

Sandwell MBC

Infrastructure Delivery Plan

Part 2: Infrastructure Schedule

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Executive Summary

This Infrastructure Schedule is the second of two parts of an Infrastructure Delivery Plan (IDP) for Sandwell. It has been prepared in support of the emerging Sandwell Local Plan and sets out expectations of specific infrastructure schemes that are required to support the planned future growth. It also provides updates to the Part 1 Infrastructure Needs Assessment which was produced prior to consultation on the Regulation 18 draft of the Local Plan.

Part 2 of the IDP has been informed by further engagement with infrastructure stakeholders. This has re-confirmed the conclusion from Part 1 of the IDP, that there are currently no fundamental infrastructure-based constraints affecting the delivery of the levels of growth set out in the Sandwell Local Plan.

While some types of infrastructure may be wholly funded by specific providers fulfilling their statutory duties or through outside investment such as that available from Government, in a borough with recognised development viability challenges, other priorities will be competing for a limited pot of developer contributions. It is therefore acknowledged that not all of the infrastructure schemes set out in the infrastructure schedule can or will be funded, but the schedule nevertheless forms a basis upon which the Council and its partners can make informed funding decisions in the future.

The schemes included within the Schedule have been prioritised based upon the realities of funding them in an environment where money for infrastructure may be scarce. The prioritisation categories assigned to different schemes include:

- **Essential for development to happen** – Critical infrastructure that must be delivered in order for development to take place.
- **Priority for any development** – Infrastructure that must be provided alongside development but is not critical in order for development to take place.
- **Important to achieve sustainable communities** – Infrastructure that will help to achieve sustainable place-making objectives and/or improve existing operational infrastructure capacity.

The Schedule contains a range of over 100 specific infrastructure schemes – a significant number of which are not dependent on the growth that is being planned within the borough but will nevertheless deliver significant benefits at the local level. Many strategically focused schemes reflect the success of the West Midlands Combined Authority in securing funding for area-wide infrastructure that will happen irrespective of the Sandwell Local Plan. In addition, the Council has been successful in securing Towns Fund contributions that will support delivery larger-scale local schemes.

The infrastructure schemes on the Schedule therefore include a variety of strategic infrastructure projects that are designed to support sustainable growth across the West Midlands; local infrastructure projects that are intended to address existing needs of the community at the baseline or arising from existing growth commitments; and infrastructure projects that are or will be directly related to specific needs arising from development on sites that are expected to come forward during the plan period.

The schemes contained within the Schedule comprise the following types of infrastructure:

Infrastructure category	Essential	Priority	Important
Transport	-	1	42
Education	-	1	2
Healthcare	-	-	18
Community infrastructure	-	1	-
Green infrastructure	-	8	48
Utilities	9	-	-
Total	9	11	110

All of the schemes identified as being essential for development to happen are for provision of new or enhancement of existing electricity supply or wastewater infrastructure. Priority schemes broadly reflect the urgency of local needs or relate to borough-wide needs. As such, those within this category comprise enhancement of educational facilities, improved active travel infrastructure, increased burial capacity and green and sports facilities provision to meet the demands of a growing population.

There are some areas where further associated work is either ongoing or still required, in order to fully understand the potential impacts of planned growth, while discussions with infrastructure stakeholders identified foreseeable needs for future investment, but it has not yet been possible to establish specific infrastructure schemes. These are set out throughout Chapter 4.

Accordingly, it is recommended that this Infrastructure Schedule (in conjunction with the baseline context in Part 1 Infrastructure Needs Assessment) is treated as a live document. Monitoring and updating the IDP as the Sandwell Local Plan progresses through examination and into its implementation phase over the coming years will help to ensure that sustainable development is achieved in the borough and maintaining a comprehensive and up-to-date understanding of infrastructure needs as they evolve.

1. Introduction

1.1 Role of the Infrastructure Delivery Plan

Sandwell Metropolitan Borough Council (SMBC) has commissioned Ove Arup and Partners Limited (Arup) to prepare an Infrastructure Delivery Plan (IDP) for the Sandwell Local Planning Authority administrative area.

Infrastructure funding and delivery is complex. Establishing a reliable, concise and flexible IDP is therefore important in ensuring that investment decisions are based on a sound understanding of the capacity of existing infrastructure and how future development affects the infrastructure needs that underpin the development of sustainable communities. Having an up-to-date IDP in place offers greater certainty to service providers, funders and developers about how infrastructure will be delivered, enabling growth and encouraging investment.

The Council's existing development plan is the Black Country Core Strategy (2011), The Sandwell Site Allocations and Delivery Plan (2012) and Area Action Plans for West Bromwich, Smethwick and Tipton¹. The Council is now producing a replacement plan (the Sandwell Local Plan), which will cover the period up to 2041. The Publication Draft Sandwell Local Plan (Regulation 19) version will be subject to public consultation, ahead of submission which is targeted for the end of 2024 and Examination in 2025².

The IDP is split into two parts. This document forms Part 2 of the IDP: The Infrastructure Schedule – setting out specific infrastructure schemes that will support the growth proposed in the Sandwell Local Plan. Where possible, it sets out details of the anticipated delivery mechanisms and costs for those schemes. This Part 2 document accompanies the Part 1: Infrastructure Needs Assessment, which was published prior to Regulation 18 consultation on the Sandwell Local Plan in order to establish a baseline understanding of infrastructure capacity and needs within Sandwell.

This document also provides some updates to the contextual and baseline positions set out within Part 1 of the IDP, reflecting the outcomes of further analysis and engagement with infrastructure providers since that document was published in November 2023.

IDPs provide a snapshot at a point in time and therefore need to be updated as development proposals and other circumstances in the borough change. This document could therefore form the basis for further updates as the Sandwell Local Plan progresses through examination and is subsequently adopted. Once the plan is adopted, IDPs can be effective tools for monitoring and implementation if they are maintained as 'live documents', alongside the annual Infrastructure Funding Statement (IFS).

1.2 Structure of this Report

This Part 2 Infrastructure Schedule is intended to be read alongside the Part 1 Infrastructure Needs Assessment published in November 2023³. In addition to this introduction, it contains three further chapters:

- Chapter 2 sets out the methodology followed throughout the production of Part 2, and the structure of the Infrastructure Schedule.
- Chapter 3 sets out updates to the baseline position set out in Part 1 of the IDP, by exception (i.e. only where there are changes or updates to report).
- Chapter 4 sets out a summary of inclusions within the Infrastructure Schedule, set out across the six topics in the IDP and in the same order as set out in Part 1 of the IDP. It also sets out next steps to move towards the implementation of schemes within each topic.

¹ [Sandwell MBC – existing planning policy documents](#)

² [Sandwell Local Plan – Local Development Scheme \(January 2024\)](#)

³ [Part 1 Infrastructure Needs Assessment \(November 2023\)](#)

- Chapter 5 provides a conclusion to the findings in this report.
- Annex A forms the Infrastructure Schedule itself and is laid out as a table ordered by infrastructure topic.

2. Infrastructure Schedule Methodology

2.1 Stakeholder re-engagement for Part 2 of the IDP

The production of the Part 1: Infrastructure Needs Assessment included a comprehensive programme of engagement with infrastructure providers and other relevant stakeholders. Full details of this engagement are set out in the Part 1 report, across each of the infrastructure topics in Chapter 4 and summarised in Table 5 in that report’s methodology (Section 3.3). In broad terms, Part 1 of the IDP was well-informed by advice and expertise from stakeholders with only a limited number of infrastructure providers with whom it was not possible to arrange a meeting or otherwise obtain inputs.

In order to try and establish specific infrastructure schemes for Part 2 of the IDP, re-engagement with infrastructure providers has been attempted (where Part 1 identified the likely need for such schemes – for example, Part 1 does not identify a need for specific future digital infrastructure and hence no further engagement was undertaken for this topic). In Part 2 we have also sought to address any gaps in Part 1 engagement.

Table 1: List of stakeholders engaged for Part 2 of the IDP

Stakeholder	Infrastructure types discussed
National Highways	Transport – Highways
Transport for West Midlands	Transport
Black Country Integrated Care Board Estates	Healthcare – Primary Estates
Sandwell Metropolitan Borough Council	Adult Social Care
	Education
	Play Pitch and Open Space
	Community Facilities
Severn Trent Water	Sewerage
National Grid Electricity Distribution	Electricity
West Midlands Ambulance Service	Emergency Services

Further stakeholder engagement provided the opportunity to gain understanding of infrastructure capacity and needs from a number of stakeholders with whom it was not possible to engage during the first phase of work. As such, Section 3 of this report provides a summary of the detail that would have been expected to be captured in the Part 1 Needs Assessment.

Table 1 provides a summary of the re-engagement undertaken for Part 2 of the IDP. It has unfortunately not been possible to obtain full responses from South Staffordshire Water at any stage of IDP preparation. However, since the Council is undertaking a Water Cycle Study as another component of the local plan evidence base, it is anticipated that this will highlight specific water-based infrastructure needs that can be captured and costed where necessary, in order that it is factored in to thematic and allocations policies.

2.2 Structure of the Infrastructure Schedule

The Infrastructure Schedule in Annex A sets out the details of specific infrastructure schemes within Sandwell that are targeted for delivery during the plan period through to 2041. These schemes have been identified through:

- Initial engagement with infrastructure providers for the Part 1 Infrastructure Needs Assessment in mid-2023;
- Subsequent follow-up engagement with infrastructure stakeholders specifically to inform Part 2 of the IDP and the production of the Infrastructure Schedule;
- Analysis and assessment undertaken by Arup, either to further develop responses from infrastructure providers or to fill gaps where responses have not been received.

Chapter 4 sets out a summary of the schemes included in the Infrastructure Schedule, the nature of these schemes and steps that have been identified to further develop these schemes and move towards implementation.

The Infrastructure Schedule is set out in the same order as the headings for each infrastructure topic within Chapter 4 and Part 1 of the IDP. It seeks to provide consistent information for each infrastructure scheme, across the following columns:

- **Scheme reference** – For ease of reference, each scheme has been given a unique reference number.
- **Infrastructure type** – Broadly categorising infrastructure types (acknowledging that some schemes will encompass several different infrastructure types).
- **Name** – the name of the infrastructure scheme.
- **Scheme description** – a description of the infrastructure scheme and what it aims to achieve.
- **Scheme location** – set out by the borough sub-areas (as detailed in Part 1 of the IDP) where the scheme would be located. Some schemes will overlap multiple areas, may be boroughwide or may include other local authority areas where schemes are not solely located within Sandwell.
- **Delivery body** – the infrastructure provider and/or public body with responsibility for the delivery of the scheme. Responsibility may be shared between several delivery bodies.
- **Indicative cost** – wherever possible, a headline cost figure, based on the information that is available at this stage. Any cost information provided at this stage is high-level and should be explored in greater depth by all relevant parties.
- **Funding method** – the means by which funding for the scheme will be provided, including whether this is likely to be via direct developer delivery, developer contributions paid to SMBC, the WMCA or other external funding sources or not yet known. Understanding of the infrastructure funding landscape is particularly important in areas such as Sandwell where there are recognised land value and viability challenges, set against escalating development costs in recent years, increasingly requiring innovative approaches and creating a ‘cocktail’ of funds from multiple sources to support delivery.
- **Delivery phasing** – the broad timescales within the plan period where it is anticipated that the scheme will be delivered, broken down into post-adoption five-year tranches that generally correspond with the housing delivery trajectory for the plan – 2024-2029, 2029-2034 and 2034-2039. These are based upon the time likely to be needed to fund and develop the scheme, and where relevant these are also linked to the anticipated phasing of delivery of sites in the vicinity to which the delivery of infrastructure will need to be linked.
- **Prioritisation** – To support future investment and funding decisions, schemes have been assigned a recommended priority level based on our assessment of their relative significance. These may not necessarily reflect future political and infrastructure provider decisions about how investment should be targeted and should therefore be treated as indicative. Moreover, they are intended as a practical

and pragmatic basis for the Council’s decision-making process during plan preparation when faced with the need to balance competing priorities. The assigned level of priority should not be interpreted as indicating that lower-rated schemes are not important for making development acceptable in planning terms, and developers will still be expected to make contributions to provide infrastructure needs as far as is viable. Prioritisation categories include:

- **Essential for development to happen** – Critical infrastructure that must be delivered in order for development to take place. This typically includes highways improvements, flooding and drainage requirements, and connections to infrastructure networks and will often be triggered by the commencement of development.
 - **Priority for any development** – Infrastructure that must be provided alongside development but is not critical in order for development to take place. This infrastructure will be necessary to meet the needs of residents and businesses, and to mitigate the impacts arising from new development, with significant inconvenience resulting if acceptable provision is not made. Schemes within this category might also be needed to address wider societal pressures, such as the climate emergency and may often be required upon the first occupation of new development, indicating that these will therefore need to be planned well in advance.
 - **Important to achieve sustainable communities** – Infrastructure that will help to achieve sustainable place-making objectives and/or improve existing operational infrastructure capacity. Such schemes could be delivered at any time, and whilst developments and places might continue to be functional if provision is not made, there would be fewer wider benefits to society.
- **Source of scheme** – the infrastructure stakeholder, strategy or evidence base document through which the scheme has been identified.

Based on the information gathered through stakeholder engagement, wherever possible, the Infrastructure Schedule sets out what infrastructure will be required to support new development and the anticipated costs of delivery.

In some cases, strategic infrastructure projects that fall within the remit of strategically focused bodies or specific providers, such as the West Midlands Combined Authority (including Transport for West Midlands) or utility companies, will be identified as being essential for development to happen, but will not necessarily be dependent on funding from mechanisms such as CIL or developer contributions. Alternatively, schemes that may be regarded as priorities for any development or contribute to the achievement of sustainable communities may be wholly dependent upon contributions from developers.

2.3 Methodology and assumptions informing the Infrastructure Schedule

This section provides an overview of the methodology and approach used to establish our understanding of the costs involved in the delivery of new or enhanced infrastructure and the specific schemes that are included in the Infrastructure Schedule. In some cases this will simply be a matter of curating and reporting the schemes identified by infrastructure providers themselves, while in other cases there may be a more nuanced approach to the inclusion of specific schemes.

Wherever possible, the IDP draws upon the experience and insights of infrastructure providers to establish the costs of infrastructure items that are set out in the Infrastructure Schedule – either on the basis of specific costs, or formulae.

For some schemes it is not possible to estimate a cost either due to a lack of detail about the scheme at this stage, or because costs have not yet been formulated by the delivery body. Where relevant this is noted within the Infrastructure Schedule.

In all cases, the costs set out in the Infrastructure Schedule should be treated as an indicative snapshot, intended to inform wider cost with more detailed recalculation being necessary at the time development comes forward or funding applications are made. This is especially relevant given the escalation of development costs in recent years and their susceptibility to changes within the market.

Where specific infrastructure needs are identified as a result of the cumulative effects of different development schemes, Part 2 of the IDP initially envisaged setting a mechanism for the apportionment of the needs and costs of infrastructure between specific development sites. This would reflect the likelihood that requirements for new infrastructure may arise incrementally across a large number of sites. However, given the widely acknowledged viability challenges affecting development within Sandwell it is anticipated that developer contributions could be relatively limited beyond that required through the Council's CIL charging. Accordingly, a prescriptive cost apportionment approach between developers may not be appropriate at the current time.

The approaches taken within each topic are set out below for each in turn.

Infrastructure funding and delivery assumptions by theme

Where it necessary, for specific types of infrastructure, this section sets out the rationale behind the approach that stakeholders or infrastructure providers apply when costing projects, or specific sources of information that have informed cost assumptions.

Transport

The Infrastructure Schedule identifies transport infrastructure schemes for active travel, public transport and highways, both at the strategic level and the local level. All of these schemes will to varying degrees support the growth proposed local plan growth, although not all of it is specifically related to the emerging plan.

Further modelling work of the highways and transport impacts of proposed growth is ongoing but not yet complete. As such, specific infrastructure/mitigation requirements are not yet finalised, or therefore costed. However, as far as is possible, schemes that are included within the Schedule have been categorised in line with the likelihood of them coming forward and the degree of influence they will have on the site allocations proposed in the Sandwell Local Plan. Once the modelling work is completed it may be necessary to reassess the list of projects to reflect which of these are necessary to support the delivery of proposed site allocations, versus those likely to have a positive bearing upon future growth.

Education

Pupil place planning forecasts – these annual assessments are usually completed in May/June. At the time of writing there are no changes to the information provided by the Council during preparation of Part 1.

Application monitoring – the Council's education team receives the weekly list of planning applications that have been received and validated. These and subsequent planning permissions for developments of 10 or more homes are incorporated into the Education team's yearly forecasting. All of the developments included within the draft local plan housing trajectory that are under consideration or have an extant planning permission are therefore already included in the pupil place forecasting. Current data indicates a surplus of places projected by 2029/30.

Cost and site size benchmarking – minimum site areas are based upon DfE Building Bulletin⁴ guidelines for mainstream schools (Annex B). This indicates that providers would look to deliver all facilities within a multi-storey building solution. With constrained sites, playing fields and car parking would need to be secured off-site. The following factors are applied as guidelines for infrastructure delivery costs within the borough:

- Minimum site area for primary school provision of 2,000sqm (circa 300-place primary school);
- Minimum site area for secondary school provision of 9,000sqm;
- National School Delivery Benchmarking (November 2023) average costs per sqm for Primary schools:
 - New build schools on greenfield sites £2,706/sqm

⁴ [Department for Education – Building Bulletin 103: Area guidelines for mainstream schools \(2014\)](#)

- Re-builds and extensions £4,376/sqm
- National School Delivery Benchmarking (November 2023) average costs per sqm for Secondary schools:
 - Insufficient data about new development projects to draw conclusions
 - Re-build and extensions £4,322/sqm.
- The same floorspace and cost assumptions can be applied to Special Education Needs and Disabilities (SEND) provision.

Places per 100 dwellings – in general, the Council’s Education team assumes a need for 21 primary school places and 14 secondary school places per 100 houses in new developments. These figures are halved for developments containing apartments and two-bed houses.

Availability of Government funding – in the past, as an Education Authority, Sandwell has not been able to secure developer contributions or CIL towards education provision. However, some CIL monies are now being allocated for school funding, alongside the Department for Education (DfE) Basic Need grant for new additional school places and the new High Needs Provision Capital Allocation grant for Special and Alternate Provision. There are various sources of Government funding for bodies responsible for maintaining school premises, although these cannot be relied upon as a definitive source of funding and are accessible via applications in accordance with clearly defined criteria.

The Council’s Education team highlighted the Friar Park development (ref. 2985/SH18) for 630 homes as a reference case. Although this development would be expected to generate a requirement of approximately 139 primary school places and 63 secondary school places, this is impacted by a number of variables influencing decision-making in pupil place planning, including the types of homes being built and the expectation that school-aged children amongst future residents are not already attending a school within Sandwell.

Healthcare

The Black Country Integrated Care Board (BCICB) has indicated that NHS guidance note HN11-01⁵ provides the methodology for calculating healthcare infrastructure needs and assumes a standard provision of 1,100 patients per consulting room.

The analysis of the potential impacts of planned growth set out in Section 3 indicates a correlation between larger developments generating more new patients and therefore greater need for additional capacity based on the nearest GP practice to the development site. However, analysis on this basis captures some facilities that are situated outside of the borough.

The costs per consulting room vary depending on the project (i.e. new-build, conversion or refurbishment), therefore costs are not specified for each location. Rather, using the HB11-01 guidance a typical ask of £1,000 per new dwelling (excluding affordable homes) is recommended. On this basis, to give an indication of potential costs we have assumed £1,000 per dwelling for 75% of the overall site capacity, acknowledging the target of 25% affordable housing. While viability challenges are acknowledged, it is felt that this provides a reasonable estimate of healthcare infrastructure costs over the lifetime of the plan.

Community Facilities

Community facilities can vary significantly in size. While costing of provision of some facilities may draw upon mechanisms and formulae identified for other types of infrastructure, others may have very unique and bespoke requirements. Many smaller-scale community facilities will not feature within the Infrastructure Schedule as many of these may be wholly or partially funded through the 15% neighbourhood portion of CIL receipts collected by the Council. Allocation of these funds is typically monitored in the annual IFS.

⁵ [NHS Guidance HN11-01](#)

Green Infrastructure

The majority of green infrastructure projects that are costed in the Infrastructure Schedule have been informed by the Council's action plans for delivering priority projects. In the Play Pitch Assessment, indicative costs are provided in tranches of less than £50,000 (low), £50,000 - £250,000 (medium) or £250,000+ (high).

While the Council appears to maintain good monitoring record of its progress on delivery of its priority schemes, meaning that costs are reviewed with reasonable frequency, it is nevertheless acknowledged that costs have escalated rapidly in recent years. As such, in some cases, costs may be verified or sense-checked against Sport England's Design and Cost Guidance⁶. The guidance is intended to provide a greater understanding of overall design concepts, an appreciation of the technical issues involved, and the critical factors that to consider in seeking the right solution projects, providing benchmark examples wherever possible. The guidance covers:

- Active design
- Artificial lighting
- Accessible facilities
- Outdoor surfaces
- Clubhouses
- Sports halls
- Swimming pools
- Facility cost guidance
- Combined leisure provision
- Sport specific guidance

Utilities and Digital

Electricity

Discussions with National Grid Electricity Distribution (NGED) have highlighted that charging mechanisms have recently changed, with the customer contribution towards network reinforcement now being 'socialised'. In practice, this means that customers now get an allowance towards any reinforcement, depending on what they are connecting, rather than paying a contribution to the cost of the works based on load (level of demand).

Whilst under previous operating and pricing models, many of the anticipated reinforcement schemes identified in the Infrastructure Schedule would have needed to make financial contributions, this new approach will mean that many get the required reinforcement at no cost; this will all be funded by NGED. It should be noted, however, that any costs to reconfigure and/or extend the network are still at full cost to the Developer.

In summary:

- Where reinforcement is required for a defined load, each customer gets an allowance of £1,720 per kVA
- A 1,000kVA scheme would therefore have an NGED funded allowance of £1.7m, before a developer is required to pay 100% of any additional cost

⁶ [Sport England Design and Cost Guidance](#)

As part of the stakeholder engagement for Part 2, NGED has reviewed the future growth plans for the Borough and identified a number of areas on the network where reinforcement works are likely to be needed to support proposed development. Further details of these are contained in Section 3.6 of this report.

High level cost estimates have been provided for these reinforcement works, although it should be noted that these are based on estimates provided previously for similar schemes. These will need to be confirmed with NGED once the scope of the required works has been defined. Furthermore, prospective developers should be aware that any major works, such as new substations, will have significant lead-in times (likely 2-3 years), which should be incorporated within their project programming.

Water

Severn Trent Water indicated that their analysis of sites allocations applies to those comprising 20 dwellings or more, since sites with fewer than 20 dwellings would not typically be expected to generate any significant adverse impacts on the sewerage network, provided that the surface water from the site is managed sustainably and discharged in accordance with the drainage hierarchy.

Other factors influencing infrastructure funding

Infrastructure Funding Statement

Alongside the IDP the Council is required to produce an annual Infrastructure Funding Statement, which can be used to establish infrastructure priorities for the borough. Over time, where costs that are unknown at present become clearer in the future, this document can be used to provide further detail on what specifically is required. Using the development trajectory informed by housing and employment monitoring, a more accurate and up to date understanding of specific costs and apportionment can be factored into the Council's decision-making for planning applications and the spending of developer contributions.

The Council has indicated that at present the limited CIL contributions that have been collected are earmarked for supporting the delivery of a new school at Brandhall.

3. Updates to the Infrastructure Baseline in IDP Part 1

3.1 Further information for stakeholders

Prior to engaging with stakeholders for Part 2 of the IDP, SMBC confirmed details of its proposed housing and employment allocations. The distribution and concentrations of new development is important for understanding the potential impacts on existing infrastructure and identifying where new infrastructure may be needed. While some of the sites included in the list of proposed allocations already have planning permission, therefore may have been accounted for in infrastructure providers' own forward planning programmes, other sites, particularly those that are anticipated to come forward later on in the plan period do not have much in the way of detail. As such, where this is the case, there is acknowledgment from the outset that assessments are undertaken at a high-level and recommendations should be subject to further discussion between providers, the local planning authority and developers.

Another key factor affecting stakeholder responses is that much of the planned growth in Sandwell will be on previously developed land. Unlike other boroughs in the Black Country, there are no plans for significant releases of green belt for development. Furthermore, housing developments in the borough will be expected to achieve a density of at least 40 dwellings per hectare. Of the 69 proposed site allocations, 47 of these are on relatively small sites of less than 2 hectares, delivering over 3,000 (38%) of the projected 7,867 new homes.

3.2 Transport

In light of consultation responses received on the Regulation 18 Sandwell Local Plan consultation and feedback from key stakeholders during preparation of the Part 2 IDP, it is apparent that the Council needs to undertake further work to fully understand the transport impacts of the proposed levels of growth and distribution of site allocations. Work is underway to build upon the 2023 work that was done in relation to the review of the Black Country Plan. This exercise appraised the accessibility, mobility, and transport network effects of the Draft Plan development allocations, with model outputs providing an evidence base for decision-making.

While Sandwell's own proposed housing and employment allocations have not changed significantly since this work was undertaken, it is necessary to consider the implications of growth proposals outside of the borough boundary that may have an impact on the roads and wider transport network within Sandwell. Neighbouring authorities are understood to have been considering sizeable releases of land within the green belt and adjacent to Sandwell's administrative boundary in order to meet their housing needs.

As set out in the Part 1 IDP, the lack of highway capacity along key corridors and at certain junctions has historically been a key factor in determining the quantum of growth that can be accommodated. Existing highway capacity constraints are acknowledged, with transport stakeholders advocating a shift to more sustainable transport modes, based around integrated network management to make the most of existing assets. However, they also recognise that the current transport proposals will not be sufficient to bridge the gap to Government targets and that an integrated approach to infrastructure investment and demand management is required to increase the pace of behavioural change.

Co-ordination of land use and transport planning is required to support a reduction in the need to travel and to facilitate a transition towards more sustainable journeys. Development should therefore be focussed around locations with attractive, reliable existing public transport provision that can potentially also be improved, or where new active and public transport provision can be established.

Strategic Road Network

Further engagement with National Highways generally referred back to their consultation response to the Draft Local Plan noted and welcomed the Draft Local Plan's reference of the Black Country Transport

Modelling Report (2023)⁷ as an evidence base, including the draft scenario assessment. However, it was indicated that the modelling exercise will need further revision as the plan progresses.

Furthermore, National Highways advised a joined-up approach towards any developments which are likely to have an impact on neighbouring local authorities, encouraging Sandwell and the other local authorities to attend joint meetings with National Highways and the future developer or applicants to ensure that the interests of all parties are protected, and a combined solution is derived.

Local Road Network

As noted above, the forthcoming update to transport modelling for the Sandwell area will inform understanding of the impacts of planned growth on the road network. However, with the majority of proposed site allocations being on brownfield sites and having previously been considered in the last modelling exercise, it is anticipated that there will be limited change. This is largely as a result of modelling taking into account trip generation rates associated with previous uses on brownfield sites yielding a net change, rather than entirely new trip generation numbers that are associated with development on greenfield sites. Furthermore, previous modelling indicated that the most significant impact on the local road network within the Sandwell area arise from development in surrounding areas.

Active Travel

The Sandwell Cycling and Walking Infrastructure Plan (SCWIP) is an influential strategy for active travel in the borough and a number of the current iteration’s projects are identified as key pieces of infrastructure, both to meet existing needs and to cater for sustainable future growth. However, it is understood that the Council intends to renew the SCWIP in 2025 and supplement the work undertaken in the current SCWIP with an accessibility assessment, focused on large sites and destinations that generate or attract higher numbers of trips. While the number of schemes within the SCWIP will most likely increase, the accessibility assessment will inform the identification and prioritisation of schemes.

3.3 Education

Early Years

Since publication of the Part 1 Needs Assessment, the Government has changed the way in which it allocates funding for early years education and childcare. As of April 2024, for children aged two, eligible working families will be entitled to 15 hours of childcare per week for 38 weeks per year. All three to four years olds are entitled to 15 free hours per week, for 38 weeks per year. Eligible working families are able to apply for an additional 15 hours for children aged three to four years old.

Furthermore, the Council’s Early Years team provided an update on nursery provision within the borough, highlighting that some of the organisations listed as providers in Part 1 included out of hours childcare providers or parental support groups. As such, these organisations have been removed and the updated list of providers is set out below, offering 4,669 places.

Table 2: Early Years Providers in Sandwell

Provider Name	Provider Address	Provider Postcode	Places
5 Star Day Nursery Limited	2/4 Ennerdale Road	B43 5NP	42
5 Star Day Nursery Ltd	69 Moat Road	B68 8ED	55
A B C Day Nursery & Pre School Ltd	14 Wigorn Road	B67 5HN	50
Baby Steps Day Care	Former Neighbourhood Office	B67 5QT	48
Banana Moon Day Nursey West Brom	Stone Cross	B71 3AR	50

⁷ [Black Country Transport Modelling Report \(2023\)](#)

Provider Name	Provider Address	Provider Postcode	Places
Bee Hive Nursery	Lodge Road	B70 8NX	30
Blossoms at Bloxcidge House	53 Bloxcidge Street	B68 8QH	52
Bookworms Day Care Ltd	The Old Library	B65 8BY	44
BRANCH	Eaton Valley Primary School	B71 4BU	16
BRANCH	91 Beeches Road	B70 6HG	32
Bright Lights Day Care	Great Valley Children's Centre	B66 1DH	89
Community Action Project	C A P Centre	B66 3LX	44
Conifers Day Nursery	Dorothy Parkes Centre	B67 6EH	24
Daffodils Nursery	58-60 Waterloo Road	B66 4JN	28
Explorers Day Nursery	Little Explorers Day Care Centre	B64 5BS	50
Fairytales Nursery	6 Birmingham Road	B43 6NR	52
Fatima Day Nursery	36 Vicarage Road	B68 8HL	35
Fireflies Nursery	Station House	B66 4SE	96
First Steps Nursery Collegiate Academy Trust	Shireland Collegiate Academy	B66 4ND	40
Genius Gems	114 Vicarage Road	B71 1AF	70
Garden Community Nursery	Harwood Street	B70 9JF	20
Hamstead After School Kids Club	Hamstead Infant School	B43 5AS	30
Happy Days Nursery	Wood Lane Community Centre	B70 9PT	20
Happy Valley Preschool Ltd	West Bromwich Community Centre	B71 1QS	48
Helping Hands	St Margarets C of E Primary School	B43 7AP	40
Helping Hands	Pennyhill Primary School	B71 3BU	40
Helping Hands	Holy Name RC Primary School	B43 6LN	30
Humpty Dumpty's Day Nursery	Marlow House	B65 0AY	44
Juniper Pre School	St. Albans Community Centre	B67 7NL	40
KaiDrums Childcare	The Brambles	WS5 4EJ	22
Kangaroo Pouch at Great Bridge	57 New Road	DY4 7BX	16
Kangaroo Pouch Day Nursery	St. Mary Magdalenes Church	B71 3PJ	32

Provider Name	Provider Address	Provider Postcode	Places
Kangaroo Pouch Day Nursery	Elm Terrace	B69 1UH	62
Kangaroo Pouch Day Nursery at Hateley Heath	64-66 Clarkes Lane	B71 2BU	52
Kiddies Playhouse Tipton	76 Union Street	DY4 8QJ	56
Latchkey Out of School Club	Sundial Lane	B43 6PD	30
Lavender Farm Nursery	Moat Farm Childrens Centre	B68 9QR	86
Lilliput Lodge Children's Day Nursery Ltd	Lilliput Nursery	B67 6NR	50
Little Academy Nursery	Tipton Sports Academy	DY4 0BS	17
Little Acorns Pre-School	Whitecrest	B43 6HQ	16
Little Angels Day Nursery	2 Davison Road	B67 6JL	44
Little Learners Ltd.	Little Learners	B66 1NN	52
Little Legend Pre-School	Friar Park Millennium Centre	WS10 0JS	48
Little Kids Kingdom	88 Hill Top	B70 0RT	32
Little Saplings Childcare Centres— Yew Tree	The Bungalow	WS5 4LB	24
Little Steppers Pre-School	Smethwick Cape Hill Children's Centre	B66 3PX	20
Little Valers Pre-school Committee	Grove Vale Primary School	B43 6AL	24
Lola-Belle's Private Day Nursery Ltd	11 Owen Street	DY4 8EZ	45
Minee Monkeys	The Old School House	B69 2AS	57
Moorlands Little Learners	Winchester Road	B71 2NZ	16
Our Lady and St Huberts Nursery	Moat Road	B68 8ED	26
Perryfields Pre-School	Perryfields Primary School	B68 0QY	32
Playhouse Day Nursery	The Playhouse	B67 5DG	50
Precious Times Day Nursery	25 Bleakhouse Road	B68 9DR	32
Priory Explorers	Priory Family Centre	WS10 0JG	55
Roots and Shoots	Congreaves Primary	B64 6EL	16
Rowley Village Nursery	1A Carlyle Road	B65 9BQ	65
SADWICA Day Nursery	69 Beeches Road	B70 6HQ	52
Sandwell and West Birmingham Hospitals NHS Trust Day Nursery	Lyndon	B71 4HJ	61
Santos Day Nurseries	100 Birmingham Road	B43 7AB	51
Smarty Pants @ Lightwoods House Limited	Lightwoods House	B67 5DP	36

Provider Name	Provider Address	Provider Postcode	Places
Smarty Pants Private Day Nursery Ltd	212a Horseley Heath	DY4 7QP	65
Smethwick Youth and Community Centre (GNG Nursery)	Trinity Point	B67 7AA	62
Spon Lane Day Nursery	93 Spon Lane	B70 6AB	38
St Hubert's Pre-School Playgroup Limited	Warley Baptist Church	B68 9BJ	32
St Michaels Nursery	Windmill Community Centre	B66 3DX	42
Stanway Stars Wrap Around Care	St. Mary Magdalene Primary School	B71 1RP	26
Stepping Stones Pre-School	West Smethwick Methodist Church	B66 1EX	30
Summerhill's Little Treasures	Upper Church Lane	DY4 9PF	95
The Cradle Nursery	Church Hall Edward Street	B68 8RH	63
The Little Wendy House Day Nursery Ltd	23 Walsall Street	WS10 9EL	74
The Old Station House	2 Birchfield Way	WS5 4LG	50
The Toddler House	146 Crankhall Lane	WS10 0ED	32
The Wonder Years Day Nursery	Arundel House	WS10 9DJ	103
Tender Troops	44 Brat Street	B70 8SB	26
Tick Tock Day Nursery	134 Halesowen Road	B64 5LS	119
Tiddlywinks Kiddies Nursery	55 Park Lane West	DY4 8LF	74
Timbertree Neighbourhood Nursery	78 Valley Road	B64 7LR	50
Tiny Steps Pre-School	Uplands Manor Primary School	B67 6HT	30
Tiny Toez @ Tividale	Tividale Children's Centre	DY4 7SD	72
Tiny Tots Academy	1 Walsall Street	B70 7NX	80
Tipton Nursery	24 Ridgeway Road	DY4 0TB	36
Tipton Toddlers Day Nursery	Tipton Toddlers	DY4 7TB	68
Two Steps Pre-School	St. Johns Methodist Church	B66 3QU	24
Tulip Day Nursery	382 High Street	B70 9LB	45
Unicorn Day Nursery	Shelsey Avenue	B69 1BP	73
Unicorn Day Nursery	131 High Street	DY4 9JE	46
United Kids	Hateley Heath Primary & Childrens Centre	B71 2RP	79

Provider Name	Provider Address	Provider Postcode	Places
United Kids Childcare Rowley	Rowley Hall Primary School	B65 9HU	74
Victoria House Neighbourhood Nursery	Corbett Street	B66 3PX	73
Wiggles and Giggles Limited	634 Hagley Road West	B68 0BS	74
Wonderland Children's Day Nursery (UK) Ltd	57 Holyhead Road	WS10 7DF	100
Woody's	The Bethel Christian Fellowship Church	B70 8QL	25
Workplace Nursery	Council House	B69 3DG	80
YMCA Carters Green	YMCA	B70 9LG	113
YMCA Greets Green	Greets Green Childrens Centre	B70 9EZ	60

Primary Education

Causeway Green Primary School in the Brandhall area of Oldbury is identified as a priority candidate school for a replacement build of existing facilities. This work is identified as an existing commitment from the Council, relating to an existing planning permission. It is anticipated that this will be funded through a combination of CIL money and the Department for Education's School Condition grant allocation.

SEND Provision

It remains the case that the borough has seen a significant rises in recent years in demand for specialist places. As of 30 June 2023, the number of children/young people (CYP) with Special Educational Needs requiring additional support through an Education, Health and Care Plans (EHCP's) is 3,258. If the recent growth in population continues, it is predicted that there could be an estimated 4,654 CYP with an EHCP by 2025. In light of the spectrum of special needs accounted for within the data, a review and new Needs Assessment and Sufficiently Survey is underway and will be published later in 2024.

In response to this increase in demand, as part of its future planning, the Authority is currently considering redevelopment of part of The Cracker site in Tipton to provide a new SEND school. However, there is no funding for this at present, requiring that the Council accrues capital funds and makes further funding bids before proceeding. On this basis no cost estimate is included within the Infrastructure Schedule.

With a large cohort of CYP requiring suitable places the two projects identified above are targeted for delivery within the next few.

3.4 Healthcare

Primary Care

Building upon the baseline healthcare infrastructure network capacity information, provided by the Black Country Integrated Care Board (ICB) Estates team for Part 1, a more detailed analysis of the potential impacts of new development on the proposed site allocations has revealed specific areas of need. These are set out by GP practice in Table 3 below.

Table 3: Predicted increase in GP practice patient numbers from site allocations

SLP Ref	Site Address	No. dwellings	Patient list increase	Primary care premises impacted	Additional no. of Consulting Rooms or Contribution Required
SH14	Langley Maltings, Western Road Langly	71	178	Rood End Medical Centre	0.16
SM6	Queens Square Living	396	990	Birmingham Road Health Centre	0.90
SM7	West Bromwich Central	343	858	Birmingham Road Health Centre	0.78
SM8	George Street Living	327	818	Birmingham Road Health Centre	0.74
SH7	The Boat Gauging House & Adjoining Land, Factory Road, Tipton	50	125	Black Country Family Practice	0.11
SH15	Macarthur Road Industrial Estate, Cradley Heath	13	33	Brierley Health & Social Care Centre	0.03
SH16	Cradley Heath Factory Centre, Woods Lane, Cradley Heath	142	355	Brierley Health & Social Care Centre	0.32
SH16	Cradley Heath Factory Centre, Woods Lane, Cradley Heath	34	85	Brierley Health & Social Care Centre	0.08
SH20	Elbow Street, Old Hill	33	83	Brierley Health & Social Care Centre	0.08
SH24	Cokeland Place / Graingers Lane, Cradley Heath	16	40	Brierley Health & Social Care Centre	0.04
SH13	Silverthorne Lane/ Forge Lane, Cradley Heath	81	203	Cradley Road Medical Practice	0.18
SH33	Wellington Road, Tipton	40	100	Glebefields Health Centre	0.09
SH42	Forge Put, junction Franchise Street and Beebee Road	10	25	Glebefields Health Centre	0.02
SH8	Alma Street, Wednesbury	23	58	Hawthorns Medical Centre	0.05
SH53	Grove Lane/ Cranford Street/ London Street	108	270	Hawthorns Medical Centre	0.25
SH53	Grove Lane/ Cranford Street/ London Street	392	980	Hawthorns Medical Centre	0.89
SH54	Cranford Street / Heath Street / Canal	115	288	Hawthorns Medical Centre	0.26
SH55	Cape Arm Cranford Street	170	425	Hawthorns Medical Centre	0.39
SH10	Tipton Conservative And Unionist Club 64 Union Street, Tipton	14	35	Jubilee Health Centre	0.03
SH5	Mill Street, Great Bridge	28	70	Malling Health Great Bridge	0.06
SH5	Mill Street, Great Bridge	12	30	Malling Health Great Bridge	0.03
SH6	Swan Lane, North of A41, West Bromwich	147	368	Malling Health Great Bridge	0.33
SH19	land at Horseley Heath, Alexandra Road and Lower Church Lane, Tipton	76	190	Malling Health Great Bridge	0.17

SLP Ref	Site Address	No. dwellings	Patient list increase	Primary care premises impacted	Additional no. of Consulting Rooms or Contribution Required
SH27	Site surrounding former Post office and Telephone exchange, Horseley Heath Tipton	52	130	Malling Health Great Bridge	0.12
SH29	Used Car Sales site on corner of Lower Church Lane and Horseley Heath, Tipton	23	58	Malling Health Great Bridge	0.05
SH59	Beever Road, Great Bridge	18	45	Malling Health Great Bridge	0.04
SH43	Land of Tanhouse Avenue, Great Barr	46	115	NHS Tanhouse Clinic	0.10
SH4	Lower High Street (Station hotel & Dunns Site).	20	50	New Street Surgery	0.05
SH28	Friar Street Wednesbury	45	113	Oakeswell Health Centre	0.10
SH21	Dudley Road East	90	225	Oldbury Health Centre	0.20
SH22	Tatbank Road, Oldbury	52	130	Oldbury Health Centre	0.12
SH26	Lower City Road, Oldbury	73	183	Oldbury Health Centre	0.17
SH31	Summerton Road, Oldbury	36	90	Oldbury Health Centre	0.08
SH34	Brandhall Golf Course	190	475	Oldbury Health Centre	0.43
SH35	Rattlechain Site Land to the north of Temple Way, Tividale	518	1295	Oldbury Health Centre	1.18
SH36	Land btwn Addington Way and River, Tame; Temple Way, (Rattlechain)	36	90	Oldbury Health Centre	0.08
SH38	Brades Road, Oldbury	51	128	Oldbury Health Centre	0.12
SH40	Langley Swimming Centre, Vicarage Road, Oldbury	20	50	Oldbury Health Centre	0.05
SH61	Former Simpson Street Day Centre 6 Simpson Street, Oldbury	10	25	Oldbury Health Centre	0.02
SM1	Chances Glass Works	276	690	Oldbury Health Centre	0.63
SM2	Lion Farm	200	500	Oldbury Health Centre	0.45
SH17	Land adj to Droicon Estate, Portway Road, Rowley Regis	28	70	Portway Family Practice	0.06
SH37	Edwin Richards Quarry, Portway Road Rowley Regis	526	1315	Portway Family Practice	1.20
SH41	North Smethwick Canalside Smethwick	500	1250	Portway Family Practice	1.14
SH23	Trinity Way / High Street, 28-64 High Street, West Bromwich	53	133	Regis Medical Centre: Lyndon Primary Care Centre	0.12
SH25	Bradleys Lane / High Street Tipton	189	473	Regis Medical Centre: Lyndon Primary Care Centre	0.43

SLP Ref	Site Address	No. dwellings	Patient list increase	Primary care premises impacted	Additional no. of Consulting Rooms or Contribution Required
SH30	Land to east of Black Lake West Bromwich	83	208	Regis Medical Centre: Lyndon Primary Care Centre	0.19
SH32	Bank Street (West), Hateley Heath	43	108	Regis Medical Centre: Lyndon Primary Care Centre	0.10
SH46	Site Of Nos 118-152, Whitehall Road Tipton	20	50	Regis Medical Centre: Lyndon Primary Care Centre	0.05
SH47	Site Of Former Stone Cross, Neighbourhood Office, Clifton Lane West Bromwich	14	35	Regis Medical Centre: Lyndon Primary Care Centre	0.03
SH49	St Johns St, Carters Green	33	83	Regis Medical Centre: Lyndon Primary Care Centre	0.08
SH50	Tentec, Guns Lane	125	313	Regis Medical Centre: Lyndon Primary Care Centre	0.28
SH51	Providence Place/ Bratt Street	70	175	Regis Medical Centre: Lyndon Primary Care Centre	0.16
SH52	Overend Street, West Bromwich	70	175	Regis Medical Centre: Lyndon Primary Care Centre	0.16
SH63	Star and Garter, 252 Duchess Parade, West Bromwich	60	150	Regis Medical Centre: Lyndon Primary Care Centre	0.14
SM3	Evans Halshaw car showroom	140	350	Regis Medical Centre: Lyndon Primary Care Centre	0.32
SM4	Army Reserve, Carters Green	63	158	Regis Medical Centre: Lyndon Primary Care Centre	0.14
SM5	Cultural Quarter, West Bromwich	52	130	Regis Medical Centre: Lyndon Primary Care Centre	0.12
SH45	Site Of 30-144, Mounts Road, Wednesbury	45	113	Richard Nugent Centre	0.10
SH56	Moilliett Street Park - Grove Lane masterplan	35	88	Summerfield Primary Care Centre (outside Sandwell)	0.08
SH57	Grove Street / MMUH / School - Grove Lane MP	85	213	Summerfield Primary Care Centre (outside Sandwell)	0.19
SH58	Abberley Street Grove Lane Master Plan	140	350	Summerfield Primary Care Centre (outside Sandwell)	0.32

SLP Ref	Site Address	No. dwellings	Patient list increase	Primary care premises impacted	Additional no. of Consulting Rooms or Contribution Required
SH62	Thandi Coach Station, Alma Street Smethwick	58	145	Summerfield Primary Care Centre (outside Sandwell)	0.13
SH1	Brown Lion Street/ Bloomfield Road	27	68	Swanpool Medical Centre	0.06
SH9	The Phoenix Collegiate, Friar Park Road, Wednesbury	105	263	Tame Valley Medical Centre	0.24
SH18	STW/SMBC Land Friar Park Road Wednesbury	630	1575	Tame Valley Medical Centre	1.43
SH44	Wyndmill Crescent, West Bromwich	11	28	Tame Valley Medical Centre	0.03
SH12	Former Springfield & Brickhouse Neighbourhood Office, and Land adj Dudley Road, Rowley Regis	26	65	Your Health Partnership - Oakham Surgery	0.06
SH48	Groveland, Oldbury	58	145		0.13

There is a clear correlation between concentrations of growth in certain areas and the size of sites coming forward for development. The ICB confirmed that higher numbers indicate greater need being generated from the associated. The facilities identified as needing the greatest level of new investment are set out in Table 4 below.

Table 4: Healthcare infrastructure investment priorities

GP Practice	Total additional no. of consulting rooms or contribution required	Sites contributing to projected increase	No. of new dwellings
Birmingham Road Health Centre	2.42	SM6, SM7, SM8	1,066
Hawthorns Medical Centre	1.84	SH53, SH54, SH55	808
Oldbury Health Centre	3.53	SH2, SH21, SH22, SH26, SH31, SH34, SH35, SH36, SH38, SH40, SH61, SM1, SM2	1,612
Regis Medical Centre: Lyndon Primary Care Centre	2.31	SH11, SH23, SH25, SH30, SH32, SH46, SH47, SH49, SH50, SH51, SH52, SH63, SM3, SM4, SM5	1,136
Tame Valley Medical Centre	1.7	SH9, SH18, SH44	746

Adult Social Care

Feedback from SMBC's Adult Social Care team gave indication of existing levels of provision and future issues relating to general population growth and locally planned development-related growth.

Although population estimates show an ever-increasing older population, the potential demands generated from the level of growth proposed through to 2041 are not anticipated to present a significant additional challenge for social care infrastructure. The impacts are more likely to be financial pressures on the local authority in exercising their duty to manage social care provision within the borough.

Some of the care and support services SMBC provide to adults in the borough are free, because of their value in helping people remain independent. These include:

- Specialist equipment, some adaptations to homes and electronic equipment such as sensors and alarms;
- Intermediate care and rehabilitation services provided over the short term to aid recovering independence;
- Some services for carers for also free, recognising the valuable contribution that carers make towards the care of the person they are looking after.

If circumstances remained as they are at present there would be a natural churn in the numbers of people requiring residential care, while the impacts of additional growth up to 2041 would more likely be seen in the following decades as the increased population reaches an age where they require adult social care services. This infrastructure will typically include residential care homes, ExtraCare schemes and other forms of Supporting Housing. At the time of writing, the Council is in the process of updating its Housing Market Area Assessment. As such, it is not possible to incorporate figures from this report in the IDP. However, analysis of forecasted trend data over the plan period indicates a significant uplift in need for specialist accommodation for older people. This is likely to represent a significant proportion of the overall housing need that is to be delivered across the plan period, in addition to dedicated Registered Care provision.

There is also some uncertainty about the future of residential care insofar as it is difficult now to predict whether current models, which already may be considered outdated, will be relevant or appropriate at the end of the plan period. Similarly, there are particular concerns around the sustainability of current residential and nursing home stock, in terms of owners' ability to maintain (physically and financially) premises that are often adapted residential properties, with limited scope to increase capacity and no clear stream of funds for investment.

ExtraCare⁸ provide an option to some extent, developing new homes and operating villages and retirement schemes with support for residents. However, growth and investment from the private sector is hampered by the low numbers of people in Sandwell who contribute to or pay for their own care, due to the economic profile of the borough's population. As such, ExtraCare schemes providing additional capacity in Sandwell are have generally been funded and operated by the Council rather than the private sector.

From a learning disability and autism perspective, the numbers of people included within this growth projection is relatively small, meaning that infrastructure requirements will usually be met within the community or their own homes, rather than needing to develop new, purpose-built residential or nursing facilities.

The main infrastructure requirement in this sector will be around ensuring that new homes are built to cater for people's changing needs throughout their lifetime – providing sufficient space for current needs, but with scope to accommodate adaptations to address accessibility needs. Essentially, allowing people to age within their own homes.

3.5 Emergency Services

West Midlands Ambulance Service

Engagement with the West Midlands Ambulance Service (WMAS) indicated that future requirements to increase staff and vehicles numbers is typically looked at through NHS national requirements for Ambulance Services. The Sandwell Hub (Oldbury) is a relatively new site and replaces four older sites, meaning there are currently no plans or significant need for expansion or additional sites within the Sandwell area.

⁸ <https://www.extracare.org.uk/>

Table 5: WMAS Depot Locations

Category	Site name	Address	Postcode	Site area (m ²)
Operational	Hollymoor Hub	Hollymoor Point, Rubery, Birmingham	B31 5HE	1295
Operational	Erdington Hub	Opus Aspect, Chester Road, Birmingham	B24 0QY	1673
Operational	Lichfield Hub	Eastern Park, Eastern Avenue, Staffordshire	WS13 7SY	1002
Operational	Willenhall Hub	Electrium Point, Ashmore Lake Way, Willenhall	WV12 4LF	1349
Operational	Coventry Hub	Ibstock Road, Coventry	CV6 6JR	1737
Operational	Warwick Hub	Edgehill Drive, Tournament Fields, Warwick	CV34 6LG	1002
Operational	Stratford CAS	Masons Road, Stratford upon Avon	CV37 9NA	548
Operational	Dudley Hub	Burton Road, Dudley	DY1 3BZ	1466
Operational	Tollgate unit 2 EOC	Tollgate Drive, Tollgate Industrial Estate, Stafford	ST16 3HS	1730
Operational	Shrewsbury Hub	Mercian Close, Longden Road, Shrewsbury	SY3 9EA	1269
Operational	Donnington Hub	Wrekin Drive, Donnington, Telford	TF2 8EA	596
Operational	Worcester Hub	Spetchley Road, Worcester	WR5 2NL	1453
Operational	Bromsgrove Hub	Barnsley Hall Drive, Bromsgrove	B61 0EX	778
Operational	Hereford Hub	Ross Road, Grafton, Hereford	HR2 8BH	1510
Operational	Stoke Hub	Etruria Valley Business Park, Forge Lane, Stoke on Trent	ST1 5NP	1825
Miscellaneous	Tollgate Unit 4	Tollgate Drive, Tollgate Industrial Estate, Stafford	ST16 3HS	668
Miscellaneous	Dudley Academy	Dudley Road, Brierley Hill	DY5 1LQ	2200
Miscellaneous	Millennium Point HQ	Unit 9, Waterfront Business Park, Waterfront Way, Brierley Hill	DY5 1LX	2024

Category	Site name	Address	Postcode	Site area (m ²)
Miscellaneous	Sandwell Hub	Shidas Lane, Oldbury	B692BP	3750
Miscellaneous	Navigation Point	Unit 6, Waterfront Business Park, Waterfront Way, Brierley Hill	DY5 1LX	2200
Patient Transport	Bodmin Road PTS	Units B2 & B3 Abbey Industrial Estate, Bodmin Road, Coventry	CV2 5DB	1112
Patient Transport	Stafford CTS	Unit 3 Tilcon Avenue, Baswich, Stafford	ST18 0YJ	250
Patient Transport	Warrington PTS	Unit 4 Eagle Park, Warrington	WA2 8JA	1098
Patient Transport	Warwick PTS	Montague Road, Warwick	CV34 5LW	582
Patient Transport	Wolverhampton PTS	Unit 3 Monmore Park Industrial Estate, Ettingshall Road, W'hampton	WV2 2LQ	1120
Patient Transport	Frankley PTS	Frankley Industrial Estate, Tay Road, Frankley, Birmingham	B45 0LD	2048
Patient Transport	Gravelly PTS	Unit 8 Gravelly Industrial Park, Birmingham	B24 8HZ	1250
Patient Transport	Crewe PTS	Unit 4d Marshfield Bank, Crewe, Cheshire	CW2 8UY	600
Patient Transport	Ellesmere Port PTS	Junction 8, Trade and Business Park, Ellesmere Port	CH65 3AW	1342
Patient Transport	Wirral PTS	Units 5 & 6 Arrow Commercial Park, Arrowbrook Road, Upton, Wirral	CH49 1AB	964
Patient Transport	Sandwell PTS	Kelvin Way, West Bromwich	B70 7TP	991
Patient Transport	Macclesfield PTS	Beech Lane, Macclesfield, Cheshire	SK10 2DY	108

Three of the above sites (Navigation Point, Dudley Academy in Brierley Hill and a site in Warwick) are currently on the market for sale following a re-structuring process intended to rationalise resources and make better use of the sites.

West Midlands Police

The response from West Midlands Police to the Regulation 18 Local Plan Consultation reiterated many of the sentiments expressed during engagement from Part 1 of the IDP – highlighting an apparent need for more policing resources and suggesting a formula for calculating developer contributions. However, no specific physical infrastructure has been specified.

3.6 Community Facilities

In the Part 1 Report the Council's burials and cremations service indicated that there was a site within the Borough which had an extant planning permission for a new cemetery, next to Sandwell Valley Crematorium. However, that planning permission has now expired without development commencing. Further engagement with the Council on this matter indicated that estimates to update the existing crematorium, to operate the new cemetery and construct the new cemetery, including alterations to highway infrastructure was in the region of £5.2 million.

3.7 Utilities and Digital

Water Supply

During the course of preparing this report it has not been possible to directly engage with South Staffordshire Water, as the water supplier for the majority of the Sandwell area, meaning that at this stage there is limited understanding of the extent of drinking water supplies or sewerage and drainage capacity within Sandwell. It is noted, however, that the Council is commissioning a Water Cycle Study as part of the evidence base to support the emerging local plan. It is therefore envisaged that this assessment will plug this gap and provide indication of specific infrastructure needs and associated costs that can be appended to the IDP or factored in to site-specific policy asks and viability assessments.

Waste Water and Drainage

As a water company, Severn Trent Water has an obligation to provide water supplies and sewage treatment capacity for future development, recognising the importance of working collaboratively with local planning authorities to provide relevant assessments on the impacts of future developments and advice regarding policy wording on other relevant themes such as water efficiency, Sustainable Drainage Systems (SuDS), biodiversity, and blue/green infrastructure. Where detail of proposed site allocations is provided, Severn Trent has indicated that it aims to provide specific comments on the suitability of the site with respect to the water and sewerage network. Where there are concerns over the capacity of the network, modelling work may be undertaken to better understand the potential risk.

For most developments it is considered that there is unlikely to be an issue connecting. However, where an issue is identified, Severn Trent will look to discuss matters in further detail with the local planning authority. Where there is sufficient confidence that a development will go ahead, they will look to complete any necessary improvements to provide additional capacity.

Severn Trent Water has a duty to provide capacity for new development in the sewerage network and at Wastewater Treatment Works (WwTW) and to ensure environment protection. The Drainage and Wastewater Management Plan⁹ (DWMP) covers the next 25 years and assesses the future pressures on catchments, including the impacts of climate change, new development growth and impermeable area creep. This plan supports future investment in wastewater infrastructure and encourages collaborative working with other Risk Management Authorities to best manage current and future risks.

Where site allocations are available, Severn Trent seeks to provide a high-level assessment of the impact on the existing network. Where issues are identified, they are committed to undertaking hydraulic sewer modelling to better understand the risk. Where there is sufficient confidence that a development will come forward they will look to undertake necessary improvements to provide capacity.

Following the feedback provided in Part 1 of the IDP and provision of updated housing allocations, Severn Trent has reassessed these to account for the updated dwelling numbers. Severn Trent Water sets an

⁹ [Severn Trent Drainage and Wastewater Management Plan](#)

assessment threshold of sites with 20 dwellings or more, as sites with fewer dwellings would not be anticipated to result in significant impacts on the sewerage network, provided that the surface water from the site is managed sustainably and discharged in accordance with the drainage hierarchy. In most cases, the surface water from smaller developments is assumed to drain to a nearby watercourse. Where plans for smaller sites develop and a discharge of surface water to the sewerage network is proposed, Severn Trent encourages consultation with its Asset Protection Department¹⁰.

Severn Trent’s reassessment of the proposed Sandwell Local Plan site allocations that are above the 20-dwelling threshold is set out in Table 4, with commentary provided on the potential implications of changes to housing numbers on both the foul and surface water combined infrastructure and the dedicated surface water drainage network, noting the relevant WwTW catchment.

Table 6: Drainage infrastructure assessment

Ref	Site name	Site size (ha)	No. of dwellings	WwTW catchment	Potential impact on foul/combined network	Potential impact on surface water network	Comment
SH41	North Smethwick Canalside	8.77	500	Minworth	Medium	Low	No change in risk
SH53	Grove Ln/ Cranford St/ London St	0.81	392	Minworth	Medium	Low	Increase from Low to Medium
SH53	Grove Ln/ Cranford St/ London St	0.81	115	Minworth	Low	Low	No change in risk, although if constructed in addition to the above, would be a medium risk
SH8	Alma St, Wednesbury	0.52	23	Minworth	Low	Low	Not previously assessed

Where **Low Risk** is identified, capacity improvements are not anticipated to be required to accommodate the development.

Where **Medium Risk** is identified, capacity improvements may be required to accommodate the proposed development.

Where **High Risk** is identified, capacity improvements are likely to be required to accommodate the proposed development.

It is noted that these are high-level assessments of the potential impact on network capacity and as such, no estimates of improvement costs can be given at this time. To better understand the costs of infrastructure improvements, a more in-depth assessment of the site need to be completed, then detailed design be carried out to gain a better insight into the related costs per site.

Waste Treatment

The wastewater treatment works assessment carried out for Part 1 of the IDP remains unchanged in terms of the risk status, but Severn Trent Water has provided updated comments for each location.

While indicative costs have been provided, these are estimates and are subject to change.

¹⁰ Severn Trent Water – Asset Protection: net.dev.west@severntrent.co.uk

Table 7: Water treatment works assessment update

Sewerage Treatment Works Name	Estimated Spare Capacity	Watercourse Constraints	Notes
Minworth	Medium	High	<p>IDP1 Comment - Sufficient spare capacity to accommodate projected growth</p> <p>IDP2 Comment - Keep monitoring performance</p> <p>Scoping the work necessary to increase capacity has not commenced. We expect this will be an AMP9 (2030-2035) investment. Based on expansion of capacity at our other largest sites, the investment at Minworth could be upwards of £200M.</p>
Lower Gornal	Low	Low	<p>IDP1 Comment - AMP7 quality scheme in progress the design of which has allowed for known proposed developments</p> <p>IDP2 Comment - No growth identified for this catchment</p> <p>Growth can be accommodated without investment.</p>
Ray Hall	Low	Low	<p>IDP1 Comment - Ray Hall can treat a certain amount of load; therefore, any future growth will be diverted to and accommodated by Minworth works. An AMP8 quality scheme is planned in.</p> <p>IDP2 Comment - Capacity at Ray Hall to remain as is with growth at the catchment to be accommodated at Minworth</p> <p>AMP8 (2025-2030) scheme planned to address incoming tighter total phosphorous permit and control average daily flow to ensure WFD river water quality status for Phosphorous and other specific chemicals. The scheme will be completed by the end of AMP8 with an indicative cost of £20M.</p>
Roundhill	High	Very High	<p>IDP1 Comment - AMP7 quality scheme in progress the design of which has allowed for known proposed developments</p> <p>IDP2 Comment - Ongoing pressure with growth in the catchment. Keep monitoring performance of the works. We will need more information and timeline for the planned development to allow us time to plan ahead and identify options for increasing capacity</p> <p>Scoping the work necessary to increase longer term capacity has not commenced. We expect this will be an AMP9 or later investment. There is an AMP7 (2020-2025) scheme ongoing which will ensure treatment capacity to accommodate known growth within the catchment to 2035 and meet new permit limits for Phosphorous and ammonia to be introduced December 2024. The scheme will be completed by the end of AMP7 at an expected cost of £32M.</p>

Surface water

Management of surface water is an important feature of new development as the increased coverage of impermeable surfaces on a site can increase the rainwater flowing off the site. The introduction of these flows to the public sewerage system can increase the risk of flooding for existing residents. It is therefore vital that surface water flows are managed sustainably, avoiding connections into the foul or combined sewerage system and where possible directed back into the natural water systems. We recommend that the following policy wording is included in your plan to ensure that surface water discharges are connected in accordance with the drainage hierarchy:

Electricity

Discussion with National Grid Electricity Distribution (NGED) highlighted a number of constraints and issues with the electricity network in the borough; these can be summarised as follows:

- The road network is extremely busy, which leads to increased out of hours working and traffic management against other areas;
- The area has significant amounts of railway, tram and canal infrastructure, which constrains the future works in some locations on the network;
- Many bridges, particularly around the Oldbury & Tipton Areas, have little or no room for additional cables to be laid;
- The Mainline Pipeline runs through part of the area (Kelvin Way / Brandon Way/ Kenrick Way). This is the high-pressure oil pipeline to Birmingham Airport, and is a significant constraint to other utilities in the area;
- Around West Bromwich, China Blocks have been concreted into the ground in some public realm areas, making works involving the laying of new or replacement cables expensive, due to the risk of damage when lifting and the cost/difficulty of finding appropriate replacements.

Having shared the proposed Sandwell Local Plan site allocation schedule with NGED, a number of network reinforcement works have been identified. These are summarised in the below table:

Table 8: Electricity reinforcement works

Scheme Name	Description	Location	Indicative Cost	Current phasing
Woods Lane Reinforcement	Extensive cable laying to accommodate the limited capacity for growth at Woods Lane (Sites 3023, 3025 & 3040)	Cradley Heath	£250,000 to £500,000	Required for 2029/2030
Sandwell Hospital supply	Extensive cable laying to accommodate the limited capacity for growth at Sandwell Hospital Site (Site 2390)	West Bromwich	£250,000 to £500,000	Development planned to start in 2025/2026
Elbow Street substation	A new substation to accommodate growth at Elbow Street (Site 1376)	Cradley Heath	Approx £500,000 (inc. land and planning)	Required for 2030/2031
Tividale Primary Substation improvements	A new breaker from Tividale Primary to accommodate development of the Rattlechain Sites (Sites 2940 and 3049)	Tividale	£500,000 to £1,000,000	Required for 2033/2034
Chance Glass Works improvements	New breakers to accommodate growth at Chance Glass Works Site (Site 91)	Smethwick	£500,000 to £1,000,000	Development planned to start in 2027/2028
Friar Park improvements	Multiple new breakers at Friar Park from Bustleholm primary (Site 2985)	Wednesbury	£500,000 to £1,000,000	Development planned to start in 2027/2028

In addition to the above, it should be noted that the sites in the Cranford Street area in Smethwick (Sites 2371, 6919, 1543, 2590, 7195, 2588 & 7196) will be fed from the NGED Birmingham district as the primary substation in this district is much closer to these sites.

It should be noted that the above schemes are indicative at this time and based on initial discussions with NGED. The phasing details provided assume that the upgrade works are required at the start of the development, however this may not be the case. Further discussions will be required going forward with NGED, and it should be noted that network capacity cannot be ringfenced and therefore the above is not an exhaustive list of required works, and this is subject to change.

Costs provided are indicative and will require further refinement once the scope of the works has been defined.

4. Summary of Inclusions in the Infrastructure Schedule

4.1 Transport

Part 1 of the IDP and the updates in Section 3 of this report established that:

- The limited capacity to accommodate increased highway travel is a decisive factor affecting future development in Sandwell and surrounding boroughs.
- The Local Transport Plan's (LTP5) 'vision and validate' approach to plan-making steers the overarching approach to addressing future growth-related transport needs by adhering to the principles of:
 - avoiding travel by co-locating land uses, consolidating trips and accessing services online;
 - shifting travel away from the private car onto more sustainable active and public transport modes; and
 - improving travel for journeys which have to be made by car by designing out emissions and impacts.
- While further modelling work is underway (at the time of writing) and will provide greater understanding of site-specific needs, the interaction between strategic transport schemes and those at the local level, across active travel and public transport, means that the Infrastructure Schedule is populated with various infrastructure schemes that whilst not wholly reliant upon the emerging Sandwell Local Plan for their delivery, are very much integral to the effective operation of the planned growth.

Strategic Road Network

While modelling outputs relating to the impacts of planned growth on the strategic road network remain unavailable at this stage of plan preparation, National Highways has expressed a desire to work collaboratively with the Council to identify improvement measures for Junctions 1 and 2 of the M5, as set out in draft Policy STR1. There is no committed Department for Transport (DfT) funding for these junctions within the Road Investment Strategy periods RIS2 or RIS3 to 2030 so the emphasis will need to be on the application of the LTP5 principles to alleviate congestion and limit the scale of intervention required.

The mitigation measures must continue to be discussed between SMBC and National Highways, so that agreement can be reached on optimal solutions and delivery mechanisms. Once confirmed, the infrastructure requirements will progress to design stage. A more detailed list of the mitigation measures, including their expected cost and timescale for delivery, will need to be appended to the Infrastructure Schedule when this information becomes available.

Local Road Network

The existing modelling available for Sandwell is based upon the now abandoned Black Country Plan. This was undertaken to test the highway and public transport network impacts across the Black Country based upon the site allocations identified within the Black Country Plan at that point in time. Updated modelling is now underway to test the new site allocations identified in the four individual borough plans within updated forecast years.

The outcome of this modelling will not be available within the timescales for publication of this iteration of the IDP. Hence, an update will be required at a later date. However, it is anticipated that the highway mitigation requirements for Sandwell Borough will not exceed those identified from the Black Country Local Plan modelling and may reduce as a consequence of sizeable green belt releases being removed.

Active Travel

The Infrastructure Schedule includes 33 active travel schemes all of which have been identified in the SCWIP. However, only 12 of these have identified timescales for delivery having been prioritised for action and being successfully awarded Towns Fund, City Region Sustainable Transport Settlements (CRSTS) and Active Travel Fund monies. The outputs of the forthcoming traffic modelling exercise may help to inform an understanding of how much weight should be attached to these schemes, in terms of their importance and influence on the proposed levels of growth within the Sandwell Local Plan, with the majority of these being assigned the priority level of important for sustainable development. On this basis it would appear that while none of these schemes are individually fundamental to the delivery of the local plan, their value is found in their cumulative effect, alongside the public transport schemes.

Public Transport

The Infrastructure Schedule features seven public transport schemes oriented around bus, rail and metro provision or enhancements. These schemes include locally focused multi-modal corridor enhancements and bus priority corridors (drawn down from the Bus Service Improvement Plan) as well as regionally important rail investment. As noted with regard to active travel, the forthcoming traffic modelling exercise may help to inform an understanding of how much weight should be attached to these schemes. Some of these schemes may deliver benefits to specific site allocations though these sites may not be dependent upon the transport schemes coming forward.

Next Steps

At present no specific transport-related constraints have been identified on the planned levels of growth as the majority of the growth is proposed to be accommodated on smaller scale brownfield sites. However, the ongoing transport modelling may show challenges associated with cumulative development impacts. As noted above and in earlier sections of this report, further work is still needed in order to understand future growth-related travel impacts within the borough and to agree with key stakeholders the infrastructure required to mitigate any significant impacts which arise.

For both the local and strategic road network this means drawing upon the modelling outputs and working collaboratively with National Highways and other neighbouring highway authorities to determine the most effective forms of mitigation and testing their likely effectiveness and deliverability.

Several active travel and public transport schemes have been identified outside of the Local Plan process which will provide benefit to some of the identified site allocations but upon which their delivery is not dependent. The ongoing transport modelling may identify additional locations where mitigation is required to support the proposed site allocations. The nature and scale of any additional interventions will depend upon the level and length of vehicle trip making needing to be re-moded or extracted from the network but at present it is anticipated that any works to resolve cumulative impacts would be funded by the community infrastructure levy or addressed through the Local Transport Plan.

Furthermore, it is noted that a number of key strategy documents informing transport infrastructure needs are due for renewal in the next couple of years. These include the SCWIP and the Bus Service Improvement Plan (BSIP). For the SCWIP in particular, it is expected that the number of schemes within it will most likely increase and it is understood that the Council intends to bolster the work with an accessibility assessment around large sites and destinations that generate/attract higher numbers of trips, to help identify and prioritise schemes. Any additional projects that are identified in relation to growth generated through the Sandwell Local Plan should be integrated into future iterations of the IDP accordingly.

4.2 Education

Part 1 of the IDP and the updates in Section 3 of this report established that:

- Mainstream education provision within Sandwell is not currently overly constrained, with all forms of entry having some capacity. Subsequently no mainstream education infrastructure projects have been identified as necessary within the plan period, neither in relation to specific sites, nor as a result of the cumulative effects of housing growth.

- While there are pockets of over subscription at some primary and secondary schools, the national trend of increasing future need for school places is declining, with pupil place projections indicating that over the next five years there will be adequate capacity borough-wide to support future growth.
- There is, however, oversubscription across the special and alternative provision portion of the education sector. The growing evidence of need for special education provision within mainstream schools indicates that the borough will require future development to contribute toward a projected increase in SEND pupil numbers. In recognition of this, the LEA has identified for the Infrastructure Schedule the inclusion of additional SEND provision through small to medium scale schemes designed to address local needs.
- There is an identified need for an all-age special school, with a potential site identified at Tipton. While funding is not confirmed for this at present, it is understood that the DfE Basic Need grant and High Needs Provision Capital Allocation grant for Special and Alternate Provision will be the most likely sources. Subject to other competing demands, it may also be necessary, the Council consider priorities for use of CIL. Nonetheless, this is targeted for delivery within the first five years of the plan period.

Next Steps

The Council's Education team will continue to monitor school capacity across the borough through the annual pupil place planning assessment. In the event that additional primary or secondary capacity issues are identified and are unable to be adequately addressed by utilising capacity in other schools, this should be captured in updates to the IDP and in the Infrastructure Funding Statement.

With regard to the identified need for future SEND provision, it will be necessary to clarify the likely costs involved in delivering facilities that meet the identified need, along with sources of funding and timescales for accessing funds that would initiate the next steps in actively pursuing this.

4.3 Healthcare

Part 1 of the IDP and the updates in Section 3 of this report established that:

- There has been significant investment in healthcare infrastructure in Sandwell within the 20 years, meaning that the area is well provided for in terms of primary healthcare infrastructure in comparison to neighbouring authorities.
- Sandwell's GP practice provision is considered sufficient and areas with healthcare hub facilities are well located. Areas to the south of Sandwell are slightly weaker and would most likely be the focus for future development of neighbourhood hubs. However, the ICB would welcome expansions/capacity improvements in the form of additional staff or consulting rooms in existing GP practices, rather than entirely new facilities which could not be sustained or justified by one new development.
- Midland Metropolitan University Hospital (MMUH) is scheduled to open in 2024 and is expected to provide secondary healthcare capacity for Sandwell and West Birmingham for at least 50 years.
- The key challenges in catering for the needs of an ageing population are principally oriented around provision of the right types of new homes that cater for people's changing needs throughout their lives, allowing sufficient space for adaptations. There is also a likely increase in the financial burden upon the local authority to fund the support it currently provides and to help bridge the funding gap for opportunities such as ExtraCare where this is not being initiated by the private sector.

Next Steps

The Infrastructure Schedule sets out high-level costs for meeting the increased patient numbers predicted as a result of the proposed site allocations. The figures, however, are not actual cost estimates, but derived from a per-dwelling contribution calculation. As such, further engagement with the ICB regarding timescales for delivery of the sites generating the greatest need, will be needed over the lifetime of the plan.

Beyond identified needs for primary care, future healthcare infrastructure requirements for Sandwell are linked to the need to ensure that planning policy facilitates development which caters for the needs of an

ageing population and provides accessibility to services and facilities that support healthy lifestyles. It is expected that the housing needs assessments for the borough should capture these issues and transpose them in planning policies that set clear requirements for new homes that are built within the borough, along with green infrastructure and recreational facilities.

Healthcare is one of the few infrastructure themes in this IDP where, based on the scale of growth in some areas, indicative costs suggest there may be need to consider the approach to apportionment of contributions amongst different developers.

4.4 Community Facilities

Part 1 of the IDP and the updates in Section 3 of this report established that:

- A new cemetery will be needed within the borough later on in the plan period. While a new facility had previously secured planning permission, this has now lapsed. Renewal of this permission will be dependent upon the availability of funds for delivery.
- Infrastructure providers have not identified any other specific community facility requirements as a direct result of the proposed levels of growth during the plan period.

Next Steps

It is understood that the original new cemetery proposal stalled because of rising costs and a shortfall in funding. The Bereavement Services team will revisit the scheme and determine if a new application will be prepared, subject to securing the necessary funding undertaking further site assessments. The land previously proposed is in council ownership and forms part of the operational agricultural landholding of Forge Mill Farm, although there are no agreements or other safeguards for future use at this location as a cemetery.

4.5 Green Infrastructure

Part 1 of the IDP and the updates in Section 3 of this report established that:

- Existing identified sports pitch provision needs will be the main green infrastructure priorities, notwithstanding changes to levels of participation in different sports throughout the plan period.
- Land for new green spaces and new sports pitch provision is generally at a premium. It will therefore be necessary seek provision of multifunctional green spaces as part of allocation policies and to ensure that emerging policy provides adequate safeguards for existing provision in order that it can be enhanced.
- Existing evidence provides a robust basis for understanding the areas of greatest need and the Council has developed standalone action plans to support the delivery of identified needs.

Next Steps

There are 56 green infrastructure projects are identified in the Infrastructure Schedule. Acknowledging the challenges associated with provision of new green infrastructure within the borough, the Council must work closely with prospective developers and ensure that policy supports innovative approaches that facilitate the provision of multifunctional spaces that contribute towards enhancement of existing assets, provision of new or enhanced sports pitches and sustainable drainage and biodiversity net gain.

The majority of the green infrastructure projects are classed as being important for sustainable development, although eight of these are identified as being a priority for any development, based on the level of priority assigned through the PPS.

4.6 Utilities and Digital

Part 1 of the IDP and the updates in Section 3 of this report established that:

- There are constraints on the existing electricity network in the area, and significant upgrade works will need to be undertaken by NGED to support the levels of growth proposed in the emerging Sandwell Local Plan.

- Further engagement is required with all utility stakeholders moving forward to ensure that insufficient supply does not hinder delivery rates of future planned development.

Next Steps

The Council should continue to engage with NGED the local plan preparation process moves forward, keeping them informed of any changes in circumstances are reflected in their longer-term planning. Similarly, developers should be encouraged to engage with NGED at an early stage in order that development requirements are integrated within the correct stage of reinforcement project programming.

5. Conclusions

5.1 Overview

Having assessed the wider evidence base developed in support of the emerging Sandwell Local Plan and through engagement with relevant stakeholders, a number of key conclusions can be drawn from the Infrastructure Schedule.

Critically, for the next stages of development of the Sandwell Local Plan, there are no apparent infrastructure-related obstacles for the levels of growth that are planned. Likewise, despite acknowledged viability challenges in the borough, significant funding gaps for critical infrastructure.

Table 9: Summary of infrastructure prioritisation

Infrastructure category	Essential	Priority	Important
Transport	-	1	42
Education	-	1	2
Healthcare	-	-	18
Community infrastructure	-	1	-
Green infrastructure	-	8	48
Utilities	9	-	-
Total	9	11	110

A significant number of the infrastructure projects included within the Schedule are not dependent on the growth that is being planned within the borough. In many cases this is as a result of their strategic focus, meaning that they benefit from funding via national government or the WMCA, and will happen irrespective of the Sandwell Local Plan. Subsequently, compared to other IDPs that Arup has undertaken, there are, at this stage, only a small number of asks that are clearly linked to the development of specific sites. Conversely, however, until the further detailed modelling of transport impacts of the proposed site allocations is complete, it is unclear how much reliance is placed upon these strategic schemes – either individually or cumulatively – at the local level.

At present, as shown in Table 9, the majority of schemes included in the Infrastructure Schedule are identified as being important for sustainable development and therefore not critical infrastructure. However, as noted above, this could be subject to change, subject to the outcome of further work (Transport Assessment and Water Cycle Study) informing a better understanding of the potential impacts of planned growth.

5.2 Essential infrastructure

Based on the findings of this report, informed by stakeholder engagement, there are nine infrastructure projects that are identified as being essential for growth to happen. All of these projects relate to utilities infrastructure for electricity distribution and waste water treatment.

It is understood, at this stage, that while all of these schemes will primarily be funded and delivered by National Grid Electricity Distribution or Severn Trent Water, it is imperative that the Council maintains dialogue with these providers as the Local Plan progresses and post-adoption, around the targeted timing of delivery. Prospective developers should also be encouraged to initiate discussions with providers, in order to ensure that site-specific requirements are captured in the respective infrastructure provider's forward planning and capital project programmes. Failure to do so could result in delays in anticipated rates of housing delivery.

5.3 Priority infrastructure

A total of 11 infrastructure projects have been identified as being important albeit not essential for delivery alongside new development in Sandwell. These are predominantly for the provision or enhancement of sports pitches that have existing identified needs which will potentially be exacerbated by additional new development. It may be necessary for the Council to work with developers to consider the scope to address these needs as part of green infrastructure provision within some of the larger proposed site allocations. Alternatively, notwithstanding the challenge of finding appropriate and available land for new sports pitches within the borough, depending on other priorities in a given location, Section 106 contributions may need to be sought towards the enhancement of existing facilities.

Also within this category of priorities, Core Walking Zone 6: Friar Park and Yew Tree to Tame Bridge Parkway Railway Station is the highest priority transport scheme on the Infrastructure Schedule. The outcome of the wider modelling work will however be important for determining the relationship between this and other growth impact mitigation measures.

5.4 Important infrastructure

All other infrastructure projects listed on the Infrastructure Schedule are currently identified as being important for sustainable development. Some of these projects include strategic transport schemes that will be beneficial at the local level, albeit not essential for delivering the proposed growth strategy, whilst others are categorised as such due to high levels of uncertainty about their deliverability.

5.5 Next steps

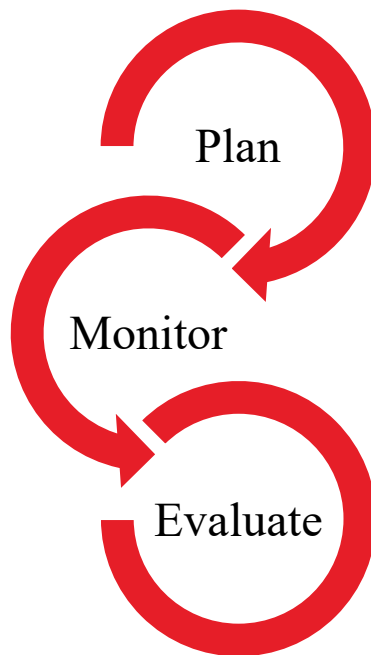


Figure 1: Monitoring progress on the IDP

To mitigate against any areas of uncertainty, either in terms of the potential costs of delivering infrastructure projects or about the timing of delivery and, in some cases, either the thresholds that trigger the need for certain provisions or the apportionment of costs between developers, it is recommended that the Council:

- Maintains the IDP as a live document in order to monitor changes to baseline infrastructure provision as planned development comes forward;

- Linked to the above, maintain ongoing dialogue with contacts from various infrastructure providers, in order that all parties involved in delivery of development schemes is alive to any changes that may occur;
- Drawing upon guidance from the Local Government Association and the Planning Advisory Service¹¹, strengthen the relationship between the IDP, the Annual Monitoring Report (including Five Year Housing Land Supply Statement) and the IFS to ensure that future infrastructure priorities remain up-to-date, informed by development delivery trajectories, and provide a clear understanding of who will pay for what.

¹¹ [Infrastructure Funding Statements and Self-assessment toolkit – Improving the governance of developer contributions \(PAS\)](#)

A.1 Sandwell Local Plan Infrastructure Schedule

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
TRA1	Active Travel	West Bromwich Connected	A new pedestrian footway along West Bromwich Inner Ringway was completed in April 2023 and new cycle schemes to connect Europa Avenue and West Bromwich town centre, Birmingham Canal to West Bromwich town centre (Route 1) and Hill Top to Walsall Canal and Eagle Lane (Route 14) are due to be completed by March 2026	Europa Avenue, West Bromwich town centre, Birmingham Canal and Hill Top to Walsall Canal and Eagle Lane	SMBC	£1.1m	Towns Fund	March 2026	Important to achieve sustainable communities	West Bromwich Town Investment Plan/SCWIP
TRA2	Active Travel	Rowley Regis Connected	Active travel infrastructure to link bus and rail services to employment hubs in Blackheath, Cradley Heath and Oldbury; comprising 0.28km of new footway, £1.5m and 2km of segregated cycleways as well as footway resurfacing and widening, traffic calming, improved lighting and signage, and traffic calming measures	Blackheath, Cradley Heath and Oldbury	SMBC	£1.5m	Towns Fund	2025	Important to achieve sustainable communities	Rowley Regis Town Investment Plan/SCWIP
TRA3	Active Travel	Smethwick Connected	Create cycle and pedestrian links from two railway stations to the town centre and hospital; comprising 3.6km of new pedestrian paths, 2.7km of new cycleways and 2.7km of resurfaced / improved road up to March 2026 with a view to increase walking and cycling mode share along the A457 transport corridor and assist in addressing congestion, poor air quality and health inequalities	Smethwick	SMBC	£3.9m	Towns Fund	March 2026	Important to achieve sustainable communities	Smethwick Town Investment Plan/SCWIP
TRA4	Active Travel; Bus Priority	A461 Walk, Cycle and Bus Corridor	A multi-modal intervention that aims to relieve congestion, provide better infrastructure for walking and cycling, and improve road safety and journey times for public transport.	Tipton	SMBC	£12.6m	CRSTS1	OBC Stage (with Some early delivery during 2024 using advanced drawdown of CRSTS funding)	Important to achieve sustainable communities	West Midlands Local Transport Plan
TRA5	Active Travel; Bus Priority	A4123 Birchley Island, Walk, Cycle and Bus Corridor	A multi-modal intervention to improve journey time reliability and enhance public transport and walking connectivity to encourage economic development and address poor air quality. Bus priority measures to deliver quality bus routes for X8 and 87 services is a TfWM requirement of the scheme to future proof for the Dudley to Birmingham Sprint corridor.	Wolverhampton to Warley	SMBC, DMBC, CWC	£29m	CRSTS1	OBC Stage (with Some early delivery during 2024 using advanced drawdown of CRSTS funding)	Important to achieve sustainable communities	West Midlands Local Transport Plan
TRA6	Active Travel	Wednesbury to Brierley Hill Metro Extension (WBHE) Sustainable Access Measures	The scheme includes improved access to the Metro line for pedestrians and cyclists to reduce reliance on the private car along this corridor.	Wednesbury to Brierley Hill	SMBC		CRSTS1	OBC Stage	Important to achieve sustainable communities	West Midlands Local Transport Plan
TRA7	Active Travel; Bus Priority	Smethwick to Birmingham Inclusive Growth Corridor Transport Package	A multi-modal package aimed at increasing non-car journeys for the corridor.	Smethwick	SMBC	£19m	CRSTS1	OBC Stage	Important to achieve sustainable communities	West Midlands Local Transport Plan
TRA8	Active Travel	West Midlands Cycle Hire Scheme	Already operational but with plans for expansion and to create a Network of hire bikes and associated docking stations across the region	Borough-wide	WMCA		Self-financing/Transport Levy	Ongoing	Important to achieve sustainable communities	West Midlands Local Cycling and Walking Infrastructure Plan
TRA9	Active Travel	Smethwick to West Bromwich to Wednesbury	Provision of new cycle infrastructure in accordance with LTN 1/20 and improvements to pedestrian facilities along the route.	Smethwick, West Bromwich, Wednesbury	SMBC		CRSTS1	Optioneering stage	Important to achieve sustainable communities	West Midlands Local Cycling and Walking Infrastructure Plan

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
TRA10	Active Travel	West Bromwich to Cradley Heath	Provision of new cycle infrastructure in accordance with LTN 1/20 and improvements to pedestrian facilities and crossing points to improve user safety and encourage a shift to active sustainable modes.	West Bromwich to Cradley Heath	SMBC		CRSTS1	Not scheduled	Important to achieve sustainable communities	West Midlands Local Cycling and Walking Infrastructure Plan
TRA11	Active Travel	Old Hill, Blackheath to Oldbury and Halesowen (Dudley) corridor	Active travel interventions	Old Hill, Blackheath to Oldbury and Halesowen	SMBC		CRSTS1	Optioneering stage	Important to achieve sustainable communities	West Midlands Local Cycling and Walking Infrastructure Plan
TRA12	Active Travel	Active Travel corridor between Tipton and West Bromwich		Tipton to West Bromwich	WMCA		WM LCWIP	Pre-SOBC	Important to achieve sustainable communities	West Midlands Local Cycling and Walking Infrastructure Plan
TRA13	Active Travel	Cycle Route 1	A 1km direct link between Birmingham Canal and West Bromwich via Spon Lane.	West Bromwich	SMBC	£428,350	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA14	Active Travel	Cycle Route 2	A link between National Cycle Network Route 5 and the West Midlands LCWIP network.	Sandwell Valley Country Park	SMBC	£211,000	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA15	Active Travel	Cycle Route 3	A link between Spon Lane and Black Lake to connect businesses, residential areas and a new school with Great Bridge High Street and Black Lane metro stop.	Spon Lane to Black Lake	SMBC	£986,100	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA16	Active Travel	Cycle Route 4	A 3.5km direct link between Oldbury and Blackheath town centre.	Oldbury to Blackheath	SMBC	£873,850	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA17	Active Travel	Cycle Route 5	A 4km direct link from Lightwoods House and Park, Bearwood towards Langley Green rail station, Oldbury.	Oldbury	SMBC	£999,100	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA18	Active Travel	Cycle Route 6	A 2km direct link through a regeneration area to connect Oldbury to Smethwick Galton Bridge rail station.	Oldbury to Smethwick	SMBC	£978,900	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA19	Active Travel	Cycle Route 7	A 2km route along Walsall Road to connect Stone Cross and Yew Tree via Tame Bridge Parkway.	Wednesbury	SMBC	£629,900	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA20	Active Travel	Cycle Route 8	A route connecting residential areas in Tipton to Wednesbury town centre via Wednesbury Parkway and Wednesbury Great Western metro stops.	Wednesbury	SMBC	£642,400	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA21	Active Travel	Cycle Route 9	A route to connect the community at Tividale to Sheepwash Nature Reserve and Dudley Port rail station.	Tividale	SMBC	£377,900	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA22	Active Travel	Cycle Route 10	A 1.5km route serving Cradley Heath rail station and high street.	Cradley Heath	SMBC	£439,100	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA23	Active Travel	Cycle Route 11	A 2km long route between the residential areas of Cape Hill and Black Patch Park, Smethwick via Midland Metropolitan University Hospital (MMUH)	Smethwick	SMBC	£357,850	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA24	Active Travel	Cycle Route 12	A 4km long route between Walsall Canal and Birmingham Canal through Tipton via Alexander High School.	Tipton	SMBC	£986,500	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA25	Active Travel	Cycle Route 13	A 3km long route from Old Hill Railway Station to Bumble Hole Nature Reserve via Dudley Canal	Rowley Regis	SMBC	£626,250	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA26	Active Travel	Cycle Route 14	A 1.5km long route consisting of a connector road from Toll End to Hill Top via Harvills Hawthorn.	West Bromwich	SMBC	£314,000	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
TRA27	Active Travel	Cycle Route 15	A 2km long route from Newton Road to A34 via Wilderness Lane which links to Q3 Academy Great Barr and Grove Vale Primary School.	Great Barr	SMBC	£509,500	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA28	Active Travel	Core Walking Zone 1	Blackheath town centre to Rowley Regis Railway Station	Rowley Regis	SMBC	£415,500	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA29	Active Travel	Core Walking Zone 2	Smethwick Rolfe Street Station to MMUH via Windmill Eye	Smethwick	SMBC	£690,200	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA30	Active Travel	Core Walking Zone 3	Langley Green High Street to Langley Green Railway Station	Oldbury	SMBC	£299,200	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA31	Active Travel	Core Walking Zone 4	Sandwell and Dudley Railway Station to Bromford Lane Residential Estate	Oldbury	SMBC	£202,600	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA32	Active Travel	Core Walking Zone 5	Wednesbury Great Western Street to Wednesbury Town Centre	Wednesbury	SMBC	£101,100	Sandwell Cycling and Walking Infrastructure Plan	Not scheduled	Important to achieve sustainable communities	Sandwell Cycling and Walking Infrastructure Plan
TRA33	Active Travel	Core Walking Zone 6	Friar Park and Yew Tree to Tame Bridge Parkway Railway Station	Wednesbury	SMBC	£1,054,400	Sandwell Cycling and Walking Infrastructure Plan	2024-2029	Priority for any development	Sandwell Cycling and Walking Infrastructure Plan
TRA34	Bus Travel	A4123 Birchley Island/M5 Junction 2	Major junction upgrade to address congestion, road safety and provide dedicated pedestrian cycle facilities. Links to SA5 above.	Oldbury	SMBC	£30m	DfT Major Road Network Fund	Not scheduled	Important to achieve sustainable communities	WM Local Transport Plan, Sandwell Local Plan
TRA35	Bus Travel	Cross-city bus priority Package 6W	A bus priority scheme to deliver increased bus priority for inbound and outbound journeys between West Bromwich and Birmingham City Centre	West Bromwich	TfWM		Bus Service Improvement Plan	Not scheduled	Important to achieve sustainable communities	Bus Service Improvement Plan
TRA36	Bus Travel	Sprint A3 (Phase 2)	Bus corridor which linking Walsall to Solihull and Birmingham Airport in one continuous route. This will include the delivery of bus priority infrastructure from Pool Street to Ablewell Street and from Broadway to Queens Road.	Regional	TfWM		Bus Service Improvement Plan	Phase 2 of the works are expected to begin in 2024.	Important to achieve sustainable communities	Bus Service Improvement Plan, WM Local Transport Plan, Sandwell Local Plan
TRA37	Rail / Metro	Midlands Rail Hub	Two new chords to increase service frequencies into Birmingham (Moor Street).	Regional	Midlands Connect	£1.48bn-£1.54bn	DfT	OBC submitted December 2022. £123m secured for design work (February 2024)	Important to achieve sustainable communities	https://www.midlandsconnect.uk/about-us/projects/midlands-engine-rail/midlands-rail-hub/
TRA38	Rail / Metro	Birmingham – Black Country – Shrewsbury rail corridor	Two minor realignments and signalling improvements to increase line speeds to 90mph	Regional	Midlands Connect		DfT	Business Case submitted August 2022. Delivery by 2025 if funding is granted by Government	Important to achieve sustainable communities	https://www.midlandsconnect.uk/about-us/projects/midlands-engine-rail/birmingham-black-country-shrewsbury/
TRA39	Rail / Metro	Wednesbury to Brierley Hill Metro Extension	An 11km extension branching off the current Metro line just east of the Wednesbury Great Western Street Metro stop, before heading through Tipton and Dudley on its way to Brierley Hill. To be delivered in two phases with the first to Dudley town centre expected to open for passenger services within a year. Phase 2 will extend to Brierley Hill at the earliest opportunity.	Wednesbury to Brierley Hill	Midland Metro Alliance	£650m	DfT, CRSTS1, TCF	Under construction - completion 2025	Important to achieve sustainable communities	West Midlands Local Transport Plan
TRA40	Rail / Metro	Dudley Port Integrated Transport Hub	Upgrade to Railway Station to provide seamless step free access between bus services, Matro and local rail services. Phase 1 only is funded.	Dudley	TfWM	£2.4m	CRSTS1	Not scheduled	Important to achieve sustainable communities	West Midlands Local Transport Plan

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
TRA41	EV Charging Hubs	Oldbury	Offers two of the largest retail areas and commercial sites within the Black Country. Sites owned and operated by Sandwell Borough Council also present an opportunity for the potential electrification of council fleet vehicles	Oldbury	Black Country Transport	£2.25m	Capital Investment Programme	Not scheduled	Important to achieve sustainable communities	Black Country ULEV Strategy, Vision and Implementation Plan
TRA42	EV Charging Hubs	Oldbury Roundabout	located at the intersection of the Wolverhampton Road with the M5 motorway. This corridor connects Wolverhampton to Birmingham and could be utilised as a transit hub with several potential retail, commercial and fuel station locations for charging infrastructure	Oldbury	Black Country Transport	£2.25m	Capital Investment Programme	Not scheduled	Important to achieve sustainable communities	Black Country ULEV Strategy, Vision and Implementation Plan
TRA43	EV Charging Hubs	Blackheath	Blackheath which is a predominantly employment area at the intersection of several major roads. This is an opportunity area with a potentially high number of EV early adopters who could make use of the infrastructure	Blackheath	Black Country Transport	£2.25m	Capital Investment Programme	Not scheduled	Important to achieve sustainable communities	Black Country ULEV Strategy, Vision and Implementation Plan
EDU1	Special Education Needs and Disability provision	Place provision	Additional SEND provision through small to medium scale schemes designed to address local needs	Borough-wide	SMBC	Unknown	DfE Basic Need grant High Needs Provision Capital Allocation Grant for Special and Alternate Provision	2024/25-2028/29	Important to achieve sustainable communities	SMBC Pupil Place Planning
EDU2	Special Education Needs and Disability provision	New special school	Identified need for an all-age special school; potential site identified at Tipton	Tipton	SMBC	Unknown	DfE Basic Need grant High Needs Provision Capital Allocation Grant for Special and Alternate Provision	2024/25-2028/29	Important to achieve sustainable communities	SMBC Pupil Place Planning
EDU3	Primary Education	Causeway Green Primary School	Replacement of existing facilities	Oldbury	SMBC	Unknown	DfE School Condition Grant CIL	2024/25-2028/29	Priority for any development	SMBC Pupil Place Planning
HC1	GP Practice Capacity	Birmingham Road Health Centre	Additional consulting rooms or contribution required based on projected increase in patient number	West Bromwich	BCICB	£799,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC2	GP Practice Capacity	Black Country Family Practice	Additional consulting rooms or contribution required based on projected increase in patient number	Tipton	BCICB	£37,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC3	GP Practice Capacity	Cradley Road Medical Practice	Additional consulting rooms or contribution required based on projected increase in patient number	Cradley Heath	BCICB	£60,750	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC4	GP Practice Capacity	Glebefields Health Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Wednesbury	BCICB	£37,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC5	GP Practice Capacity	Hawthorns Medical Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Smethwick	BCICB	£606,000	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC6	GP Practice Capacity	Jubilee Health Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Wednesbury	BCICB	£10,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
HC7	GP Practice Capacity	Malling Health Great Bridge	Additional consulting rooms or contribution required based on projected increase in patient number	West Bromwich	BCICB	£267,000	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC8	GP Practice Capacity	NHS Tanhouse Clinic	Additional consulting rooms or contribution required based on projected increase in patient number	Great Barr	BCICB	£34,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC9	GP Practice Capacity	New Street Surgery	Additional consulting rooms or contribution required based on projected increase in patient number	West Bromwich	BCICB	£15,000	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC10	GP Practice Capacity	Oakeswell Health Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Wednesbury	BCICB	£33,750	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC11	GP Practice Capacity	Oldbury Health Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Oldbury	BCICB	£1,209,000	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC12	GP Practice Capacity	Portway Family Practice	Additional consulting rooms or contribution required based on projected increase in patient number	Oldbury	BCICB	£790,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC13	GP Practice Capacity	Regis Medical Centre: Lyndon Primary Care Centre	Additional consulting rooms or contribution required based on projected increase in patient number	West Bromwich	BCICB	£852,000	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC14	GP Practice Capacity	Richard Nugent Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Wednesbury	BCICB	£33,750	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC15	GP Practice Capacity	Rood End Medical Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Oldbury	BCICB	£53,250	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC16	GP Practice Capacity	Swanpool Medical Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Tipton	BCICB	£20,250	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC17	GP Practice Capacity	Tame Valley Medical Centre	Additional consulting rooms or contribution required based on projected increase in patient number	Wednesbury	BCICB	£559,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
HC18	GP Practice Capacity	Your Health Partnership: Oakham Surgery	Additional consulting rooms or contribution required based on projected increase in patient number	Oakham	BCICB	£19,500	Developer contributions	Not scheduled	Important to achieve sustainable communities	Black Country Integrated Care Board assessment of Sandwell Housing Trajectory (June 2024)
COM1	Burials and Cremations	Additional cemetery	Updating the existing crematorium to operate the new cemetery and construction of the new cemetery, including changes to highway infrastructure (previous planning permission has lapsed due to funding for delivery),	West Bromwich	SMBC	£5.2m	Unknown	Not scheduled	Priority for any development	SMBC
GI1	Green Infrastructure - Playing pitches	Football	Future demand, shortfalls are predicted to worsen on adult and youth 11v11 pitches				Unknown		Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
GI2	Green Infrastructure - Playing pitches	Artificial grass pitches	Priority should be given to creation of new 3G pitches to meet the identified shortfalls for football training demand; this will also help meet grass pitch shortfalls and overcome quality issues. Sustain the current pitch stock to ensure that the existing shortfalls are not exacerbated	Borough-wide	SMBC BFA/FF	£1.2m	Unknown		Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI3	Green Infrastructure - Playing pitches	Football Play Fields	Improve pitch and ancillary quality in line with LFFP recommendations. If the site is to be lost, ensure appropriate mitigation takes place in line with NPPF and Sport England's Playing Fields Policy. Explore creation of a 3G pitch (or pitches) if the site is to be retained, or as part of mitigation, given area shortfalls.	Lion Farm Play Fields, Oldbury	Council BFA/FF	£50,000 - £250,000	Unknown	2024/25-2028/29	Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI4	Green Infrastructure - Playing pitches	School Football Provision	Improve pitch quality through enhanced maintenance regime. Support the School to provide external ancillary provision on site.	Ormiston Sandwell Community Academy, Oldbury	School BFA/FF LTA EN EH	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI5	Green Infrastructure - Playing pitches	Hockey 3G Provision	Improve pitch quality through resurfacing as soon as feasibly possible or convert to 3G providing hockey demand can be catered for elsewhere. If a 3G conversion is pursued and supported, another full-size hockey suitable AGP would need to be provided in the Borough.	Ormiston Sandwell Community Academy, Oldbury	School BFA/FF LTA EN EH	£250,000 +	Unknown	2024/25-2028/29	Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI6	Green Infrastructure - Playing pitches	Football Facilities	Improve pitch quality through enhanced maintenance regime in line with LFFP recommendations. Ensure ancillary facilities are upgraded on site. Explore 3G pitch opportunities at the site given area shortfalls.	Tividale Park, Oldbury	Council BFA/FF ECB	£50,000 - £250,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI7	Green Infrastructure - Playing pitches	Rugby Union Facilities	Sustain pitch quality through dedicated maintenance regime. Support the Club to improve ancillary facilities on site.	Warley Rugby Club, Oldbury	Sports Club BFA/FF RFU BCGBA	£50,000 - £250,000	Unknown	2029/30-2033/34	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI8	Green Infrastructure - Playing pitches	Bowls Facilities	Sustain green quality through dedicated maintenance regime. Explore the feasibility of improving ancillary provision on site.	Old Cross Pub, Oldbury	Commercial BCGBA	Less than £50,000	Unknown	2029/30-2033/35	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI9	Green Infrastructure - Playing pitches	Bowls Facilities	Sustain green quality through dedicated maintenance regime. Explore the feasibility of improving ancillary provision on site.	Wernley Public House, Oldbury	Commercial BCGBA	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI10	Green Infrastructure - Playing pitches	Football Provision	Explore the feasibility of bringing the pitch back into use to support with shortfalls across the Borough.	Brickhouse Farm, Rowley Regis	Council BFA/FF	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI11	Green Infrastructure - Playing pitches	Football Provision & Facilities	Improve pitch quality through enhanced maintenance regime. Support the Council to create a wider sporting hub on site and improve ancillary provision on site. Explore 3G creation given area shortfalls.	Britannia Park, Rowley Regis	Council BFA/FF LTA	£250,000 +	Unknown	2029/30-2033/35	Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI12	Green Infrastructure - Playing pitches	Tennis Facilities	Support the Council to improve court and ancillary facility quality on site alongside wider developments.	Britannia Park, Rowley Regis	Council BFA/FF LTA	£250,000 +	Unknown	2029/30-2033/35	Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI13	Green Infrastructure - Playing pitches	School Hockey Facilities	Sustain pitch quality through dedicated maintenance regime. Explore the feasibility of providing floodlights on site. Ensure sinking fund is in place for refurbishment when necessary.	Ormiston Forge Academy Main Site, Rowley Regis	School EH EN	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI14	Green Infrastructure - Playing pitches	3G Pitch Refurbishment	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	Portway Lifestyle Centre, Rowley Regis	Trust BFA/FF RFU	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
GI15	Green Infrastructure - Playing pitches	Hockey Pitch Refurbishment	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for future refurbishment.	Tividale Football Club, Rowley Regis	Sports Club BFA/FF EH	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI16	Green Infrastructure - Playing pitches	3G Pitch Provision	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for future refurbishment. Ensure the pitch is recertified for match play. Explore possibility of providing a second full size pitch given local shortfalls.	Hadley Stadium, Smethwick	Trust BFA/FF RFU EA BC	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI17	Green Infrastructure - Playing pitches	Athletics Facilities	Consider repurposing the track for other sporting needs. Consider creation of innovative athletics facilities given current England Athletics focus. Ensure cycling demand can continue to be catered for, either on site or at a suitable alternative venue.	Hadley Stadium, Smethwick	Trust BFA/FF RFU EA BC	£250,000 +	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI18	Green Infrastructure - Playing pitches	School Football Pitch	Sustain pitch quality through dedicated maintenance regime. Look to formalise a community use agreement to provide users with security of tenure. Explore the feasibility of providing a full size 3G pitch on site.	Holly Lodge High School College of Science, Smethwick	School BFA/FF EN	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI19	Green Infrastructure - Playing pitches	3G School Facilities	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when possible. Explore the feasibility of opening the pitch for wider community use.	Sandwell Academy, Smethwick	School BFA/FF RFU ECB EN EA	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI20	Green Infrastructure - Playing pitches	Cricket School Facilities	Sustain square quality through dedicated maintenance regime. Support the Club to work with the School and improve ancillary facilities on site to ensure ground grading requirements are met. Explore the feasibility of providing an NTP on site.	Sandwell Academy, Smethwick	School BFA/FF RFU ECB EN EA	£50,000 - £250,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI21	Green Infrastructure - Playing pitches	Football Facilities	Sustain pitch quality through dedicated maintenance regime. Explore the feasibility of improving ancillary facilities on site.	Warley Rugby Club (St Johns Pitches), Smethwick	Sports Club BFA/FF	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI22	Green Infrastructure - Playing pitches	Rugby Union Pitch Quality and Facilities	Improve pitch quality through enhanced maintenance regime. Explore the feasibility of improving ancillary facilities on site.	Warley Rugby Club (St Johns Pitches), Smethwick	Sports Club BFA/FF	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI23	Green Infrastructure - Playing pitches	Football Facilities	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	West Bromwich Albion FC Academy, Smethwick	Sports Club BFA/FF	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI24	Green Infrastructure - Playing pitches	Football Facilities	Improve pitch and ancillary quality on site in line with LFFP recommendations to alleviate overplay. Ensure the additional pitch is provided on site. Explore creation of a full size 3G pitch given area shortfalls (as an alternative to an additional pitch at Hadley Stadium)	West Smethwick Park, Smethwick	Council BFA/FF ECB	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI25	Green Infrastructure - Playing pitches	Golf Facilities	Sustain course quality through dedicated maintenance regime. Support the Club to improve the clubhouse on site. Seek investment as part of the mitigation of Brandhall Golf Club.	Warley Woods Golf Course, Smethwick	Trust EG	£50,000 - £250,000	Unknown	Medium term	Priority for any development	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI26	Green Infrastructure - Playing pitches	Cricket Pitch Maintenance	Sustain square quality through dedicated maintenance regime. Explore the feasibility of providing an NTP on site to alleviate overplay.	Smethwick Cricket Club, Smethwick	Sports Club ECB	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
GI27	Green Infrastructure - Playing pitches	Disused Football Provision	Explore the feasibility of reinstating the pitch in order to support local shortfalls.	Powis Avenue, Tipton	Council BFA/FF	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI28	Green Infrastructure - Playing pitches	School 3G Provision	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	Gospel Oak School, Tipton	School BFA/FF RFU ECB	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI29	Green Infrastructure - Playing pitches	School Cricket Provision	Look to repair/replace the NTP on site to better accommodate curricular demand and the Sandwell Cricket League, should it return.	Gospel Oak School, Tipton	School BFA/FF RFU ECB	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI30	Green Infrastructure - Playing pitches	Football Facilities	Improve pitch quality through enhanced maintenance regime and in line with LFFP recommendations. Further explore whether ancillary improvements are necessary on site. Alleviate overplay by relocating some demand to an alternate site with actual spare capacity or by improved pitch management.	Tipton Sports Academy, Tipton	Trust BFA/FF EH LTA EA	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI31	Green Infrastructure - Playing pitches	Tennis Provision	Sustain court quality through dedicated maintenance regime. Support the Sandwell Leisure Trust and LTA to enhance the available tennis offer on site.	Tipton Sports Academy, Tipton	Trust BFA/FF EH LTA EA	£250,000 +	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI32	Green Infrastructure - Playing pitches	Athletics Provision	Improve track quality through enhanced maintenance regime and improve the throwing cage in order to pass inspections.	Tipton Sports Academy, Tipton	Trust BFA/FF EH LTA EA	£50,000 - £250,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI33	Green Infrastructure - Playing pitches	Cricket Provision	Sustain wicket quality through dedicated maintenance regime. Consider re-establishing grass wickets should the site be required as a secondary venue for any club.	Victoria Park, Tipton	Council ECB LTA BCGBA	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI34	Green Infrastructure - Playing pitches	Tennis Facilities	Improve court quality through enhanced maintenance regime. Explore the feasibility of improving ancillary facilities on site.	Victoria Park, Tipton	Council ECB LTA BCGBA	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI35	Green Infrastructure - Playing pitches	Bowls Facilities	Sustain green quality through dedicated maintenance regime. Support the Club to improve toilet facilities and to increase membership.	Victoria Park, Tipton	Council ECB LTA BCGBA	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI36	Green Infrastructure - Playing pitches	Tennis Provision	Improve court quality through enhanced maintenance regime. Support the parks development project on site to further improve the recreational and informal tennis offer.	Elwells, Wednesbury	Council BFA/FF LTA EN	£50,000 - £250,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI37	Green Infrastructure - Playing pitches	Netball Court Quality	Support the LTA and Council's parks development project on site to improve court quality.	Elwells, Wednesbury	Council BFA/FF LTA EN	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI38	Green Infrastructure - Playing pitches	Football Provision	Explore the feasibility of bringing the pitches back into use to support with shortfalls across the Borough.	Elwells, Wednesbury	Council BFA/FF	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI39	Green Infrastructure - Playing pitches	Football Provision	Improve pitch and ancillary facility quality in line with LFFP recommendations. Explore the feasibility of providing a full-size artificial pitch on site. This could be a 3G or hockey-suitable AGP development, depending on other developments in the area.	Hydes Road Playing Fields, Wednesbury	Council BFA/FF ECB	£250,000 +	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
GI40	Green Infrastructure - Playing pitches	Cricket Provision	Improve wicket quality through repair or replacement. Consider re-establishing the grass wickets if the site is required as a secondary venue for any clubs.	Hydes Road Playing Fields, Wednesbury	Council BFA/FF ECB	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI41	Green Infrastructure - Playing pitches	Football Provision	Re-provide pitches to a good quality.	Pulse Soccer & Fitness, Wednesbury	BFA/FF	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI42	Green Infrastructure - Playing pitches	Netball Provision	Re-provide courts to a good quality and secure community use.	Pulse Soccer & Fitness, Wednesbury	Commercial BFA/FF RFU EN	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI43	Green Infrastructure - Playing pitches	3G Pitch Provision	Improve pitch quality through resurfacing as soon as feasibly possible.	Pulse Soccer & Fitness, Wednesbury	Commercial BFA/FF RFU EN	£250,000 +	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI44	Green Infrastructure - Playing pitches	Tennis Facilities	Sustain court quality through dedicated maintenance regime. Ensure sinking fund is in place for resurfacing work when necessary. Support the Club to provide floodlighting on site.	Pulse Soccer & Fitness, Wednesbury	Sports Club ECB LTA	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI45	Green Infrastructure - Playing pitches	3G Pitch Quality	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	Wednesbury Rugby Club, Wednesbury	Sports Club RFU BFA/FF	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI46	Green Infrastructure - Playing pitches	School Cricket Wicket Quality	Improve wicket quality through repair/replacement to better accommodate curricular demand.	Wood Green Academy, Wednesbury	School BFA/FF ECB	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI47	Green Infrastructure - Playing pitches	Football Pitch Quality and Facilities	Improve pitch quality through enhanced maintenance regime, in line with LFFP recommendations. Support ancillary facility improvements on site and explore the feasibility of providing a full-size 3G pitch on site.	Birmingham County FA Headquarters, West Bromwich	Commercial BFA/FF	£250,000 +	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI48	Green Infrastructure - Playing pitches	Football Pitch Quality	Improve pitch quality through enhanced maintenance regime. Support Bustleholme FC to improve ancillary provision on site. Look to agree a long-term lease agreement with the Club to attract grant funding for site improvements.	Charlemont Playing Fields, West Bromwich	Council BFA/FF	£50,000 - £250,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI49	Green Infrastructure - Playing pitches	School 3G Pitch Quality and Facilities	Sustain pitch quality through dedicated maintenance regime and ensure sinking fund is in place for future refurbishment.	George Salter Academy, West Bromwich	School BFA/FF RFU EN	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI50	Green Infrastructure - Playing pitches	Football Pitch Provision	Explore the feasibility of bringing the pitch back into use to support with shortfalls across the Borough.	Kenrick Park, West Bromwich	Council BFA/FF	Less than £50,000	Unknown	2024/25-2028/29	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI51	Green Infrastructure - Playing pitches	Football Quality and Facilities	Improve pitch and ancillary facility quality on site in line with LFFP recommendations.	King George V Playing Fields, West Bromwich	Council BFA/FF ECB EH	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI52	Green Infrastructure - Playing pitches	Hockey Pitch Quality	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	King George V Playing Fields, West Bromwich	Council BFA/FF ECB EH	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI53	Green Infrastructure - Playing pitches	School Football/3G	Improve pitch quality through enhanced maintenance regime. Ensure additional pitches are provided on site. Explore the feasibility of providing a full size 3G pitch on site and explore the options for this to cater for both football and rugby union demand.	Phoenix Collegiate, West Bromwich	School BFA/FF LTA EN EA	£250,000 +	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)

Scheme ref	Infrastructure type	Name	Scheme description	Scheme location	Delivery body	Indicative cost	Funding method	Delivery phasing	Prioritisation	Source of scheme
GI54	Green Infrastructure - Playing pitches	School Hockey Pitch Quality	Sustain pitch quality through dedicated maintenance regime. Ensure sinking fund is in place for refurbishment when necessary.	Q3 Academy Great Barr, West Bromwich	School BFA/FF RFU EH	Less than £50,000	Unknown	2035+	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI55	Green Infrastructure - Playing pitches	Cricket Facilities	Sustain square quality through dedicated maintenance regime. Explore the installation of an NTP to reduce demand on grass wickets. Support the Club to improve ancillary facilities and ensure changing rooms are gender compliant.	West Bromwich Dartmouth Cricket Club, West Bromwich	Sports Club ECB BCGBA	£50,000 - £250,000	Unknown	Medium term	Important to achieve sustainable communities	Sandwell Metropolitan Borough Council Strategy & Action Plan (October 2022)
GI56	Green Infrastructure - Natural Green Space	Natural Green Space Provision	Secure funding to increase provision of nature reserves to meet the ANGSt standard of 1.0 hectares per 1,000 population	Borough-wide	SMBC		Unknown	2024/25-2028/29	Priority for any development	Sandwell Green Spaces Strategy Implementation and Business Plan 22/23 – 25/26
UT1	Utilities - Electricity	Woods Lane reinforcement	Extensive cable laying to accommodate the limited capacity for growth at Woods Lane (Sites 3023, 3025 & 3040).	Cradley Heath	National Grid Electricity Distribution	£250,000 - £500,000	Capital Investment Programme	Required for 2029/2030	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT2	Utilities - Electricity	Sandwell Hospital electric supply	Extensive cable laying to accommodate the limited capacity for growth at Sandwell Hospital Site (Site 2390).	West Bromwich	National Grid Electricity Distribution	£250,000 - £500,000	Capital Investment Programme	Development planned to start in 2025/2026	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT3	Utilities - Electricity	Elbow Street substation	A new substation to accommodate growth at Elbow Street (Site 1376)	Cradley Heath	National Grid Electricity Distribution	Approx £500,000 (inc land and planning)	Capital Investment Programme	Required for 2030/2031	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT4	Utilities - Electricity	Tividale Primary substation improvements	A new breaker from Tividale Primary to accommodate development of the Rattlechain Sites (Sites 2940 and 3049).	Tividale	National Grid Electricity Distribution	£500,000 - £1,000,000	Capital Investment Programme	Required for 2033/2034	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT5	Utilities - Electricity	Chance Glass works electrical improvements	New breakers to accommodate growth at Chance Glass Works Site (Site 91).	Smethwick	National Grid Electricity Distribution	£500,000 - £1,000,000	Capital Investment Programme	Development planned to start in 2027/2028	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT6	Utilities - Electricity	Friar Park electricity improvements	Multiple new breakers at Friar Park from Bustleholm primary (Site 2985).	Wednesbury	National Grid Electricity Distribution	£500,000 - £1,000,000	Capital Investment Programme	Development planned to start in 2027/2028	Essential for development to happen;	National Grid Electricity Distribution discussions (meeting held on 23/04/24)
UT7	Utilities - water treatment works	Minworth	Sewerage treatment works capacity improvements	Minworth	Severn Trent Water	£200m	Asset Management Period 9 Investment	2030-2035	Essential for development to happen;	Severn Trent Water-Sandwell Local Plan position statement (issued 05/06/2024)
UT8	Utilities - water treatment works	Ray Hall	Sewerage treatment works capacity improvements	Ray Hall	Severn Trent Water	£20m	Asset Management Period 8 Investment	2025-2030	Essential for development to happen;	Severn Trent Water-Sandwell Local Plan position statement (issued 05/06/2024)
UT9	Utilities - water treatment works	Roundhill	Sewerage treatment works capacity improvements. Scoping work will be necessary to increase longer term capacity and this will be an AMP9 or later investment. There is an AMP7 (2020-2025) scheme ongoing which will ensure treatment capacity to accommodate known growth within the catchment to 2035 and meet new permit limits for Phosphorous and ammonia to be introduced December 2024	Roundhill	Severn Trent Water	£32m	Asset Management Period 9 Investment	2030-2035	Essential for development to happen;	Severn Trent Water-Sandwell Local Plan position statement (issued 05/06/2024)

