this site for park and ride to serve a new Aldridge rail station. Choice site CH56.	Flooding and poor ground conditions

T6	Great Bridge Rd Playing Fields	Great Bridge Rd	c0.49	allocated as protected urban open space in the UDP (LC1) .	The UDP safeguards this land as open space. However Centro has a proposal to use part of this land (T6) to serve as a park and ride facility for the metro stop at Bradley Lane. Centro has analysed the case for this. T6 is indicative, and is also Choice site CH 60.
<i>Railfreight</i>					
MI3	Dalkia	Fairground Way	0.52	Aggregates Rail terminal	This land is owned by Network Rail and leased to Dalkia, which operates it as a terminal to handle aggregates. It is proposed to safeguard this, in accordance with NPPF paragraph 143.