



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	Rationale
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 small operation on a tightly defined site with no scope for expansion but within an area of complementary industrial 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 is no potential for rail to serve the site
		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')	E	The site is over a 15 minutes time from Junction 2 of the M5 at off peak times

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area and there are other mineral infrastructure sites and quarries in the wider 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 access is poor
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Pensnett, Gornal and Kingswinford. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Although not under direct threat, the wider Oak Lane area accommodates a cluster of mineral infrastructure uses and is threatened by encroachment at its western extent
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	B	There are nearby locally designated areas but away from the site
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Bell Recycling Centre, Dudley

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is an aggregates recycling facility within an area characterised by heavy industry, scrap yards, concrete batching plants, and mineral extraction
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 is no potential for rail to serve the site
		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')	E	The site is over 15 minutes drive from Junction 2 of the M5 at off peak times

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		D	HGV access is poor. Oak Lane is narrow
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Pensnett, Gornal and Kingswinford. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The site is 100m from a travellers' site. Although not under direct threat, the wider Oak Lane area accommodates a cluster of mineral infrastructure uses and is threatened by encroachment at its western extent
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	C	There are nearby designated sites but away from the site boundary
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 site sites within an industrial area and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

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	Rationale
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 site is a small concrete batching plant within a primarily residential area, with some industrial uses, there is no scope for extension of the site
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 is no potential for rail to serve the site
		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')	E	The site is over a 15 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 area is now residential in character and there is no impacts on high quality employment land
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 site access is poor, the access road to the site is narrow.
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Brierley Hill, Impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	An industrial area to the east is promoted for housing. This would conflict with the existing operations and comprise the use for aggregates recycling
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 site borders a nature conservation wildlife corridor.
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 site is well screened from residential receptors due to trees at its boundary

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Dudleymix Concrete, Dudley

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 small concrete batching plant operation on a tightly defined site with no scope for expansion, within a traditional industrial area
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 is no potential for rail to serve the site
		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 site is approximately a 15 minutes drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	Currently site conforms to the industrial character of the area. There may be some threat to the site in the future due to recent higher quality employment uses to the south this may result in more sensitive receptors in the long term
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	HGV access is not ideal. There is no ghost lane and a bend to the east prevents good visibility
	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		B	Access to the site from the surrounding area is on good already well-trafficked roads through industrial areas and residential areas in Woodside, Russell's Hall and Baptist End, Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	There is no current threat of encroachment the site within a traditional industrial area. There may be some threat to the site in the future due to recent higher quality employment uses to the south this may result in more sensitive receptors in the long term
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	C	The site borders the Dudley Canal and a historic park but has limited impact to these designations
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Oak Lane Aggregates Site, Dudley

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 moderate sized aggregates recycling facility enclosed on two sides by mineral extraction with no scope for expansion, within an area of complementary industrial 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 is no potential for rail to serve the site
		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')	E	The site is over 15 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area and there are mineral infrastructure sites and quarries within 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		D	HGV access is poor, Oak Lane is narrow
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Pensnett, Gornal and Kingswinford. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The site is under threat from development on Oak Lane and Stallings Lane. There is a Promoted housing site to the south east of 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	B	There are nearby locally designated areas but away from the site
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Pegasus Grab Hire, Dudley

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 depot recently re-located from the northern side of Bott Lane, the site lies within an industrial area that has recently been cleared
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 is no potential for rail to serve the site
		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')	E	The site is over a 15 minutes' drive from Junction 3 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial nature of 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 access is good
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Stourbridge and LYE, Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	E	The site lies within a promoted housing area and is 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
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	B	There is a locally designated site to the north area to the north
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 site lies within an industrial area and is not widely visible.
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Regen R8 Limited, Dudley

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 aggregates recycling site is small with no scope for extension, located on the edge of an industrial area
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 is no potential for rail to serve the site
		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')	E	The site is over 15 minutes' drive from Junction 3 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the heavy industrial nature of the wider estate
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	HGV access is acceptable although constrained by a low bridge on Stourbridge Road to the 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		B	Access to the site is on good already well-trafficked roads through residential areas in Stourbridge and Lye, Impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	The area is located at the edge of an industrial area, but close to recently cleared land to the east that is subject to housing and development proposals. If successful, this may create conflicts with the existing operations and comprise the use for aggregates recycling
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	C	The site borders a nature conservation area to the north
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 site lies within an industrial area and is not widely visible from publicly accessible areas
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: SW Jackson Site, Dudley

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	B	A small concrete batching plant with no scope for expansion within an area of complementary industrial uses including an aggregates recycling site and mineral extraction sites
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 is no potential for rail to serve the site
		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')	E	The site is over 15 minutes drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the 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		D	HGV access is poor, Oak Lane is narrow
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Pensnett, Gornal and Kingswinford. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	The site is under threat from development on Oak Lane and Stallings Lane. Housing is promoted to the south east of 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	A	There are locally designated sites some distance away to the north and 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 site sites within an industrial area and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Anytime Concrete, Sandwell

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is a concrete batching plant with no scope for expansion enclosed within an area of complementary industrial 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 is no potential for rail to serve the site
		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 site less than a 5 minutes drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		C	HGV access is good although there is no ghost island for turning off the A4182.
	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		B	Access to the site is on good already well-trafficked roads through residential areas in West Bromwich. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The site and wider industrial area are not under threat from any housing proposals. The proximity of the site to the elevated M5 should protect the site from housing developments.
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	B	To the south of the site the Birmingham Canal has been designated a wildlife Corridor.
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 site is not widely visible from publicly accessible areas outside of the industrial estate. There is vegetation along the A4182 that screens views from residential receptors to the north.
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>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.</p>						

Mineral Infrastructure Assessment Proforma: Bescot LDC- Depot, Sandwell

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is an aggregates recycling facility between the M6 and railway sidings. These surroundings are complementary to the site
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 site is adjacent to rail sidings
		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')	B	The site is a 5-10 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is away from any high-quality employment areas
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 access is good
	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		B	Access to the site is on good due to proximity of the site to the M6 and the Walsall Road. The wider network comprises already well-trafficked roads through residential areas in Friar Park. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There is a large housing proposal approximately 150m south of the site although this would not increase encroachment due to the intervening railway sidings. The site is further unlikely to be threatened due to proximity to the M6
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	C	Adjacent land is a designated nature conservation site
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 site is not widely visible from public areas due to its location between the M6, railway lines and associated vegetation

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas
<p>Summary Assessment 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.</p>						

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

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is located adjacent to an aggregates depot on a narrow site between the M6 and railway sidings. These are complementary to the site
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 site is adjacent to rail sidings
		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')	B	The site is a 5-10 minutes' drive time from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is away from any high-quality employment areas. Due to the enclosed nature of the site and proximity to M6 the site is unlikely to be threatened by high quality employment areas encroaching towards the 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 access is good
	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		B	Access to the site is on good due to proximity of the site to the M6 and the Walsall Road. The wider network comprises already well-trafficked roads through residential areas in Friar Park. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There is a large housing proposal approximately 150m south of the site although this would not increase encroachment due to the intervening railway sidings. The site is further unlikely to be threatened due to proximity to the M6
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	C	Adjacent land is a designated nature conservation site

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is not widely visible from public areas due to its location between the M6, railway lines and associated vegetation.
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Breedon Oldbury Concrete Plant, Sandwell

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant on the edge of an industrial area with some complementary heavy 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 is no potential for rail to serve the site
		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')	B	The site is a 5-10 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area, there is active heavy industry to the west and east
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 access is good
	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		B	Access to the site is on good, already well-trafficked roads through residential areas in Langley Green. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There are no promoted housing sites encroaching onto the site area however the site is under threat from housing proposals approximately 50m to the south with the canal potentially offering further attraction to development. If these proposals are granted the site may become increasingly non conformant with the surrounding area.
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 area the site is located within a locally designated site
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		B	The site is within an industrial area and is not widely visible from publicly accessible areas. The site is partially screened from the Titford canal by vegetation alongside the 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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: CEMEX Oldbury Concrete Plant, Sandwell

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is a concrete batching plant within a traditional industrial area adjacent to the elevated M5
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 is no potential for rail to serve the site
		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 site is a less than a 5 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site generally conforms to the industrial character of the area although there are some higher quality businesses such as the Ibis Hotel. However the site is not in a prominent location.
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 access is good
	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 to the site is good, the site is adjacent the Birmingham New Road and M5. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	There is a promoted housing site approximately 100 m to the north. However, the site is unlikely to be threatened by housing due to its proximity to the elevated M5
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	B	A locally designated site lies to the south 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		B	The site is within an industrial area away from publicly accessible areas, it is not widely visible from publicly accessible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>Summary Assessment 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.</p>						

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

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is an aggregates recycling facility with no scope for expansion enclosed within an area of complementary industrial 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 is no potential for rail to serve the site
		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 site less than a 5 minutes' drive from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		C	HGV access is acceptable although there is no ghost lane for turning off the A4182
	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		B	Access to the site is on good already well-trafficked roads through residential areas in West Bromwich. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The site or industrial area surrounding the site is not under threat from any housing proposals. The proximity of the site to the elevated M5 is likely to discourage sensitive 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	C	The Birmingham Canal to the south is a designated wildlife corridor
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 site is not widely visible from publicly accessible areas outside of the industrial estate
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Summary Assessment Plant with no potential for expansion located within a traditional industrial area adjacent to the elevated M5. This area is unsuitable for housing and unlikely to be threatened by alternative 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	Rationale
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 concrete batching plant with no scope for expansion, within an area of complementary industrial 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 is no potential for rail to serve the site
		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')	C	The site is a 5-10 minutes' drive time from Junction 2 of the M5 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	Although not under threat, recent higher quality employment uses to the south across Roway Lane may imply more sensitive receptors over the longer term
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 access is good with good visibility when turning into the industrial estate
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Oldbury and West Bromwich. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There are no housing proposals that encroach onto the site or onto the wider industrial area
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	B	A wildlife corridor to the River Tame is to the south of the site
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 site is within an industrial estate and is not widely visible from publicly accessible areas outside the industrial estate.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment</p> <p>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.</p>						

Mineral Infrastructure Assessment Proforma: Wednesbury Asphalt Plant, Sandwell

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 coating plant with some potential for expansion subject to land availability. The site is within an area of complementary heavy industrial 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 is no potential for rail to serve the site
		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')	B	The site is a 5-10 minutes' drive from Junction 9 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		A	HGV access is good
	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		B	Access to the site is on good already well-trafficked roads through Wednesbury. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There are no proposals that threaten the industrial estate the site lies within
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	C	The site is located adjacent to a locally designated site
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 site is within an industrial area and is not widely visible from publicly accessible areas outside the industrial estate
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
<p>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.</p>						

Mineral Infrastructure Assessment Proforma: Bescot Triangle South, Walsall

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is an aggregates recycling facility with no scope for expansion, the site is located between railways and the elevated M6. An industrial estate with light industrial uses is to the east
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 is little potential for rail to serve the site
		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 site is less than a 5 minutes' drive from Junction 9 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is located between the M6 and two railways that restrict access
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 access is good, there is a railway bridge over the access road to the site, but this road is only for vehicles accessing the site
	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		B	Access to the site is on already well-trafficked roads through residential areas in Bescot and Wednesbury. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	The site is located within 100m of housing. There are no housing and the site is likely safe due to its location between railways and elevated M6
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 site is adjacent to a locally designated site
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 site is not widely visible from public areas due to screening afforded by the M6, railway lines and associated vegetation.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
Summary Assessment Could be safeguarded. A small operation with little infrastructure located within 100m of mature housing. Unlikely to be threatened between railways and elevated M6.						

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

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is a vacant permitted aggregates recycling facility located within an established quarrying area. in the Green Belt. Planning permission has been granted to relocate the former recycling operations onto this site but has yet to be implemented. In 2000 a Certificate of Lawful Existing Use or Development (CLEUD) was granted for the storage, sale and distribution of imported sand, soils, gravels, stones, broken tarmac, hardcore, concrete and various other inert wastes from the construction industry. In 2001 an application for an extension of the operational area of the quarry was submitted. Planning permission for a new access road and a relocation of the recycling centre, including associated buildings was submitted in 2006 and granted permission in October 2013.
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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction the M6 toll at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is surrounded by complementary industrial uses including Branton Hill quarry. The site does not pose any threat to high-quality employment
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 access is good, there is an access road with good turning visibility with ghost lane
	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 to the site is on good already well-trafficked roads through residential areas in Aldridge. Impact would likely be limited

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	High specification 'gated' housing has been built 150m to the east although its layout suggests that this is unlikely to encroach further. There is no evidence of other proposals for sensitive 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	C	The designated old Branton Hill Cleud Site is adjacent to the relocation site.
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 site is within an established area of mineral use, is not widely visible and is well screened
	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 site is not prominent, views onto the site are difficult from surrounding publicly accessible areas
Summary Assessment						
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.						

Mineral Infrastructure Assessment Proforma: Breedon Concrete Plant, Walsall

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant with no scope for expansion, the site is surrounded by complementary industrial uses between an industrial estate and a railway 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	Located adjacent to, and has synergies with, a rail linked depot (Breedon Walsall cement and aggregates depot)
		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 site is approximately a 5-minute drive from Junction 9 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the general industrial character of the area with heavy uses such as an Electrolytic plating and a pressing company
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		B	HGV access is acceptable with reasonable visibility on Corporation Street
	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		B	Access to the site is good, on already well trafficked roads through Walsall. Impact would be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There has been no nearby recent development and there are no promoted housing areas that threaten 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	C	There is a locally designated site to the south 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 site is within an industrial area and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible 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.						

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	Rationale
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 cement and aggregates depot with no scope for expansion, the site is surrounded by complementary industrial uses and a railway 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	Located adjacent to, and has synergies with a Breedon Concrete Batching Plant
		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 site is approximately a 5-minute drive from Junction 9 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the general industrial character of the area. Within the industrial area there are other heavy industry uses such as an Electrolytic plating and a pressing company.
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		B	HGV access is acceptable with reasonable visibility from Corporation Street
	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 to the site is good, on already well trafficked roads through Walsall. Impact would be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There has been no nearby recent development and no promoted housing threatens 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	C	A locally designated site lies to the south 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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas outside the industrial estate
Summary Assessment To be safeguarded. Although not threatened by development this is an extremely valuable resource.						

Mineral Infrastructure Assessment Proforma: Express Asphalt, Walsall

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 coating plant on a tightly defined site with no scope for expansion at the northern edge of an industrial estate adjacent to a railway embankment
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 is no potential for rail to serve the site
		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 site is less than a 5-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area. However, there are some higher quality employment uses within the industrial area such as the Poundland offices
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 access is good, there is a slip road off the A454 that affords access directly to the site
	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 to the site is good, vehicles accessing the site would likely avoid local residential areas due to the slip road access to the site and proximity to Black Country Route and the M6
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There has been no nearby recent development although the green area across the railway line could pose a threat if targeted for development
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	C	The site is adjacent to a locally designated railway line
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas outside the industrial estate
<p>Summary Assessment</p> <p>To be safeguarded. There has been no nearby recent development although the green area across the railway line could pose a threat if developable.</p>						

Mineral Infrastructure Assessment Proforma: Interserve Site Services, Walsall

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 former aggregates recycling facility with no scope for expansion between a haulier's yard and brickworks within an area of complementary industrial uses including an active quarry (Sandown) and a hazardous waste facility (Empire Works). In 2019 site was taken over by the haulage contractor occupying the adjacent Former Bace Groundworks site (D E O'Reilly), which is itself a former aggregates recycling site. The main use of the site is now as a general non-hazardous WTS with some aggregates recycling still taken place.
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 is no potential for rail to serve the site
		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')	C	The site is approximately a 10 minutes' drive from the M6 toll at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is surrounded by complementary industrial uses including an active quarry (Sandown) and a large hazardous waste facility (Empire Works)
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 access is good
	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 to the site is on good already well-trafficked roads through residential areas in Walsall Wood and Aldridge. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The site is located well away from sensitive uses, there is no evidence of proposals for sensitive developments that would threaten the existing operation. The risk of encroachment is low in practice because of the surrounding land uses

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	C	There is a locally designated site to the 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 site is within an area of complementary land uses and is not widely visible
	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 site is not prominent, or in a sensitive location and views onto the site are difficult from surrounding publicly accessible areas.

Summary Assessment
 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).

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

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant on a tightly defined site with no scope for expansion, located within an industrial estate with complementary industrial 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 is no potential for rail to serve the site
		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')	B	The site is a 5-10 minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		A	HGV access is good, there is reasonable visibility in both directions when turning into the estate from Green Lane
	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		B	Access to the site is on good already well-trafficked roads through residential areas around Birchhills and Leamore. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Recent housing development has encroached into the wider industrial area 100m from the site to the north east, if further development occurs this could threaten the site. As yet there are no promoted housing sites that threaten 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	C	The site is adjacent to a locally designated site
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent or sensitive and views onto the site are difficult from surrounding publicly accessible areas outside the industrial estate
Summary Assessment 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.						

Mineral Infrastructure Assessment Proforma: Dismantling & Engineering Services, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 small recycling operation with no scope for expansion, enclosed by other industrial businesses on both sides. The site is located within an area of complementary employment 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 is no potential for rail to serve the site
		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')	C	The site is a 5-10-minute drive time from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area, however the recent development of Middleton Foods across Noose Lane would restrict outdoor processing.
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 access is good
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Wednesfield, Willenhall and Moseley village Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There is no evidence of pressure for residential developments in the surroundings of 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	A	No impact upon nature conservation assets
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 site is not widely visible from publicly accessible areas. There would only be views to the public of the site when driving or walking along Neachells lane

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent, and the location of the site is not sensitive.
Summary Assessment 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.						

Mineral Infrastructure Assessment Proforma: Aggregate Industries, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 small concrete batching plant, with no scope for expansion tightly enclosed by other uses within a traditional industrial area.
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 is no potential for the site to be served 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')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	C	The site is approximately a 5- 10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is potentially a high-quality employment area if regeneration occurs the site may become increasingly non-conformant with high quality business uses. Currently the site conforms to the industrial character of 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		A	HGV access is good
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Wednesfield. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There is no evidence of proposals for housing or other sensitive land uses nearby
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 impact upon nature conservation assets
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 site is within an industrial area and is not visible from outside the industrial estate

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent, and the location of the site is not sensitive.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Britannia Onsite Concrete, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant that has ceased operation, with no scope for expansion. The site is located within a poor and partly derelict industrial area
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 is no potential for rail to serve the site
		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')	C	The site with a 5-10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 Site is vulnerable to the regeneration of the surrounding 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 access is good
	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 to the site from the wider area is on good already well-trafficked roads through residential and industrial areas within Moxley and Bilston, impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Although not under direct threat of encroachment, there are many promoted housing sites in the surrounding area the closest is approximately 200 m to the south of the site, this will add to the pressure on the site into the future.
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 impact upon nature conservation assets
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 site is within an industrial estate and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: CPI Mortars, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 silo mortar plant with no scope for expansion. The site is located within an area of light industry
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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 facility is vulnerable due to neighbouring businesses Hill & Smith and Utopia Furniture and the wider regeneration of the surrounding area and will become increasingly non-conformant
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 access is good
	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		B	Access to the site from the wider area is on good already well-trafficked roads through residential areas within Ettingshall. Impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Although not under direct threat of encroachment, there is a large promoted housing site and recent residential development approximately 800 m to the 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 impact upon nature conservation assets
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 site is within an industrial estate and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas
Summary Assessment To be safeguarded. The employment area has undergone regeneration including retail and warehousing that presents a threat.						

Mineral Infrastructure Assessment Proforma: Ettingshall Asphalt Plant, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 coating plant with scope for expansion forming part of a cluster of mineral infrastructure sites within an area of complementary 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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site forms part of a cluster of mineral infrastructure uses that are vulnerable to the regeneration of the surrounding area including the Khalsa Academy and Pallet track. The facility would become increasingly non-conformant should other higher quality development be proposed
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	HGV access is acceptable although narrow under a railway bridge
	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		B	Access to the site from the wider area is on good already well-trafficked roads through residential and industrial areas within Ettingshall, impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Although not under direct threat of encroachment, the character of the area is becoming less industrial, the Khalsa Academy is approximately 200m away and recent residential development and approximately 400 m to the north and further interest nearby. This would continue to threaten the site into the future.
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 impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is within an industrial estate and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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 non-conformant with sensitive land uses such as The Khalsa Academy and higher quality employment uses such as Pallett Track.</p>						

Mineral Infrastructure Assessment Proforma: Ettingshall Recycling Facility, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 aggregates recycling facility with scope for expansion forming part of a cluster of mineral infrastructure sites within an area of complementary 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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site belongs to a cluster of mineral infrastructure facilities that are vulnerable; due to the regeneration of the surrounding area. The mineral infrastructure facilities will become increasingly non-conformant with the higher quality development such as the Pallet track premises.
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	HGV access is acceptable although narrow under a railway bridge
	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		B	Access to the site from the wider area is on good already well-trafficked roads through residential and industrial areas within Ettingshall, impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Although not under direct threat of encroachment, the character of the area is becoming less industrial, the Khalsa Academy is approximately 200m away and recent residential development and approximately 400 m to the north and further interest nearby. This would continue to threaten the site into the future.
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 impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is within an industrial estate and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

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

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 small concrete batching plant with no scope for expansion, within a well-established, reasonably well occupied industrial area
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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of the area although the area has seen some renewal and rear of St John's Retail Park extends to within 100m of 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		D	HGV access is poor and there is on street parking.
	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		B	Access to the site is on good already well-trafficked roads through Wolverhampton and Blakenhall. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Although not under direct threat of encroachment, there are promoted housing sites within the surrounding area approximately 150 m from 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	A	No impact upon nature conservation assets
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 site is within an industrial area and is not widely visible
	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 site is not prominent and the location of the site is not sensitive.

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

Mineral Infrastructure Assessment Proforma: Hanson Ready Mix Concrete, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant with no scope for expansion occupying a tight site between two railway lines and a scrap yard and within a wider area of complementary 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 is no potential for the site to be served 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')	To locate facilities within 5 minute drive time to motorway junctions (am peak, pm peak, off peak and 'free flow')	D	The site is a 5-10 minutes' drive from Junction 2 of the M54 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		D	HGV access is poor with narrow railway bridges on Fox's Lane.
	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 to the site is on good already well-trafficked roads through residential areas in Dunstall Hill. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	The wider area is regenerating there are several small promoted housing sites to the west. The site is unlikely to be threatened in the future due to its position between two railway embankments. Therefore, the site is relatively safe from residential receptors
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 impact upon nature conservation assets
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 site is within an industrial area and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible 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	Rationale
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 large concrete batching plant with no scope for expansion within an area of complementary industrial 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 is no potential for rail to serve the site
		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')	B	The site is a 5-10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	Located within a regenerating employment area with an increasing emphasis upon lighter industry, A motor showroom and four industrial units have recently been commenced to the west of the 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 access is good
	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 to the site is on good already well-trafficked roads through residential areas in Wednesfield. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	There are no promoted housing sites encroaching onto the site or industrial estate or within the immediate surroundings of 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	A	No impact upon nature conservation assets
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 site is within an industrial area and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Neachells Lane Transfer Station, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 specialist facility for the recovery of street sweepings and gulley waste as secondary aggregate with no scope for expansion within an area of complementary industrial 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 is no potential for rail to serve the site
		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')	B	The site is a 5- 10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		A	HGV access is good
	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		B	Access to the site is on good already well-trafficked roads through residential areas in Wednesfield. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	A	The area surrounding the site is not subject to development pressure for housing
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 impact upon nature conservation assets
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 site is within an industrial area and is not widely visible
	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 site is not prominent, and the location of the site is not sensitive.

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

Mineral Infrastructure Assessment Proforma: Premier Mortars, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 moderate sized dry silo mortar operation located with industry on two sides. The site has potential for expansion with an area of vacant cleared land to its southern boundary
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 is no potential for rail to serve the site
		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 site is over a 10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site conforms to the industrial character of 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		A	HGV access is good
	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		B	Access to the site is on good, on already well-trafficked roads through residential areas in Monmore Green and Moseley. Impact would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	There is a large site proposed for housing 250m to the north of the site but this poses no immediate threat due to intervening 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	A	No impact upon nature conservation assets
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 site is within an industrial area and is not visible outside the industrial estate

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent, the location of the site is not sensitive and views onto the site are difficult from surrounding publicly accessible areas.
Summary Assessment 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.						

Mineral Infrastructure Assessment Proforma: S S Concrete, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	B	A small concrete batching plant with no scope for expansion located at the edge of an area of an employment to the rear of long-established housing
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 is no potential for rail to serve the site
		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')	C	The site with a 5-10-minute drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 facility is vulnerable. The facility may become increasingly non-conformant with the surrounding area due to the regeneration attracting higher quality business uses
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 access is good
	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 to the site from the wider area is good, on already well-trafficked roads through residential and industrial areas within Moxley and Bilston, impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	There are a number of proposed housing sites nearby with the closest is approximately 150 m to the north east. A proposed care home 100m to the south would also contribute to threaten the site into the future.
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 impact upon nature conservation assets
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 site is within an industrial estate and is not widely visible

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
<p>Summary Assessment 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.</p>						

Mineral Infrastructure Assessment Proforma: Tarmac Concrete Ettingshall, Wolverhampton

Stage 3 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 concrete batching plant with scope for expansion forming part of a cluster of mineral infrastructure sites within an area of complementary 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 is no potential for rail to serve the site
		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 site is over a 10 minutes' drive from Junction 10 of the M6 at off peak times

Stage 4 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site forms part of a cluster of mineral infrastructure uses that are vulnerable to the regeneration of the surrounding area including the Khalsa Academy and Pallet track. The facility would become increasingly non-conformant should other higher quality development be proposed
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	HGV access is acceptable although narrow under a railway bridge
	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		B	Access to the site from the wider area is on good already well-trafficked roads through residential and industrial areas within Ettingshall, impacts would likely be limited
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> noise/vibration odour nuisance (vermin, pests, litter, lighting) dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Although not under direct threat of encroachment, the character of the area is becoming less industrial, the Khalsa Academy is approximately 200m away and recent residential development and approximately 400 m to the north and further interest nearby. This would continue to threaten the site into the future.
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 impact upon nature conservation assets

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 site is within an industrial estate and is not widely visible
	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 site is not prominent and views onto the site are difficult from surrounding publicly accessible areas.
Summary Assessment						
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.						

Mineral Extraction Site Assessment Proforma: Atlas Quarry, Walsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 brick clay pit in the Green Belt operated by Ibstock Brick Ltd and supplies the adjacent Atlas Brickworks. There are industrial areas to the south and west of the quarry (Westgate and Anchor Brook Industrial Park). In February 2017 permission was granted to expand the quarry onto the adjacent 'Recordon Land' (14/0619/CM), to secure a 25-year supply of Etruria Marl to Atlas Brickworks and Aldridge Brickworks situated nearby, which is also operated by Ibstock. The quarry is the main source of supply to Atlas Brickworks, providing around 97% of its supply needs, and supplies a significant proportion of the supply needs of Aldridge Brickworks. Its estimated production rate is 200,000 TPA of which around 120,000 TPA is being supplied to Atlas Brickworks and around 80,000 TPA to Aldridge Brickworks.
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 is no potential for rail to serve the site
		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')	B	Approximately 5 miles from the nearest motorway (M6)

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses
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 existing access to the quarry site fronts onto Stubbers Green Road
	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	Clay exported to Aldridge Brickworks along Brickyard Road. Haulage route is adjacent to some residential properties at the junction of Stubbers Green and Brickyard Road.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Amenity	<p>1. To minimise potential detrimental impacts to existing or consented sensitive uses by</p> <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	<p>Proximity to housing on Westgate to the west and to the north of the expansion site fronting onto Stubbers Green. There is also a small marina and sailing club to the west of these houses, associated with a large pool known as The Swag.</p> <p>Effects on amenity from quarrying operations considered limited where clay pit is supplying the adjacent brickworks. Brick clay is not worked continuously but during short-term 'campaigns' of a few weeks, about 3 or 4 times a year. Extracted clay is then stockpiled for future use at the brickworks.</p> <p>Main cumulative effects on amenity from mineral operations in Stubbers Green are from HGVs importing clay to Sandown Brickworks, exporting clay from Atlas Quarry to Aldridge Brickworks, and export of bricks from both factories.</p>
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	<p>The final phases of the approved quarrying operations will destroy the Dumblederry Farm SLINC and Stubbers Green SINC and could also indirectly affect the adjacent Anchor Brook Valley SLINC and nearby Swan Pool and The Swag SSSI. However, the permission to expand the quarry (14/0619/CM) is subject to a S106 agreement requiring the operator to compensate for habitat loss and monitor the effects of working on hydrology. The original permitted site, for which permission was granted in 1989 (BC24328P) includes a SLINC (Dumblederry Farm) to be worked as part of the final phase. Permission was subsequently granted in 2017 to expand the quarry onto the adjacent 'Recordon Land,' which is designated as a SINC (Stubbers Green). To compensate for the loss of the SINC and SLINC, the permission to expand the quarry is subject to a S106 agreement requiring the creation of new habitats of similar type and quality on two nearby sites. As the expansion of the quarry could also have an impact on hydrology and the adjacent Anchor Brook Valley SLINC and nearby Swan Pool and The Swag SSSI, the S106 agreement also requires a hydrological monitoring scheme to be put in place.</p>

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 thought that the site would contribute to any impact on visual amenity, as it is mostly bounded by tree and hedge planting across Stubbers Green Road, Barns Lane and Wharf Approach, as well as behind the housing and industrial units located on Westgate
<p>Summary Assessment</p> <p>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.</p>						

Mineral Extraction Site Assessment Proforma: Birch Coppice, Walsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	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.
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 is no potential for rail to serve the site
		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 former quarry/clay stocking site is approximately 2.5 miles from the nearest motorway which is the M6 Toll

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses
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 existing access to the former quarry/clay stocking site fronts onto A4142 Pelsall Road
	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		B	Imports and exports to the site are minimal and consequently so are any impacts on nearby residential properties.
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	Proximity to housing and any cumulative impacts from removal of clay from the stockpile as well as any potential effects relating to the legacy of historic mining and quarrying in the area.
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	B	It is unlikely that there will be direct impacts on protected species or priority habitats from continuation of existing operations. Parts of the site are located within the Impact Zone areas identified by Natural England around the Chasewater and the Southern Staffordshire Coalfield Heaths SSSI and Clayhanger SSSI.
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 thought that the site would contribute to any impact on visual amenity from continuation of existing operations, as it is mostly bounded by tree and hedge planting to Pelsall Road, Albion Road and Coppice Side.
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.						

Mineral Extraction Site Assessment Proforma: Branton Hill Quarry, Walsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	Former sand quarry in the Green Belt which has been inactive since 2013 when the then operator went into receivership. There are no reserves remaining within the former quarry. A new operator has now secured the site. Permission was granted in 2018 for an extension to the quarry (BC64995P), which is estimated to contain around 1.028 million tonnes of sand reserves. The Branton Hill CLEUD Relocation Site (see separate proforma) has permission for aggregates recycling (11/0943/FL) and is adjacent to the quarry extension site. This will replace recycling operations that were previously located elsewhere within the quarry. The quarry extension site and relocated recycling site will be served by a new haul road off the A452 Chester Road.
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 is no potential for rail to serve the site
		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')	B	Approximately 5 miles from the nearest motorway (M6)

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses
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 access off Branton Hill Lane is inadequate and not in the right place to serve the new recycling site and quarry extension. Both development subject to planning permissions and a S106 agreement requiring them to be served by a new haul road (recently built) directly off the A452 Chester Road, and for the old access to be stopped up (11/0943/FL and BC64995P).

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
	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		B	Use of new access road directly off the A452 Chester Road will significantly reduce impacts on local residents in that it will divert quarry traffic away from residential properties.
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	B	Use of new access road directly off the A452 Chester Road will significantly reduce impacts on local residents in that it will divert quarry traffic away from residential properties. The quarry extension area is further away from residential properties than the former quarry. The southern boundary of the extension area is just over 250m from a secondary school (St. Francis of Assisi Catholic Technology College) on Erdington Road. Mitigation would be required to address any potential impacts on the school buildings and grounds. The southern boundary of the extension area is within 150m metres of a garden centre (Wheat's) also fronting onto the A452 Chester Road. The north eastern boundary is within 250m of a restaurant (Simon's).
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	B	It is unlikely that there will be direct impacts on protected species or priority habitats. Part of the former quarry is designated as a SINC (Branton Hill Quarry SINC), the main part of which comprises a wetland area off Branton Hill Lane (the original quarry site). The approved restoration masterplan for both the former quarry and extension site proposes restoration to complementary grassland, wetland and woodland habitats.
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 restoration of the former quarry is underway. The extension site is to be worked in phases and progressively backfilled with inert materials. The approved restoration masterplan for both the former quarry and extension site proposes restoration to complementary grassland, wetland and woodland habitats.
Summary Assessment						
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.						

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

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 subject to an old mineral permission for clay and coal dating to the 1950s (EB233) which also includes the Birch Coppice site. Both sites are in the same ownership. As mineral extraction has not taken place here since the permission was granted, it is regarded as 'dormant'. Located in the Green Belt and is part of Brownhills Common, which is Registered Common Land. Proximity to commercial properties include the industrial properties at Coppice Side Industrial 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 is no potential for rail to serve the site
		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 site is approximately 2.9 miles from the nearest motorway which is the M6 Toll.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses
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 are no obvious vehicular access points to this area, as such a new access is likely to be required onto the A452 to serve the new extraction site.
	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	Impacts on residential areas from quarry traffic would depend on direction of travel. Fireclay hauled to Swan Works would affect residential properties along Pelsall Road. Likely haul routes for any material exported further afield would be via the A452 Chester Road North and A4124 Pelsall Road, both of which pass through residential areas.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	<p>There are residential properties within the surrounding boundary of the site. This includes housing fronting the A452 Chester Road North on the eastern boundary of the site. There is also a cluster of residential property surrounding the southern boundary of the site including Bradford Road/Albion Road/Hussey Road/Birch Avenue.</p> <p>To extract the fireclay will require removal of coal and other overburden, the method of extraction similar to that used at Birch Coppice. This would involve opencast working over a relatively short time, followed by clay stocking over a much longer period. The most significant effects on amenity would be during the opencast working phase, but there would also be ongoing effects during the clay stocking phase from the periodic removal of clay from the stockpile. The clay stocking phase would probably continue over a very long period, depending on the extent of the reserves and the supply requirements of the end users.</p>
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	<p>The site comprises areas of woodland and open grassland/heathland which are used for informal recreation and are managed as a nature reserve.</p> <p>Located within the Brownhills Common and The Slough SINC. It is also adjacent to the Chasewater and the Southern Staffordshire Coalfield Heaths SSSI, and forms part of the SSSI Impact Zone area identified by Natural England.</p>
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	<p>The site forms part of an extensive area of open land extending northwards into neighbouring Staffordshire. Brownhills Common is part of an important area of lowland heathland which extends beyond the borough boundary into parts of Staffordshire.</p>
Summary Assessment						
<p>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.</p>						

Mineral Extraction Site Assessment Proforma: Highfields North, Walsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	B	<p>The site is located north of the A461 Walsall Road in the Shelfield area of Walsall and is in the Green Belt. It is subject to an old mineral permission registered in the 1950s (EB593). The same permission also included the former Highfields South Quarry to the south of the A461, which was worked up to 2013 and is now undergoing restoration by infilling with non-hazardous waste.</p> <p>A new permission was granted for the Highfields North site in 1966 to amend the site boundary (EB3410) and a working plan was approved in 1977 (BA5827) but no working has taken place on the site, so it is regarded as 'dormant'. This means that extraction cannot take place until a modern set of working conditions has been approved by Walsall Council.</p> <p>Two submissions have been received proposing housing development on all or part of the site (60 and 291) in response to the BCP Call for Sites.</p>
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 is no potential for rail to serve the site
		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')	B	The dormant site is approximately 4.2 miles from the nearest motorway which is the M6 Toll.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 present there is no access to the site, so a new access would have to be constructed off the A461 Walsall Road. Improvements to the A461 junctions at Salter's Lane and Shire Oak, aimed at relieving existing congestion along this route, were completed early in 2019. In the event of a ROMP application being submitted, the onus would be on the applicant to demonstrate that there would be sufficient highway capacity to cope with the additional HGV movements generated without the need for further highway improvements.
	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 site is not associated with any brickworks, so the Etruria Marl and other saleable material extracted from the site would be exported off site via the A461 Walsall Road, which has residential properties fronting onto it to the east and west. Haulage routes in either direction are likely to involve going through residential areas. Highway capacity and congestion are a potential constraint to new development in the A461 and A5 corridors, not least with regards to potential impacts on air quality and in particular the AQMA of NO ₂ which has been declared for the whole Walsall borough and specifically the 'areas of exceedance' identified along the A461 corridor.
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	D	Proximity to existing and proposed housing and community facilities as well as commercial/recreational properties. This includes the neighbouring Highfield Farm, residential properties and church on Walsall Road as well as the Horse & Jockey public house, and Baron's Court Hotel. Main affects on amenity would be from the export of clay off site by road.
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 vast majority of the permitted extraction area is within the Jockey Fields Site of Special Scientific Interest (SSSI), the condition of which is currently 'Unfavourable – Declining' largely because of a pollution incident in October 2016 involving the discharge of sewage onto the site and surrounding land which also affected Swan Pool and The Swag.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	The potential new mineral site is an area of relatively unspoiled open landscape, characterised by wetland and woodland areas, small fields enclosed by hedgerows.
<p>Summary Assessment 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).</p>						

Mineral Extraction Site Assessment Proforma: Sandown Quarry, Walsall

Stage 4 – Positive Locational Objectives

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	<p>Sandown Quarry is operated by Wienerberger Ltd and is producing brick clay (Etruria Marl) to supply the adjacent Sandown Brickworks. The Etruria Marl reserve is now very depleted, and the brickworks has become increasingly reliant on imports of Etruria Marl to supplement production at Sandown Quarry. The factory is also importing significant amounts of other clays for blending and to vary the colours and textures of bricks produced. The latest approved Working Plan indicates that the quarry had around 0.3 MT of Etruria Marl reserves remaining in 2015. Based on the factory's total annual consumption rate of Etruria Marl, this was only sufficient to provide an 8-year supply. On that basis, permission was granted in September 2015 to increase the imports permitted from 65% to 95% (15/0303/FL). The end date for working at Sandown Quarry is 21 February 2042, and it is proposed to keep the quarry open until then. The Working Plan proposes an annual production rate of 10,500 – 11,000 tpa to be worked over 4 or 5 phases from 2015 until 2042.</p> <p>There is a large commercial and industrial area off Brickyard Road and Empire Close just to the north-east of the site on the opposite side of the Daw End Branch Canal.</p>
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 is no potential for rail to serve the site
		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')	B	The quarry is approximately 4.6 miles from the nearest motorway which is the M6 Toll.

Stage 5 – Detailed Non-Spatial Assessment of Sites

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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 impact on existing employment uses
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 site extracts brick clay (Etruria Marl) which is supplied to the adjacent Sandown Brickworks. There is an access to Sandown Brickworks to the south east of the quarry site which leads out onto Stubbers Green Road. One access is for the Wienerberger Brickworks entrance and another entrance further to right is for Clay Lorries only.
	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 is a large amount of residential property along the local highway network. These are already well trafficked with vehicles from other commercial and industrial businesses in the area. Any traffic impacts arise from the imports of clay and exports of bricks from the adjacent factory rather than vehicle movement associated with the quarry <i>per se</i> which is only supplying the adjacent brickworks. The identified haul routes for imported clay (provided with application 08/1338/FL to increase imports from 49% to 65%) are via Northgate onto the A461 and beyond and pass through the residential areas on Leighswood Road and Leighswood Avenue.
Amenity	1. To minimise potential detrimental impacts to existing or consented sensitive uses by <ul style="list-style-type: none"> • noise/vibration • odour • nuisance (vermin, pests, litter, lighting) • dust and emissions 	Location of sensitive land uses (e.g. residential, schools, hospitals) <250m	Any direct/indirect impacts	General amenity exclusion zone	C	There are 3 residential properties fronting onto Stubbers Green Road which adjoin the boundary of the site. The effects on amenity from actual quarrying operations are limited where the clay pit supplies the adjacent brickworks. Brick clay is not worked continuously but during short-term 'campaigns' of a few weeks, about 3 or 4 times a year. The extracted clay is then stockpiled for future use at the brickworks. The main cumulative effects on amenity from the mineral operations in Stubbers Green are from HGVs importing clay to Sandown Brickworks, exporting clay from Atlas Quarry to Aldridge Brickworks and export of bricks from both factories.

Subject Area	Objectives	Indicators	Thresholds of Concern	Opportunities	Grading	Rationale
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	B	The site is adjacent to the Swan Pool and the Swag SSSI and is near to Stubbers Green Bog SSSI. The quarry is partly within the Impact Zones identified by Natural England around these sites. However, there are unlikely to be any significant impacts on these sites from the continuation of the permitted quarrying operations, because there are already measures in place to manage the effects.
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 site is screened by trees and hedges across the entire outer perimeter and therefore would not have a visual impact.
Summary Assessment To be safeguarded. Operational quarry. Located in the Green Belt.						

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wood.

