



Walsall Council

Economy and Environment Overview & Scrutiny Committee

Meeting to be held on: **14 April 2022 AT 6.00PM**

Meeting to be held at: Council Chamber

Public access to meeting via: <https://aisapps.sonicfoundry.com/AuditelScheduler/CreateSchedules/Past/41>

MEMBERSHIP:

Councillor L. Harrison (Chair)
Councillor M. Follows (Vice-Chair)
Councillor B. Allen
Councillor P. Bott
Councillor L. Jeavons
Councillor E. Lee
Councillor P. Kaur
Councillor G. Singh Sohal
Councillor J. Whitehouse
Councillor R. Worrall

PORTFOLIO HOLDERS:

Councillor A. Andrew – Deputy Leader and Regeneration
Councillor G. Perry – Deputy Leader and Resilient Communities
Councillor O. Butler – Clean and Green
Councillor C. Towe – Education and Skills

ITEMS OF BUSINESS

1.	Apologies To receive apologies for absence from Members of the Committee.	
2.	Substitutions To receive notice of any substitutions for a Member of the Committee for the duration of the meeting.	
3.	Declarations of interest and party whip To receive declarations of interest or the party whip from Members in respect of items on the agenda.	
4.	Local Government (Access to Information) Act 1985 (as amended) To agree that the public be excluded from the private session during consideration of the agenda items indicated for the reasons shown on the agenda.	
5.	Minutes of the previous meeting To approve the minutes of the meeting on 3 March 2022.	Enclosed
ITEMS FOR SCRUTINY		
6.	Electric Vehicle Charging Infrastructure To receive an update on the progress with electric vehicle charging infrastructure in the borough and the proposed chargepoint sites for the first bid into the On-Street Residential Chargepoint Scheme.	Enclosed
7.	Walsall Borough Bonfire Night – Future Proposals To receive a report outlining the Council's plans for bonfire events in 2022.	Enclosed
8.	Willenhall Framework Plan To be informed regarding the development of the Willenhall Framework Plan.	Enclosed
ITEMS FOR OVERVIEW		
9.	Areas of focus – 2021/22 To consider the areas of focus for the Committee during 2021/22.	Enclosed
10.	Forward Plans To receive the latest Forward Plans: <ul style="list-style-type: none"> • Cabinet • Black Country Joint Executive Committee • West Midlands Combined Authority Board 	Enclosed

11.	Recommendation Tracker To consider progress on recommendations from the previous meeting.	Enclosed
12.	Date of next meeting To note the date of the next meeting will be agreed at Annual Council.	

The Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012

Specified pecuniary interests

The pecuniary interests which are specified for the purposes of Chapter 7 of Part 1 of the Localism Act 2011 are the interests specified in the second column of the following:

Subject	Prescribed description
Employment, office, trade, profession or vocation	Any employment, office, trade, profession or vocation carried on for profit or gain.
Sponsorship	<p>Any payment or provision of any other financial benefit (other than from the relevant authority) made or provided within the relevant period in respect of any expenses incurred by a member in carrying out duties as a member, or towards the election expenses of a member.</p> <p>This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Regulations (Consolidation) Act 1992.</p>
Contracts	<p>Any contract which is made between the relevant person (or a body in which the relevant person has a beneficial interest) and the relevant authority:</p> <p>(a) under which goods or services are to be provided or works are to be executed; and</p> <p>(b) which has not been fully discharged.</p>
Land	Any beneficial interest in land which is within the area of the relevant authority.
Licences	Any licence (alone or jointly with others) to occupy land in the area of the relevant authority for a month or longer.
Corporate tenancies	<p>Any tenancy where (to a member's knowledge):</p> <p>(a) the landlord is the relevant authority;</p> <p>(b) the tenant is a body in which the relevant person has a beneficial interest.</p>
Securities	<p>Any beneficial interest in securities of a body where:</p> <p>(a) that body (to a member's knowledge) has a place of business or land in the area of the relevant authority; and</p> <p>(b) either:</p> <p>(i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or</p> <p>(ii) if the share capital of that body is more than one class, the total nominal value of the shares of any one class in which the relevant person has a beneficial interest exceeds one hundredth of the total issued share capital of that class.</p>

Schedule 12A to the Local Government Act, 1972 (as amended)

Access to information: Exempt information

Part 1

Descriptions of exempt information: England

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes:
 - (a) to give any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.
8. Information being disclosed during a meeting of a Scrutiny and Performance Panel when considering flood risk management functions which:
 - (a) Constitutes a trades secret;
 - (b) Its disclosure would, or would be likely to, prejudice the commercial interests of any person (including the risk management authority);
 - (c) It was obtained by a risk management authority from any other person and its disclosure to the public by the risk management authority would constitute a breach of confidence actionable by that other person.

ECONOMY AND ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

3 March 2022 at 6.00pm held at Walsall Council House, Lichfield Street, Walsall, WS1 1TW.

Committee Members Present:	Councillor L. Harrison (Chair) Councillor B. Allen Councillor P. Bott Councillor L. Jeavons Councillor P. Kaur Councillor G. Singh Sohal Councillor J. Whitehouse Councillor R. Worrall Councillor S. Elson Councillor R. Martin	
Portfolio Holders:	Councillor C. Towe Councillor O. Butler	Education and Skills Clean and Green
Officers Present:	Simon Neilson Philippa Venables Matt Crowton Joel Maybury Craig Goodall Sian Lloyd	Executive Director of Economy, Environment and Communities Director of Regeneration and Economy Transportation Major Projects & Strategy Manager Team Leader – Borough Wide Development Principal Democratic Services Officer Democratic Services Officer
Invited Attendees:	David Harris	Transport Strategy and Place Manager, Transport for West Midlands

41/21 **Apologies**

There were apologies received from Councillors Follows and Lee.

42/21 **Substitution**

Councillor Elson substituted for Councillor Follows and Councillor Martin substituted for Councillor Lee.

43/21 **Declarations of Interest and Party Whip**

There were no declarations of interest or party whips.

44/21 **Local Government (Access to Information) Act 1985 (as amended)**

There were no items to consider in private session.

45/21 **Minutes of the previous meeting**

Resolved:

That the minutes of the meeting held on 18 January 2022, copies having previously been circulated, be approved as a true and accurate record.

46/21 **West Midlands Local Transport Plan Core Strategy Engagement**

The Committee received a presentation from the Transport Strategy and Place Manager at Transport for West Midlands regarding the West Midlands Local Transport Plan Core Strategy Engagement. It was highlighted that it was a legal duty for the Local Transport Authority (LTA) to produce and review a Local Transport Plan (LTP) which must set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the LTA area as well as proposals for the implementation of those policies.

The Transport Strategy and Place Manager explained that the West Midlands Combined Authority was the LTA for the seven constituent metropolitan districts/boroughs including Walsall and the engagement process was important as the LTP carries statutory weight in a range of decisions particularly in areas such as planning. He noted that the current plan was adopted in 2016 and included commitments such as becoming carbon zero by 2041. It was deemed important for the new LTP to be different than its predecessor so more engagement had been conducted than in any previous plan in various formats such as talking to Scrutiny Committees at constituent metropolitan districts/boroughs, online surveys and Leaders summits.

The Transport Strategy and Place Manager explained the aims of creating a fairer society, supporting local communities, tackling the climate emergency, having a more active population and sustaining economic success in the region. The importance of communication of the vision with residents to engage them in the core strategy was underlined and the three main tasks of improving accessibility, reducing traffic and electrifying transport to achieve the aims were discussed. He then advised that strategies and 'big moves' in development at that point were consulted on with local authorities. This was due to different areas of the West Midlands having different needs and plans needing to be appropriate for wider demand management. These strategies were to be taken back to the West Midlands Combined Authority in the summer. He also stated that plans for first five years included £100 million investment in Walsall and that the LTP would help make the case for future funding from central government.

Members of the Committee expressed their gratitude for the information presented and happiness at the potential for £100 million of investment in Walsall. Questions were asked regarding the number of responses to the survey and if any engagement had been undertaken to understand why people are using cars particularly at peak times such as school drop off. The Transport Strategy and

Place Manager responded that there were multi-faceted reasons that people chose the car and questions were being asked and pilots run to understand what incentives would encourage people to make different decisions. In response to the comment regarding schools he stated there was unfortunately no simple solution to this issue but that local authorities could put in restrictions around schools to make driving a less attractive alternative.

Members were pleased that the LTP recognised the importance of high speed broadband roll out and how this could assist residents in working from home to reduce commuting.

The Committee discussed how public transport could be more joined up and opportunities to add park and ride facilities near public transport access. It was noted that only 15% of public transport journeys originate in town centres so routes that served other areas had high value.

Following a further question from a Committee Member in relation to new housing estates being built but not yet being serviced by any bus routes he acknowledged that transport response could be more joined up than it was currently and work would have to be conducted with transport providers to make this a success.

Resolved:

That:

- 1. The report and progress so far be noted;**
- 2. A progress report on delivery be presented to the Committee next municipal year.**

47/21 Phoenix 10

The Team Leader for Borough Wide Development presented to the Committee a report regarding the key points of the Phoenix 10 project which was described as a very significant project for the Council on a high profile 44 acre site visible from the M6. He advised that the key priority of the project for both the Council and the Local Enterprise Partnership was to make a positive impact on land unused since 1999 which was contaminated by previous industrial use.

The timeline of events thus far was explained with the Council's involvement beginning in 2012 and Cabinet approval of the tender process in 2014, with Henry Boot selected by Cabinet as the successful bidder in December 2017. It was noted that Henry Boot had already been involved in several high profile and successful projects across the UK. The Team Leader for Borough Wide Development highlighted that remediation work was due to commence on the site in April 2022 and to last for approximately two years during which time the planning for the eventual structures on site and the search for occupiers for these buildings would begin. He described this as a success story for the borough with new investment and economic development being secured.

The Executive Director of Economy, Environment and Communities echoed these comments and highlighted the value of the site and the large amount of work and time that had been taken to get the scheme to the position it was currently in. He

thanked the Team Leader for Borough Wide Development and the wider team for their commitment.

Members of the Committee expressed their thanks for the work that had been put in, acknowledging that regeneration projects in particular take a significant amount of time to complete. They highlighted the potential that the site posed in terms of signalling that Walsall was open for business and commended that all parties had been involved in making the project a success.

A question was asked by a Member of the Committee regarding the former ABC Waste site in Cemetery Road. The Team Leader for Borough Wide Development responded that this site had been purchased by the West Midlands Combined Authority for use as part of the Darlaston Railway Station project. Further to an additional question he clarified that Henry Boot was working with the local authority to look at opportunities for apprenticeships, employment and skills opportunities for local residents. The Executive Director of Economy, Environment and Communities added that there were two stages to the project, remediation and building. He noted that companies using local staff had good retention rates.

Resolved:

That:

- 1. The progress on this project to date be noted.**
- 2. A further report be presented to the Committee upon completion of the site remediation phase.**

48/21 **Areas of focus – 2021/22**

The Chair gave an overview of the work programme for 2021/22 and asked Members for their suggestions regarding items to be scheduled for the next meeting.

The following items were identified for the next meeting of the Committee:

- Willenhall Masterplan
- Bonfires
- Electric Vehicle Charging Update
- Petition for Pedestrian Crossing for Birmingham Road as presented to Council by Councillor Murray

Resolved:

That the Areas of Focus and Forward Plans be noted.

49/21 **Recommendation Tracker**

The Committee reviewed the Recommendation Tracker which had been introduced as a standing item for all Scrutiny Committees by the Scrutiny Overview Committee at their last meeting. There were 5 actions on the tracker from the previous meeting, of which 3 had been completed and 2 were ongoing.

Resolved:

That the progress on recommendations from the previous meeting be noted.

50/21 Date of next meeting

It was noted that the next meeting would take place on 14 April 2022.

There being no further business, the meeting terminated at 6.56pm.

Signed:

Date:

14th April, 2022

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Electric Vehicle Charging Infrastructure

Ward(s): Borough-wide

Portfolios: Transport & Regeneration

1. Aim

- 1.1. As of April 2022, there has been substantial progress towards the efforts of installing electric vehicle charging points for residents in Walsall. To date, the project has focussed on installing on-street electric vehicle charging points across the borough, which will provide the opportunity for residents who do not possess off-street parking to purchase and charge an electric vehicle. Since the previous report in October 2021, the project has worked to ascertain final approval on the first batch of chargepoints and seek the input from local residents.

2. Recommendations

- 2.1. It is recommended that members note the proposed chargepoint sites for the first bid into the On-Street Residential Chargepoint Scheme and that the consultation responses are being analysed and will be responded to in due course.
- 2.2 It is recommended that members provide feedback and location suggestions for future electric chargepoint installations across the borough.

3. Report detail – know

- 3.1. The project to install electric vehicle charging infrastructure aligns to several international and national policies, as detailed in the previous report to the committee.

Progress to Date:

- 3.2. The Council, alongside Dudley Metropolitan Borough Council, Sandwell Metropolitan Borough Council and City of Wolverhampton Council was successfully awarded funding from the ORCS fund in October 2021. The value of the award was **£254,040**.
- 3.3. The 35 chargepoints that have been identified have been subject to internal consultation with relevant officers within the Council. Once agreed, these sites

were then put to the relevant ward councillors for comment. Please see Appendix A for the list and map of the 35 chargepoint sites.

- 3.4. On the 7th February 2022, the 35 chargepoint sites were subject to public consultation with residents in the vicinity of each site. The consultation concluded on 7th March 2022. The process to review the public feedback is now underway.
- 3.5. The procurement of an operator of the chargepoints is being led by Transport for West Midlands (TfWM) and the Oxford City Council Electric Vehicle Dynamic Purchasing System (EV DPS).

4. *Financial information*

- 4.1. The Council aims to deliver 35 chargepoints across the borough for a cost of £338,712. The funding secured from the ORCS fund will contribute 75% of the total capital funding.
- 4.2. The Council will provide the remaining 25% match funding through the Transport Capital Programmes for 2021-2022 and 2022-23 at a total cost of £84,672. £50,000 of this has been approved in the 2021-2022 programme, with a complementary figure approved in the 2022-23 programme.
- 4.3. Once the procurement of a chargepoint operator has concluded, the Council will enter into a concession contract with the operator, subject to the necessary approvals.

5. *Reducing Inequalities*

- 5.1. The sites selected for this first group of chargepoint installations have been developed to ensure there is equity and equality in terms of the provision on offer across the borough.
 - 5.1.1 The previous update to the committee explained that the sites chosen will help to fill the gap created by the private market and ensure there is a geographical spread to ensure that residents across the borough will have the infrastructure they need if they choose to purchase an electric vehicle.
 - 5.1.2. There is an aspiration to submit future bids for funding to expand the provision of on-street electric vehicle chargepoints across the borough.
- 5.2. The installation of electric vehicle chargepoints across the borough will help to meet two of the Marmot objectives, notably the creation and development of healthy and sustainable communities and the strengthening of ill-health prevention
 - 5.2.1. By promoting the uptake of electric vehicles, this will help to reduce harmful emissions and consequently improve air quality for Walsall residents.

6. Decide

- 6.1. There are no direct decisions to result from this report

7. Respond

- 7.1. The feedback provided by the committee on the project to date will be factored into future stages of the project, such as subsequent funding bids to expand the public chargepoint provision across the borough.
- 7.2. The Black Country Ultra-Low Emission Vehicle Strategy and progress with ORCS will be going to Cabinet on 20th April 2022.
 - 7.2.1 The Cabinet will be asked to approve the Strategy, including the 2021 update which was made following the change in the banning of petrol and diesel vehicles.
 - 7.2.2. The Cabinet will be asked to delegate authority to the Executive Director for Economy, Environment and Communities to authorise the sealing of Deeds and/or signing of contracts and any other related documents, as well as any extension and variation of the contractual arrangements should this be required throughout the contract duration.

8. Review

- 8.1. In the previous update to the committee, it was stated that the project will be monitored by the chargepoints being added to the national chargepoint registry and their usage data being submitted to the Office for Zero Emission Vehicles for three years from the date the sites become operational.

Appendices:

Appendix A: List and Map of the 35 chargepoint sites

Code	Location	Ward
WAL_0003	Lincoln Road	Paddock
WAL_0005	Holtshill Lane	St Matthews
WAL_0012	Sandwell Street	St Matthews
WAL_0019b	Butts Road	St Matthews
WAL_0020	Eastbourne Street (Adjacent to Westbourne F	St Matthews
WAL_0045	Jesson Road	St Matthews
WAL_0057b	Pelsall - High Street (Adjacent to Ashtree Roa	Pelsall
WAL_0059	Station Road (Adjacent to Railswood Drive)	Pelsall
WAL_0068	Sunnymead Way	Streetly
WAL_0106	Sally Ward Drive	Aldridge North and Walsall Wood
WAL_0110b	Stackhouse Close	Aldridge North and Walsall Wood
WAL_0140	Bonnington Way	Pheasey Park Farm
WAL_0179	Villiers Street (Adjacent to White Hall Road)	Palfrey
WAL_0180	Bescot Street (Adjacent to Spout Lane)	Palfrey
WAL_0181	Thorpe Road (Adjacent to Arundel Street)	Palfrey
WAL_0203	Pargeter Street	Pleck
WAL_0204	Raleigh Street	Pleck
WAL_0205	Pargeter Street (Adjacent to Cairns Street)	Pleck
WAL_0209	Reedswood Gardens	Birchills Leamore
WAL_0212	Gladstone Street	Birchills Leamore
WAL_0213	Hospital Street	Birchills Leamore
WAL_0214	Granville Street	Willenhall South
WAL_0219	Temple Road	Willenhall South
WAL_0222a	Elm Street (Adjacent to Barcroft Primary Sch	Willenhall South
WAL_0227	Chillenden Court - Mill Street	Willenhall South
WAL_0229a	Orchard Close (Adjacent to Orchard Road)	Willenhall South
WAL_0241	Lichfield Road	Willenhall North
WAL_0242	Brereton Road	Willenhall North
WAL_0244a	Hilton Road (Adjacent to Fairlawn Close)	Willenhall North
WAL_0244b	Dorchester Road	Willenhall North
WAL_0253	Marlborough Street	Bloxwich West
WAL_0269	Beatrice Street	Birchills Leamore
WAL_0277	Bell Street	Bentley and Darlaston North
WAL_0281	King Edward Street	Darlaston South
WAL_1424	187 High Street (Adjacent to)	Brownhills



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14 April, 2022

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Walsall Borough Bonfire Night – Future Proposals

Ward(s): All

Portfolios: Councillor Craddock – Health and Wellbeing
Councillor Perry – Deputy Leader and Resilient Communities

1. Aim

- 1.1 Bonfire night is a centuries old tradition enjoyed by many. However, there are several associated issues, including health and safety, antisocial behaviour and animal welfare. Some of these issues can be mitigated through professionally organised public bonfire night events.

2. Recommendations

- 2.1 The Overview and Scrutiny Committee note the changes in the arrangements for future bonfire night events, the addition of the event to celebrate Diwali and the proposed review process.

3. Report detail – know

- 3.1 On 16 March 2022 Cabinet considered the Walsall Borough Bonfire Night – Future Proposals report. Cabinet approved the recommendation, which was the provision of traditional bonfire night events on consecutive nights from 4 November 2022 to 6 November 2022 at King George the V Playing Fields, Walsall Arboretum and Willenhall Memorial Park respectively. Additionally, a further fire work event was agreed on Monday 24 October 2022 to celebrate Diwali.

4. Decide

- 4.1 Cabinet considered four options as detailed in the appended Cabinet report. Cabinet approved the recommended option as detailed above.

5. Review

- 5.1 The council will undertake an evaluation of the 2022 bonfire events and this information will support the planning of future events.

Background papers

Cabinet Report 16 March 2022
Walsall Borough Bonfire Night – Future Proposals

Author

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Cabinet – 16 March 2022

Walsall Borough Bonfire Night – Future Proposals

Portfolio:	Councillor Butler – Clean and Green
Related portfolio:	Councillor Craddock – Health and Wellbeing Councillor Perry – Deputy Leader and Resilient Communities
Service:	Healthy Spaces
Wards:	All
Key decision:	No
Forward Plan:	Yes

1. Aim

- 1.1. Bonfire night is a centuries old tradition enjoyed by many. However, there are several associated issues, including health and safety, antisocial behaviour and animal welfare. Some of these issues can be mitigated through professionally organised public bonfire night events.

2. Summary

- 2.1. This report sets out options for how the council can provide bonfire events that are safe, accessible, enjoyable, affordable and sustainable.
- 2.2. The estimated net income generated by the preferred option is just over £8,000 (assuming 80% attendance). The maximum potential net income is £39,000.

3. Recommendations

- 3.1. That Cabinet approve traditional bonfire night events at Walsall Arboretum, King Georg V and Willenhall Memorial Park, and a further firework event to celebrate Diwali (Option D).

4. Report detail - Know

Background

- 4.1. Walsall Council has delivered bonfire and firework displays across the borough for several years. However, no events have taken place for 2 years due to the COVID-19 pandemic. Previously events were held at four locations:

- Walsall Arboretum. [Page 18 of 111](#)

- King George V (KG5), Bloxwich;
- Holland Park, Brownhills; and
- Willenhall Memorial Park (WMP).

4.2. Organised displays reduce the number of private events, which in turn reduces the negative issues associated with bonfire night, such as accidents, antisocial behaviour, neighbour disputes and animal welfare issues.

4.3. Attendance has varied over the years and is weather dependent, as shown in Table 1 below. The proximity of the date to 5 November also appears to be a factor in attendance numbers.

Table 1: Attendance and capacity at bonfire venues 2016 – 2019

Site & Capacity	2016	2017	2018	2019
KG5 Max 10,000	(22 Oct) 2,630	(28 Oct) 3,910	(5 Nov) 8,000	(5 Nov) 4536
Holland Park Max 3,000	(12 Nov) 2,598	(2 Nov) 2,312	(27 Oct) 1,350	(26 Oct) 493
WMP Max 4,500	(29 Oct) 2,129	(4 Nov) 4,618	(1 Nov) 3,000	(1 Nov) 1489
Walsall Arboretum Max 10,000	(17 Oct) 8,000	(5 Nov) 10,000	(3 Nov) 10,000	(2 Nov) 4066

4.4. In advance of 2019, the arboretum event was the only site that had electronic advance ticket sales. In 2019, all sites had electronic booking, with cash sales only available in advance from leisure facilities. This reduced risks on the night as there was no cash handling by staff. This is proposed to continue as electronic payments have become the norm during the COVID-19 pandemic.

4.5. In 2019, the price of the events was increased. The charge at the arboretum was higher than other sites due to the entertainment provided, and although perceived to be expensive, comments were received stating that it offered good value for money. Table 2 details the 2019 prices.

Table 2: Ticket prices 2019

Ticket type	Walsall Arboretum	Holland Park	King George V	Willenhall Memorial Park
Adult (16+)	£10	£7.50	£7.50	£7.50
Child (3 – 15)	£5	£5	£5	£5
Family (2 Adult & 2 Child)	£25	£18	£18	£18
Free Concession (U3s)	Free for U3s	Free for U3s	Free for U3s	Free for U3s

- 4.6. In 2019 the weather forecast leading up to the events was very poor. Increased ticket prices and electronic booking may also have had an impact on attendance. The only site to consistently reach capacity has been the arboretum. This has taken place on the Saturday closest to bonfire night.
- 4.7. An evaluation of the 2019 bonfire events was reported to the Environment Overview and Scrutiny Committee on 20 February 2020. Customer feedback was 94% positive in relation to the ticketing process. Members' queries included staff costs and the number of customers who were turned away due to cashless entry (only 2). Members also noted that many communities suffered with firework nuisance and recognised that the events provide more than just monetary value as they represent a chance to bring communities together.

Benchmarking Data

- 4.8. Walsall is the only Midlands authority to host multiple events across a number of sites over a two-week period. Table 3 provides details of other organised events taking place the region.

Table 3: Private Local Events

Area	Event Location
Walsall	Pelsall Cricket Club (5 November 2021)
	Aldridge Cricket Club (6 November 2021)
Wolverhampton	Racecourse
Sutton Coldfield	Rugby Football Club
	Four Oaks Saints
Birmingham	Edgbaston
	Botanical Gardens
	Four Oaks Cricket Club
Staffordshire	Alton Towers Theme Park
	Drayton Manor Park (Tamworth)
Cannock	Hednesford Hills Raceway
Warwick (Not LA)	Warwick Racecourse

Options

- 4.9. For the last two years the council has not provided any events to celebrate bonfire night due to the COVID-19 pandemic. If this was continued there would be a few small, organised displays (such as those at Pelsall and Aldridge Cricket Clubs) and private 'back garden' events to meet demand. An increase in the number of bonfire night related accidents is likely. Between 2014 and 2019, West Midlands Fire Service responded to 1,760 bonfire and fireworks-related incidents and recommend always attending organised bonfire events. A single accident can result in significant cost to the emergency services, the NHS and to the individual, family and communities affected. This option does not meet the aims set out above and is not recommended.
- 4.10. It is not possible to recover the costs associated with putting on large-scale events where site capacity is limited. It is proposed that Holland Park is no longer used as a venue and is not considered further.

4.11. The following options are evaluated below:

- **Option A**- A single event with entertainment but no bonfire at the arboretum on the Saturday closest bonfire night (5 November 2022)
- **Option B** - As A, but on two consecutive nights – Friday and Saturday closest to bonfire night (4 and 5 November 2022)
- **Option C**- Traditional events including bonfire, fireworks and fairground at 2 sites (arboretum and KG5). This year the KG5 event would be on Friday 4 November 2022 and the arboretum event would be on Saturday 5 November 2022. In addition, there would be fireworks and a fairground at the arboretum to celebrate Diwali (Monday 24 October 2022).
- **Option D**- Traditional events including bonfire, fireworks and fairground at three sites (arboretum, KG5 and WMP). This year the KG5 event would be on Friday 4 November 2022 KG5, the arboretum event would be on Saturday 5 November 2022 and the WMP event would be on Sunday 6 November 2022. In addition, there would be fireworks and a fairground at the arboretum to celebrate Diwali (Monday 24 October 2022), with the same fee ticket prices as the bonfire night events.

4.12. Option A has the lowest cost and lowest potential income. Traditionally, the arboretum has been the premier location with entertainment and has had the highest attendance levels.

4.13. Option B is only possible if there is no bonfire. This would allow the site to operate on 2 consecutive nights.

4.14. Options C and D provide traditional bonfire events with a bonfire, fireworks, concessions and fairground, but with no additional entertainment. In addition, a similar event is proposed on Monday 24 October 2022 to celebrate Diwali, in recognition of Walsall's diverse communities.

Table 4 – Options for Future Provision

	Option A	Option B	Option C	Option D
Locations	Arboretum	Arboretum	KG5 Arboretum	KG5 Arboretum WMP
Dates	Sat 5/11	Fri 4/11 & Sat 5/11	24/10 (Diwali) Fri 4/11 Sat 5/11	24/10 (Diwali) Fri 4/11 Sat 5/11 Sun 6/11
Expenditure	-£49,850	-£85,620	-£101,350	-£126,500
Income*	£55,060	£103,470	£117,370	£134,548
NET income (80% attendance)	£5,210	£17,850	£16,020	£8,048

Net income variation with attendance:

Attendance	Option A	Option B	Option C	Option D
40%	-£18,470	-£29,510	-£36,740	-£53,776
60%	-£6,630	-£5,830	-£10,860	-£22,864
80%	£5,210	£17,850	£16,020	£8,048
100%	£17,050	£41,530	£42,900	£38,960

Table 5: Suggested Ticket Prices:

Ticket type	Options A and B Walsall Arboretum with entertainment
Adult (16+)	£10
Child (3 – 15)	£5
Family - (2 Adult & 2 Child)	£25
Free Concession (U3s)	Free for U3s

Ticket type	Options C and D Traditional bonfire events and Diwali (no entertainment)	
	Early bird	Standard
Adult (16+)	£7.50	£8.50
Child (3 – 15)	£5	£5.50
Family - (2 Adult & 2 Child)	£18	£20
Free Concession (U3s)	Free for U3s	Free for U3s

Council Plan priorities

- 4.15. The overall aim of the corporate plan is to reduce inequalities and maximise potential, with a focus on economic growth, people, internal focus, children and communities. Bonfire night events help the council to meet its corporate aims as they enable communities to come together, helping people to feel a sense of belonging, reinforcing cohesion, and supports the aim of children growing up in connected communities and feeling safe. The addition of the Diwali event helps the council to raise cultural awareness, recognising and celebrating Walsall's diverse communities.

Risk management

- 4.16. Weather is a significant risk to the success of the events. High winds and rain could both have a significant impact. In 2019 the weather forecast leading up to the events predicted heavy rain, which affected advanced bookings. All events went ahead; however, the sites were only at about 40% capacity. On average there are 9 days of rainfall in November.
- 4.17. To mitigate the risk of low numbers, and people leaving the decision to attend to the last minute, it is proposed to offer an 'early bird' discount.
- 4.18. There is a risk to the council if matters relating to information governance and the GDPR legislation are not managed. Work has been undertaken to minimise the risk of a breach of the General Data Protection Regulations (GDPR) from e-ticketing.

Financial implications

- 4.19. In 2019, the spend on bonfire events was £120,000. The allocated budget is £40,000, with an income target of £50,000 (£10,000 net income). This is not enough to deliver a single high-quality event safely, with the estimated cost of a single event at the arboretum being approximately £50,000. The event would require around 85% attendance to make the target income figure. Sponsorship

could be sought for the events. An initial sponsorship target of £2,000 has been included in all estimates.

4.20. Table 4 provides the financial forecasts for each option and the net income is provided against various attendance levels. Options B and C need the lowest percentage attendance to break even (approximately 65%).

4.21. Option A has the lowest risk financially with an outlay of £50,000. Although Option D provides the highest number of events, the lower capacity of the site in Willenhall (WMP), means the greater risk does not translate into a higher potential net income.

Legal implications

4.22. All appropriate legislation will be followed to ensure the safety and welfare of staff and visitors.

Procurement implications/social value

4.23. Fireworks, funfairs and entertainment would be provided by third parties. The option of contracting the entire events to a third party has been considered. The tendering process would take several months and the successful bidder would need time to organise logistics and promotion. This option is not recommended as the council would have a reduced level of control and a lower potential income.

4.24. All contracts will be let in line with the council's contract rules.

Property implications

4.25. None

Health and wellbeing implications

4.26. The health and wellbeing strategy sets out the following priorities for the borough:

- Increasing economic prosperity through increased growth;
- Maximising people's health, wellbeing and safety; and
- Creating healthy and sustainable places and communities.

4.27. The events detailed in this report support these priorities. Attending will support positive mental wellbeing and bringing communities together. By providing the events we hope to reduce the chance of bonfire night and Diwali related bonfire and firework accidents. By bringing people together in celebration of historic events and religious festivals, we are helping to create healthy communities.

Reducing Inequalities

4.28. An equality impact assessment has been carried out on the preferred option.

4.29. The bonfire events will be open to everyone. The cost of attending events can be a barrier for some people. The charge for attendance has been kept as low as reasonably possible. Larger families can purchase a family ticket that provides a discount against the standard prices. Additionally, people who are concerned about the price can purchase tickets during the 'early bird' offer period and get a

further discount.

- 4.30. Walsall Council has provided bonfire events in four locations across the borough in the past, but due to site capacity limits, some of these sites are not as viable as others. All options have events held the arboretum. This central location has excellent transport links from across Walsall and beyond.
- 4.31. The addition of the Diwali event enables Walsall's diverse communities to come together to celebrate a religious festival, breaking down barriers, promoting inclusion and increasing feelings of belonging.

Staffing implications

- 4.32. None

Climate impact

- 4.33. Bonfires produce CO₂; however, they are a significant part of the traditional celebration. In the past the council has delivered four larger scale bonfires. These proposals reduce the number of bonfires. In addition, they will be smaller than previous years. They will result in 50% reduction in CO₂ emissions from bonfires.
- 4.34. Walsall Arboretum is the council's key site and has excellent transport links, thus enabling people to travel by public transport.

Consultation

- 4.35. None

5. Decide

- 5.1. Option C (events at the arboretum and KG5) offers the highest potential net income. However, there is little difference between options B, C and D, with all generating a maximum potential net income of around £40,000.
- 5.2. Option A (one event at the arboretum) has the lowest cost and the lowest risk. However, even though this is a central location with good transport links it has the lowest customer offer. Given that events at this location have sold out in the past it is likely that demand would exceed supply.
- 5.3. Option D provides similar traditional bonfire events at three locations, offering the most choice to customers. Although it does not have the highest potential net income, it is only about £4,000 less than the highest scoring option (Option C). Therefore, this is recommended as best overall option.

6. Respond

- 6.1. Subject to the recommendation being approved, the healthy spaces team will immediately start the preparations to deliver this year's events. An internal event organising group will be set up, including officers from clean & green and communications and finance.

7. Review

- 7.1. The organising officer group will undertake an evaluation of the 2022 bonfire events and this information will support the planning of future events.

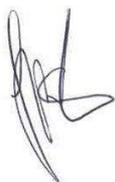
Background papers

None

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Signatures



Simon Neilson
Executive Director

7 March 2022



Councillor Butler
Portfolio Holder

7 March 2022

Equality Impact Assessment (EqIA) for Policies, Procedures and Services

Proposal name	Walsall Borough Bonfire Night Events		
Directorate	Clean and Green		
Service	Healthy Spaces		
Responsible Officer	Jaki Brunton-Douglas		
Proposal planning start	16/03/2022	Proposal start date (due or actual date)	04/11/2022

1	What is the purpose of the proposal?	Yes / No	New / revision
	Policy		
	Procedure		
	Guidance		
	Is this a service to customers/staff/public?	Yes	
	If yes, is it contracted or commissioned?	No	
	Other - give details		
2	What is the business case for this proposal? Please provide the main purpose of the service, intended outcomes and reasons for change?		
	To provide the public with borough-wide bonfire night celebratory events and a firework event to celebrate Diwali.		
	<p>In previous years, the events have been provided at four locations, one of which, Holland Park, was quite small, not well suited for the type of event and attendances have always been quite low. The proposal is to remove the Holland Park and possibly the Willenhall event as well, leaving events taking place at Walsall Arboretum (central location – well connected) and King George V Playing Fields. Also to operate a further event at Walsall Arboretum, which has much greater capacity, a designated events space and good transport links. The additional event will celebrate Diwali – a festival of lights celebrated by Hindus, Jains, and Sikhs.</p>		
3	Who is the proposal likely to affect?		
	People in Walsall	Yes / No	Detail
	All	Y	The removal of the Holland Park / and possible Willenhall bonfire event(s) will mean people from this locality will have to travel to one of the three identified locations. The arboretum being the closest and most accessible by public transport.
	Specific group/s	Y	
	Council employees		
	Other (identify)		
			The addition of the Diwali celebratory event, means a whole section of the Walsall community has a major organised event to attend, it is hoped that this will reduce localised events on the evening of Diwali and be safer for those involved.



4	<p>Please provide service data relating to this proposal on your customer's protected characteristics.</p> <p>No detailed information has been recorded about attendees, however, the events are openly accessible to everyone.</p>
5	<p>Please provide details of all engagement and consultation undertaken for this proposal. (Please use a separate box for each engagement/consultation).</p> <p>No direct consultation has taken place with the public, however, in the summary of the Environment Overview and Scrutiny Committee on 20 February 2020, 'Members also noted that that many communities suffered with firework nuisance outside of the agreed times and recognised the fact that the events provide more than just monetary value as they represent a chance to bring communities together.'</p>

	Consultation Activity			
	No consultation has taken place to date, however, a future consultation on the preferred option could be considered.			
	Type of engagement/consultation		Date	
	Who attended/participated?			
	Protected characteristics of participants			
Feedback <ul style="list-style-type: none"> • 				
6	Concise overview of all evidence, engagement and consultation			
N/A				
7	How may the proposal affect each protected characteristic or group? The effect may be positive, negative, neutral or not known. Give reasons and if action is needed.			
Characteristic		Affect	Reason	Action needed Yes / No
Age		<p>Bonfire night events are accessible to everyone. There are some people, including for example those with autism (affected by light and sound) and / or PTSD who may be adversely affected by fireworks. It is hoped that by having organised events, this reduces the number of private events in local communities, thus having a positive impact upon those affected.</p> <p>The Diwali event will have a positive impact upon those who celebrate the event as part of their religious beliefs, however, the event will be open to everyone and, as with the bonfire night celebrations, it is hoped that having an organised event will reduce the number of private localised events.</p> <p>Option A – No events – could result in more localised events adversely affecting people Option B,C and F – all have events over one weekend at a single location. Minimal impact time wise, and by providing organised events it is hoped this will reduce localised back garden events. Options D and E – Single events in different communities over bonfire weekend plus the Diwali event supporting diversity.</p>		
Disability				
Gender reassignment				
Marriage and civil partnership				
Pregnancy and maternity				
Race				
Religion or belief				
Sex				
Sexual orientation				
Other (give detail)				
Further information				
8	Does your proposal link with other proposals to have a cumulative effect on particular equality groups? If yes, give details.			(Delete one) No

9	Which justifiable action does the evidence, engagement and consultation feedback suggest you take?	
	A	No major change required
	B	Adjustments needed to remove barriers or to better promote equality The removal of one bonfire event and the addition of a Diwali event better promotes equality for Walsall's diverse communities.
	C	Continue despite possible adverse impact Although people with certain disabilities may be adversely affected by firework events, for the reasons identified above, it is believed that ultimately having organised events will reduce the negative impact upon these communities.
D	Stop and rethink your proposal N/A	

Action and monitoring plan				
Action Date	Action	Responsibility	Outcome Date	Outcome
Post 6/11/22	Evaluation of Events	Healthy Spaces Team		
The officers managing the event will undertake an evaluation and the information will be used to inform planning for future events.				

Update to EqIA	
Date	Detail
28/01/2022	Proposed changes being considered at Cabinet 16/03/2022
Use this section for updates following the commencement of your proposal.	

Contact us

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Resources and Transformation

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Inside Walsall: <http://int.walsall.gov.uk/Service-Information/Equality-and-diversity>

14 April 2022

8

Willenhall Framework Plan

Ward(s): Willenhall South; Short Heath

Portfolios: Regeneration

1. Aim

- 1.1 The preparation of the Willenhall Framework Plan is an essential first step to guide future housing development and economic growth and in Willenhall, making the most of the real opportunities to create a quality place and raising the offer presented by the borough as a whole. It establishes a context for future local planning policy and planning applications. The Framework Plan sets out a 10-year vision for Willenhall which provides an ambition for housing growth and healthy, prosperous communities. The vision is that *Willenhall will grow into a vibrant, connected and welcoming town with a strong sense of place which celebrates its diverse communities and promotes safe, healthy and active lifestyles. Quality design and sustainable construction will move Willenhall towards a healthy, prosperous and sustainable future.*
- 1.2 This report presents the Committee with a summary of work undertaken to date in relation to the Willenhall Framework Plan and information about future activities.

2. Recommendations

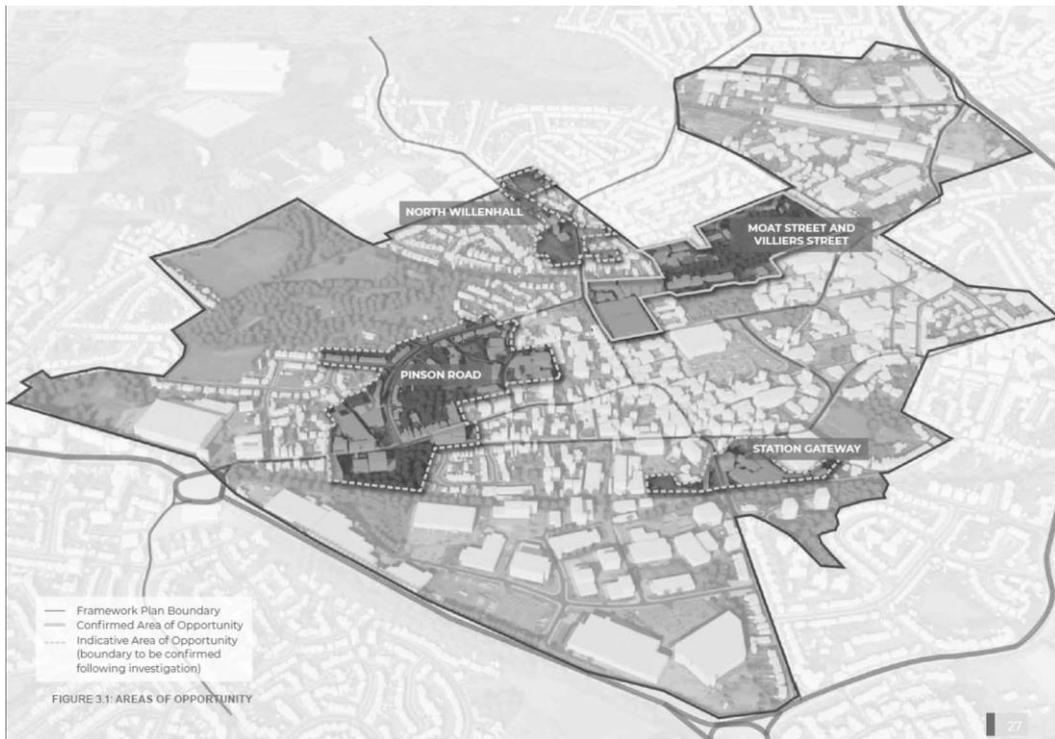
- 2.1 Committee is recommended to:
 - Note the objectives of the Willenhall Framework Plan.
 - Agree to receive a further report at an appropriate time setting out progress in the implementation of the Willenhall Framework Plan.

3. Report detail – know

- 3.1 At its meeting on 9 February 2022 Cabinet supported the Willenhall Framework Plan as a 10 year vision for housing growth and place making in the area as well as provided a number of related approvals. The Framework Plan is attached as Appendix A.
- 3.2 To achieve the vision the Framework Plan considers the opportunities and challenges that exist and identifies specific Areas of Opportunity within the wider Framework Plan boundary supported by strategies relating to movement, green spaces and place making. The proposed interventions seek to maximise the

benefits created by the new Willenhall railway station expected to open in 2023 which will see communities being far better connected to Birmingham, Wolverhampton and to opportunities across the wider region.

- 3.3 The area covered by the Willenhall Framework Plan has been identified to deliver comprehensive housing growth across the heart of the town. The Framework Plan aims to deliver around 500 high quality homes over the next 10 years. The housing delivered will include a mix of styles, types and tenures including specialist housing providing housing choice which addresses local need and attracts people to remain in and relocate to the area. Willenhall is key part of the wider Walsall to Wolverhampton Growth Corridor which has been identified as a strategic priority for the West Midlands in respect of housing delivery.
- 3.4 It is the intention that the Framework Plan will be developed into a Supplementary Planning Document (SPD) which will support the interventions through planning policy and Cabinet has supported further work to this effect. Whilst the Site Allocation Document will remain the foundation for the allocation of sites, the SPD will explain how the Council will apply its planning policies in respect of particular sites and how it will work with others to bring the identified sites forward.
- 3.5 The Framework Plan has carefully selected four Areas of Opportunity based on their current use as well as their ability to deliver the vision for Willenhall through comprehensive re-development. Proposed interventions in the Areas of Opportunity will begin to deliver structural change and economic growth in Willenhall. The Areas of Opportunity have been assessed against a series of criteria and are expected to incorporate new housing as well as green space, community facilities and improved walking and cycle routes creating a comprehensive approach to growth. As further investigation work progresses the boundaries of these Areas of Opportunity may require minor revisions.
- 3.6 The four Areas of Opportunity are:
 1. Moat Street/Villiers Street – to the north of the district centre with a number of derelict buildings.
 2. Pinson Road – to the east of the district centre comprising a mix of residential, industrial and unused land.
 3. Station Housing – to the south of the district centre comprising land around the site of the new railway station.
 4. North Willenhall – to the north of the district centre comprising industrial and unused land.



- 3.7 The Framework Plan acknowledges that significant investigation has already gone into Moat Street/Villiers Street where all the ownerships are known and engagement with owners has commenced. This Area of Opportunity has therefore been identified as Phase 1 and the initial focus for the Council. This reaffirms the identified position following conclusion of the baseline review which resulted in Cabinet approval on 10 February 2021 to commence negotiations with landowners and occupiers to understand the opportunity for land assembly.
- 3.8 The other Areas of Opportunity are still under investigation and further work is required to fully understand the level of opportunity. The boundaries of these areas may change and the Council will engage with owners and stakeholders in the areas before final decisions are taken.
- 3.9 It is acknowledged that the Areas of Opportunity contain existing businesses and therefore a draft Business Charter has been prepared setting out the Council's commitment to support businesses that may be impacted by any development proposals in Phase 1.
- 3.10 Phase 1
The proposed approach to delivery of Phase 1 is that the Council acts as a facilitator by acquiring the identified land parcels to create a developable site for housing. The Council will obtain outline planning approvals and then procure a partnership with a suitable private sector delivery organisation to deliver high quality housing and public realm. This partnership approach will allow the Council to retain significant control of the outcome whilst benefiting from the expertise and investment of a private developer.
- 3.11 By acquiring and assembling the land under a single ownership, the project seeks to unlock Phase 1 for the future development of circa 133 new homes within Willenhall district centre. This activity is proposed to be led by the Council in the absence of alternative public sector funding sources at this time for this type of

pre-development activity. This will demonstrate a clear message to the market that the Council are committed to transformational change of the area and thus help to stimulate private investment and the ability to secure external funding.

- 3.12 The Council will work towards successfully negotiating the acquisition of the required land interests but based on the engagement to date it would appear that there may be a need to utilise compulsory purchase order (CPO) powers in order to achieve timely delivery of the scheme. On this basis Cabinet has approved the use of compulsory purchase powers in-principle noting that any proposal to make a compulsory purchase order would be subject to a future Cabinet decision.
- 3.13 In order to progress the required land acquisitions for Phase 1 Cabinet has agreed a budget to fund purchase either by agreement or compulsory purchase following approval of an outline business case. Cabinet also noted that additional public sector funding to address the viability gap is estimated to be required to complete the scheme and that discussions to secure funding from partners such as West Midlands Combined Authority will be pursued.
- 3.14 Preparation of an outline planning application for the Phase 1 opportunity area has been progressed and will be submitted to the LPA in due course. Securing outline consent will demonstrate scheme deliverability required for land acquisitions, particularly for a compulsory purchase case if required. Consent will also de-risk the scheme for the preferred developer.
- 3.15 Cabinet also approved undertaking further work to develop draft heads of terms and identify a suitable procurement route with the outcome of this work, along with a full business case, to be considered at a future meeting. This work will explore procurement of a partner for Phase 1 only as well as the potential ability to extend any appointment to later phases at the discretion of the Council. It will also consider the ability to utilise a suitable framework as this will help to speed up the process.

4. *Financial information*

- 4.1 Cabinet has approved the reallocation of existing but uncommitted regeneration budgets to contribute to the project. The remaining budget for land assembly is included within the Council's capital programme (together with the revenue implications of borrowing i.e. MRP and interest), which was part of the budget plan reported separately to Cabinet on 9 February 2022. This will be funded from the allocation set aside for equity investment in 2022/23 and 2023/24.
- 4.2 Revenue costs are also required to fund the procurement process to secure a development partner, and site security post acquisition. Existing revenue reserves to the value of £450,000 are available within Regeneration, leaving a £760,000 requirement. This can be funded from existing capital investment revenue reserves.

5. *Reducing Inequalities*

- 5.1 The Willenhall Framework Plan will provide the framework to drive forward the regeneration of the area. It will set out the Council's aspiration to promote Willenhall as an area that is a sustainable place to live, work and spend leisure time and in turn contribute towards the Council's vision as outlined in the Corporate

Plan (2021-2022): Inequalities are reduced and all potential is maximised. The delivery of new housing in particular will aim to diversify the type and tenure of homes available in the area so that the needs of the community can be met.

6. Decide

- 6.1 The Committee is asked to consider the content of this report, provide comments on progress to date and confirm any specific information required for a subsequent project update.

7. Respond

- 7.1 The Council will seek to conclude negotiations for the acquisition of land within Phase 1 and submit the outline planning application for the proposed scheme to evidence deliverability. If acquisition by agreement is not possible then preparations for the compulsory purchase process will commence. In parallel work will be undertaken to identify the most suitable developer partner procurement route.

8. Review

- 8.1 In order to progress the project to this stage the Council and its advisors have held regular project meetings and these will continue throughout the delivery phase to monitor progress and deal with any issues as they arise.

Background papers

None

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WILLENHALL FRAMEWORK PLAN

FEBRUARY 2022



FOREWORD

The Willenhall Framework Plan aims to have a firm focus on the future of Willenhall, to have the aspiration to become a more vibrant, healthy and prosperous community. The delivery of the New Willenhall Rail Station, through the West Midlands Mayor and Government investment, has been the catalyst to launch this ambitious plan. A real plan and vision to tackle derelict sites that have blighted the area for decades, to build back better by developing the sites to create homes, businesses and infrastructure.

Willenhall has a strong identity linked to its proud industrial past including at the heart of the lock making industry. Now is the time to focus on the future, Willenhall's distinct heritage and mixed land uses presents opportunities to boost housing, create a stronger economy and greener and more sustainable environment.

The delivery of regeneration in Willenhall is complex and will require direct intervention by the Council and its public sector partners. The Council's commitment to strong intervention in Willenhall should not be underestimated and will ensure that the area thrives and prospers through housing growth by creating the conditions for private sector investment and delivery to flourish.

The aspirations for Willenhall, and importantly the interventions needed to realise those aspirations, are contained in this Willenhall Framework Plan. This sets out a 10-year ambition for levelling up, creating growth, attracting investment in Willenhall to create a more vibrant, healthy and prosperous community.

Clr Adrian Andrew
Deputy Leader Walsall Council



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1 INTRODUCTION



1.1 INTRODUCTION

Willenhall has been identified as a key area of sustainable growth within the West Midlands Region due to the imminent arrival of a new train station in the town and opportunities to deliver housing growth. This Framework Plan presents a vision and aspiration for the future of Willenhall aimed at promoting the town and raising its profile within the region. The Framework Plan creates a solid foundation to support coordinated interventions leading to the delivery of high-quality housing and creation of a strong sense of place.

The Framework Plan describes Walsall Council's commitment to facilitate the comprehensive delivery of high-quality homes integrated with movement and place-making interventions. The movement interventions ensure that Willenhall residents capture the benefits of the town centre and a new train station on the edge of the town, which is expected to open in 2023. The investment will see communities of Willenhall being far better connected to Birmingham, Wolverhampton and opportunities across the wider region. The place-making interventions will create greener and healthier environment that encourages residents in Willenhall to capture the benefits of the public green spaces and links.

The Plan builds on the high level design principles of the 'Black Country Garden City' and will help to transform perceptions of the Black Country by the development of attractive and well-designed places where individuals aspire to live.

Following the concepts of this Plan, Walsall Council aims to create a quality, legible, connected town with diverse and cohesive communities where people of all ages and backgrounds choose to live.

PURPOSE OF THE FRAMEWORK PLAN

The preparation of this Framework Plan is an essential first step to guide future housing development, economic growth and place making in Willenhall. It establishes a context for future due-diligence development briefs, development of local planning policy and planning applications. The Framework Plan sets the vision and the delivery strategy as well as assists to attract partners and investors.

The Framework Plan sets out a 10-year vision for Willenhall which provides an ambition for housing growth and healthy, prosperous communities. This is presented through comprehensive delivery which considers wider supporting connectivity and place making strategies to support the Areas of Opportunity and Plan area to create an attractive environment to live in.

It is intended that this Framework Plan will be developed into a Supplementary Planning Document (SPD) which will support the interventions through planning policy. The SPD will be subject to statutory public consultation with a range of stakeholders, agencies, residents and businesses in order to capture and consider all issues and options.

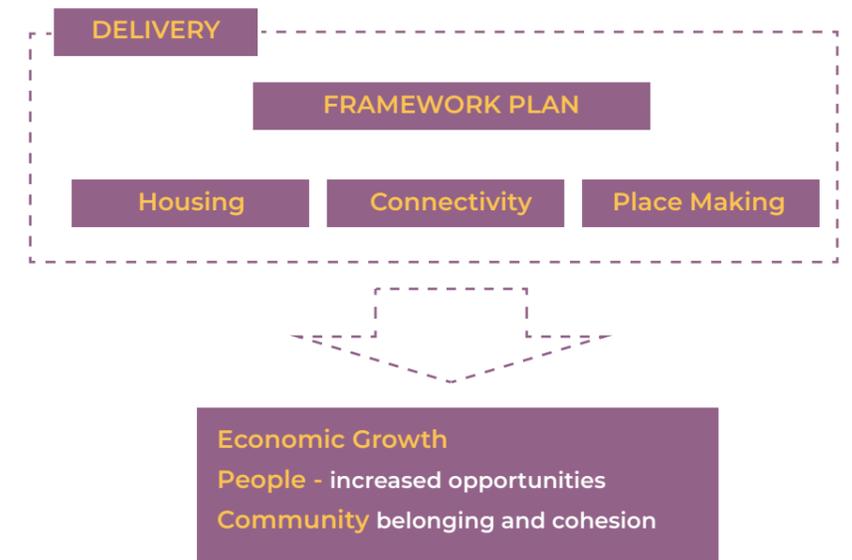


FIGURE 1.1: ELEMENTS OF THE FRAMEWORK PLAN

WALSALL COUNCIL'S COMMITMENT TO DELIVERY

Facilitating growth and investment in Willenhall remains a high priority for Walsall Council. In 2015, the Council's Cabinet agreed to support the intention to undertake a regeneration approach to a defined area in Willenhall. The report led to the commencement of due diligence and baseline work to understand the opportunities and challenges that would inform this Framework Plan.

The multiple ownerships across the area make comprehensive and coordinated development very challenging. This, together with low property values in Willenhall, results in lower levels of profitability which makes development at scale unattractive to the private sector.

The previously industrial nature of the area adds risks such as significant ground and environmental issues, including contamination, flooding, and mine workings. These high risks lead to poor viability, often acting as a barrier for private sector delivery.

Therefore, Walsall Council and its partners, Homes England and West Midlands Combined Authority (WMCA), recognise that to drive large scale, comprehensive and coordinated growth, the Public Sector must intervene in many ways to ensure that the vision and objectives are delivered, including through investment, planning, provision of infrastructure, and use of its statutory powers.





1.2 WILLENHALL CONTEXT

Willenhall, within the Borough of Walsall, is located approximately 2.5 miles west of Walsall town centre, 2.5 miles east of Wolverhampton and 8 miles north-west of Birmingham.

Within the emerging BCP, The Council has identified a pipeline of housing development projects, which will deliver Walsall Borough's housing target.

Willenhall is identified as a location that could accommodate significant housing development on brownfield land. The emerging BCP aims to achieve high quality design and Willenhall is a location where the garden city concept could be applied to new development. The emerging BCP will incorporate many of the existing proposals in the Walsall Site Allocation Document (SAD) which already identifies a number of sites for new homes either on land that is already vacant or which can be considered for release from its current use for employment.

Willenhall contains a mix of residential areas interspersed with industrial areas. Many industrial buildings identified as local quality consider for release within the Plan area have been left empty and derelict, attracting anti-social behaviour and play a limited economic role. Parts of the industrial areas, many of which are dirty and noisy, are located immediately adjacent to housing creating incompatible neighbours. The age of many of the units also means that they may not meet the strengthening minimum energy efficiency standards (MEES) targets in the future and would require significant investment to bring them up to standard.

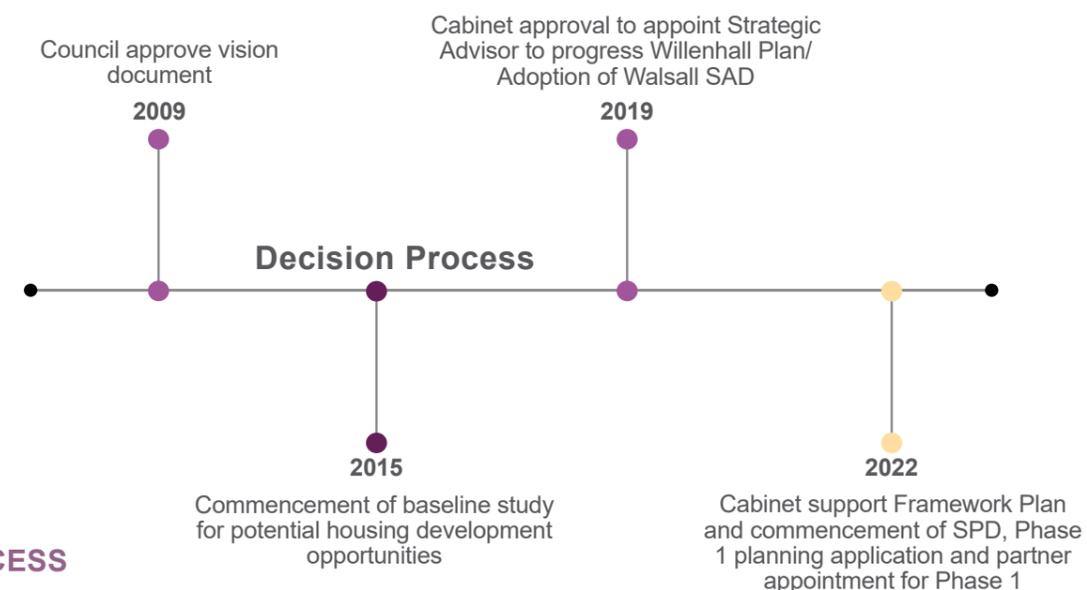
Some of the existing housing stock such as HMOs is often in poor condition, and social housing is in reasonable condition but in need of upgrades. The aim of Walsall Council, through this Framework Plan, is to drive transformational change in Willenhall through the development of high-quality homes across a broad mix of tenures and affordability levels, including specialist housing where appropriate.

Willenhall will soon benefit from the re-opening of the Walsall to Wolverhampton railway line providing direct rail access to Walsall, Wolverhampton and Birmingham. Due to this infrastructure investment and the town's proximity to the national motorway network, Willenhall has been identified as having significant opportunity for economic growth.

Willenhall Garden City is an aspirational project that aims to promote transformational place-making within and around Willenhall town centre. Willenhall has also been identified as a pilot for the Black Country Garden City concept.

A Willenhall 'vision document' was completed in 2009. However, due to a number of external factors, in particular the impact of the recession, further work was not progressed at that time. However it informed other regeneration and planning policies including the Walsall SAD 2019. In 2015, the Council's Cabinet agreed to support the intention to undertake a regeneration approach to a defined area in Willenhall. The report led to the commencement of due diligence and baseline work to understand the opportunities and challenges that would inform this Framework Plan.

The Walsall SAD (2019) allocates sites for housing, employment and consider for release employment sites which provides opportunities to develop new homes across a number of sites identified as housing or consider for release sites.



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FIGURE 1.2: DECISION PROCESS

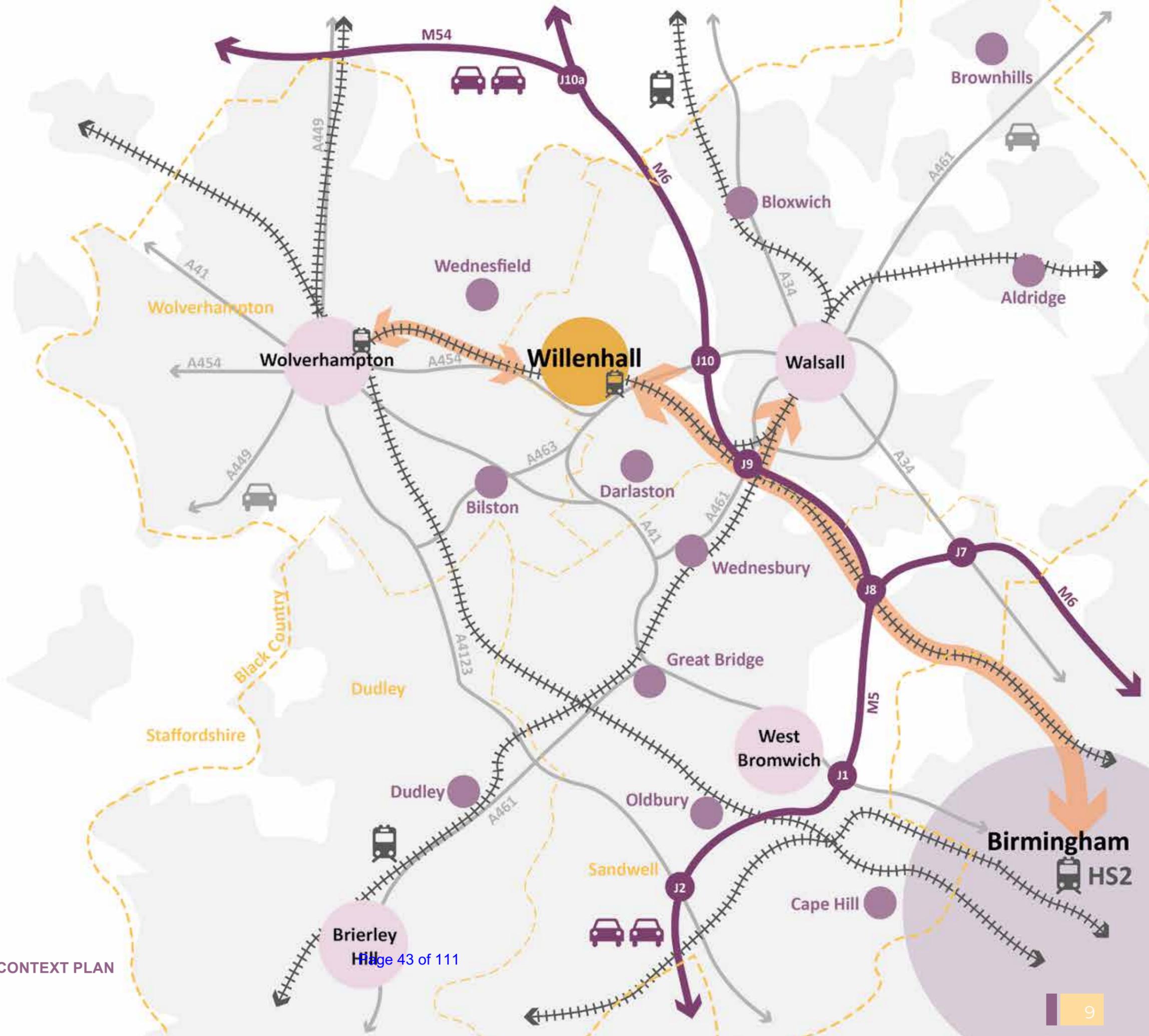


FIGURE 1.3: LOCAL CONTEXT PLAN



PLANNING POLICY

The statutory development plan for the Willenhall Framework Plan area comprises the following documents:

- Black Country Core Strategy (adopted 2011) (BCCS)
- Walsall Site Allocations Document (adopted 2019 (WSAD)
- Saved policies from the Walsall Unitary Development

Plan (adopted 2005) (WUDP)

- Emerging Black Country Plan (BCP) which, once adopted, will supersede the Black Country Core Strategy.

HOUSING AND REGENERATION

Planning policy for Willenhall recognises a significant shortfall of housing across the area and leads to the vision and proposals within this Framework Plan which aim to deliver new housing to meet targets set by both the BCCS and the emerging BCP.

The emerging BCP, anticipated to be adopted in 2024, states that there is a requirement to find land to accommodate the local housing need of 76,076 homes over the period 2020-2039 but there is only enough land to accommodate 47,837 homes. In Walsall, the emerging BCP supporting evidence suggests a potential housing shortfall of nearly 8,760 homes up to 2039. This builds on the existing BCCS targets of 1,698 homes from 2009 to 2026 in the Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield.

Through the BCCS, housing may be allowed on sites not allocated for housing in the WSAD where it can ensure a satisfactory residential environment; housing would be suitable with respect to adjacent land uses; and there are no allocated or safeguarded uses on the site.

WILLENHALL HOUSING MARKET

The Black Country Urban Capacity Review Update 2020 and The Greater Birmingham and Black Country Housing Market Area (GBBCHMA) Housing Need and Housing Land Supply 2020 Position Statement anticipate an impending housing shortfall with local housing need outstripping housing supply. There is good demand for unencumbered residential development land, with house builders and registered provider's competing for land opportunities to deliver affordable and private sale and rent housing. Supply of vacant, developable land in Willenhall is limited and the Council must intervene to ensure the right land, in the right locations is made available for housing to be delivered.

Relative affordability, excellent connectivity and strong and diverse employment makes the Black Country an attractive place to live. Walsall Borough has a strong and established local housing market and has seen reasonable levels of private sector development over recent years.

Willenhall is regarded as affordable compared to other parts of the Black Country and the wider West Midlands conurbation.

Willenhall's residential characteristics and demographics demonstrates that:

-  There is demand for First Time Buyer (FTB) homes caused by a significantly higher young population
-  Requirement for small family housing
-  The need for a range of affordable housing which is linked to the lower levels of economic activity.
 - Home ownership in Willenhall is generally lower than Walsall and England,
 - Shared ownership is higher when compared to Walsall and England
 - Requirement for small, private ownership family housing



The following table is taken from the Black Country Strategic Housing Market Assessment (SHMA) and demonstrates the significant need for open market housing across Walsall.

This shows that nearly 60% of new homes to be provided should be for owner occupation, whilst 13% should be for social or affordable rent.

Table 1 Tenure of new accommodation required in Walsall				
Tenure	Base tenure profile (2020)	Tenure profile 2039	Change required	% of change required
Owner-occupied	67,765	77,477	9,712	59.9%
Private rent	17,246	20,282	3,036	18.7%
Shared Ownership	543	1,846	1,303	8.0%
Social Rent/Affordable Rent	27,786	29,950	2,164	13.3%
Total	113,340	129,555	16,215	100.0%

Table 2 Profile of new accommodation required in Walsall					
Size of home	Owner occupied	Private rented	First Homes	Shared Ownership	Social/ Affordable Rented
1 bedroom	2,017	315	307	351	547
2 bedroom	3,068	216	373	433	206
3 bedroom	2,656	394	456	287	497
4+ bedrooms	1,971	740	233	232	914
Total	9,712	1,666	1,370	1,303	2,164

FIGURE 1.4: HOUSING TENURE

EMPLOYMENT

Industrial businesses have formed a part of Willenhall's landscape for centuries. These businesses have, in the past, provided significant levels of employment for the local communities. However, several of these businesses, particularly near to the town centre, have already closed leaving empty and derelict buildings. Other industrial buildings create poor neighbours and uses which are incompatible with adjacent housing areas.

There is a need in the emerging BCP to retain and expand the supply of land for industry, although some current and former employment land, including some in Willenhall, may not be suitable for long term retention so is proposed to be considered for redevelopment as part of the regeneration of the area subject to a number of criteria being met. The evidence that supports the emerging BCP has been used to identify the areas to be examined in more detail in this Framework Plan.

The BCCS aims to protect sustainable employment uses saying that Employment land should only be released for other types of development where a number of criterion are met which includes amongst other things.

As part of this study the Council has completed an Employment Land study focusing on Moat Street and Villiers Street. This study has informed the evolving Business Charter which identifies the assurance that the Council will provide to affected businesses in the Framework Plan area.

EMPLOYMENT MARKET

Over the past five years, there has been a substantial increase in demand for warehousing and industrial space across in the West Midlands as the sector continues to benefit from the strong growth in e-commerce.

In terms of manufacturing, the automotive sector is facing challenges, however, the pivot towards electric power has seen investment in battery assembly plants. Increased construction activity has also led to demand for construction products and has seen recent acquisition for large production and distribution sites.

Locally, within 5 miles of Willenhall, there are a number of well-established industrial areas. As at Q4 2020, more than 900,000 sq ft of industrial units are available with several new builds underway. There has been limited new development of smaller unit multi-let industrial estates over the last 5 years, due to higher cost of construction impacting on developer profits and investor returns, in comparison to developing units of 30,000 sq ft plus, leading to greater demand for secondary industrial units in that size range. More development of modern, multi-let industrial accommodation is required in the medium to longer term to enable further growth in this sector and to create carbon neutral, efficient spaces that meet occupier specification requirements.



1.3 CELEBRATING WILLENHALL TODAY

1 EMPLOYMENT

Willenhall has a long history of industrial business and employment which supported early growth giving the town regional relevance. Recently many of these businesses have closed or relocated to more suitable, fit for purpose locations. The Council has developed a business charter and, where possible, aims to support businesses impacted by this Plan.

2 ATTRACTIVE GREEN SPACES

Green spaces within Willenhall include Willenhall Memorial Park and the Fibbersley Local Nature Reserve. Created to commemorate people who died in the Great War, Willenhall Memorial Park is an attractive green space incorporating areas of woodland, a bandstand, play areas and community pavilion. Fibbersley LNR is a wetland area created on former mine workings; now a haven for wildlife, the area is popular for walking and nature watching. These two areas provide a fantastic local resource for people to enjoy whilst promoting bio-diversity.

3 CONNECTIVITY

The town is well connected to surrounding areas by road, with links to Walsall, Wolverhampton and the M6. Proposals for a new rail station in Willenhall town centre on the Walsall to Wolverhampton line now have planning permission. Attractive walking and cycling connections include the east-west route to the north of the town centre, passing through Fibbersley Local Nature Reserve and the Willenhall Memorial Park. These assets can be further developed to create a truly connected and active town centre.

4 A RICH HERITAGE

The town of Willenhall has a rich industrial heritage, built around a thriving trade in the production of locks and keys. Willenhall has retained the historical character developed during the 17th to 19th centuries, and the sense of a traditional Black Country town. A Heritage Trail, telling the story of Willenhall's past, links the town centre to the Willenhall Memorial Park and Fibbersley.

5 DISTINCTIVE TOWN CENTRE

A distinctive place, Willenhall town centre is still dominated by elegant Georgian, Victorian and Edwardian buildings. The Willenhall Townscape Heritage Initiative, funded by the National Lottery Heritage Fund, VIEW and Walsall Council has enabled over £1.3 million to be spent on repairing, restoring and reusing historic properties in the town.

6 STRONG COMMUNITY

Willenhall is a strong, diverse community, with a population of over 28,000 people and a proud industrial history. The town has a strong community spirit with an active volunteering network and range of community groups



Willenhall Employment



Willenhall Memorial Clock



Willenhall Memorial Park



Market Place



Proposed Train Station





FIGURE 1.5: CELEBRATING WILLENHALL NOW

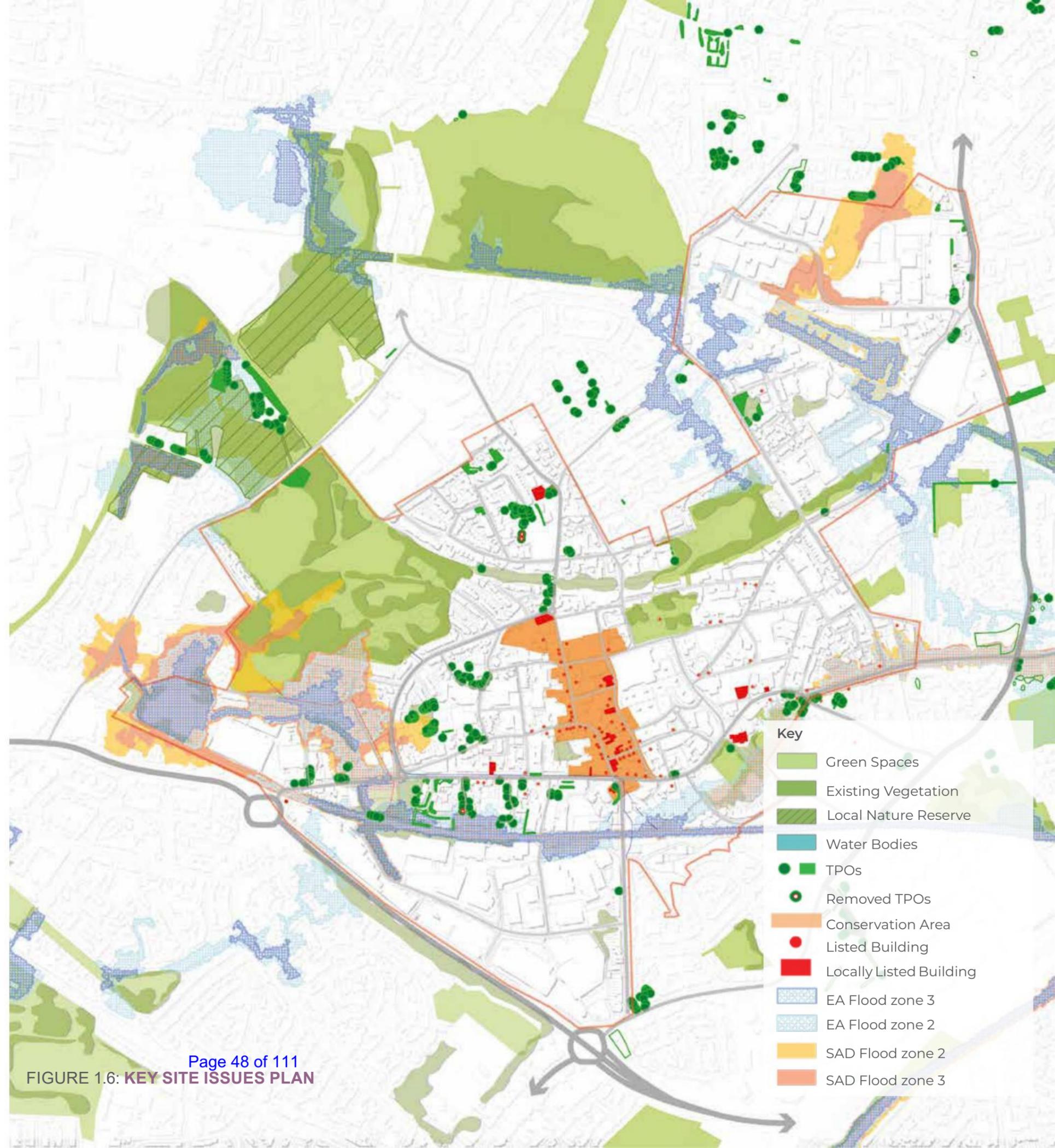


1.4 UNDERSTANDING WILLENHALL'S CHALLENGES

KEY ISSUES AND CHALLENGES

Across Willenhall there are numerous challenges and physical constraints to residential development and to delivering the Council's vision for a coordinated, comprehensive development. The adjacent townscape analysis plan summarises the key physical constraints which have been taken into account in the formulation of the Framework Plan presented later in the document:

- Recognised shortage of owner occupier and private rental housing required to meet identified housing demand according to a market assessment completed in Q4 2020
- Inefficient use of space created by low value industrial buildings making poor neighbours with their adjacent residential areas
- Derelict and unused buildings lead to anti-social behaviour and poor appearance.
- Lack of green in the town centre which fails to connect the town to the green space
- Key arrival points and gateways are indistinct and movement route poorly defined
- Flood risk and utilities e.g sewers/easements/high voltage cables)
- Multiple land holdings across the area making development parcels hard to assemble to ensure comprehensive development in a reasonable timeframe
- Barriers creating severance such as the railway line which presents a movement barrier
- Existing large industrial areas inhibit connectivity to some areas within and out with the study area
- Narrow roads combined with narrow footways throughout the town.
- Ground conditions from historical uses across the area.





1.5 REDISCOVERING WILLENHALL'S OPPORTUNITIES

Willenhall presents many opportunities for development and growth from a market perspective and physical nature.

- Opportunity to provide new housing in response to significant housing needs identified for Walsall and the Black Country
- To create a series of new residential areas linked by a network of high-quality public realm and green corridors linking areas of town centre
- Create a high quality residential offer across a range of tenures
- Opportunity to consolidate existing industrial uses into more fit for purpose buildings and locations
- Opportunity to make the area feel safer and provide a cleaner environment
- Opportunity to celebrate local heritage
- Improve cycle and pedestrian connectivity, strengthening existing routes to and from the town centre, new train station and employment areas.
- Opportunity to improve image and change first impressions
- Define key arrival points and gateways through new landmarks
- Improve bus services to the north of the town
- Railway - improve connectivity over railway
- Address potential constraints on development
- Digital connectivity

Across Willenhall it is strategically important to combine new housing with sustainable transport, green infrastructure and employment opportunities.





1.6 STAKEHOLDER & COMMUNITY ENGAGEMENT

STAKEHOLDER ENGAGEMENT

Baseline and Vision Development

At the baseline stage, several key stakeholders were engaged to understand their unique perspectives on the challenges and opportunities facing Willenhall. These stakeholders also helped to shape the vision for Willenhall by providing insight into what should be included. The engagement was completed with various teams at Walsall Council including planning, housing, employment, transport and green spaces. The Council have also engaged with the West Midlands Combined Authority (WMCA).

Key themes are outlined below.

- The proposed railway station will be important for several reasons:
 - Providing a direct connection to Birmingham will provide better access to a large jobs market that has been performing better than Willenhall, Walsall or Wolverhampton recently.
 - This connectivity will help to attract residents over neighbouring areas such as Darlaston and Wednesbury.
 - The station will help to provide a new focal point and key route through the town centre on to locations such as the market place.
- There is a need to deliver a broad range of housing types and tenures to help diversify Willenhall's housing offer.
- Housing development close to the town centre could help to improve connections between the centre and the rest of the town.

- There are issues with viability on many brownfield sites in Willenhall due to low land values.
- Willenhall should be in a position to benefit from the rollout of full fibre broadband and 5G mobile internet before most places in the country.

Development of the Framework Plan

Once feedback from stakeholders has been built into the development of the vision, initial findings and scenarios will be shared with a wider range of stakeholders. These discussions will help to further shape the vision and strategic objectives, develop plans for individual sites, and understand the impact of the proposed development on local services.

Stakeholders to be engaged include:

- Officers at Walsall Council
- Sandwell and West Birmingham Clinical Commissioning Group
- West Midlands Combined Authority
- Black Country Local Enterprise Partnership
- Homes England
- Walsall Housing Group
- Walsall Economic Board

COMMUNITY ENGAGEMENT

At the baseline stage of the Framework Plan, a public consultation called 'Love Willenhall' was carried out to enable local residents, businesses and community groups to help shape the Framework Plan. This consultation ran from 14 February to 7 March 2021. Further engagement with the local residents, businesses and community will continue throughout the development of the Plan.

170 responses were received. These are summarised below.

-  Over 80% of respondents lived in Willenhall while around 30% worked in the town.
-  When asked what things they loved about Willenhall, respondents frequently mentioned Willenhall Memorial Park, the local people and community spirit, and the town's history and heritage.
-  When asked what things they would change about Willenhall, respondents frequently mentioned better and more diverse retail, restoration or redevelopment of derelict buildings, better public transport, and reduced crime levels.
-  When asked for three words that would best describe a future Willenhall, respondents frequently mentioned words such as "cleaner", "busier", "vibrant", and "safer".
-  When asked about a variety of issues, respondents were most likely to see bringing derelict sites back into use as "very important".



Understanding Willenhall's Challenges



WHAT DO THE EXISTING COMMUNITIES WANT/NEED?

PRIORITIES FOR WILLENHALL

Respondents were asked to categorise a number of issues according to level of importance.

- Bringing derelict or redundant sites back into use (81% of respondents)
- Access to a range of employment opportunities (69% of respondents)
- Variety of open and green spaces (63% of respondents)
- Shopping facilities (59% of respondents)
- Community services and facilities (57% of respondents)

“ Small community of shops and organisations reflecting Black Country history ”

“ Friendly, local people always happy to help ”

“ Willenhall is a good town, but I don't feel safe here ’ ”

There are also challenges and constraints facing the town in terms of

THE BUILT AND NATURAL ENVIRONMENT

Environmental challenges in Willenhall include flood zone areas, particularly in the vicinity of the River Tame to the south of the town centre. Other environmental challenges relate to the need for better links between green spaces and destinations and incorporating green space and planting into residential areas.

MEETING COMMUNITY ASPIRATIONS

There is a need for a better choice of good quality and affordable housing which meets the needs and aspirations of local people.

EMPLOYMENT CHALLENGES

Unemployment is higher than average and a high proportion of people have no formal qualifications, leading to shortages of appropriate skills for employment. Employment sites vary in quality across Willenhall, with some sites poorly located in terms of connectivity and their effects on neighbouring land uses.

PUBLIC TRANSPORT CONNECTIVITY

The lack of a station has meant the town has suffered from no rail connections. Public transport arrival points are disconnected, with pedestrian links between them in need of improvement.

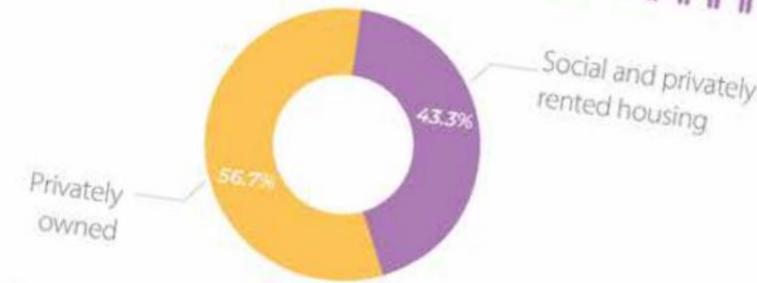
AREAS OF HIGH DEPRIVATION

There are pockets of high deprivation across Willenhall, with some parts of the town falling into the 10% most deprived in England. Residents in these areas suffer from low-incomes, poor health outcomes and poor quality living environments.

High population density - 35.4 people per hectare



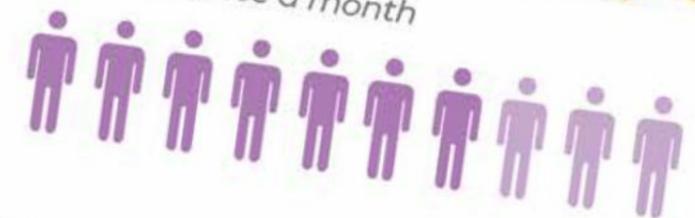
Housing Tenure



6.5% of households 'overcrowded'

7.9% of residents in Willenhall are unemployed
Unemployment claimant numbers are high in Willenhall South (6.9%) (May 2019)

71.6% of adults in Walsall walk or cycle at least once a month



Unemployment has increased for all UK regions due to Covid-19 impacts.



2

**VISION AND STRATEGIC
OBJECTIVES**



2.1 VISION FOR WILLENHALL

The adjacent objectives and design principles for the Framework Plan build upon the vision and high level design principles of the 'Black Country Garden City': a document produced by Black Country Local Enterprise Partnership and also Walsall's Corporate Plan for 2021-22.

The Black Country Garden City vision is to transform perceptions of the Black Country by the development of attractive and well-designed places where individuals aspire to live. The Black Country Garden City concept includes ten key principles that developers should aspire to deliver against as part of their housing developments to create a new 21st Century Garden City which will connect into existing communities and infrastructure. Walsall's Corporate Plan 2021-22 builds on previous plans and responds to the impact of Covid-19. The Corporate Plan plays an important role in ensuring that the Council's strategic objectives are achieved. The learning will be used in the next Corporate Plan for 2022-25.

Key principles of the Black Country Garden City

- Greater connectivity by public transport, cycling and walking
- Mixed density, mixed use, mixed tenure neighbourhoods
- Green streets and easy access to green space
- Space for enterprise and the creative industries
- Chances for local people to get involved in managing their communities
- Making the best use of heritage assets like the fantastic canal network.

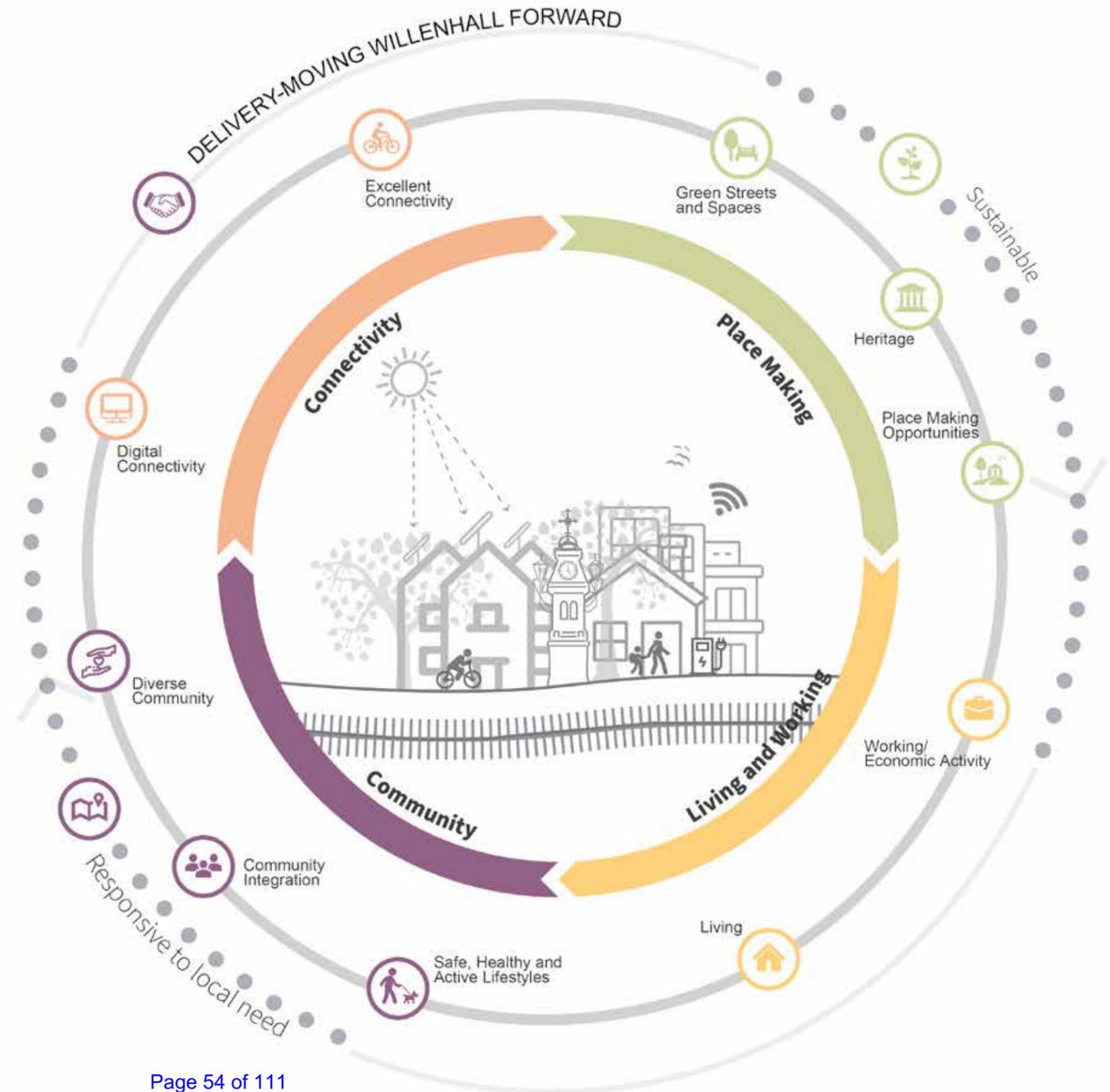
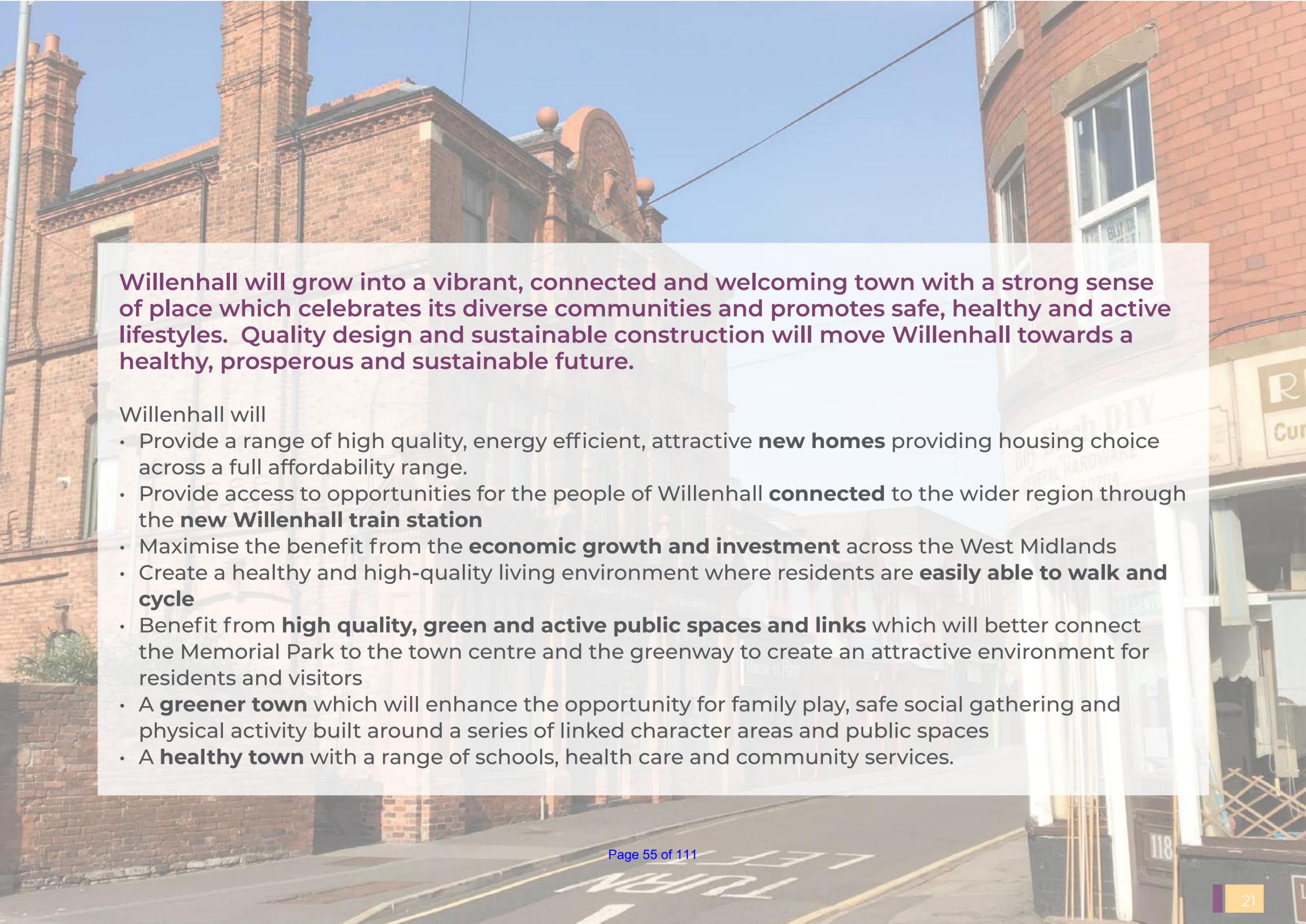


FIGURE 2.1: STRATEGY DIAGRAM



Willenhall will grow into a vibrant, connected and welcoming town with a strong sense of place which celebrates its diverse communities and promotes safe, healthy and active lifestyles. Quality design and sustainable construction will move Willenhall towards a healthy, prosperous and sustainable future.

Willenhall will

- Provide a range of high quality, energy efficient, attractive **new homes** providing housing choice across a full affordability range.
- Provide access to opportunities for the people of Willenhall **connected** to the wider region through the **new Willenhall train station**
- Maximise the benefit from the **economic growth and investment** across the West Midlands
- Create a healthy and high-quality living environment where residents are **easily able to walk and cycle**
- Benefit from **high quality, green and active public spaces and links** which will better connect the Memorial Park to the town centre and the greenway to create an attractive environment for residents and visitors
- A **greener town** which will enhance the opportunity for family play, safe social gathering and physical activity built around a series of linked character areas and public spaces
- A **healthy town** with a range of schools, health care and community services.



2.2 OBJECTIVES AND DESIGN PRINCIPLES

The adjacent objectives and design principles for the Framework Plan build upon the vision and high level design principles of the 'Black Country Garden City'.

Building upon evidence of Willenhall's proud industrial and lock manufacturing history, the Framework Plan will create the foundation for aspirational place making and growth of a cohesive, vibrant and diverse community within Walsall Borough.

Connectivity is a key pillar within the Framework Plan; maximising the benefits of the new train station and promoting active travel and healthy living through high quality public realm which links streets, public spaces and community facilities.

The communities of Willenhall will have access to high quality housing across a range of affordability developed within attractive, safe and green environment and near to schools, health care and supporting services.



Responding to Local Need

- Contribution towards the unmet housing needs requirements
- A plan which captures the views of existing communities
- Provision of an appropriate range of housing types, sizes and tenures to meet local need
- Inclusion of family friendly environments, activities and facilities and provision for youth and elderly residents
- Provision of wider community facilities and social infrastructure that supports communities



Excellent Connectivity

- A development where people are well connected and can easily navigate
- Connectivity throughout the Framework Plan with a strong network of footpaths and cycle links integrated into the green spaces and train station
- Promotion of sustainable transport modes which reduce the dependence on car travel



Place Making Opportunities

- Creation of a strong sense of place
- Create a series of residential character areas that respond to existing townscape, heritage and scale
- Positive image and arrival to the area by defining new gateways
- Provision key local landmarks and areas of interest to enhance legibility
- A seamless transition between existing and proposed through an enhanced public realm



Green Streets and Spaces

- New or enhanced green space to support new housing areas
- Provision and enhancement of green links to create a strong landscape structure
- Respect the Memorial Park landscape character through adjacent housing development
- Protection and enhancement of existing landscape and ecological features, including Tree Preservation Orders.



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PRECEDENT IMAGES



Heritage

- New housing to create a place with a unique character and identity reflecting the area's industrial history in lock manufacturing
- Respect the setting of the Willenhall conservation area
- Protection and enhancement of existing heritage assets
- Street enhancement proposals to reflect the value of existing heritage in creating 'experiential' streets.



Living and Working

- A variety of high quality residential provision and new residential uses which creates a strong long term residential community
- Create commercially viable residential developments which can be delivered
- To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents
- Creation of high-quality public realm and green spaces



Community Integration

- New housing to promote community cohesion and strengthen the existing strong community feel
- Provide new facilities that are complementary to existing community and facilities
- Strong integration between new and existing residential areas by strengthening and enhancing the existing network of footpaths and cycleways.



Sustainable Living

- Promote the objectives of sustainable development through layout and design to shift Willenhall to a more sustainable future
- Promote walking, cycling, public transport & user safety
- Promote energy efficient development and maximise low carbon opportunities



Safe, Healthy and Active Lifestyles

- Promote health and well-being and active lifestyles
- Promoting community safety through building layout and street design
- Community and health facilities located within walkable catchments of existing and new housing in response to local need



Delivery

- Emphasis on delivery
- Flexible framework which is adaptable to changes to the market and demand and resilient to future requirements
- Promote meaningful engagement and liaison with landowners, the community and key stakeholders
- Establish clear partnerships for delivery
- Intervention by the Council and its partners in the market if required to ensure that they deliver the vision and objectives in a coordinated way





3

AREAS OF OPPORTUNITY



3.1 PLAN AREA AND AREAS OF OPPORTUNITY

The area of the Willenhall Framework Plan has been identified to deliver comprehensive housing growth across the heart of the town.

This Framework Plan aims to deliver around 500 high quality homes over the next 10 years. The housing delivered will include a mix of styles, types and tenures providing housing choice which attracts people to remain in and relocate to Willenhall.

In parallel, interventions into public realm, movement and green spaces will have significant place making benefits. A step change in housing quality and an improved environment will see Willenhall develop into an attractive, vibrant and cohesive town. Connecting to the wider region through the new train station will provide greater opportunities, attracting new residents to live in the town whilst working in Birmingham, Walsall or Wolverhampton.

The Framework Plan also recognises the importance of industrial businesses in Willenhall. This Plan will consolidate these existing employment uses into more fit for purpose areas and buildings in the proximity of Willenhall and improve residential places and wellbeing.

Identification of this Framework Plan area provides the Council and its partners with a focus for investment into housing, movement, public spaces, employment and community facilities. The plan area encompasses the town centre, industrial zones to the north as well as the predominantly residential area to the west of the town centre.

Within the Framework Plan boundary, focussed **Areas of Opportunity** have been identified which will see direct, intervention by the Council to facilitate housing delivery and economic growth.

Intervention in these Areas of Opportunity will deliver a broader, high quality housing offer and the creation of a cohesive, connected town with a real sense of place.

THE FRAMEWORK PLAN AREA

The identified area of the Framework plan – shown with a red line in the adjacent plan - was originally endorsed in 2015 by Cabinet. The area surrounds the town centre and is intended to promote development and intervention that will drive economic and social growth across the town. Interventions in this area will see the introduction of a balanced mix of quality homes, improved connectivity and a healthier environment by addressing low quality, derelict and inefficient industrial spaces that are nested close to or within residential areas.

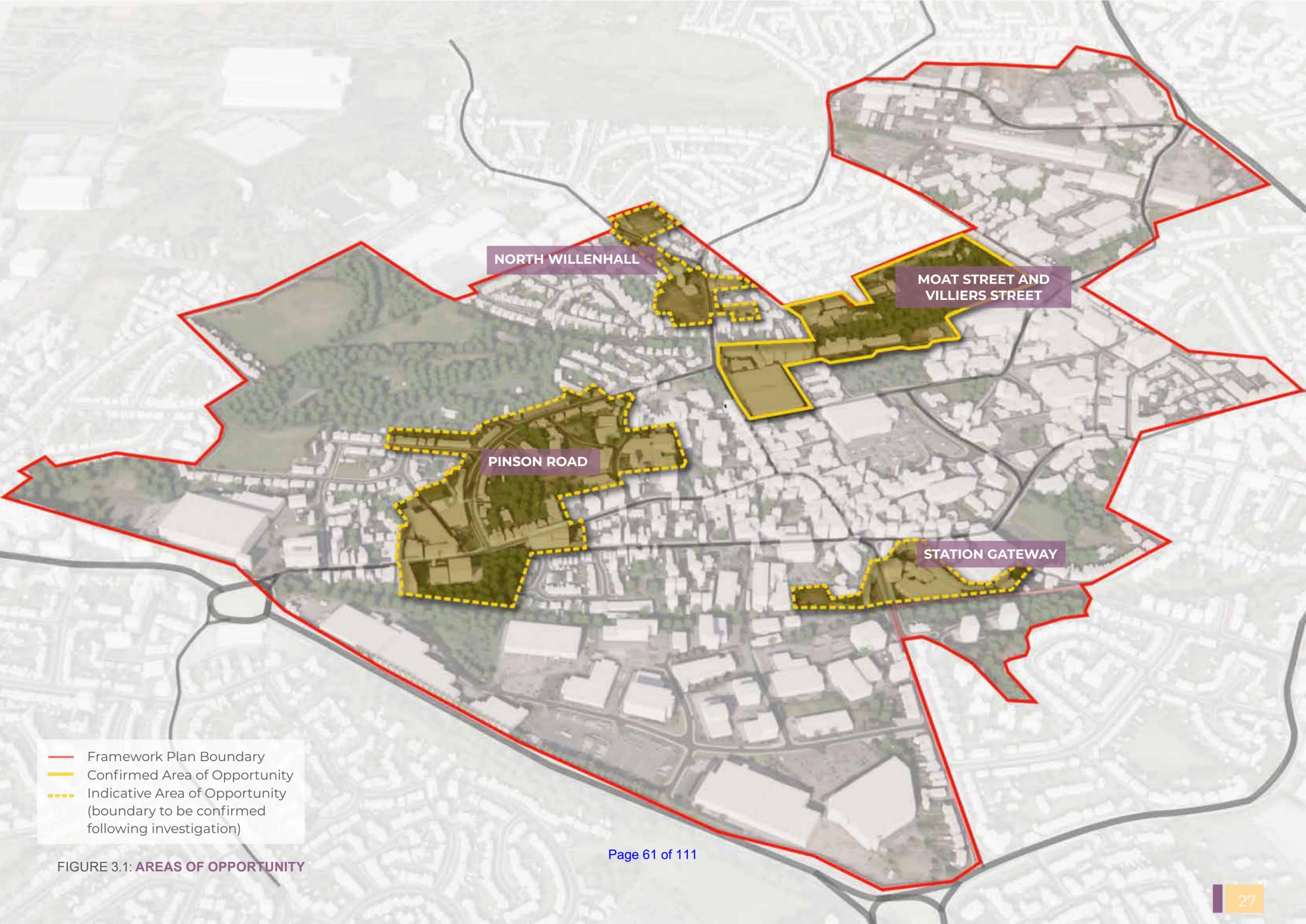
Housing development will be encouraged across the Framework Plan area and it is expected that over the plan period, many development opportunities will be progressed by the private sector. However, it is recognised that to enable and kick start this development, public led intervention is essential.

Therefore, through this Framework Plan, the Council has identified four **Areas of Opportunity** where their investment and direct intervention will be focussed.

AREAS OF OPPORTUNITY

The Areas of Opportunity have been carefully selected based on their current use as well as their ability to deliver the vision for Willenhall. Through comprehensive re-development, the Areas of Opportunity will begin to deliver structural change and economic growth in Willenhall.

The Areas of Opportunity have been assessed against a series of criteria and are expected to incorporate new housing as well as green space, community facilities and improved walking and cycle routes creating a comprehensive approach to growth. The criteria ensures that the identified areas deliver towards the vision for Willenhall at this point in time. As the housing market develops and the interventions progress, it may be necessary to re-visit the criteria for future phases to ensure the benefits of this intervention are maximised. The Areas of Opportunity are indicative and not every property in the area will be directly impacted by the interventions.



NORTH WILLENHALL

MOAT STREET AND
VILLIERS STREET

PINSON ROAD

STATION GATEWAY

- Framework Plan Boundary
- Confirmed Area of Opportunity
- - - Indicative Area of Opportunity (boundary to be confirmed following investigation)

FIGURE 3.1: AREAS OF OPPORTUNITY

AREAS OF OPPORTUNITY SELECTION CRITERIA

A rigorous process has been followed to identify four Areas of Opportunity which will see public sector intervention led by Walsall Council and their partners. Areas of Opportunity will either meet the criteria or will complement the criteria.

The criteria is as follows:

Ability to deliver housing	The area demonstrates the ability to deliver a net increase in the number, and quality of housing to support need.
Support the delivery of the planning policy	Provides opportunities to support the policies set out in the Black Country Core Strategy and emerging BCP, Walsall Site Allocations Document and Saved Policies of the Walsall Unitary Development Plan. This includes areas that will support the delivery of housing targets, release of employment land that is of low quality or unsuitable in the long term, and support regeneration.
Enhances the connectivity to the new station	Provides the opportunity for physical interventions that improve movement across the Plan area to the new Willenhall train station through creation of legible connections.
Enhances the connectivity to the town centre and high-quality green spaces	Provides the opportunity for physical interventions that improve movement across the Plan area to the town centre and high quality green spaces through creation of legible connections.
Addressing employment buildings identified as derelict, unsafe or unsuitable	Provides the opportunity to improve the perception of the area by removing derelict and unsafe buildings and relocating businesses that are in unsuitable locations (such as located largely residential communities).

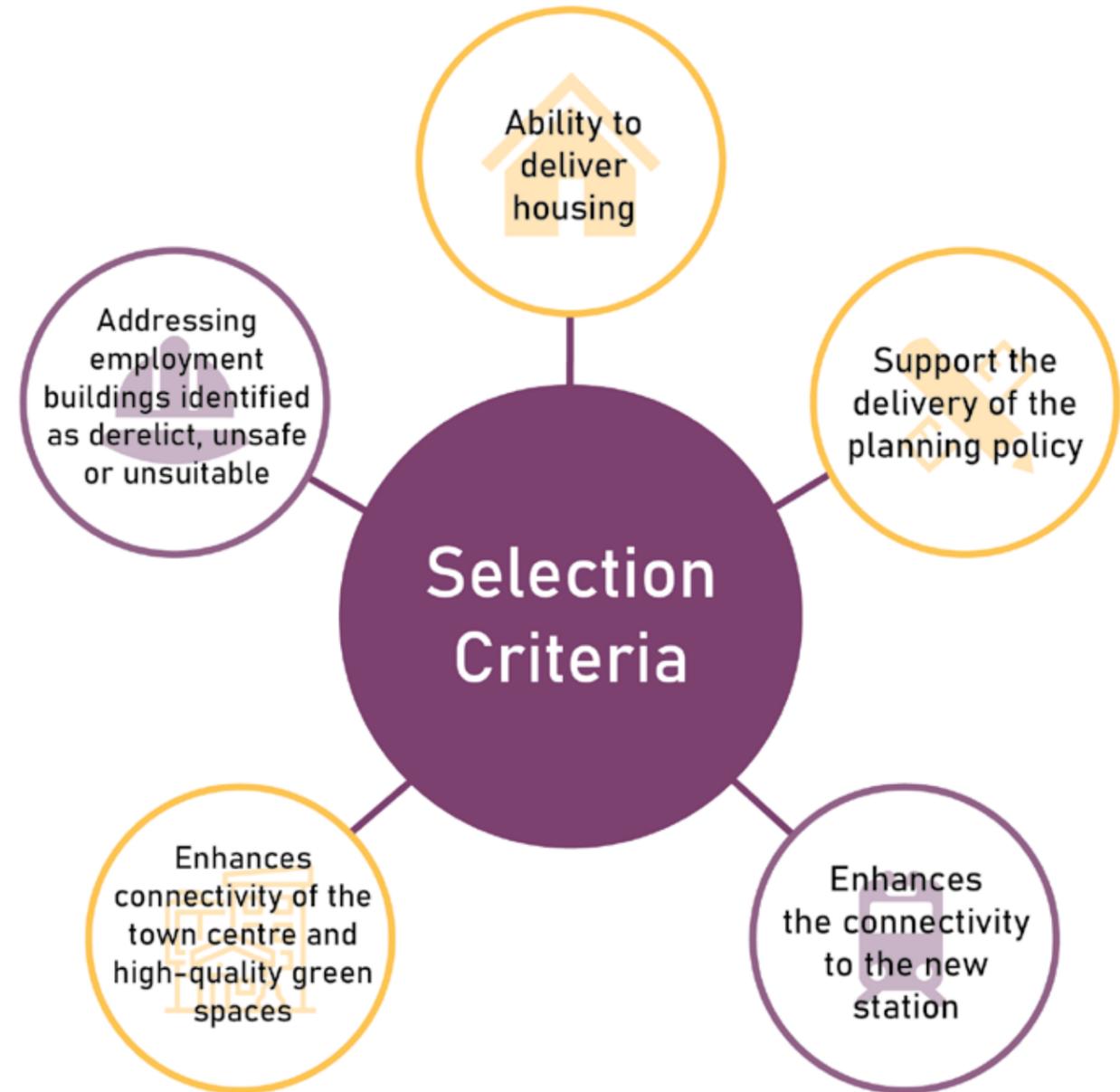


FIGURE 3.2: SELECTION CRITERIA DIAGRAM
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THE IDENTIFIED AREAS OF OPPORTUNITY

The assessment criteria has led to the identification of four Areas of Opportunity which will become the focus of intervention by the Council. These are at differing stages of development :

1. Moat Street and Villiers Street
2. Pinson Road
3. Station Housing
4. North Willenhall

Additional investigation has been undertaken in the Moat Street and Villiers Street Area of Opportunity where initial engagement has begun with the owners and occupiers across the site to understand existing ownership and business needs. This has therefore been identified as Phase 1 and will be the initial focus for the Council.

The other Areas of Opportunity are still under investigation and further work is required to fully understand the level of opportunity and impact on properties in the area. The boundaries of these areas may change and the Council will engage with owners and stakeholders in the areas before final decisions are taken.

RANGE OF INTERVENTION WITHIN THE AREA OF OPPORTUNITY

Delivering new housing to meet local demand and create a step change in quality across Willenhall is the core focus across the Framework Plan. However, these Areas of Opportunity have been identified for their ability to deliver housing, improved connectivity and improved access to green space.

The interventions proposed in the Plan area will include:

Assembly of development sites by the Council and their partners: Through the assembly and/or acquisition of predominantly underutilised, derelict, inefficient and poorly located industrial premises development sites will be created for the comprehensive delivery of quality, mixed tenure housing.

Housing delivery: Walsall Council, in partnership with its delivery partners, is committed to the delivery of quality housing to meet the needs of Willenhall communities and to maximise the benefits of the enhanced connections into the wider region. The Council will actively create and implement planning policies to promote delivery.

Creating a connected town: Following the principles proposed in the movement framework, invest in the improvement of walking and cycling across the town; better connecting the Areas of Opportunity with the town centre and the new train station.

Greening the town: Green infrastructure that builds on the character of Willenhall Memorial Park and a east-west greenway that links the Plan via a network of multi-functional green space to create a healthy and attractive environment.

Improving community facilities: As part of the ongoing investment in Willenhall, Walsall Council and partners will explore the community requirements for the town. A new, health hub is proposed to serve the local area and location for this will be considered within the framework area.

**3.2 MOAT STREET AND
VILLIERS STREET**





DESCRIPTION

- The area has many derelict dilapidated buildings alongside some underused and run down sites
- Various smaller scale existing industrial businesses are situated to the west of the area off Temple Bar and at the far eastern end of New Hall Street.
- The northern part of the area around Villiers Street includes a mixture of industrial uses, some derelict industrial sites, Willenhall Liberal Club with a bowling green. The private sector is converting a factory building into residential uses in this part of the area.

KEY SITE CONSTRAINTS

- Existing sub station - Villiers Street
- Geo-tech constraints
- Listed buildings - 2
- Conservation Area in the south

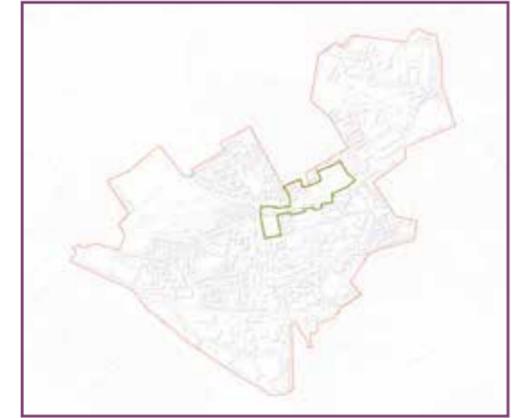
ESTIMATED HOUSING CAPACITY

Up to 150 dwellings

- Direct Impact
- Complementary Impact

HOW THE SITE MEETS THE CRITERIA

Ability to deliver housing	● Estimated up to 150 new homes including up to 38 affordable
Support the delivery of the planning policy	● In this area the Walsall SAD (2019) allocates housing sites and also 'Local Industry Consider for Release' sites to potential alternative uses such as housing, subject to certain policy criteria within Policy DEL2 of the Black Country Core Strategy being met, before these 'Local Industry' sites are released.
Enhances the connectivity to the new station	● The proposals include enhanced walking routes and cycle networks via the town centre, connecting to the new train station which is due to reopen in 2023.
Enhances the connectivity to the town centre and high-quality green spaces	● The greenway, adjacent to the site, creates the opportunity to provide a safe, green cycling and walking route along this corridor, connecting to Willenhall Memorial Park and the town centre. Part of the Area of Opportunity is within the town centre boundary and within close proximity of the primary retail area. Enhance existing greenspaces such as the bowling green and St Annes Public Open Space at the Summers to create healthy, attractive amenity spaces for residents.
Addressing employment buildings identified as derelict, unsafe or unsuitable	● Proposals include the removal along Moat Street and Newhall Street of significant derelict and dilapidated buildings. The proposals to reduce the industrial uses in this area will create a more sustainable residential area on the edge of the town.



HOUSING CHARACTER

- Potential for medium density housing to create an urban character which reflects the manufacturing character of this area and also positively addresses the adjacent green spaces. There are opportunities to create apartments that act as gateway buildings and potential for specialist housing in this area.



PRECEDENT IMAGE



PRECEDENT IMAGE

3.3 PINSON ROAD





DESCRIPTION

- The area transitions from Willenhall town centre uses from the east to residential to the west.
- The northern and western perimeter is predominately residential which borders the Willenhall Memorial Park.
- The central and south west area towards to Somerford Place contains a mixture of residential and existing business, predominately light industrial. There is also an area of mature trees in the centre.
- The northern parcel includes health uses such as The Keys Family Practice.

KEY SITE CONSTRAINTS

- TPO's - Located throughout area
- Flood Zones 2 and 3 - Located throughout area
- Public Rights of Way - Along Round Croft
- Existing housing
- 975mm/450mm Diameter Public Surface Water Sewer
- 275v HV Cable

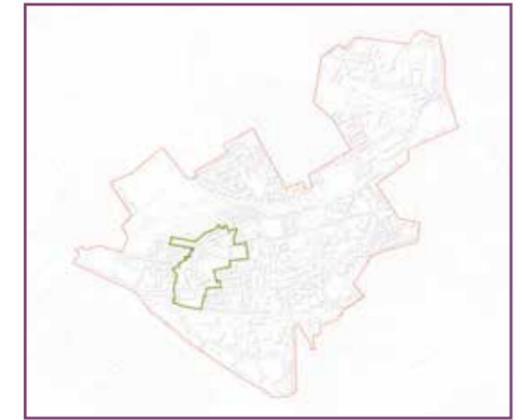
ESTIMATED HOUSING CAPACITY

Up to 200 dwellings

HOW THE SITE MEETS THE CRITERIA

Ability to deliver housing	<ul style="list-style-type: none"> ● Estimated up to 200 new homes including up to 50 affordable.
Support the delivery of the planning policy	<ul style="list-style-type: none"> ● In this area the Walsall SAD (2019) allocates housing sites and also 'Local Industry Consider for Release' sites to potential alternative uses such as housing, subject to certain policy criteria within Policy DEL2 of the Black Country Core Strategy being met, before these 'Local Industry' sites are released.
Enhances the connectivity to the new station	<ul style="list-style-type: none"> ○ The proposed traffic calmed residential streets, enhanced walking and cycling routes from this area to the new train station help to encourages health and sustainable modes of travel.
Enhances the connectivity to the town centre and high-quality green spaces	<ul style="list-style-type: none"> ● The walking and cycling routes provide accessible links into Willenhall Memorial Park and other existing open spaces.
Addressing employment buildings identified as derelict, unsafe or unsuitable	<ul style="list-style-type: none"> ● Proposals aim to see the lower quality and vacant industrial uses redeveloped to create a housing and community area. <p>Further exploration is required in this area to assess occupancy of existing uses.</p>

- Direct Impact
- Complementary Impact



HOUSING CHARACTER

- Lower density, family friendly housing with a strong landscape character extending the character of the adjacent park into the residential area.



PRECEDENT IMAGE



PRECEDENT IMAGE

3.4 NORTH WILLENHALL





DESCRIPTION

- To the west of Wednesfield Road the southern parcel appears to be unused with industrial sheds at the rear of the area. Otherwise, the remainder is home to existing businesses.
- The eastern parcel of land includes an existing industrial unit and car park with a larger rectangular area which appears to be derelict for more than 10 years..

KEY SITE CONSTRAINTS

- Public Rights of Way - along western boundary
- TPO's - Located in various locations, mainly western boundary

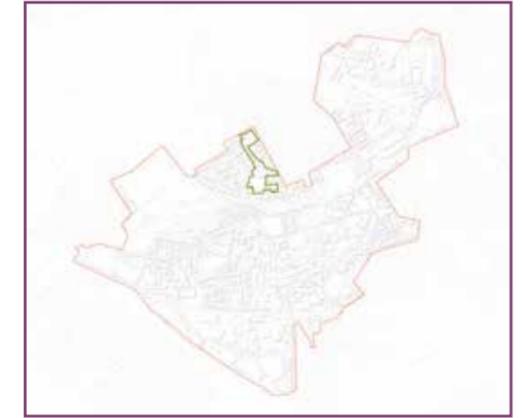
ESTIMATED HOUSING CAPACITY

Up to 70 dwellings

- Direct Impact
- Complementary Impact

HOW THE SITE MEETS THE CRITERIA

Ability to deliver housing	<ul style="list-style-type: none"> ● Estimated up to 70 new homes including up to 17 affordable.
Support the delivery of the planning policy	<ul style="list-style-type: none"> ● In this area the Walsall SAD (2019) allocates 'Local Industry Consider for Release' sites to potential alternative uses such as housing, subject to certain policy criteria within Policy DEL2 of the Black Country Core Strategy being met before these 'Local Industry' sites are released.
Enhances the connectivity to the new station	<ul style="list-style-type: none"> ○ The proposed enhanced walking routes, improved cycling network and pedestrianised zone from this area through to the new train station creates great opportunities for health and sustainable travel.
Enhances the connectivity to the town centre and high-quality green spaces	<ul style="list-style-type: none"> ● The proposal to widen the carriageway and footway creates the opportunity to provide safe cycling and walking route along this corridor, connecting to Willenhall Memorial Park and the town centre. Better access between residential areas and the town centre will increase footfall.
Addressing employment buildings identified as derelict, unsafe or unsuitable	<ul style="list-style-type: none"> ● The area predominantly consists of existing employment units but is set within a largely residential area of Willenhall. The area also consists of a vacant, derelict site. • Further exploration is required in this area to assess occupancy of existing uses.



HOUSING CHARACTER

- Housing to reinforce the sense of arrival for this northern gateway
- Opportunity for medium density housing to positively address Temple Bar and to create a boulevard character through new street tree planting.



PRECEDENT IMAGE



PRECEDENT IMAGE

3.5 STATION GATEWAY





DESCRIPTION

- The western part of the area includes a mixture of derelict spaces and existing small industrial and commercial businesses. The proposed station will be immediately south of this location.
- The eastern part of the area generally includes existing heavy industrial and manufacturing businesses. Amongst this, there is a run of existing terraced housing. To the west of this area, there are retail units. There appears to be a triangular area of derelict land at the south western corner of this parcel.

KEY SITE CONSTRAINTS

- Railway directly to the south of the area
- Predominantly Flood Zones 2 and 3 area
- Public Rights of Way - Throughout area
- Existing sub station - East of Bilston Street
- 500mm/450mm Diameter Public Surface Water Sewer
- 275v HV Cable

ESTIMATED HOUSING CAPACITY

Up to 100 dwellings

- Direct Impact
- Complementary Impact

HOW THE SITE MEETS THE CRITERIA

Ability to deliver housing	● Estimated up to 100 new homes including up to 25 affordable.
Support the delivery of the planning policy	● This area is within Willenhall Town Centre and whilst there are no housing allocations the adopted Black Country Core Strategy will allow the release of employment land subject to certain policy criteria within Policy DEL2 being met.
Enhances the connectivity to the new station	● The Station Gateway area is adjacent to the new station and pedestrian/cycling friendly routes will be provided from other Areas of Opportunity to the station.
Enhances the connectivity to the town centre and high-quality green spaces	● Station Gateway will be at the heart of the new station and will be the focal arrival point. Quality housing development will provide an alternative housing offer in Willenhall and improve the sense of arrival in the town.
Addressing employment buildings identified as derelict, unsafe or unsuitable	● Further exploration is required in this area to assess occupancy of existing uses.



HOUSING CHARACTER

- Higher density housing to reflect this key station gateway and arrival area with potential for active ground floor uses.



PRECEDENT IMAGES



4

SUPPORTING STRATEGIES



4.1 HOUSING, EMPLOYMENT AND COMMUNITY

The Framework Plan promotes the growth of housing around Willenhall town centre. Its focus across the four Areas of Opportunity is to see a significant increase in both the number and quality of homes, driving a mix of tenures to meet local demand. The SHMA suggest that 60% of new homes should be owner occupied. Willenhall will continue to be a town which supports local businesses and this plan retains many business and employment areas across the plan area whilst delivering new build housing to improve quality of life and drive economic growth in the town.

A STEP CHANGE IN HOUSING QUALITY

Willenhall will become a town where more people choose to call home. It will be a connected and active town which provides high quality housing to suit the needs of current and future residents.

The new development will drive up quality of housing in Willenhall to create healthy, aspirational living. The new homes will be energy efficient, digitally connected to increase the access to opportunities for residents. Use of modern methods of construction will be encouraged to reduce on-site disturbance as well as helping to build local skills capacity.

The new housing will include a combination of contemporary and traditional architecture which respects existing heritage whilst positively enhancing the areas appearance. Market evidence demonstrates that the majority of housing will be aimed at family living with two to four storey housing. However, in some locations – especially in close proximity to the new station – higher density apartments will be appropriate.

Housing across all tenures: The aim of this plan is to deliver a more balanced mix of housing tenures across Willenhall. Intervention by the Council will encourage the development of a higher proportion of homes for private ownership and private rent. The proposals aim to promote a change by creating tenure balance which better delivers the housing need identified within the SHMA. The SHMA suggests 60% of new homes should be owner occupied which means a larger proportion of new homes in Willenhall should be developed for owner-occupation.

Private homes for sale and rent: One of the key objectives for Willenhall is to create a step change through the introduction of high quality privately owned housing. Around 78% of the new housing is expected to be delivered for either private sale or private rent. This commitment will see Willenhall becoming the location of choice for people across all demographics.

New, affordable homes: The delivery of new homes in Willenhall will address the housing requirements for the Borough. The Framework Plan demonstrates the ability to deliver up to 500 new homes over the 10 year period and these will include a mix of house types and sizes to meet housing and market demand. The Framework Plan retains the flexibility to ensure that as the demographic in Willenhall changes – due to natural growth and the arrival of the train station – the mix of housing delivered on each phase can be adjusted to suit demand.

Planning policy dictates that the housing mix must include 25% affordable housing on sites above 15 dwellings or more. The Council is committed to see this policy delivered through a range of affordable tenures which meet the needs of all Willenhall residents.

Housing with care or support: Walsall as a Borough has an identified need for both care and supported housing. Willenhall presents a real opportunity to deliver schemes which meet this demand.

Supporting residents: Where residential properties are impacted by this Plan, the Council will openly engage with residents to agree solutions.

	Estimated Homes to be Delivered
Moat Street and Villiers Street	Up to 150
Pinson Road	Up to 200
North Willenhall	Up to 70
Station Gateway	Up to 100
Potential Homes Delivered	Up to 520

FIGURE 4.1: HOUSING CAPACITY Page 74 of 111



CURRENT EMPLOYMENT USES

Historically, the Willenhall area has proven popular for manufacturing and industrial companies. It has attracted a mix of regional and national companies such as Assa Abloy, DS Smith and AF Blakemore. The town's industrialisation developed close to the town centre. However, much of this development is now dated and no longer suitable for modern industrial and distribution requirements. As such, occupiers have moved to the outskirts of the town to more suitable properties, vacating several historic employment areas within the town centre.

Whilst there are industrial and trade occupiers located on the Areas of Opportunity, there are also vacant plots of land and several empty buildings, which are now beyond their economic life and no longer suited to the requirements of today's industrial occupiers. A number of the smaller workshop units are occupied by automotive repair businesses and trade occupiers who require good roadside prominence. Larger units are occupied by more sizeable businesses.

SUPPORTING BUSINESS

Industrial businesses are an essential part of the fabric of Willenhall and recognised for their contribution towards future economic growth and community cohesion in the town. Currently, within the Areas of Opportunity and wider Framework Plan area, there are many low-quality industrial buildings making unsuitable neighbours within existing residential areas and often not making efficient use of the land or premises.

Walsall Council will support viable, local businesses; working with owners to understand their needs and explore options. The Council has developed and evolving Business Charter which presents ways of working and demonstrates the commitment to local business.



EMPLOYMENT



COHESIVE, HEALTHY COMMUNITIES

One of the key aims of the Willenhall Framework Plan is to support community cohesion. The following Place Making strategy presents proposals for improvements to walking and cycling in the town and the enhancement of green assets for the benefit of Willenhall residents.

In addition, the Framework Plan recognises the need for wider community assets across Willenhall.

SOCIAL INFRASTRUCTURE

Health and Social Care: Willenhall currently has four health facilities within the Framework Plan area. Work by the Walsall Together Partnership through the One Public Estate programme has identified the potential for Health and Social Care Hubs to be created which will provide improved and increased services in the locations where they are required. This approach would also free up under-used assets across the borough. Willenhall was identified as a potential location for one of the hubs. Creation of such a hub in Willenhall would be supported by a partnership between the Black Country CCG, health trusts, GPs and the Council to bring services together and collaborate. A well designed health hub within the Framework Plan area would have a positive place making impact; generating footfall and activity and helping to create community integration. Locations for this hub will be considered as the project progresses.

Education: The level of housing proposed in Willenhall will lead to an increase in the need for pupil placements. However, through preliminary engagement we understand that the increase can be accommodated in the existing schools. This will be managed and planned through the programme of redevelopment.

Supported Living: Walsall Council aims to deliver housing to suit all needs across the Borough. This includes meeting the significant demand for housing with support provision. Demand for a range of support needs has been identified by the Council which is not currently being met by the private sector. Provision of a mix of housing will increase the offer in Willenhall and help build a true, multi-generational community. This approach will help to provide solutions to housing and social care challenges, keep people closer to their families and even provide employment opportunities in the care sector. Some forms of support or care housing can also provide the chance to increase development density with residential developments incorporating other community infrastructure such as health and social hubs thus providing integrated solutions to meet community need.



HEALTH & SOCIAL CARE / EDUCATION





4.2 MOVEMENT & CONNECTIVITY

New and potential developments in the Willenhall area will have an impact on the way that people move around the area. In particular, the introduction of the new railway station will create changing movement patterns for all modes. The station will be connecting Wolverhampton in the west to Walsall in the east.

There is also potential for a Multi-modal Transport Link from the station. There is currently a potential site within the Station Gateway Area of Opportunity. This will provide a place with a variety of public, shared and active modes of transport options.

The adjacent figure shows the key potential pedestrian and cycle flow/desire lines in the context of new development proposals.

The diagram reflects the key movement generators and destinations in the area including the following:

- Proposed station and bus interchange
- Green way
- Town centre/Market Place
- Memorial Park

1



2



3



4



1. New Train Station

2. Local Bus Service

3. Summer Street

4. Cycle Routes



FIGURE 4.2: MOVEMENT STRATEGY



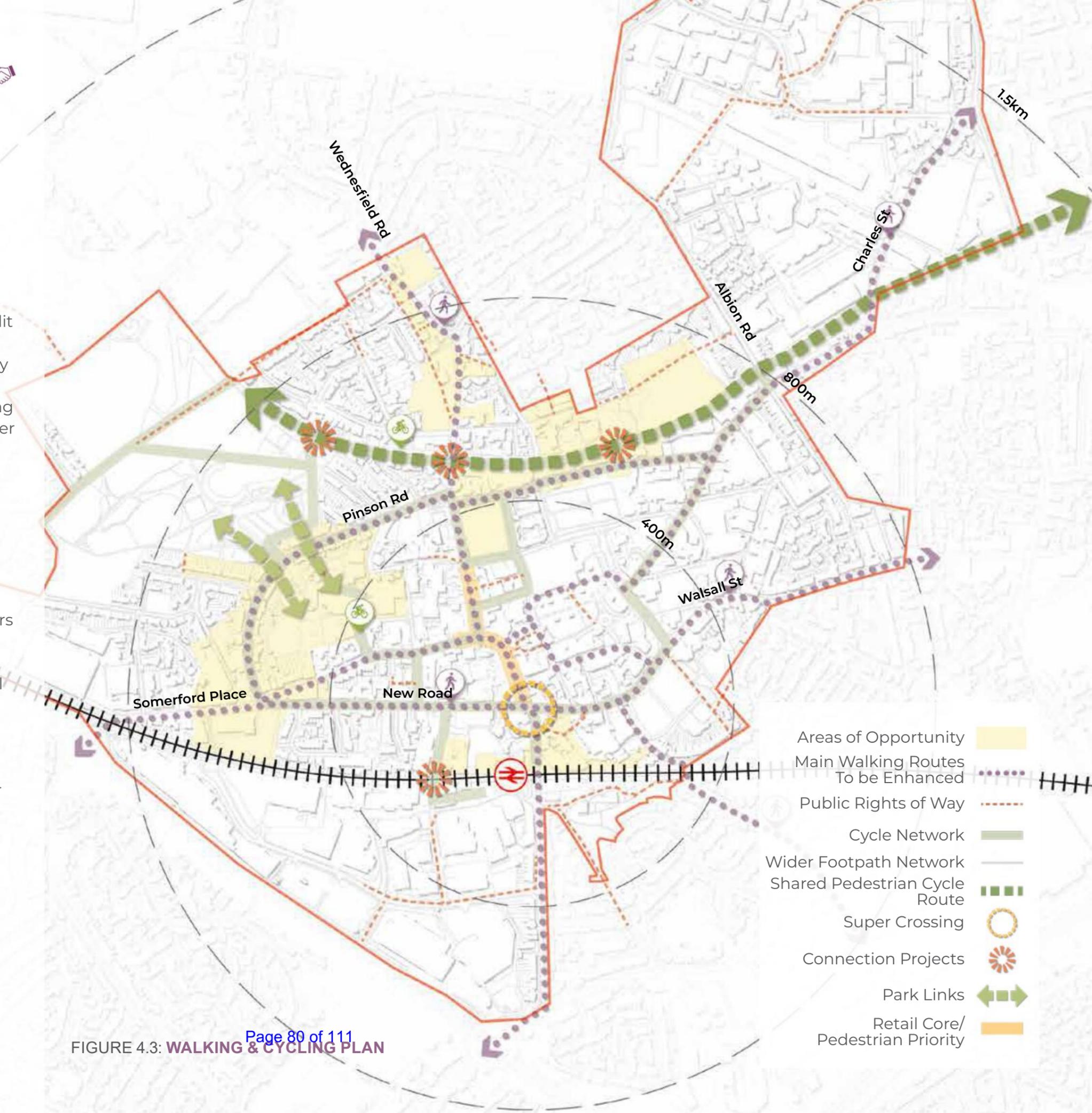
WALKING & CYCLING

The existing level of provision for walking has been appraised by the Council through a Walking Route Audit undertaken in 2018. The WRAT (Walking Route Audit Tool) was used to assess the condition and sustainability of walking routes within the study area. The routes assessed are shown in the adjacent figure (main walking routes to be enhanced). There are also a number of other more minor links which need to be enhanced, such as the links through to Market Place and the Railway Line.

There are a number of opportunities to improve the walking and cycling network in Willenhall to integrate the Areas of Opportunity and extend and enhance the existing rights of way and cycling network.

The east-west greenway through Moat Street and Villiers Street Area of Opportunity, presents an opportunity to create a strategic pedestrian and cycle route. There are currently proposals to create a cycle route along the full length of the route.

There is potential to redesign the street network in the vicinity of new housing areas to create a more traffic-calmed, pedestrian and cycle friendly environment. For more minor access roads, there is potential for a more comprehensive redesign to create a 'Traffic calmed Residential Street' type treatment.



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 FIGURE 4.3: WALKING & CYCLING PLAN



VEHICULAR AND PUBLIC TRANSPORT

Willenhall is connected to Walsall and Wolverhampton by the A454, a strategic road which runs in a west/east direction to the south of the town and is connected to Willenhall by the B4464 Somerford Place and by the B4484 Bilston Street/ Rose Hill. The A454 also connects the study area to junction 10 of the M6 to the east of the study area.

To reinforce the objectives to create a more pedestrian and cycle-friendly road network, and to address these safety concerns, there is an opportunity to create traffic calmed roads.

Throughout the public engagement process, it was clear that many of the respondents felt that existing road and public transport networks needed to be improved.

In terms of public transport, around 8 bus routes serve the study area. Bus stops are in close proximity to the town centre and served by all services. These connect the town with Wolverhampton, Bilston, Wednesbury, Walsall, County Bridge, Bloxwich and Pendeford.

There are plans for to improve access to the new station through highway improvements. The Council have an approved amount of £50,000 in the Walsall Council STP Integrated Transport Block Capital Programme 2021/22 for 'Willenhall Rail Station - Highways Infrastructure Development, with plan for further investments to follow.

In order to maximise the use of the future station and improve even more the mobility of Willenhall residents and visitors, the Plan proposes to relocate existing bus stops nearer to the railway station to create a new multi-modal transport link, providing a place where there are a variety of public, shared and active mode of transport options.

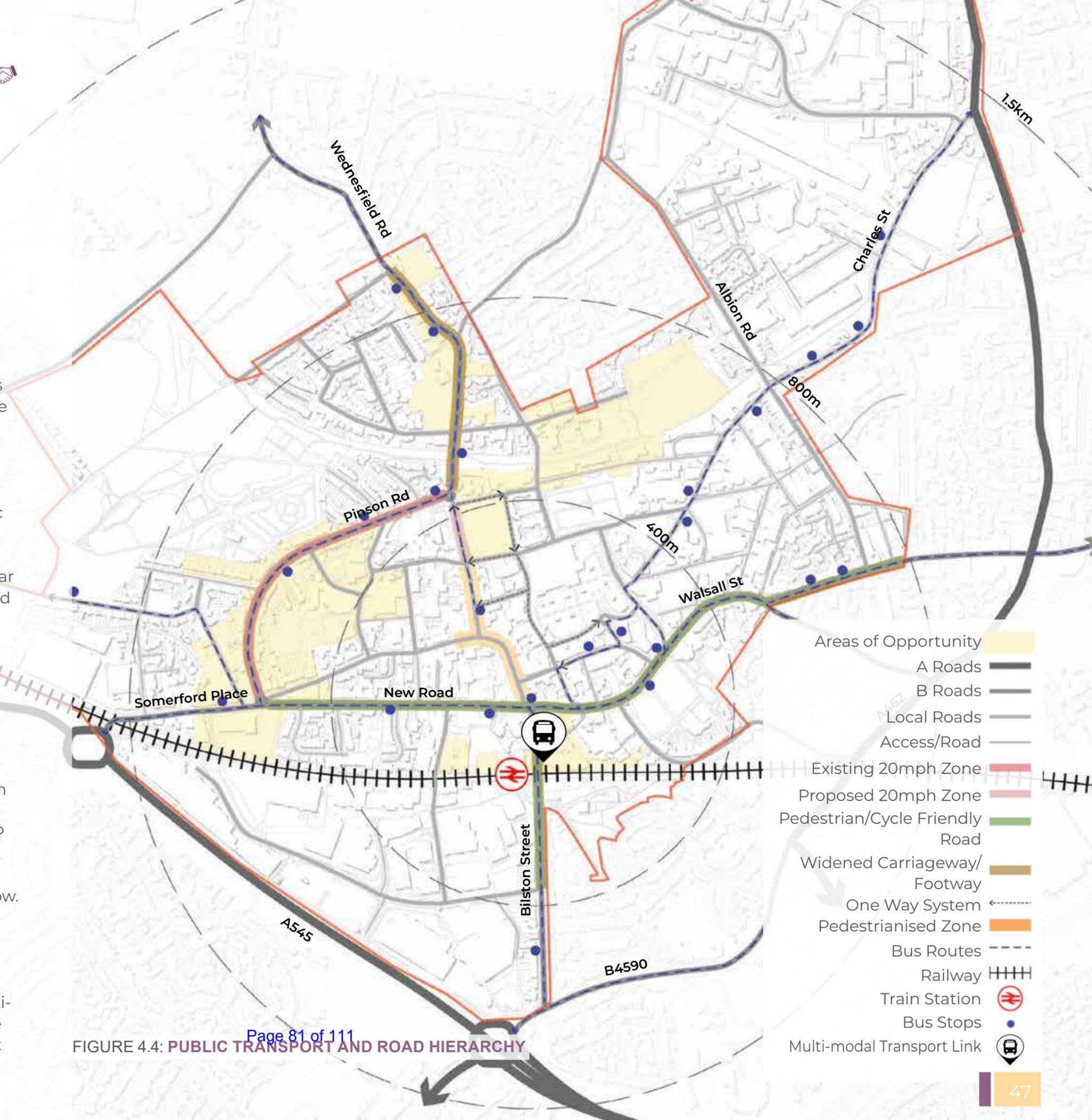


FIGURE 4.4: PUBLIC TRANSPORT AND ROAD HIERARCHY



4.3 PLACE MAKING CONTEXT AND LOCAL CHARACTER

The existing character of the area provides important context for place-making and has a key influence on the potential character of future housing proposals, summarised in the adjacent figure.

1. NORTHERN BOULEVARD

Northern Boulevard represents the main northern gateway into Willenhall. High-quality architecture coupled with urban greening along Temple Bar and Wednesfield Road will create an attractive arrival point, positively contributing to the connectivity and wayfinding in the area.

2. PARKLAND ARC

Development within Parkland Arc will be of a lower density, creating an attractive edge against Willenhall Memorial Park. Slower vehicle speeds and urban greening will help create a leafy, suburban feel that will contribute towards a safe family environment.

3. HIGH STREET HERITAGE

This area represents the heart of the community comprising a mix of uses. The character of this area reflects Willenhall's rich heritage, including many unique Victorian buildings and the historic market place. New residential development in this area should respect the town centre character and heritage value.

4. STATION GATEWAY

This area will be a key arrival point into Willenhall as a result of the proposed train station and Bilston Street. Development in this area will support the arrival experience to create a positive image for visitors to Willenhall. New residential development will consist of higher density development with the potential for active ground floor uses to provide activity in this area.

The place-making proposals include the following:-

- Green links - linking key green spaces and destinations along the greenway and towards the station. Links also to external green areas
- Key nodes and arrival spaces
- New links to overcome barriers creating severance
- Key buildings and uses promote legibility
- Connectivity between Areas of Opportunity
- Integration of green space into residential areas
- Active travel and movement networks
- Blue infrastructure - explore opportunities for sustainable urban drainage (suds) including swales, rain gardens and blue roofs

The area has a distinctive character combining the heritage assets and the conservation area with the green space network and Memorial Park.

The town's heritage is a key positive factor with the study area containing the Willenhall Conservation Area and listed buildings. All the listed buildings within the town centre are category II, many of which originate from the 17th and 18th century. There are many buildings of local interest many of which are listed including:

- Locksmiths House Museum
- St Giles Church
- The Clock Tower

The framework highlights key nodes and junctions which require a focussed design intervention, to address particular movement or place-making objectives.

In these areas there is an opportunity for new built form to define these key nodes including landmark buildings to reinforce the sense of place. There is also an opportunity to define key arrival points to create a more legible environment.

A number of gateway and arrival points in the town would benefit from enhancement including:

- Pinson Road and Temple Bar roundabout
- Pinson Road and Memorial Park boundary
- Wolverhampton Street into Market Place
- Bilston Street to Market Place
- Somerford Place to Wolverhampton Street

The quality of visitor experience is particularly important between the new station and the neighbourhood centre. Similarly, it is important to create a positive pedestrian and cycling experience between the new residential areas and the town centre.

The aim is to create a more positive experience for both residents and visitors by improvements to the public realm and through new built form development proposals. New residential buildings should front to public space to create a positive relationship and provide active frontages to create an environment which is pedestrian-friendly, more attractive and feels safer.

Moving forward Willenhall can be seen in terms of a number of different character areas which have been identified to reflect both existing townscape and landscape character, and also in terms of future development opportunities.

Character Areas

- 1** Northern Boulevard
- 2** Parkland Arc
- 3** High Street Heritage
- 4** Station Gateway

- Gateways
- Key Buildings
- Key Node
- Travel Node
- Pedestrian Priority Routes
- Green Streets
- Green Spaces
- Existing Vegetation
- Water Bodies
- Retail Core/ Pedestrian Priority Conservation Area
- Locally Listed Buildings
- Listed Buildings

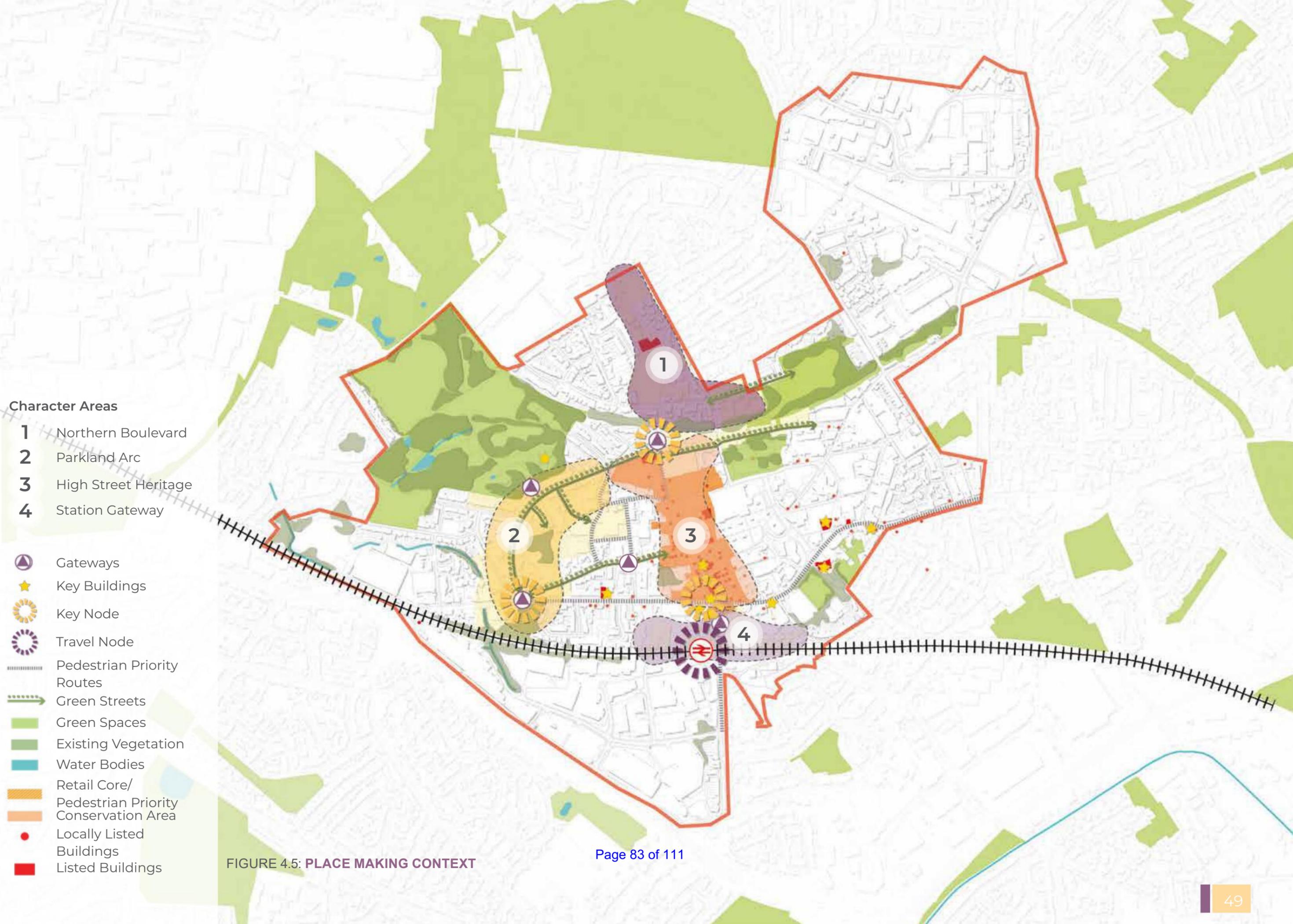


FIGURE 4.5: PLACE MAKING CONTEXT



BUILT FORM

Built form plays an important role in defining the character of new housing development.

The National Design Guide describes built form as *"the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place"*.

Typically, well-designed places will have:

- compact forms of development that are walkable.
- access to local public transport, services and facilities.
- recognisable streets and other spaces with their edges defined by buildings.
- memorable features or groupings of buildings, spaces, uses or activities that create a sense of place.

The combination of contemporary and traditional architecture, as shown in the adjacent photos, will help respect existing heritage while positively enhancing an areas aesthetic appearance.



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PRECEDENT IMAGES



The adjacent photographs present different developments from around the UK which illustrate a range of potential design approaches to the Areas of Opportunity. The photographs illustrate both contemporary and traditional approaches to residential development.



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GREEN INFRASTRUCTURE

The green infrastructure strategy is an integral element of the Framework Plan both in terms of sustainability objectives but also in terms of active travel and healthy living.

The existing green infrastructure network comprises a range of green space typologies including: parks and gardens, churchyards and cemeteries, amenity open space, allotments and outdoor sports facilities. The main green spaces and links within the vicinity of the study area are:

- Willenhall Memorial Park
- Wood Street Cemetery
- Eaton Yale Athletic and Social Club
- Greenway (former railway line)
- Fibbersley Local Nature Reserve is a local authority designation, located in close proximity to the north west of the Framework Plan.

The east-west greenway connects various green spaces within the Framework Plan to the wider green space network, notably Fibbersley LNR to the west and there are proposals to create a cycle route along the full length.

There are a large number of Tree Preservation Orders (TPOs) comprising groups and individuals within the Framework Plan area which need to be accommodated, where possible, in the Areas of Opportunity. In addition trees within the Conservation Area are also afforded protection.

The green infrastructure framework seeks to create a linked network of multi-functional green space providing for a range of uses and activities including outdoor sport, play, recreation, movement and drainage.

This network is to be supported by a strong landscape structure focussed on new tree planting to extend the parkland character of Memorial Park into new and existing residential areas and to promote urban greening.

There is an opportunity to strengthen links and create green streets between them to create an extensive network of green spaces. Pinson Road, Wolverhampton Street and adjacent proposed Traffic Calmed Residential Streets have potential for new street tree planting (green streets).

The retention of existing TPOs in the Pinson Road Area of Opportunity creates the potential for a new green space.

There is also potential for sustainable urban drainage (SUDs), such as swales, both within these streets and also within proposed residential plots.

Other green infrastructure elements such as green walls, green roofs should be considered as part of the new residential design. New landscape planting should also promote biodiversity.



WILLENHALL MEMORIAL PARK



Pedestrianised Zone		Landmarks/key buildings	
Green Ways		Cycle Way	
Traffic Calmed Residential Street Links to the park		Play Areas	
Key node		Greenspace	
Travel node		Gateway	

FIGURE 4.6: GREEN INFRASTRUCTURE PLAN



4.4 BRINGING IT ALL TOGETHER

The proposals have been formulated from a range of technical inputs to create a comprehensive framework for development in Willenhall.

Each supporting strategy can be seen as a place making layer which together combine to create the final, holistic Framework Plan. In this way the plan can be seen as a synthesis of urban design, town planning, environmental, infrastructure, transport and property inputs.

The Framework Plan seeks to integrate the proposed Areas of Opportunity with movement proposals to create a connected community. High quality place-making is promoted through high quality design and public realm enhancements. A holistic approach to green infrastructure has been taken promoting urban greening and sustainability objectives. Digital connectivity is also a key objective for the area.

4.5 OUTPUTS & OUTCOMES SUMMARY

OUTPUTS	OUTCOMES
 AROUND 500 HIGH QUALITY, ENERGY EFFICIENT, ATTRACTIVE NEW HOMES	<ul style="list-style-type: none"> » £1.3M of additional yearly long term local spend » £20M local supply chain spend
 3.9HA NEW & ENHANCED PUBLIC & AMENITY SPACES, PARKS AND PLAY AREAS	<ul style="list-style-type: none"> » 10 new indirect local jobs and 450 local construction jobs
 NEW MULTI-MODAL TRANSPORT LINK FROM THE STATION	<ul style="list-style-type: none"> » 3,000 weeks of apprenticeships and work placements
 10KM OF ENHANCED WALKING AND CYCLING ROUTES	<ul style="list-style-type: none"> » Strong sense of place and community cohesion » Increased footfall to serve the town centre retail, resulting in increased spend.
 850M TRAFFIC CALMED RESIDENTIAL ROADS	<ul style="list-style-type: none"> » Cross-cutting impacts on long term economic and clean growth
 CYCLE HUBS AND ELECTRIC VEHICLE POINTS	

* Values are indicative and may be subject to change following further due diligence. The outcomes are based on the impact of delivering an estimated 500 homes.



FIGURE 4.7: FRAMEWORK PLAN OVERVIEW

- Street Enhancement 
- Green Way 
- Green Links 
- Road Network 
- Railway 
- Gateway 
- Landmarks/key buildings 



5

A FOCUS ON DELIVERY



INTRODUCTION

The Framework Plan presents a bold and ambitious Vision for Willenhall. It provides the framework of interventions required to overcome the identified challenges and barriers to delivery and presents opportunities for housing delivery which meet housing need and local demand. The proposals seek to deliver and coordinate comprehensive redevelopment across the Framework Plan area to deliver the Council's vision and objectives and will maximise the benefit to the existing and new communities of improved regional and national connectivity.

The proposed approaches to delivery provides a range of identified social, economic and environmental outcomes which will positively impact upon Willenhall's communities and people. Realisation of these outcomes is dependent upon a robust approach to delivery led by the public sector which will create the environment for both public and private investment leading to the delivery of the Framework Plan objectives and vision.

The Council's approach to overcoming the delivery challenges previously discussed and delivering the vision for Willenhall is captured in the following section.

THE NEED FOR INTERVENTION

This Framework Plan clearly sets out why public led intervention is essential to deliver the aspirational vision for Willenhall. The cost and effort to assemble deliverable housing sites in Willenhall presents a high degree of risk to the private sector which is preventing early involvement of developers. Market testing demonstrates a high demand from the private sector, who, when presented with developable opportunities, will be very keen to build new homes in Willenhall.

All the interventions proposed in this plan are aimed at facilitating development of new homes and high-quality Place Making. Walsall Council is prepared to intervene in the regeneration of Willenhall in the following ways:





PLANNING POLICY

This Framework Plan will inform the development of a Supplementary Planning Document (SPD) for Willenhall. The SPD will be subject to statutory consultation and, alongside other key planning policy documents such as the emerging BCP, will help to inform planning decisions. This approach will provide further certainty and reduced risk to development organisations who wish to deliver housing in the Framework Plan area.

The SPD can be further supported by a Design Code which can guide the aspiration for high quality place making and deliver the objectives of the Framework Plan and Black Country Garden City principles.

Walsall Council will take a lead on developing an outline planning application for Phase 1 – Moat Street and Villiers street, to provide further certainty of delivery. This approach may also be taken on future phases however that decision will follow more detailed investigation.

The Council acknowledges that further review is needed on the application of policy criteria set out in existing and emerging planning policy, specifically relating to the redevelopment of poor quality industrial land for housing. Further work will be undertaken to determine potential impacts on the delivery and approach to achieving the regeneration aspirations of the Framework Plan.

CONNECTIVITY & PLACE

Walsall Council are committed to securing funding to deliver the proposed connectivity, green space and Place Making interventions proposed through this plan.

Walsall Council are committed to deliver comprehensive development including infrastructure and place making investment. Further work is ongoing to support this investment.

HOUSING DELIVERY

Walsall Council will pro-actively facilitate the delivery of housing across the Framework Plan area. They will adopt the lead role in the regeneration of Willenhall using a range of approaches to suit the needs of each individual development opportunity.

Phase 1 - Moat Street and Villiers Street; is further progressed than the remaining Areas of Opportunity and the delivery approach has been identified. Future phases are still in an early stage of exploration and the route to delivery will be agreed when the development opportunities are fully understood.

Approach to Delivery Phase 1 - In the role of facilitator, the Council will acquire the identified land parcels to create a developable site for housing. The council will obtain outline planning approval and procure a partnership with a suitable private sector delivery organisation to deliver high quality housing and public realm. This partnership approach will allow the Council to retain significant control of the outcome whilst benefiting from the expertise and investment of a private developer.

If suitable, the procurement will make use of an existing public sector procurement framework to accelerate delivery.

Specialist Housing Need – Walsall Council has identified a need for supported housing and housing with care across the borough. This need is not being catered for by the private sector. The Council has an opportunity in Willenhall to deliver homes for care and may choose to direct deliver small, stand-alone projects or work with a specialist provider to do so.

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FUNDING THE GAP

Walsall Council is committed to supporting comprehensive development not only of housing but also interventions which will improve connectivity and place making across the town. Each phase of housing development will include elements of the interventions identified within the movement strategy and place making strategy.

The Council Cabinet will need to take a decision in relation to the funding for Phase 1, Moat Street and Villiers Street.

As has been identified, one of the key challenges for Willenhall is viability due to the high costs involved in site assembly and site remediation. In addition, the value of houses is low in Willenhall resulting in an overall viability gap.

Through the interventions of this project there is expected to be a positive impact on house prices, however, the ongoing need to assemble and remediate sites remains. Once due diligence is completed on the further three Areas of Opportunity, the level of potential interventions will be known. The Council continues to work with partners at the West Midlands Combined Authority and Homes England to secure the funding necessary to deliver housing in all Areas of Opportunity. Specific funding arrangements will be agreed as work progresses on the Areas of Opportunity.



LAND ASSEMBLY

To support the development of housing within a reasonable timeframe the Council is committed to assembling land at appropriate points in the programme. Land assembly intervention has been identified as essential to deliver comprehensive redevelopment leading to the delivery of the identified outcomes and benefits.

It is the Council's intention to work with property owners and existing business occupiers and to acquire the required land by negotiation where possible. The council has developed an evolving Business Charter setting out the support available to businesses that may be impacted by land acquisition. The Council is committed to acquiring land by negotiation but will consider using its statutory powers including compulsory purchase and appropriation if required and where necessary to ensure timely delivery.

PHASE 1 ENGAGEMENT

The Council has a clear understanding of the interventions required within Moat Street and Villiers Street – Identified as Phase 1. In this area the boundary has been defined and engagement has already commenced with landowners and businesses. This engagement will continue with regular information updates and direct one to one conversation taking place throughout the process. Acquisition of property will be supported by the guidance set out in the evolving Business Charter which can be found on the Council's website.

FURTHER PHASES

Whilst the further three Areas of Opportunity have been identified as having significant potential for new housing and place making interventions, the Council is still investigating the areas in terms of ownerships, occupation and opportunity.

The boundary of these three areas; Pinson Road, Station Gateway and North Willenhall; is currently subject to further investigation and the exact boundaries will be more clearly defined over time. The areas demonstrate some potential for development and through further engagement and discussion the boundaries will be defined.

As the programme progresses, focussed engagement will take place with landowners, businesses and the public within all Areas of Opportunity aligned to the phasing plan.

BARRIERS TO LAND ASSEMBLY

Walsall Council is aware of the challenges which the necessary relocation will place on existing businesses and is giving consideration to these in the evolving Business Charter.

An Employment Land study has been completed which raised the following challenges:

- Need to identifying suitable type and scale of property to meet occupiers' needs
- Costs of relocation
- Retention of a skilled workforce that rely on local transport links



Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2021/22

Committee responsible for all aspects and general services related to the economy and environment including:

Responsibility of scrutiny of flood risk management functions which may affect the Local Authority's area as required by the Flood and Water Management Act 2010

Agenda Items						
Theme	16 September 2021	21 October 2021	18 November 2021	18 January 2022	03 March 2022	14 April 2022
Economy			M6 J10 Employment, Growth & Skills	Town Deal	Phoenix 10	Willenhall Masterplan Bonfires
Environment	Petition: Riverpoint Estate, Willenhall	Petition: traffic calming in Pelsall Lane Electric Vehicle charging		Cop26 Carbon neutral council		Electric Vehicle Charging
Cross cutting both Economy and Environment	West Midlands Local Transport Plan		Quarter 2 2020/21 Budget Setting		West Midlands Local Transport Plan	

Economy and Environment Overview and Scrutiny Committee – Area of Focus – 2021/22

*Quarter 1 and Quarter 3 Financial reports will be circulated via e-mail to Members of the Committee and will not form part of the Committee's Agenda.

Items to be scheduled:

1. District Town Centres Update;
2. The Council's Waste Strategy – In tandem with the Environmental Bill 2020, scheduled for late 2021/early 2022.
3. Road safety action plan – *Delayed until June 2021*
4. Partnership working with West Midlands Police on traffic speed enforcement.
5. School Streets (being considered by the Scrutiny Overview Committee)
6. Cycling provision – *Outreach/Government*
7. Ban on evictions for social landlords
8. Off-Road Bikes Working Group
9. Black Country Plan
10. Maximising Council Income and Assets.

To be scheduled in 2022/23:

1. Town Deal
2. Phoenix 10
3. West Midlands Local Transport Plan
4. Black Country Plan
5. Petition regarding pedestrian crossing on Birmingham Road, Aldridge



Walsall Council

FORWARD PLAN OF KEY DECISIONS

**Council House,
Lichfield Street,
Walsall, WS1 1TW**
www.walsall.gov.uk

4 April 2022

FORWARD PLAN

The forward plan sets out decisions that are termed as “key decisions” at least 28 calendar days before they are due to be taken by the Executive (Cabinet). Also included on the plan are other decisions to be taken by the Cabinet (“non-key decisions”). Preparation of the forward plan helps the Council to programme its work. The purpose of the forward plan is to give plenty of notice and an opportunity for consultation on the issues to be discussed. The plan is updated each month with the period of the plan being rolled forward by one month and republished. Copies of the plan can be obtained from Democratic Services, Walsall MBC, Council House, Walsall, WS1 1TW helen.owen@walsall.gov.uk and can also be accessed from the Council’s website at www.walsall.gov.uk. The Cabinet is allowed to make urgent decisions which do not appear in the forward plan, however, a notice will be included on the agenda for the relevant Cabinet meeting which explains the reasons why.

Please note that the decision dates are indicative and are subject to change. Please contact the above addressee if you wish to check the date for a particular item.

The Cabinet agenda and reports are available for inspection by the public 7 days prior to the meeting of the Cabinet on the Council’s website. Background papers are listed on each report submitted to the Cabinet and members of the public are entitled to see these documents unless they are confidential. The report also contains the name and telephone number of a contact officer. These details can also be found in the forward plan.

Meetings of the Cabinet are open to the public. Occasionally there are items included on the agenda which are confidential and for those items the public will be asked to leave the meeting. The forward plan will show where this is intended and the reason why the reports are confidential. Enquiries regarding these reasons should be directed to Democratic Services (helen.owen@walsall.gov.uk).

“Key decisions” are those decisions which have a significant effect within the community or which involve considerable expenditure or savings. With regard to key decisions the Council’s Constitution states:

- (1) A key decision is:
 - (i) any decision in relation to an executive function which results in the Council incurring expenditure which is, or the making of savings which are, significant, having regard to the Council’s budget for the service or function to which the decision relates or
 - (ii) any decision that is likely to have significant impact on two or more wards within the borough.
- (2) The threshold for “significant” expenditure/savings is £500,000.
- (3) A decision taker may only make a key decision in accordance with the requirements of the Executive Procedure Rules set out in Part 4 of this Constitution.

**FORWARD PLAN OF KEY DECISIONS
MAY 2022 TO AUGUST 2022 (4.4.22)**

1	2	3	4	5	6	7
Reference No./ Date first entered in Plan	Decision to be considered (to provide adequate details for those both in and outside the Council)	Decision maker	Background papers (if any) and Contact Officer	Main consultees	Contact Member (All Members can be written to at Civic Centre, Walsall)	Date item to be considered
97/22 (7.3.22)	Corporate Plan 2021/22: To note the Quarter 4 (outturn) performance against the Measures of Success in the Corporate Plan 2021/22	Cabinet Non-key decision	Stephen Gunther Stephen.gunther@walsall.gov.uk	Internal Services	Leader of the Council.	June 2022
99/22 (4.4.22)	Corporate Performance Management Framework: To present the refreshed framework which is part of the Council's governance arrangements along with feedback from Audit Committee following its consideration of the robustness of the framework.	Cabinet Non-key Decision	Helen Dudson Helen.dudson@walsall.gov.uk	Internal Services	Leader of the Council	June 2022
100/22 (4.4.22)	Pre-Audit Outturn 2021/22 and Covid-19 Update – To receive the pre-audit revenue and capital financial outturn position for 2021/22 and approve recommended carry forwards, and financial and treasury indicators for 2021/22, along with an updated assessment of Covid-19 funding allocations to address cost pressures and income losses	Cabinet Key Decision	Vicky Buckley Vicky.buckley@walsall.gov.uk	Corporate Management Team and internal services	Leader of the Council	June 2022
94/22 (6.2.22)	Adult Social Care Charging Policy: To consider and approve the revised Charging Policy, within ASC, following completion of the Public Consultation.	Cabinet Key decision	David Hamilton David.hamilton@walsall.gov.uk	Internal Services	Portfolio Holder for Adult Social Care	June 2022

86/21 (1.11.21)	Award of new contract(s) for Disabled facility Building works and other Housing related Works and Services: To approve the award of new contracts up to February 2027 <i>Report in two parts. Private report contains commercially sensitive information</i>	Cabinet Key Decision Private Session	David Lockwood David.lockwood@walsall.gov.uk Bill Weston William.weston@walsall.gov.uk	Internal Services	Portfolio Holder for Regeneration	June 2022
101/22 (4.4.22)	Corporate Financial Performance 2022/23, approach to Budget Setting for 2023/24, and changes to the council's Tax Strategy – To report the financial position based on 2 months to May 2022, including the impact of Covid-19, and to set out our approach and timeline for the 2023/24 budget process and amendments to the Tax Strategy.	Cabinet Key Decision	Vicky Buckley Vicky.buckley@walsall.gov.uk	Corporate Management Team and internal services	Leader of the Council	July 2022
98/22 (7.3.22)	Statutory Advocacy Services: To receive an update on the recommissioning of these services and delegate authority to accept and award a contract	Cabinet Key decision	Tracy Simcox Tracy.simcox@walsall.gov.uk	Internal Services	Portfolio Holder for Adult Social Care	July 2022

**Black Country Executive Joint Committee
Forward Plan of Key Decisions Published up to August 2022**

Date created	Key Decision	Contact Officer	Main Consultees	Date of meeting
02/08/2021	Black Country Executive Joint Committee Collaboration Agreement – Deed of Variation Approval of the proposed amendments, as highlighted, to the Collaboration Agreement covering the removal of the Advisory Board and revised Black Country Executive Joint Committee governance, and Governance Principles: Enterprise Zones, included as Appendix 1 to the report.	Simon Neilson Simon.Neilson@walsall.gov.uk	Walsall Council	27/04/2022
Land and Property Investment Fund (LPIF)				
06/12/2022	Globe House, Walsall Approval for the Accountable Body for the Land and Property Investment Fund (Walsall Council) to proceed to enter into a Grant Agreement with Globe Asset Management Limited, to deliver the Land & Property Investment Fund (LPIF), funded elements of the Globe House project with delivery to commence in the 2022/23 financial year.	Simon Neilson Simon.Neilson@walsall.gov.uk	Walsall Council	27/04/2022
Local Growth Fund (LGF) Programme changes				
01/11/2021	Hatherton Street Phase 2 Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Jessup Brothers Ltd, to reflect the reduction in match funding and re-	Simon Neilson Simon.Neilson@walsall.gov.uk	Walsall Council	27/04/2022

Black Country Executive Joint Committee
Forward Plan of Key Decisions Published up to August 2022

Date created	Key Decision	Contact Officer	Main Consultees	Date of meeting
	profiled outputs within the Hatherton Street Phase 2 project funded by the Local Growth Fund (LGF).			
01/11/2021	<p>i9 Wolverhampton Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Ion Projects Limited, to reflect the change and profile in indirect outputs within the i9 (Block 9) Wolverhampton project funded by the Local Growth Fund (LGF).</p>	Richard Lawrence Richard.Lawrence@wolverhampton.gov.uk	Wolverhampton City Council	27/04/2022
06/04/2021	<p>Dudley Advanced Construction Centre Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with Dudley College, to deliver the Local Growth Fund (LGF) funded elements of the Dudley Advanced Construction Centre project with delivery to continue in the 2022/23 financial year. Note that change request relates to a change in outputs.</p>	Helen Martin Helen.Martin@dudley.gov.uk	Dudley Council	29/06/2022
06/09/2021	<p>Elite Centre for Manufacturing Skills Approval for the Accountable Body for the Growth Deal (Walsall Council) to proceed to amending the Grant Agreement with the University of</p>	Richard Lawrence Richard.Lawrence@wolverhampton.gov.uk	Wolverhampton City Council	29/06/2022

**Black Country Executive Joint Committee
Forward Plan of Key Decisions Published up to August 2022**

Date created	Key Decision	Contact Officer	Main Consultees	Date of meeting
	<p>Wolverhampton, to deliver the Local Growth Fund (LGF) funded elements of the Elite Centre for Manufacturing Skills (ECMS) project with delivery to continue in the 2022/23 financial year. Note that change request relates to a change in outputs.</p>			
Land and Property Investment Fund (LPIF)		Programme changes		
10/01/2022	<p>Sandwell Housing Gap Funding Approval for the Accountable Body for the Land and Property Investment Fund (Walsall Council) to proceed to amending the Grant Agreement with Sandwell Council, to deliver the Land & Property Investment Fund (LPIF), funded elements of the Sandwell Housing Gap Funding project with delivery to continue in the 2022/23 financial year.</p>	<p>Tony McGovern Tony.McGovern@sandwell.gov.uk</p>	Sandwell Council	27/04/2022
Growing Places Fund				
07/02/2022	<p>Black Country Digital Strategy Approval for the Accountable Body (Walsall Council) to proceed to amending the Grant Agreement with the Black Country Consortium Ltd, to increase its funding allocation to further develop the Black Country Digital Strategy, funded from the Growing Places revenue budget.</p>	<p>Simon Neilson Simon.neilson@walsall.gov.uk</p>	Walsall Council	29/06/2022

**Black Country Executive Joint Committee
Forward Plan of Key Decisions Published up to August 2022**

Date created	Key Decision	Contact Officer	Main Consultees	Date of meeting
	Delivery is to carry on in the 2022/23 financial year.			

WEST MIDLANDS COMBINED AUTHORITY FORWARD PLAN: JUNE 2022 - MARCH 2023

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting 10 June 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the last work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
Overview & Scrutiny Committee Annual Report 2021/22	<p>Purpose: To receive the annual report setting out the activity of Overview & Scrutiny during 2021/22.</p> <p>Recommendation(s): To note the report.</p>	n/a	Satish Mistry	No	Governance
WMCA Aims & Objectives Six-Monthly Review	<p>Purpose: To consider the outcome measures of the WMCA's Aims & Objectives agreed in November 2021.</p> <p>Recommendations(s):</p>	n/a	Laura Shoaf	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting July 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the last work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
Meeting September 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the last work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance

Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Meeting November 2022					
Levelling Up White Paper	<p>Purpose: To provide an update on the last work being undertaken in support of the WMCA's Trailblazer Devolution Deal.</p> <p>Recommendation(s):</p>	n/a	Ed Cox	No	Governance
WMCA Aims & Objectives Annual Review	<p>Purpose: To review the WMCA's Aims & Objectives previously agreed in November 2021.</p> <p>Recommendations(s):</p>	n/a	Laura Shoaf	No	Governance
Financial Monitoring 2022/23	<p>Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance
Meeting January 2023					
Draft WMCA Budget 2023/234	<p>Purpose: To approve the WMCA's draft 2023/24 budget for consultation.</p> <p>Recommendation(s):</p>	Cllr Bob Sleigh	Linda Horne	No	Finance



Title of Report	Summary of purpose and recommendations	Lead Portfolio Holder	Lead Officer	Confidential	Category
Financial Monitoring 2022/23	Purpose: To outline the latest financial position of WMCA and provide an update on any current financial matters affecting WMCA. Recommendation(s):	Cllr Bob Sleigh	Linda Horne	No	Finance
Meeting February 2023					
WMCA Budget 2023/234	Purpose: To approve the WMCA's 2023/24 budget. Recommendation(s):	Cllr Bob Sleigh	Linda Horne	No	Finance

Committee Meeting Date	Agenda Item	Action/Recommendation	Officer responsible	Status	Target Completion Date	Notes
18 January 2022	Climate Emergency Action Plan	Details of recycling rates by ward be forwarded to Committee Members.	Alan Bowley	Ongoing	14 April 2022	
3 March 2022	West Midlands Local Transport Plan Core Strategy Engagement	A progress report on delivery be presented to the Committee next municipal year.	Sian Lloyd	Completed	N/A	Recorded on work programme for next municipal year.
	Phoenix 10	A further report be presented to the Committee upon completion of the site remediation phase.	Sian Lloyd	Completed	N/A	Recorded on work programme for next municipal year.