**C1** 

wood

# Appendix C Site Assessment Proformas



# Mineral Infrastructure Assessment Proforma: Accumix Concrete, Dudley

# Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A very with n of cor
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The sit Junctio

## Stage 5 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar infrast area
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic Pensn would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Althou Oak La miner by end
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	There away
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

ery small operation on a tightly defined site n no scope for expansion but within an area omplementary industrial uses re is no potential for rail to serve the site

site is over a 15 minutes time from ction 2 of the M5 at off peak times

#### ionale

site conforms to the industrial character of area and there are other mineral astructure sites and quarries in the wider

V access is poor

ess to the site is on good already wellficked roads through residential areas in Isnett, Gornal and Kingswinford. Impact Id likely be limited

hough not under direct threat, the wider c Lane area accommodates a cluster of heral infrastructure uses and is threatened encroachment at its western extent

re are nearby locally designated areas but by from the site

site is within an industrial area and is not ely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratior
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		А	The sit
	prominent or gateway sites		moderate/serious change in			site ar
			view from highways/public			access
			open space/right of way			

To be safeguarded. A very small operation on a tightly defined site with no scope for expansion but within an area of complementary industrial uses. HGV access is poor and it is currently operational. Although not under direct threat of encroachment, the Oak Lane area accommodates a cluster of mineral infrastructure uses and is threatened by encroachment at its western extent.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: Bell Recycling Centre, Dudley

# Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si withir scrap miner
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The si 2 of th

### Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic Pensn would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The si Althou Oak La miner by end
Nature Conservation		Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	There from t
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si not wi
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

site is an aggregates recycling facility nin an area characterised by heavy industry, p yards, concrete batching plants, and eral extraction

re is no potential for rail to serve the site

site is over 15 minutes drive from Junction f the M5 at off peak times

#### ionale

site conforms to the industrial character of area

/ access is poor. Oak Lane is narrow

tess to the site is on good already wellficked roads through residential areas in isnett, Gornal and Kingswinford. Impact uld likely be limited

site is 100m from a travellers' site. hough not under direct threat, the wider c Lane area accommodates a cluster of heral infrastructure uses and is threatened encroachment at its western extent

re are nearby designated sites but away n the site boundary

site sites within an industrial area and is widely visible

site is not prominent and views onto the are difficult from surrounding publicly essible areas

		Grading						
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To be safeguarded. A small operation accepting around 10Ktpa within an area of complementary industrial uses with no apparent scope for expansion. HGV access is acceptable. It is located within 100m of a travellers' site to the north but is not otherwise under threat from sensitive receptors. However, the Oak Lane area accommodates a cluster of mineral infrastructure uses and is threatened by encroachment at its western extent.

#### ionale

# Mineral Infrastructure Assessment Proforma: Breedon Dudley (Brierley Hill) Concrete Plant, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	E	The si withir indus of the
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The si Juncti

## Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The a there emplo
Traffic and	1. To ensure site is physically accessible to	Adequate unconstrained highway	No site access/ difficult to		D	HGV s
Transportation	a standard likely to be acceptable to the highway authority	frontage	provide access			site is
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Brierle
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	An inc housir opera aggre
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	The si corrid
Landscape and	1. To prevent the creation of unacceptable	Magnitude and sensitivity of potential	Many viewers affected and		Α	The si
Visual	visual impacts	receptors	moderate/serious change in view from residential/public open space/right of way			recep

### ionale

site is a small concrete batching plant nin a primarily residential area, with some ustrial uses, there is no scope for extension he site

re is no potential for rail to serve the site

site is over a 15 minutes' drive from ction 2 of the M5 at off peak times

#### ionale

e area is now residential in character and re is no impacts on high quality ployment land

/ site access is poor, the access road to the is narrow.

ess to the site is on good already wellficked roads through residential areas in rley Hill, Impacts would likely be limited industrial area to the east is promoted for ising. This would conflict with the existing trations and comprise the use for regates recycling

site borders a nature conservation wildlife idor.

site is well screened from residential eptors due to trees at its boundary

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in		A	The sit
			view from highways/public open space/right of way			access

At risk. A small batching plant located adjacent to housing with no scope for expansion. HGV access is poor, and it is not clear if the site is currently operational – it does not appear on the Breedon website. Recent housing to the west on Anchor Hill may well compromise its ongoing use.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas

# Mineral Infrastructure Assessment Proforma: Dudleymix Concrete, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A sma tightly expar
Traffic and	1. To promote sites with good access to	Proximity to freight railway line and		Potential for site to be rail	E	There
Transportation	the rail freight network or major junctions in road network	rail heads or rail sidings		served		
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si from J

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	Curre chara threat highe this m the lo
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV a and a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces on go indust Wood Impac
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	There site w may b due to to the recep
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The si histor desigi
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

nall concrete batching plant operation on a tly defined site with no scope for ansion, within a traditional industrial area re is no potential for rail to serve the site

site is approximately a 15 minutes drive n Junction 2 of the M5 at off peak times

#### ionale

rently site conforms to the industrial racter of the area. There may be some eat to the site in the future due to recent her quality employment uses to the south may result in more sensitive receptors in long term

/ access is not ideal. There is no ghost lane a bend to the east prevents good visibility

ess to the site from the surrounding area is good already well-trafficked roads through ustrial areas and residential areas in odside, Russell's Hall and Baptist End, bact would likely be limited

re is no current threat of encroachment the within a traditional industrial area. There be some threat to the site in the future to recent higher quality employment uses he south this may result in more sensitive eptors in the long term

site borders the Dudley Canal and a oric park but has limited impact to these ignations

site is within an industrial area and is not ely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		А	The si
	prominent or gateway sites		moderate/serious change in			site ar
			view from highways/public			acces
			open space/right of way			

Could be safeguarded. A small site small thought to be serving the local market located within a traditional industrial area and well away from sensitive receptors or housing proposals. It is not under immediate threat although recent higher quality employment uses to the south may imply more sensitive receptors over the longer term.

#### ionale

e site is not prominent and views onto the e are difficult from surrounding publicly cessible areas.

# Mineral Infrastructure Assessment Proforma: Oak Lane Aggregates Site, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A modenclos with r
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The si 2 of th

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar sites a
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Pensn would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The si Oak La Promo site
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	There away
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

noderate sized aggregates recycling facility closed on two sides by mineral extraction h no scope for expansion, within an area of nplementary industrial uses

re is no potential for rail to serve the site

site is over 15 minutes' drive from Junction f the M5 at off peak times

#### ionale

site conforms to the industrial character of area and there are mineral infrastructure s and quarries within the area V access is poor, Oak Lane is narrow

ess to the site is on good already wellficked roads through residential areas in snett, Gornal and Kingswinford. Impact uld likely be limited

site is under threat from development on Lane and Stallings Lane. There is a moted housing site to the south east of the

re are nearby locally designated areas but y from the site

site is within an industrial area and is not ely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in		A	The sit
			view from highways/public open space/right of way			access

To be safeguarded. The site has no potential for expansion and is under threat from housing development on Oak Lane and Stallings Lane. It forms part of a cluster of minerals infrastructure uses around Oak Lane which could be subject to a safeguarding policy.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas

# Mineral Infrastructure Assessment Proforma: Pegasus Grab Hire, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A dep side c indus
Traffic and	1. To promote sites with good access to	Proximity to freight railway line and		Potential for site to be rail	E	There
Transportation	the rail freight network or major junctions in road network	rail heads or rail sidings		served		
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si area
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Stour limite
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	The si and is part o signifi Dudle going exting
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	There area t
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

epot recently re-located from the northern of Bott Lane, the site lies within an ustrial area that has recently been cleared re is no potential for rail to serve the site

site is over a 15 minutes' drive from ction 3 of the M5 at off peak times

#### ionale

site conforms to the industrial nature of

V access is good

ess to the site is on good already wellficked roads through residential areas in urbridge and LYE, Impact would likely be ted

site lies within a promoted housing area l is under threat from housing proposals as t of a much wider scheme that extends for a hificant distance to the east of the A4036 dley Road. Subject to these proposals ng ahead, the current use will be nguished

re is a locally designated site to the north a to the north

site lies within an industrial area and is not ely visible.

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

	Sı	ıbject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratior
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At risk. A depot recently re-located from the northern side of Bott Lane. The site is directly under threat from housing proposals as part of a much wider scheme that extends for a significant distance to the east of the A4036 Dudley Road. Subject to these proposals going ahead, the current use will be extinguished.

ionale

# Mineral Infrastructure Assessment Proforma: Regen R8 Limited, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	An ag scope indus
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The sit 3 of th

## Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si nature
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV a by a lo east
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic Stourk limited
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The ar area, t east th develo create and co
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The si the no
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

aggregates recycling site is small with no be for extension, located on the edge of an ustrial area

re is no potential for rail to serve the site

site is over 15 minutes' drive from Junction the M5 at off peak times

#### ionale

site conforms to the heavy industrial ure of the wider estate

/ access is acceptable although constrained low bridge on Stourbridge Road to the

ess to the site is on good already wellficked roads through residential areas in urbridge and Lye, Impacts would likely be ted

area is located at the edge of an industrial a, but close to recently cleared land to the t that is subject to housing and elopment proposals. If successful, this may ate conflicts with the existing operations

comprise the use for aggregates recycling

site borders a nature conservation area to north

site lies within an industrial area and is not ely visible from publicly accessible areas

site is not prominent and views onto the are difficult from surrounding publicly essible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration

At risk. A small WTS which includes on-site recycling of inert waste with no scope for expansion. Located at the edge of an industrial area but close to recently cleared land to the east that is subject to housing proposals. If successful, this may create conflicts with the existing operations and compromise its ongoing use.

ionale

# Mineral Infrastructure Assessment Proforma: SW Jackson Site, Dudley

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	В	A sma for ex indust recycl
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		E	The si 2 of th

### Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the sit
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic Pensn would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The si Oak La promo
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	There distan
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si not wi
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

nall concrete batching plant with no scope expansion within an area of complementary ustrial uses including an aggregates verting site and mineral extraction sites re is no potential for rail to serve the site

site is over 15 minutes drive from Junction f the M5 at off peak times

#### ionale

site conforms to the industrial character of site

/ access is poor, Oak Lane is narrow

ess to the site is on good already wellficked roads through residential areas in snett, Gornal and Kingswinford. Impact uld likely be limited

site is under threat from development on a Lane and Stallings Lane. Housing is moted to the south east of the site

re are locally designated sites some ance away to the north and south

site sites within an industrial area and is widely visible

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratior

To be safeguarded. The site has no potential for expansion and is under threat from housing development on Oak Lane and Stallings Lane. It forms part of a cluster of complementary uses around Oak Lane which could be subject to a safeguarding policy.

ionale

# Mineral Infrastructure Assessment Proforma: Anytime Concrete, Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si scope comp
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The sit Junctio

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The sind the area
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV a island
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic West
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The si under proxir protec
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	To the has be
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The sit access estate that so the no
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The sit site ar access

#### ionale

site is a concrete batching plant with no pe for expansion enclosed within an area of plementary industrial uses re is no potential for rail to serve the site

site less than a 5 minutes drive from ction 2 of the M5 at off peak times

### ionale

site conforms to the industrial character of area.

V access is good although there is no ghost nd for turning off the A4182.

ess to the site is on good already wellficked roads through residential areas in st Bromwich. Impact would likely be limited site and wider industrial area are not ler threat from any housing proposals. The ximity of the site to the elevated M5 should tect the site from housing developments.

he south of the site the Birmingham Canal been designated a wildlife Corridor.

site is not widely visible from publicly essible areas outside of the industrial ate. There is vegetation along the A4182 a screens views from residential receptors to north.

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
					l'	

Summary Assessment Plant with no potential for expansion located within a traditional industrial area between A4182 and the elevated M5. This area is not under threat and may be unsuitable for housing.

# Mineral Infrastructure Assessment Proforma: Bescot LDC- Depot, Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si betwe
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	A	The si
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The si 2 of th

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si emplo
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access of the The w traffic Friar P
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There appro this w the int furthe proxin
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	Adjace conse
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si due to lines a

#### ionale

e site is an aggregates recycling facility ween the M6 and railway sidings. These roundings are complementary to the site e site is adjacent to rail sidings

site is a 5-10 minutes' drive from Junction f the M5 at off peak times

#### ionale

site is away from any high-quality ployment areas

V access is good

ess to the site is on good due to proximity he site to the M6 and the Walsall Road. wider network comprises already wellficked roads through residential areas in <u>r Park. Impact would likely be limited</u> re is a large housing proposal proximately 150m south of the site although would not increase encroachment due to intervening railway sidings. The site is her unlikely to be threatened due to ximity to the M6

acent land is a designated nature servation site

site is not widely visible from public areas to its location between the M6, railway s and associated vegetation

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		А	The sit
	prominent or gateway sites		moderate/serious change in			site ar
			view from highways/public			access
			open space/right of way			

Depot located adjacent rail ballast facility on a narrow site. Potential to expand could only be secured through realignment of sidings. The site is located close to the M6, is unsuitable for housing and unlikely to be threatened by alternative uses.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas

# Mineral Infrastructure Assessment Proforma: Bescot LDC Rail Ballast Facility, Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si depot railwa the si
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	A	The si
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The si Juncti

## Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si emplo of the unlike emplo site
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access of the The w traffic Friar P
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There appro this w the in furthe proxir
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	Adjac conse

#### ionale

e site is located adjacent to an aggregates bot on a narrow site between the M6 and way sidings. These are complementary to site

site is adjacent to rail sidings

e site is a 5-10 minutes' drive time from action 2 of the M5 at off peak times

#### ionale

site is away from any high-quality ployment areas. Due to the enclosed nature he site and proximity to M6 the site is kely to be threatened by high quality ployment areas encroaching towards the

V access is good

ess to the site is on good due to proximity he site to the M6 and the Walsall Road. wider network comprises already wellficked roads through residential areas in r Park. Impact would likely be limited re is a large housing proposal proximately 150m south of the site although would not increase encroachment due to intervening railway sidings. The site is her unlikely to be threatened due to ximity to the M6

acent land is a designated nature servation site

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and	1. To prevent the creation of unacceptable	Magnitude and sensitivity of potential	Many viewers affected and		A	The s
Visual	visual impacts	receptors	moderate/serious change in			due t
			view from residential/public			lines
			open space/right of way			
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		A	The s
	prominent or gateway sites		moderate/serious change in			site a
			view from highways/public			acces
			open space/right of way			

Rail ballast facility located adjacent to an aggregates depot on a narrow site. Potential to expand could only be secured through realignment of sidings. The site is located close to the M6, is unsuitable for housing and unlikely to be threatened by alternative uses.

#### ionale

e site is not widely visible from public areas e to its location between the M6, railway es and associated vegetation.

e site is not prominent and views onto the e are difficult from surrounding publicly ressible areas

# Mineral Infrastructure Assessment Proforma: Breedon Oldbury Concrete Plant, Sandwell

## Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con indust heavy
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The sit 2 of th

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar west a
Traffic and	1. To ensure site is physically accessible to	Adequate unconstrained highway	No site access/ difficult to		А	HGV a
Transportation	a standard likely to be acceptable to the highway authority	frontage	provide access			
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access trafficl Langle
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There encroa is und appro poten develo the sit confo
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	The ar desigr
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		В	The sit widely The sit canal
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The sit site ar access

#### ionale

oncrete batching plant on the edge of an ustrial area with some complementary vy uses

re is no potential for rail to serve the site

site is a 5-10 minutes' drive from Junction the M5 at off peak times

#### ionale

site conforms to the industrial character of area, there is active heavy industry to the t and east

/ access is good

ess to the site is on good, already wellficked roads through residential areas in gley Green. Impact would likely be limited re are no promoted housing sites roaching ono the site area however the site nder threat from housing proposals roximately 50m to the south with the canal entially offering further attraction to elopment. If these proposals are granted site may become increasingly non formant with the surrounding area. area the site is located within a locally ignated site

site is within an industrial area and is not ely visible from publicly accessible areas. site is partially screened from the Titford al by vegetation alongside the canal site is not prominent and views onto the are difficult from surrounding publicly

essible areas

	Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration
ŀ							

At risk. Plant with no potential for expansion located on the edge of a traditional industrial area between an abandoned railway line and the Titford Canal. This area is under threat from housing proposals approximately 50m to the south with the canal potentially offering further attraction to development.

#### ionale

# Mineral Infrastructure Assessment Proforma: CEMEX Oldbury Concrete Plant, Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si traditi elevat
Traffic and	1. To promote sites with good access to	Proximity to freight railway line and		Potential for site to be rail	E	There
Transportation	the rail freight network or major junctions in road network	rail heads or rail sidings		served		
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		B	The si charao highe Hotel. locatio
Traffic and	1. To ensure site is physically accessible to	Adequate unconstrained highway	No site access/ difficult to		Α	HGV a
Transportation	a standard likely to be acceptable to the highway authority	frontage	provide access			
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces the Bi would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	There appro the sit due to
Nature Conservation		Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	A loca
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		В	The si public from p
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

site is a concrete batching plant within a litional industrial area adjacent to the rated M5

re is no potential for rail to serve the site

site is a less than a 5 minutes' drive from ction 2 of the M5 at off peak times

#### ionale

site generally conforms to the industrial racter of the area although there are some ner quality businesses such as the Ibis el. However the site is not in a prominent ation.

/ access is good

ess to the site is good, the site is adjacent Birmingham New Road and M5. Impact Id likely be limited

re is a promoted housing site roximately 100 m to the north. However, site is unlikely to be threatened by housing to its proximity to the elevated M5

ocally designated site lies to the south east

site is within an industrial area away from licly accessible areas, it is not widely visible n publicly accessible

site is not prominent and views onto the are difficult from surrounding publicly essible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Summary Accoremont			•	-	•	

A Plant with no potential for expansion located within a traditional industrial area adjacent to Junction 2 of the elevated M5. This area is unsuitable for housing and unlikely to be threatened by alternative uses.

ionale

# Mineral Infrastructure Assessment Proforma: Former Hanson Site (West Bromwich), Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	area c There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si Juncti

### Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The sind the area
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV a ghost
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic West I
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The sir is not propo elevat uses
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The Bi desigr
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The sit access
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The sit site ar access



#### ionale

site is an aggregates recycling facility with scope for expansion enclosed within an a of complementary industrial uses re is no potential for rail to serve the site

site less than a 5 minutes' drive from ction 2 of the M5 at off peak times

#### ionale

site conforms to the industrial character of area

/ access is acceptable although there is no ost lane for turning off the A4182

ess to the site is on good already wellicked roads through residential areas in st Bromwich. Impact would likely be limited site or industrial area surrounding the site ot under threat from any housing posals. The proximity of the site to the vated M5 is likely to discourage sensitive

Birmingham Canal to the south is a ignated wildlife corridor

site is not widely visible from publicly essible areas outside of the industrial estate

site is not prominent and views onto the are difficult from surrounding publicly essible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale	
	Summary Assessment						
Plant with no potential	for expansion located within a t	traditional industrial area adjacent to the elevated MS	5. This area is unsuitable for housi	ing and unlikely to be threatened	by alternati	ve uses.	

# Mineral Infrastructure Assessment Proforma: Hanson Ready Mix Concrete (Oldbury), Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con expan indust
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		С	The sit Junctio

### Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		В	Althou quality Roway recept
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a turnin
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access trafficl Oldbu likely l
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There onto t
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	A wild south
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The sit widely outsid

### ionale

oncrete batching plant with no scope for ansion, within an area of complementary ustrial uses

re is no potential for rail to serve the site

site is a 5-10 minutes' drive time from ction 2 of the M5 at off peak times

#### ionale

nough not under threat, recent higher lity employment uses to the south across way Lane may imply more sensitive eptors over the longer term

/ access is good with good visibility when ing into the industrial estate

ess to the site is on good already wellficked roads through residential areas in bury and West Bromwich. Impact would ly be limited

re are no housing proposals that encroach o the site or onto the wider industrial area

ildlife corridor to the River Tame is to the the of the site

site is within an industrial estate and is not ely visible from publicly accessible areas side the industrial estate.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

To be safeguarded. A substantial site within a traditional industrial area. Although not under threat recent higher quality employment uses to the south across Roway Lane may imply more sensitive receptors over the longer term.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: Wednesbury Asphalt Plant, Sandwell

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A coar expan is with indust
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The si 9 of th

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There indust
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The si desigr
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely outsid
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

oating plant with some potential for ansion subject to land availability. The site vithin an area of complementary heavy ustrial uses

re is no potential for rail to serve the site

site is a 5-10 minutes' drive from Junction f the M6 at off peak times

#### ionale

site conforms to the industrial character of area

V access is good

ess to the site is on good already wellficked roads through Wednesbury. Impact uld likely be limited

re are no proposals that threaten the ustrial estate the site lies within

site is located adjacent to a locally ignated site

site is within an industrial area and is not ely visible from publicly accessible areas side the industrial estate

site is not prominent and views onto the are difficult from surrounding publicly essible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale

Summary Assessment Site is located well away from sensitive receptors and, subject to land availability, mineral uses could be expanded into the area to the east.

# Mineral Infrastructure Assessment Proforma: Bescot Triangle South, Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si no sco betwe indus the ea
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	D	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	A	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si railwa
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a over t only fe
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces roads Wedn
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	The sit There due to elevat
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	The si
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The sit due to lines a

#### ionale

e site is an aggregates recycling facility with scope for expansion, the site is located ween railways and the elevated M6. An ustrial estate with light industrial uses is to east

re is little potential for rail to serve the site

site is less than a 5 minutes' drive from ction 9 of the M6 at off peak times

#### ionale

site is located between the M6 and two ways that restrict access

V access is good, there is a railway bridge r the access road to the site, but this road is <u>v for vehicles accessing the site</u> ess to the site is on already well-trafficked ds through residential areas in Bescot and <u>dnesbury. Impact would likely be limited</u> site is located within 100m of housing. re are no housing and the site is likely safe to its location between railways and vated M6

site is adjacent to a locally designated site

site is not widely visible from public areas to screening afforded by the M6, railway s and associated vegetation.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

Could be safeguarded. A small operation with little infrastructure located within 100m of mature housing. Unlikely to be threatened between railways and elevated M6.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: Branton Hill CLEUD Relocation Site, Walsall

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	The si recycl quary permi forme has ye In 200 Devel storag soils, g concre the co area c permi reloca associ and g
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	and gi There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	D	The si Junctio

# Stage 3 – Positive Locational Objectives

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si indust The si qualit
Traffic and	1. To ensure site is physically accessible to	Adequate unconstrained highway	No site access/ difficult to		A	HGV a
Transportation	a standard likely to be acceptable to the highway authority	frontage	provide access			with g
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces traffic Aldrid

#### ionale

site is a vacant permitted aggregates veling facility located within an established rrying area. in the Green Belt. Planning mission has been granted to relocate the ner recycling operations onto this site but yet to be implemented.

000 a Certificate of Lawful Existing Use or elopment (CLEUD) was granted for the age, sale and distribution of imported sand, s, gravels, stones, broken tarmac, hardcore, crete and various other inert wastes from construction industry. In 2001 an lication for an extension of the operational a of the quarry was submitted. Planning mission for a new access road and a cation of the recycling centre, including poiated buildings was submitted in 2006 granted permission in October 2013. re is no potential for rail to serve the site

site is over a 10 minutes' drive from ction the M6 toll at off peak times

#### ionale

site is surrounded by complementary ustrial uses including Branton Hill quarry. site does not pose any threat to highlity employment

/ access is good, there is an access road good turning visibility with ghost lane

ess to the site is on good already wellficked roads through residential areas in fidge. Impact would likely be limited

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	High built sugge furthe prope
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The d adjac
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si use, is
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si are di access

To be safeguarded. Working ceased in main quarry in 2013 but restoration of worked phases is incomplete but due to be completed in 2019 according to the approved phasing plan. Permission for quarry extension granted in 2018 but not yet fully operational. Located in the Green Belt. Various sites to the north (Little Aston Road), south east and south west (Chester Road) being promoted for housing and leisure uses through the BCP Call for Sites (173, 107, 172, 307). High specification 'gated' housing has been built 150m to the east although layout suggests that this is unlikely to encroach further.

#### ionale

The provide the provided of th

designated old Branton Hill Cleud Site is acent to the relocation site.

site is within an established area of mineral , is not widely visible and is well screened

e site is not prominent, views onto the site difficult from surrounding publicly cessible areas

# Mineral Infrastructure Assessment Proforma: Breedon Concrete Plant, Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con expar comp indus
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	A	Locate rail lir aggre
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si charao an Ele
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		В	HGV a visibil
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic be lim
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There and th threat
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	There east
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

oncrete batching plant with no scope for pansion, the site is surrounded by nplementary industrial uses between an ustrial estate and a railway line cated adjacent to, and has synergies with, a linked depot (Breedon Walsall cement and gregates depot) e site is approximately a 5-minute drive from

ction 9 of the M6 at off peak times

#### ionale

site conforms to the general industrial racter of the area with heavy uses such as Electrolytic plating and a pressing company V access is acceptable with reasonable bility on Corporation Street

ess to the site is good, on already well ficked roads through Walsall. Impact would imited

re has been no nearby recent development I there are no promoted housing areas that eaten the site

re is a locally designated site to the south

site is within an industrial area and is not ely visible

site is not prominent and views onto the are difficult from surrounding publicly essible areas outside the industrial estate

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Summary Assessment						

To be safeguarded. Located adjacent to, and has synergies with, the rail linked depot.

onale

# Mineral Infrastructure Assessment Proforma: Breedon Walsall Cement and Aggregates Depot, Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A cerr for ex comp line.
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	A	Locate Breed
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si chara there Electr
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		В	HGV a visibil
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces traffic would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There and n
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	A loca
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

ement and aggregates depot with no scope expansion, the site is surrounded by nplementary industrial uses and a railway

cated adjacent to, and has synergies with a edon Concrete Batching Plant

site is approximately a 5-minute drive from ction 9 of the M6 at off peak times

#### ionale

e site conforms to the general industrial aracter of the area. Within the industrial area are are other heavy industry uses such as an ctrolytic plating and a pressing company. V access is acceptable with reasonable bility from Corporation Street

tess to the site is good, on already well ficked roads through Walsall. Impact uld be limited

re has been no nearby recent development no promoted housing threatens the site

ocally designated site lies to the south east

e site is within an industrial area and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

Summary Assessment To be safeguarded. Although not threatened by development this is an extremely valuable resource.

#### ionale

e site is not prominent and views onto the e are difficult from surrounding publicly ressible areas outside the industrial estate

# Mineral Infrastructure Assessment Proforma: Express Asphalt, Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A coa no sco an inc emba
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		В	The si the ar qualit area s
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV A454
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces the sit areas and p M6
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There althou could develo
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The si railwa
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

oating plant on a tightly defined site with scope for expansion at the northern edge of industrial estate adjacent to a railway bankment

re is no potential for rail to serve the site

site is less than a 5-minute drive from ction 10 of the M6 at off peak times

#### ionale

e site conforms to the industrial character of a rea. However, there are some higher ality employment uses within the industrial a such as the Poundland offices V access is good, there is a slip road off the

54 that affords access directly to the site

cess to the site is good, vehicles accessing e site would likely avoid local residential as due to the slip road access to the site d proximity to Black Country Route and the

ere has been no nearby recent development hough the green area across the railway line uld pose a threat if targeted for velopment

site is adjacent to a locally designated way line

e site is within an industrial area and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

To be safeguarded. There has been no nearby recent development although the green area across the railway line could pose a threat if developable.

#### ionale

e site is not prominent and views onto the are difficult from surrounding publicly essible areas outside the industrial estate

# Mineral Infrastructure Assessment Proforma: Interserve Site Services, Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to	Location of industrial areas		To locate facilities within or	A	A form
	industrial areas			adjacent to industrial areas		scope
						and b
						comp
						active
						waste
						In 201
						contra
						Grour
						forme
						of the
						WTS v
						place.
Traffic and	1. To promote sites with good access to	Proximity to freight railway line and		Potential for site to be rail	E	There
Transportation	the rail freight network or major junctions in road network	rail heads or rail sidings		served		
		Proximity to motorway junctions	In excess of 10 minute drive time	To locate facilities within 5	С	The si
			to motorway junctions (am peak,	minute drive time to motorway		from t
			pm peak, off peak and 'free	junctions (am peak, pm peak,		
			flow')	off peak and 'free flow')		1

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The sindust indust (Sando (Empir
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Access traffic Walsa likely l
Amenity	<ul> <li>1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ul>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The sit uses, t sensiti the ex encroa surrou

#### ionale

ormer aggregates recycling facility with no be for expansion between a haulier's yard brickworks within an area of aplementary industrial uses including an we quarry (Sandown) and a hazardous te facility (Empire Works).

019 site was taken over by the haulage tractor occupying the adjacent Former Bace undworks site (D E O'Reilly), which is itself a ner aggregates recycling site. The main use he site is now as a general non-hazardous 5 with some aggregates recycling still taken ce.

re is no potential for rail to serve the site

site is approximately a 10 minutes' drive in the M6 toll at off peak times

### ionale

site is surrounded by complementary ustrial uses including an active quarry ndown) and a large hazardous waste facility pire Works)

/ access is good

ess to the site is on good already wellficked roads through residential areas in sall Wood and Aldridge. Impact would ly be limited

site is located well away from sensitive s, there is no evidence of proposals for sitive developments that would threaten existing operation. The risk of

roachment is low in practice because of the rounding land uses

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	There
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si land u
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si locatio from s

To be safeguarded. Former MRF specialising in recovery of aggregates from construction and demolition waste. The site is now used as a general non-hazardous WTS with some aggregates recycling still taking place. Located well away from sensitive uses between a haulier's yard and a brickworks. While nearby canal could be attractive to housing development, the risk of encroachment is low in practice because of the surrounding land uses, including an active quarry (Sandown) and a large hazardous waste facility (Empire Works).

#### ionale

ere is a locally designated site to the east

site is within an area of complementary duses and is not widely visible

e site is not prominent, or in a sensitive ation and views onto the site are difficult m surrounding publicly accessible areas.

# Mineral Infrastructure Assessment Proforma: Tarmac Concrete Walsall (Fenchurch Road), Walsall

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con site w within indust
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The si 10 of

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a visibil the es
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic aroun likely
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	Recent into the site to occurs are no the site
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	С	The si
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

oncrete batching plant on a tightly defined with no scope for expansion, located hin an industrial estate with complementary ustrial uses.

re is no potential for rail to serve the site

site is a 5-10 minute drive from Junction of the M6 at off peak times

#### ionale

e site conforms to the industrial character of a area

V access is good, there is reasonable bility in both directions when turning into e estate from Green Lane

cess to the site is on good already wellfficked roads through residential areas ound Birchhills and Leamore. Impact would ely be limited

cent housing development has encroached to the wider industrial area 100m from the to the north east, if further development curs this could threaten the site. As yet there no promoted housing sites that threaten e site.

site is adjacent to a locally designated site

e site is within an industrial area and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		А	The s
	prominent or gateway sites		moderate/serious change in view from highways/public			views
			open space/right of way			the in

To be safeguarded. Recent housing development has encroached to 100m from the north east and the site could be threatened should further development occur on Cable Drive.

#### ionale

e site is not prominent or sensitive and ws onto the site are difficult from rounding publicly accessible areas outside industrial estate

# Mineral Infrastructure Assessment Proforma: Dismantling & Engineering Services, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A sma expan busine within uses
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		С	The sit Junctio

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		В	The sit the ar Middl restric
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Access traffic Wedn Impac
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There develo
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The sit access the pu along

### ionale

mall recycling operation with no scope for ansion, enclosed by other industrial inesses on both sides. The site is located nin an area of complementary employment s

re is no potential for rail to serve the site

site is a 5-10-minute drive time from ction 10 of the M6 at off peak times

### ionale

site conforms to the industrial character of area, however the recent development of Idleton Foods across Noose Lane would rict outdoor processing.

/ access is good

ess to the site is on good already wellficked roads through residential areas in dnesfield, Willenhall and Moseley village pact would likely be limited

re is no evidence of pressure for residential elopments in the surroundings of the site.

impact upon nature conservation assets

site is not widely visible from publicly essible areas. There would only be views to public of the site when driving or walking ng Neachells lane

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites		Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The sit

To be safeguarded as presently in the Core Strategy. The site is a small use housed within a building. The recent development of Middleton Foods across Noose Lane would restrict any further use to an indoor facility.

#### ionale

site is not prominent, and the location of site is not sensitive.

# Mineral Infrastructure Assessment Proforma: Aggregate Industries, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A sma for ex withir
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There by rai
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		С	The sit from J

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		C	The si emplo site m with h site co area
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Wedn
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There or oth
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si visible

#### ionale

mall concrete batching plant, with no scope expansion tightly enclosed by other uses hin a traditional industrial area. re is no potential for the site to be served rail.

site is approximately a 5- 10-minute drive n Junction 10 of the M6 at off peak times

#### ionale

e site is potentially a high-quality ployment area if regeneration occurs the e may become increasingly non-conformant h high quality business uses. Currently the e conforms to the industrial character of the a

V access is good

cess to the site is on good already wellfficked roads through residential areas in ednesfield. Impact would likely be limited ere is no evidence of proposals for housing other sensitive land uses nearby

impact upon nature conservation assets

e site is within an industrial area and is not ble from outside the industrial estate

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public		A	The sit
			open space/right of way			

To be safeguarded. Located within a traditional industrial area with no nearby housing proposals. The site is potentially a high-quality employment area if regeneration occurs the site may become increasingly non-conformant with high quality business uses.

#### ionale

site is not prominent, and the location of site is not sensitive.

# Mineral Infrastructure Assessment Proforma: Britannia Onsite Concrete, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A cor opera site is indus
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		С	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		С	The S the su
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces good reside and B
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Althou encros housin closes the sit into th
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

oncrete batching plant that has ceased eration, with no scope for expansion. The e is located within a poor and partly derelict ustrial area

re is no potential for rail to serve the site

site with a 5-10-minute drive from ction 10 of the M6 at off peak times

#### ionale

e Site is vulnerable to the regeneration of surrounding area.

V access is good

cess to the site from the wider area is on od already well-trafficked roads through idential and industrial areas within Moxley <u>d Bilston, impacts would likely be limited</u> hough not under direct threat of croachment, there are many promoted using sites in the surrounding area the sest is approximately 200 m to the south of e site, this will add to the pressure on the site o the future.

impact upon nature conservation assets

e site is within an industrial estate and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		A	The sit
	prominent or gateway sites		moderate/serious change in view from highways/public			site ar access
			open space/right of way			

A small operation that has now ceased and located within a poor and partly derelict industrial area, the area is potentially a high quality regeneration area. Safeguarding could likely impede wider regeneration but would assist in protecting waste uses to the north.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: CPI Mortars, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A dry expan light i
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The sit Junctio

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		С	The fa busin and th area a confo
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces good reside would
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Althou encro housin develo north
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

ry silo mortar plant with no scope for ansion. The site is located within an area of t industry

re is no potential for rail to serve the site

site is over a 10 minutes' drive from ction 10 of the M6 at off peak times

#### ionale

facility is vulnerable due to neighbouring inesses Hill & Smith and Utopia Furniture the wider regeneration of the surrounding a and will become increasingly nonformant

V access is good

cess to the site from the wider area is on od already well-trafficked roads through idential areas within Ettingshall. Impacts uld likely be limited

hough not under direct threat of croachment, there is a large promoted using site and recent residential velopment approximately 800 m to the rth

impact upon nature conservation assets

e site is within an industrial estate and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites		Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

Summary Assessment To be safeguarded. The employment area has undergone regeneration including retail and warehousing that presents a threat.

#### ionale

e site is not prominent and views onto the e are difficult from surrounding publicly essible areas

# Mineral Infrastructure Assessment Proforma: Ettingshall Asphalt Plant, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A coa formi infras comp
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	The si infras regen the Kl facilit confo devel
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV under
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces good reside Etting
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Altho encro becor is app reside 400 m This v the fu
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No in

#### ionale

oating plant with scope for expansion ming part of a cluster of mineral rastructure sites within an area of nplementary uses ere is no potential for rail to serve the site

e site is over a 10 minutes' drive from action 10 of the M6 at off peak times

#### ionale

e site forms part of a cluster of mineral rastructure uses that are vulnerable to the generation of the surrounding area including to Khalsa Academy and Pallet track. The ility would become increasingly nonnformant should other higher quality velopment be proposed

V access is acceptable although narrow der a railway bridge

cess to the site from the wider area is on od already well-trafficked roads through idential and industrial areas within ingshall, impacts would likely be limited hough not under direct threat of croachment, the character of the area is coming less industrial, the Khalsa Academy approximately 200m away and recent idential development and approximately 0 m to the north and further interest nearby. s would continue to threaten the site into e future.

impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and	1. To prevent the creation of unacceptable	Magnitude and sensitivity of potential	Many viewers affected and		A	The s
Visual	visual impacts	receptors	moderate/serious change in			widel
			view from residential/public			
			open space/right of way			
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		А	The s
	prominent or gateway sites		moderate/serious change in			site a
			view from highways/public			acces
			open space/right of way			

To be safeguarded as presently in Core Strategy. The site forms part of a cluster of facilities co-located with a recycling facility and batching plant. The surrounding area is regenerating, and the facilities will become increasingly nonconformant with sensitive land uses such as The Khalsa Academy and higher quality employment uses such as Pallett Track.

#### ionale

e site is within an industrial estate and is not dely visible

e site is not prominent and views onto the e are difficult from surrounding publicly ressible areas.

# Mineral Infrastructure Assessment Proforma: Ettingshall Recycling Facility, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	An ag expan infrast comp
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	The si infras to the The m increa qualit premi
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV a under
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces good reside Etting
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Althou encro becor is app reside 400 m This w the fu
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im

#### ionale

aggregates recycling facility with scope for pansion forming part of a cluster of mineral rastructure sites within an area of mplementary uses

re is no potential for rail to serve the site

site is over a 10 minutes' drive from ction 10 of the M6 at off peak times

#### ionale

e site belongs to a cluster of mineral rastructure facilities that are vulnerable; due the regeneration of the surrounding area. e mineral infrastructure facilities will become reasingly non-conformant with the higher ality development such as the Pallet track emises.

V access is acceptable although narrow der a railway bridge

cess to the site from the wider area is on od already well-trafficked roads through idential and industrial areas within ingshall, impacts would likely be limited hough not under direct threat of croachment, the character of the area is coming less industrial, the Khalsa Academy approximately 200m away and recent idential development and approximately 0 m to the north and further interest nearby. s would continue to threaten the site into e future.

impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and	1. To prevent the creation of unacceptable	Magnitude and sensitivity of potential	Many viewers affected and		A	The s
Visual	visual impacts	receptors	moderate/serious change in			widel
			view from residential/public			
			open space/right of way			
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		A	The si
	prominent or gateway sites		moderate/serious change in			site a
			view from highways/public			acces
			open space/right of way			

To be safeguarded as presently in Core Strategy. The site forms part of a cluster of facilities co-located with a coating and batching plant. The surrounding area is regenerating, and the facilities will become increasingly non-conformant with sensitive land uses such as The Khalsa Academy and higher quality employment uses such as Pallett Track.

#### ionale

e site is within an industrial estate and is not dely visible

e site is not prominent and views onto the e are difficult from surrounding publicly ressible areas.

# Mineral Infrastructure Assessment Proforma: G L Ready Mix Concrete, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A sma for ex reaso
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si Juncti

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		С	The single the arrive tensor of the arrive tensor of the arrive tensor of the arrive tensor of the tensor of tenso
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a parkir
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Blaker
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	Althou encroa sites v appro
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si the sit

#### ionale

nall concrete batching plant with no scope expansion, within a well-established, conably well occupied industrial area re is no potential for rail to serve the site

site is over a 10 minutes' drive from ction 10 of the M6 at off peak times

#### ionale

e site conforms to the industrial character of area although the area has seen some ewal and rear of St John's Retail Park ends to within 100m of site V access is poor and there is on street king.

ess to the site is on good already wellficked roads through Wolverhampton and enhall. Impact would likely be limited hough not under direct threat of roachment, there are promoted housing s within the surrounding area proximately 150 m from the site.

impact upon nature conservation assets

site is within an industrial area and is not ely visible

site is not prominent and the location of site is not sensitive.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration
C						L

To be safeguarded. A small operation within a well-established and reasonably well occupied industrial area. The area has seen some renewal and the rear of St John's Retail Park extends to within 100m of the site.

ionale

# Mineral Infrastructure Assessment Proforma: Hanson Ready Mix Concrete, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con expan railwa wider
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There by rail
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si 2 of th

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	HGV a on Fo
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces traffic Dunst
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	The w severa west. the fu railwa relativ
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Sisual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site ar access

#### ionale

oncrete batching plant with no scope for bansion occupying a tight site between two way lines and a scrap yard and within a der area of complementary uses ere is no potential for the site to be served rail

site is a 5-10 minutes' drive from Junction f the M54 at off peak times

#### ionale

e site conforms to the industrial character of area

V access is poor with narrow railway bridges Fox's Lane.

tess to the site is on good already wellfficked roads through residential areas in nstall Hill. Impact would likely be limited wider area is regenerating there are reral small promoted housing sites to the st. The site is unlikely to be threatened in a future due to its position between two way embankments. Therefore, the site is atively safe from residential receptors

impact upon nature conservation assets

e site is within an industrial area and is not lely visible

e site is not prominent and views onto the are difficult from surrounding publicly essible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale		
	Summary Assessment To be safeguarded. The site is located within a conforming industrial area and unlikely to be threatened being defensibly located between two railway embankments.							

# Mineral Infrastructure Assessment Proforma: Landywood Concrete Products Ltd, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A larg for ex indust
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The si 10 of

### Stage 4 - Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		С	Locate area v indus indus to the
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces traffic Wedn
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There encro or wit site.
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

### ionale

rge concrete batching plant with no scope expansion within an area of complementary ustrial uses

re is no potential for rail to serve the site

site is a 5-10-minute drive from Junction of the M6 at off peak times

#### ionale

cated within a regenerating employment a with an increasing emphasis upon lighter lustry, A motor showroom and four lustrial units have recently been commenced the west of the site

V access is good

cess to the site is on good already wellfficked roads through residential areas in ednesfield. Impact would likely be limited ere are no promoted housing sites croaching onto the site or industrial estate within the immediate surroundings of the

impact upon nature conservation assets

e site is within an industrial area and is not lely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on	Sensitivity and location of site	Many viewers affected and		Α	The si
	prominent or gateway sites		moderate/serious change in			site ar
			view from highways/public			acces
			open space/right of way			

To be safeguarded. Located within a regenerating employment area with an increasing emphasis upon light industry. A motor showroom and four industrial units have recently been commenced to the west.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: Neachells Lane Transfer Station, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A spe sweep aggre an are
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		В	The sit 10 of t

### Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Wedn
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The al
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si the sit

### ionale

pecialist facility for the recovery of street epings and gulley waste as secondary regate with no scope for expansion within area of complementary industrial uses re is no potential for rail to serve the site

site is a 5- 10-minute drive from Junction of the M6 at off peak times

#### ionale

site conforms to the industrial character of area

V access is good

ess to the site is on good already wellficked roads through residential areas in dnesfield. Impact would likely be limited area surrounding the site is not subject to elopment pressure for housing

impact upon nature conservation assets

site is within an industrial area and is not ely visible

site is not prominent, and the location of site is not sensitive.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	•		1			

To be safeguarded. One of two specialised street sweeping facilities in the West Midlands with no scope for expansion within an area of complementary industrial uses and not under threat from proposals for housing development.

ionale

# Mineral Infrastructure Assessment Proforma: Premier Mortars, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A moo locate poten cleare
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	The si the ar
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV a
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces traffic Monn likely
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	There 250m imme
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No im
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si visible

#### ionale

noderate sized dry silo mortar operation ated with industry on two sides. The site has tential for expansion with an area of vacant ared land to its southern boundary ere is no potential for rail to serve the site

site is over a 10-minute drive from ction 10 of the M6 at off peak times

#### ionale

site conforms to the industrial character of area

V access is good

ess to the site is on good, on already wellficked roads through residential areas in nmore Green and Moseley. Impact would ly be limited

re is a large site proposed for housing m to the north of the site but this poses no nediate threat due to intervening uses

impact upon nature conservation assets

site is within an industrial area and is not ole outside the industrial estate

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites		Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The si site is difficu areas.

To be safeguarded. Located within a traditional industrial area with no housing proposals threatening the site. An area of vacant land lies adjacent to its southern boundary.

#### ionale

e site is not prominent, the location of the is not sensitive and views onto the site are icult from surrounding publicly accessible as.

# Mineral Infrastructure Assessment Proforma: S S Concrete, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	В	A sma for ex an em housi
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		С	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		С	The fa becor surrou attrac
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	HGV
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		A	Acces on alr reside and B
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There nearb to the 100m threat
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No in
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The si widely

#### ionale

mall concrete batching plant with no scope expansion located at the edge of an area of employment to the rear of long-established using

re is no potential for rail to serve the site

site with a 5-10-minute drive from ction 10 of the M6 at off peak times

#### ionale

e facility is vulnerable. The facility may come increasingly non-conformant with the rounding area due to the regeneration racting higher quality business uses V access is good

cess to the site from the wider area is good, already well-trafficked roads through idential and industrial areas within Moxley <u>d Bilston, impacts would likely be limited</u> ere are a number of proposed housing sites arby with the closest is approximately 150 m the north east. A proposed care home Om to the south would also contribute to eaten the site into the future.

impact upon nature conservation assets

e site is within an industrial estate and is not ely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in		A	The si site ar
	· · · · · · · · · · · · · · · ·		view from highways/public			access
			open space/right of way			

Could be safeguarded. A small facility located at the edge of an employment area and to the rear of long-established housing. The site could be threatened in the longer term with proposals for a care home and other residential uses within 150m.

#### ionale

site is not prominent and views onto the are difficult from surrounding publicly essible areas.

# Mineral Infrastructure Assessment Proforma: Tarmac Concrete Ettingshall, Wolverhampton

# Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to industrial areas	Location of industrial areas		To locate facilities within or adjacent to industrial areas	A	A con expar infras comp
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		D	The si Juncti

# Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		D	The si infras regen the Kl facilit confo devel
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		С	HGV unde
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Acces good reside Etting
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Altho encro becor is app reside 400 n This v the fu
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	A	No in



#### ionale

oncrete batching plant with scope for ansion forming part of a cluster of mineral astructure sites within an area of nplementary uses

re is no potential for rail to serve the site

site is over a 10 minutes' drive from ction 10 of the M6 at off peak times

#### ionale

site forms part of a cluster of mineral rastructure uses that are vulnerable to the eneration of the surrounding area including Khalsa Academy and Pallet track. The ility would become increasingly nonformant should other higher quality elopment be proposed

V access is acceptable although narrow ler a railway bridge

cess to the site from the wider area is on od already well-trafficked roads through dential and industrial areas within ngshall, impacts would likely be limited hough not under direct threat of roachment, the character of the area is coming less industrial, the Khalsa Academy pproximately 200m away and recent dential development and approximately m to the north and further interest nearby. would continue to threaten the site into future.

impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The s widel
	2. To ensure development quality on prominent or gateway sites	Sensitivity and location of site	Many viewers affected and moderate/serious change in view from highways/public open space/right of way		A	The s site a acces

To be safeguarded as presently in Core Strategy. The site forms part of a cluster of facilities co-located with a coating and aggregates recycling facility. The surrounding area is regenerating, and the facilities will become increasingly non-conformant with sensitive land uses such as The Khalsa Academy and higher quality employment uses such as Pallett Track.

### ionale

e site is within an industrial estate and is not lely visible

e site is not prominent and views onto the e are difficult from surrounding publicly ressible areas.

## **Mineral Extraction Site Assessment Proforma: Atlas Quarry, Walsall**

## Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration
Land Use	1. To locate facilities within or adjacent to conforming uses	Location of mineral related infrastructure		To locate facilities within or adjacent to conforming uses	A	Active by Ibst Atlas E the so and Ar In Feb expand Land' of of Etru Brickw operat source around signifie Aldride rate is TPA is
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	around There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	В	Appro motor

## Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	No im
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The ex onto S
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		С	Clay e Bricky some Stubb

## onale

ve brick clay pit in the Green Belt operated bstock Brick Ltd and supplies the adjacent s Brickworks. There are industrial areas to south and west of the quarry (Westgate Anchor Brook Industrial Park).

ebruary 2017 permission was granted to and the quarry onto the adjacent 'Recordon d' (14/0619/CM), to secure a 25-year supply truria Marl to Atlas Brickworks and Aldridge kworks situated nearby, which is also rated by Ibstock. The quarry is the main rce of supply to Atlas Brickworks, providing and 97% of its supply needs, and supplies a ificant proportion of the supply needs of idge Brickworks. Its estimated production is 200,000 TPA of which around 120,000 is being supplied to Atlas Brickworks and and 80,000 TPA to Aldridge Brickworks.

re is no potential for rail to serve the site

roximately 5 miles from the nearest orway (M6)

### ionale

impact on existing employment uses

existing access to the quarry site fronts o Stubbers Green Road

v exported to Aldridge Brickworks along kyard Road. Haulage route is adjacent to ne residential properties at the junction of obers Green and Brickyard Road.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Proxin and to onto S marin house The S Effect consid the ac worke 'camp a year future Main miner HGVs expor Bricky factor
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	The fin opera SLINC indire Valley Swag expan S106 a composed effects permi grante adjace as a Si for the permi S106 a composed permi state adjace as a Si for the permi S106 a could the ac nearby agree monit

#### ionale

ximity to housing on Westgate to the west to the north of the expansion site fronting o Stubbers Green. There is also a small rina and sailing club to the west of these ses, associated with a large pool known as Swag.

cts on amenity from quarrying operations sidered limited where clay pit is supplying adjacent brickworks. Brick clay is not ked continuously but during short-term npaigns' of a few weeks, about 3 or 4 times ear. Extracted clay is then stockpiled for the use at the brickworks.

in cumulative effects on amenity from leral operations in Stubbers Green are from Vs importing clay to Sandown Brickworks, orting clay from Atlas Quarry to Aldridge kworks, and export of bricks from both cories.

final phases of the approved quarrying rations will destroy the Dumblederry Farm IC and Stubbers Green SINC and could also rectly affect the adjacent Anchor Brook ey SLINC and nearby Swan Pool and The ag SSSI. However, the permission to and the quarry (14/0619/CM) is subject to a 6 agreement requiring the operator to pensate for habitat loss and monitor the ects of working on hydrology. The original mitted site, for which permission was nted in 1989 (BC24328P) includes a SLINC mblederry Farm) to be worked as part of final phase. Permission was subsequently nted in 2017 to expand the quarry onto the acent 'Recordon Land,' which is designated SINC (Stubbers Green). To compensate the loss of the SINC and SLINC, the mission to expand the quarry is subject to a 6 agreement requiring the creation of new itats of similar type and quality on two rby sites. As the expansion of the quarry Id also have an impact on hydrology and adjacent Anchor Brook Valley SLINC and rby Swan Pool and The Swag SSSI, the S106 eement also requires a hydrological nitoring scheme to be put in place.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	It is n to any bound Stubb Appro indus

To be safeguarded. Active site and a quarry extension permitted in 2017. Located within the Green Belt. Site adjacent to the quarry extension is being promoted for housing through the BCP Call for Sites (436). Another site to the rear of the quarry was proposed as a Walsall SHLAA site (HO1456: Barn Farm) but has not been submitted through the BCP Call for Sites. The 2017 quarry extension permission (14/0619/CM) is subject to a S106 agreement requiring the off-site provision of replacement habitats on two sites near to the quarry, to compensate for the loss of the Stubbers Green SINC and Dumblederry Farm SLINC. The S106 agreement also requires a hydrological monitoring scheme to be put in place to manage the potential effects on the adjacent Anchor Brook Valley SLINC and Swan Pool and The Swag SSSI.

### ionale

a not thought that the site would contribute any impact on visual amenity, as it is mostly unded by tree and hedge planting across bbers Green Road, Barns Lane and Wharf proach, as well as behind the housing and ustrial units located on Westgate

# **Mineral Extraction Site Assessment Proforma: Birch Coppice, Walsall**

## Subject Area Objectives Indicators **Thresholds of Concern Opportunities** Grading Rationale Land Use 1. To locate facilities within or adjacent to Location of mineral related To locate facilities within or А conforming uses infrastructure adjacent to conforming uses 1. To promote sites with good access to **Traffic and** Proximity to freight railway line and Potential for site to be rail Е Transportation the rail freight network or major junctions rail heads or rail sidings served in road network Proximity to motorway junctions In excess of 10 minute drive time To locate facilities within 5 А to motorway junctions (am peak, minute drive time to motorway pm peak, off peak and 'free junctions (am peak, pm peak, off peak and 'free flow') flow')

## Stage 4 – Positive Locational Objectives

Former clay and coal working site which was worked from the 1950s to the early 1980s under an old mineral permission that also applies to the Land at Brownhills Common (EB233). Although it is no longer an active quarry, fireclay extracted from the site is still being stocked on the eastern part of the site and periodically removed to supply the adjacent Swan Works, a factory that manufactures pot clay blends for supply to hobby/ artisan potters. The stockpile is the main source of supply to the factory, which uses around 2,000 tonnes of fireclay per annum. Information provided to Walsall Council in 2016 confirmed that there was around 15 years' supply remaining within the stockpile at that time. Allowing for depletion since then, there would have been around 13 years' supply of fireclay left in April 2018, equivalent to around 26,000 tonnes. Swan Works is also occupied by two other businesses, a construction plant training and testing facility (Midland Plant Training & Testing) and an arts and crafts training centre (The Craft Patch). There are also commercial properties in the vicinity at Coppice Side Industrial Estate/ Apex Road, including the Walsall Council Environmental Depot, although the current clay stocking area is on the eastern side of the permitted area, which is furthest away from these properties.

There is no potential for rail to serve the site

The former quarry/clay stocking site is approximately 2.5 miles from the nearest motorway which is the M6 Toll

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	No im
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The e stocki
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Impor and c nearb
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Proxin impao stock relatin quarr
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	It is uproted contin Parts Zone aroun Staffo Clayh
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	It is not to any contir mostl Pelsal

## Stage 5 – Detailed Non-Spatial Assessment of Sites

#### Summary Assessment

To be safeguarded. Although the site is inactive, clay is still being stockpiled on part of the site. Located in the Green Belt.

## ionale

impact on existing employment uses

- existing access to the former quarry/clay cking site fronts onto A4142 Pelsall Road
- ports and exports to the site are minimal d consequently so are any impacts on arby residential properties.
- oximity to housing and any cumulative pacts from removal of clay from the ockpile as well as any potential effects ating to the legacy of historic mining and arrying in the area.
- s unlikely that there will be direct impacts on otected species or priority habitats from ntinuation of existing operations.
- ts of the site are located within the Impact ne areas identified by Natural England bund the Chasewater and the Southern ffordshire Coalfield Heaths SSSI and yhanger SSSI.
- s not thought that the site would contribute any impact on visual amenity from ntinuation of existing operations, as it is ostly bounded by tree and hedge planting to sall Road, Albion Road and Coppice Side.

## Mineral Extraction Site Assessment Proforma: Branton Hill Quarry, Walsall

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratior
Land Use	1. To locate facilities within or adjacent to conforming uses	Location of mineral related infrastructure		To locate facilities within or adjacent to conforming uses	A	Forme been ii operat reserve new op Permis extens estima tonnes CLEUD forma) (11/09 extens operat elsewh extens be sen Cheste
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	В	Appro: motory

## Stage 4 – Positive Locational Objectives

## Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	No im
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		C	Old ac and nc recyclin develo and a s served directly old acc BC649

### onale

ner sand quarry in the Green Belt which has inactive since 2013 when the then rator went into receivership. There are no rves remaining within the former quarry. A operator has now secured the site. nission was granted in 2018 for an nsion to the quarry (BC64995P), which is nated to contain around 1.028 million nes of sand reserves. The Branton Hill JD Relocation Site (see separate prona) has permission for aggregates recycling 0943/FL) and is adjacent to the quarry nsion site. This will replace recycling rations that were previously located where within the quarry. The quarry nsion site and relocated recycling site will erved by a new haul road off the A452 ster Road.

re is no potential for rail to serve the site

roximately 5 miles from the nearest orway (M6)

### ionale

impact on existing employment uses

access off Branton Hill Lane is inadequate not in the right place to serve the new vcling site and quarry extension. Both elopment subject to planning permissions a S106 agreement requiring them to be ved by a new haul road (recently built) octly off the A452 Chester Road, and for the access to be stopped up (11/0943/FL and 4995P).

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		В	Use o Chest on loc traffic
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	В	Use o Chest on loc traffic The q reside The so just o Franci on Erc requir the so Within (Whea Road. 250m
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	It is un protect Part of SINC of wh Hill La appro forme restor wetlan
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		C	Final under in pha inert i maste exten comp wood

To be safeguarded. Working ceased in main quarry in 2013 but restoration of worked phases is incomplete. Permission for quarry extension granted in 2018 but not yet fully operational. Located in the Green Belt. Various sites to the north (Little Aston Road), south east and south west (Chester Road) being promoted for housing and leisure uses through the BCP Call for Sites (173, 107, 172, 307). High specification 'gated' housing has been built 150m to the east although layout suggests that this is unlikely to encroach further.

#### ionale

of new access road directly off the A452 ster Road will significantly reduce impacts ocal residents in that it will divert quarry fic away from residential properties.

of new access road directly off the A452 ester Road will significantly reduce impacts local residents in that it will divert quarry fic away from residential properties.

quarry extension area is further away from dential properties than the former quarry. southern boundary of the extension area is over 250m from a secondary school (St. ncis of Assisi Catholic Technology College) Erdington Road. Mitigation would be uired to address any potential impacts on school buildings and grounds.

southern boundary of the extension area is nin 150m metres of a garden centre neat's) also fronting onto the A452 Chester nd. The north eastern boundary is within Im of a restaurant (Simon's).

unlikely that there will be direct impacts on tected species or priority habitats.

t of the former quarry is designated as a C (Branton Hill Quarry SINC), the main part which comprises a wetland area off Branton Lane (the original quarry site). The proved restoration masterplan for both the ner quarry and extension site proposes oration to complementary grassland, land and woodland habitats.

al restoration of the former quarry is derway. The extension site is to be worked ohases and progressively backfilled with rt materials. The approved restoration sterplan for both the former quarry and ension site proposes restoration to mplementary grassland, wetland and odland habitats.

## Mineral Extraction Site Assessment Proforma: Land at Brownhills Common, Walsall

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to conforming uses	Location of mineral related infrastructure		To locate facilities within or adjacent to conforming uses	A	Site is clay ar which sites a extrac permis 'dorm Locate
						Brown Comm Proxin indust Estate
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')		A	The si neare

## Stage 4 – Positive Locational Objectives

## Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	No im
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		E	There this ar requir extrac
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		C	Impac would hauled prope routes would A4124 throug

## ionale

is subject to an old mineral permission for and coal dating to the 1950s (EB233) ch also includes the Birch Coppice site. Both s are in the same ownership. As mineral action has not taken place here since the mission was granted, it is regarded as mant'.

ated in the Green Belt and is part of wnhills Common, which is Registered nmon Land.

kimity to commercial properties include the ustrial properties at Coppice Side Industrial ite.

re is no potential for rail to serve the site

site is approximately 2.9 miles from the rest motorway which is the M6 Toll.

### ionale

impact on existing employment uses

re are no obvious vehicular access points to area, as such a new access is likely to be uired onto the A452 to serve the new raction site.

bacts on residential areas from quarry traffic uld depend on direction of travel. Fireclay uled to Swan Works would affect residential perties along Pelsall Road. Likely haul tes for any material exported further afield uld be via the A452 Chester Road North and L24 Pelsall Road, both of which pass bugh residential areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There surrou housin on the also a surrou includ Road/ To ext coal a extract This w relativ over a signifi the op also b stocki clay fr phase long p reserv end u
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	D	The sir open of inform nature Locate The SI Chase Coalfie SSSI Ir Englar
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		D	The si open neigh Comn lowlar borou

To be safeguarded. Dormant permission located within the Green Belt. Land to the north west being promoted for housing through the BCP Call for Sites (220). To the west is the 'Yorks Bridge' site which was previously been promoted for fireclay extraction by the applicant of the dormant permission (Potters Clay & Coal Company Ltd) and Little Wyrley Estate. Another site called 'Land at Yorks Bridge' being promoted for housing development through the BCP Call for Sites (152 and 338) lies some distance to the south west and is considered unlikely to have any direct impact on the dormant site. Site is Registered Common Land, is designated a SINC (Brownhills Common & The Slough) and is part of the Chasewater and Southern Staffordshire Coalfield Heaths SSSI Impact Risk Zone.

#### ionale

re are residential properties within the rounding boundary of the site. This includes using fronting the A452 Chester Road North the eastern boundary of the site. There is a cluster of residential property rounding the southern boundary of the site uding Bradford Road/Albion Road/Hussey ad/Birch Avenue.

extract the fireclay will require removal of and other overburden, the method of action similar to that used at Birch Coppice. would involve opencast working over a tively short time, followed by clay stocking r a much longer period. The most inficant effects on amenity would be during opencast working phase, but there would be ongoing effects during the clay cking phase from the periodic removal of from the stockpile. The clay stocking se would probably continue over a very g period, depending on the extent of the erves and the supply requirements of the users.

site comprises areas of woodland and on grassland/heathland which are used for ormal recreation and are managed as a ure reserve.

ated within the Brownhills Common and Slough SINC. It is also adjacent to the sewater and the Southern Staffordshire lfield Heaths SSSI, and forms part of the I Impact Zone area identified by Natural land.

site forms part of an extensive area of in land extending northwards into ghbouring Staffordshire. Brownhills nmon is part of an important area of land heathland which extends beyond the ough boundary into parts of Staffordshire.

## **Mineral Extraction Site Assessment Proforma: Highfields North, Walsall**

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to conforming uses		Inresholds of Concern	To locate facilities within or adjacent to conforming uses	B	The sir Road i the Gr permis The sa Highfi A461, under hazaro A new Highfi bound appro taken 'dorm take p condit
						Cound Two s propo of the Call fo
Traffic and Transportation	1. To promote sites with good access to the rail freight network or major junctions in road network	Proximity to freight railway line and rail heads or rail sidings		Potential for site to be rail served	E	There
		Proximity to motorway junctions	In excess of 10 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	В	The do from t Toll.

## Stage 4 – Positive Locational Objectives

## Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ration
Economic	1. To avoid detrimental impact on existing	High Quality Employment Land,	Any direct/indirect effects		Α	No im
	employment uses	general nature and character of				
		existing employment uses			1	

#### ionale

site is located north of the A461 Walsall d in the Shelfield area of Walsall and is in Green Belt. It is subject to an old mineral mission registered in the 1950s (EB593). same permission also included the former hfields South Quarry to the south of the 1, which was worked up to 2013 and is now ergoing restoration by infilling with nonardous waste.

ew permission was granted for the hfields North site in 1966 to amend the site indary (EB3410) and a working plan was roved in 1977 (BA5827) but no working has en place on the site, so it is regarded as mant'. This means that extraction cannot e place until a modern set of working ditions has been approved by Walsall uncil.

o submissions have been received posing housing development on all or part he site (60 and 291) in response to the BCP for Sites.

re is no potential for rail to serve the site

dormant site is approximately 4.2 miles n the nearest motorway which is the M6

#### ionale

impact on existing employment uses

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		D	At pro new a the A A461 aimed this re the ev subm to de highv HGV for fu
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		C	This s so the extract site vi reside east a direct reside Highw poter A461 to po partic declai specifi
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Proxin and c comm incluc reside Road house Main expor
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	E	The v area i Scien is cur becau 2016 the si affect

#### tionale

present there is no access to the site, so a w access would have to be constructed off e A461 Walsall Road. Improvements to the 61 junctions at Salter's Lane and Shire Oak, ned at relieving existing congestion along s route, were completed early in 2019. In e event of a ROMP application being omitted, the onus would be on the applicant demonstrate that there would be sufficient hway capacity to cope with the additional V movements generated without the need further highway improvements.

s site is not associated with any brickworks, the Etruria Marl and other saleable material racted from the site would be exported off e via the A461 Walsall Road, which has idential properties fronting onto it to the st and west. Haulage routes in either ection are likely to involve going through idential areas.

ghway capacity and congestion are a tential constraint to new development in the 61 and A5 corridors, not least with regards potential impacts on air quality and in ticular the AQMA of  $NO_2$  which has been clared for the whole Walsall borough and ecifically the 'areas of exceedance' identified ng the A461 corridor.

eximity to existing and proposed housing d community facilities as well as mmercial/recreational properties. This ludes the neighbouring Highfield Farm, idential properties and church on Walsall ad as well as the Horse & Jockey public use, and Baron's Court Hotel.

in affects on amenity would be from the port of clay off site by road.

e vast majority of the permitted extraction a is within the Jockey Fields Site of Special entific Interest (SSSI), the condition of which currently 'Unfavourable – Declining' largely cause of a pollution incident in October L6 involving the discharge of sewage onto e site and surrounding land which also ected Swan Pool and The Swag.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		С	The por relative charace small

To be safeguarded. Dormant permission. Located in the Green Belt. Brick clay resources to the north of the site but constrained by Jockey Fields SSSI and complex geology and hydrology. Site being promoted for housing through two BCP Call for Sites submissions – 60 covers part of the site, whilst 291 covers the whole of the site. The promoters have expressed the view that the SSSI designation is incompatible with mineral extraction, and that allocation of the site for residential use would facilitate repair and restoration of part of the SSSI. There is also a 'BCP Call for Sites submission for various alternative land uses (including minerals) on adjacent land off Greenfields Road and Green Lane (434).

## ionale

potential new mineral site is an area of tively unspoiled open landscape, racterised by wetland and woodland areas, all fields enclosed by hedgerows.

## Mineral Extraction Site Assessment Proforma: Sandown Quarry, Walsall

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Land Use	1. To locate facilities within or adjacent to	Location of mineral related		To locate facilities within or	A	Sando
	conforming uses	infrastructure		adjacent to conforming uses		Ltd ar
						suppl
						Etruri
						the br
						on im
						produ
						also ir
						clays
						textur
						appro
						quarry
						reserv
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						Sando
						propo
						The W
						produ
						worke
						2042.
						There
						off Br
						north
						the Da
Traffic and	1. To promote sites with good access to	Proximity to freight railway line and		Potential for site to be rail	E	There
Transportation	the rail freight network or major junctions	rail heads or rail sidings		served		
	in road network					
		Proximity to motorway junctions	In excess of 10 minute drive time	To locate facilities within 5	В	The q
			to motorway junctions (am peak,	minute drive time to motorway		neare
			pm peak, off peak and 'free	junctions (am peak, pm peak,		
			flow')	off peak and 'free flow')		1

## Stage 4 – Positive Locational Objectives

#### ionale

down Quarry is operated by Wienerberger and is producing brick clay (Etruria Marl) to ply the adjacent Sandown Brickworks. The ria Marl reserve is now very depleted, and brickworks has become increasingly reliant mports of Etruria Marl to supplement duction at Sandown Quarry. The factory is importing significant amounts of other s for blending and to vary the colours and ures of bricks produced. The latest roved Working Plan indicates that the rry had around 0.3 MT of Etruria Marl erves remaining in 2015. Based on the ory's total annual consumption rate of ria Marl, this was only sufficient to provide 3-year supply. On that basis, permission granted in September 2015 to increase the orts permitted from 65% to 95% /0303/FL). The end date for working at down Quarry is 21 February 2042, and it is posed to keep the quarry open until then. Working Plan proposes an annual duction rate of 10,500 – 11,000 tpa to be ked over 4 or 5 phases from 2015 until 2.

re is a large commercial and industrial area Brickyard Road and Empire Close just to the th-east of the site on the opposite side of Daw End Branch Canal.

re is no potential for rail to serve the site

quarry is approximately 4.6 miles from the rest motorway which is the M6 Toll.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Economic	1. To avoid detrimental impact on existing employment uses	High Quality Employment Land, general nature and character of existing employment uses	Any direct/indirect effects		A	No im
Traffic and Transportation	1. To ensure site is physically accessible to a standard likely to be acceptable to the highway authority	Adequate unconstrained highway frontage	No site access/ difficult to provide access		A	The si is sup Brickw Brickw which One a entrar is for t
	2. To promote sites in locations that avoid access through residential areas and sensitive land-uses	Residential areas and sensitive land- uses	Any direct/indirect impacts		C	There along alread comm area. Any tr clay ar factor associ supply identif (provie increa North pass th Leighs
Amenity	<ol> <li>To minimise potential detrimental impacts to existing or consented sensitive uses by         <ul> <li>noise/vibration</li> <li>odour</li> <li>nuisance (vermin, pests, litter, lighting)</li> <li>dust and emissions</li> </ul> </li> </ol>	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	С	There Stubb bound The ef operat suppli not we term ' times stockp main o minera HGVs export Brickw factor

## Stage 5 – Detailed Non-Spatial Assessment of Sites

#### ionale

impact on existing employment uses

site extracts brick clay (Etruria Marl) which upplied to the adjacent Sandown kworks. There is an access to Sandown kworks to the south east of the quarry site ch leads out onto Stubbers Green Road. e access is for the Wienerberger Brickworks rance and another entrance further to right or Clay Lorries only.

re is a large amount of residential property ng the local highway network. These are ady well trafficked with vehicles from other nmercial and industrial businesses in the a.

r traffic impacts arise from the imports of and exports of bricks from the adjacent ory rather than vehicle movement ociated with the quarry *per se* which is only plying the adjacent brickworks. The ntified haul routes for imported clay ovided with application 08/1338/FL to ease imports from 49% to 65%) are via thgate onto the A461 and beyond and s through the residential areas on phswood Road and Leighswood Avenue.

re are 3 residential properties fronting onto obers Green Road which adjoin the indary of the site.

effects on amenity from actual quarrying erations are limited where the clay pit plies the adjacent brickworks. Brick clay is worked continuously but during shortn 'campaigns' of a few weeks, about 3 or 4 es a year. The extracted clay is then ckpiled for future use at the brickworks. The n cumulative effects on amenity from the teral operations in Stubbers Green are from Vs importing clay to Sandown Brickworks, orting clay from Atlas Quarry to Aldridge kworks and export of bricks from both cories.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Ratio
Nature Conservation	1. To minimise impacts upon sites likely to comprise priority habitats or accommodate protected species	Likely presence of protected species and/ or priority habitats	Any direct/indirect impacts on mature trees, ponds wild areas	Avoid areas used by protected species, enhancement of habitat	В	The si Swag SSSI. Zones these any si contir opera measu
Landscape and Visual	1. To prevent the creation of unacceptable visual impacts	Magnitude and sensitivity of potential receptors	Many viewers affected and moderate/serious change in view from residential/public open space/right of way		A	The s the er not h

To be safeguarded. Operational quarry. Located in the Green Belt.

## ionale

e site is adjacent to the Swan Pool and the rag SSSI and is near to Stubbers Green Bog SI. The quarry is partly within the Impact nes identified by Natural England around ese sites. However, there are unlikely to be y significant impacts on these sites from the ntinuation of the permitted quarrying erations, because there are already easures in place to manage the effects.

e site is screened by trees and hedges across e entire outer perimeter and therefore would t have a visual impact. This page is intentionally blank





