

Agenda Cabinet

**Wednesday, 16 June 2021 at 3.30 pm
at Council Chamber, Sandwell Council House, Freeth Street, Oldbury,
B69 3DB**

This agenda gives notice of items to be considered in private as required by Regulations 5 (4) and (5) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.

1 Apologies for Absence

To receive any apologies for absence.

2 Declarations of Interest

Members to declare any interests in matters to be discussed at the meeting.

3 Minutes (Pages 7 - 36)

To confirm the minutes of the meetings held on 19 March and 24 May 2021 as a correct record.

4 Additional Items of Business

To determine whether there are any additional items of business arising which should be considered at the meeting as a matter of urgency.



5	Award of SEND Passenger Transport Contracts for 2021-25 (Pages 37 - 44)	Best Start in Life
	To award contracts under the Dynamic Purchasing System for the provision of passenger transport services for the period 1 September 2021 to 31 July 2025.	
6	Replacement of Domestic Gas Appliances and Associated Works (Pages 45 - 50)	Quality Homes and Thriving Neighbourhoods
	To award the contract for the delivery of the Replacement of Domestic Gas Appliances and Associated Works.	
7	Supply of Tools and Consumable Items (Pages 51 - 56)	Quality Homes and Thriving Neighbourhoods
	To authorise a contract for Supply of Hand Tools, Ladders and Steps and Power Tools, Fixings, Drills and Consumable items to Roway Lane Supplies Section.	
8	Tender for House and Garden Clearance to Void Properties (Pages 57 - 60)	Quality Homes and Thriving Neighbourhoods
	To award a contract for the provision of House and Garden Clearance to void properties.	
9	Towns Fund Programme Governance Arrangements for Phase 2 and Phase 3 (Pages 61 - 80)	Strong and Inclusive Economy
	To approve the updated Towns Fund Programme Governance Arrangements relating to Phase 2 and Phase 3 of the Towns Fund Programme.	
10	Smethwick to Birmingham Regeneration Corridor Area Framework and Grove Lane Masterplan - Approval to consult (Pages 81 - 240)	Strong and Inclusive Economy
	To undertake consultation on the Draft Smethwick to Birmingham Regeneration Corridor Area Framework and Grove Lane Masterplan for six weeks between June and August 2021.	

- | | | |
|----|---|---|
| 11 | Re-commissioning Sandwell Stop Smoking Service (Pages 241 - 252) | Living and Ageing Well |
| | To consider proposals to procure a Stop Smoking Service beyond March 2022 to support Sandwell smokers. | |
| 12 | Sandwell Universal Allocation Grant: Enhanced Drug Treatment Provision (Pages 253 - 264) | Living and Ageing Well |
| | To allow a variation of the current Adult Alcohol and Drug Service Contract value to fund additional enhanced provision. | |
| 13 | Extension of existing contracts for Carriageway Resurfacing and Carriageway Surface (Pages 265 - 270) | Connected and Accessible Sandwell |
| | To extend the existing contracts for carriageway resurfacing and carriageway surface treatments. | |
| 14 | Provision of Annual Gas Safety Inspections (Pages 271 - 278) | Quality Homes and Thriving Neighbourhoods |
| | To award contracts for the delivery of Gas Safety Inspections | |
| 15 | Exclusion of the Public and Press | |
| | That the public and press be excluded from the rest of the meeting. This is to avoid the possible disclosure of exempt information under Schedule 12A to the Local Government Act, 1972, as amended by the Local Government (Access to Information) (Variation) Order 2006, relating to the financial and business affairs of any person, including the authority holding that information. | |
| 16 | Relocation of BT from 1 Providence Place West Bromwich (Pages 279 - 284) | Strong and Inclusive Economy |
| | To approve proposals in relation to the relocation of BT from 1 Providence Place West Bromwich. | |

17 **External Funding Application to Sport England -
National Leisure Recovery Fund (Pages 285 - 384)**

Strong and
Resilient
Communities

To approve proposals to enter into a formal funding agreement with Sandwell Leisure Trust and Places Leisure.

Kim Bromley-Derry CBE DL
Managing Director Commissioner
Sandwell Council House
Freeth Street
Oldbury
West Midlands

Distribution

Councillor R Singh (Chair)
Councillors Crompton, Ahmed, Simms, Taylor, Hartwell, Millard and Ali

Contact: democratic_services@sandwell.gov.uk

Information about meetings in Sandwell



If you are attending the meeting and require assistance to access the venue, please contact Democratic Services (democratic_services@sandwell.gov.uk).



If the fire alarm sounds, please follow the instructions of the officers present and leave the building by the nearest exit.



Only people invited to speak at a meeting may do so. Everyone at the meeting is expected to be respectful and listen to the discussion.



Agendas with reports with exempt information should be treated as private and confidential. It is your responsibility to ensure that any such reports are kept secure. After the meeting confidential papers should be disposed of in a secure way.



This meeting may be recorded and broadcast on the Internet. If this is the case, it will be confirmed at the meeting and further information will be provided.



You are allowed to use devices for the purposes of recording or reporting during the public session of the meeting. When using your devices they must not disrupt the meeting – please ensure they are set to silent.



Members who cannot attend the meeting should submit apologies by contacting Democratic Services (democratic_services@sandwell.gov.uk)



All agenda, reports, minutes for Sandwell Council's meetings, councillor details and more are available from our [website](#)

Minutes of The Cabinet

**Friday 19 March at 3.30pm
Virtual Online Meeting**

Present: Councillor Crompton (Chair);
Councillors Ali, Millard, Padda, Shaeen, Singh, Taylor and Underhill.

Also present: Cllrs E M Giles, L Giles, Moore, Preece and Rollins.

Officers: David Stevens (Chief Executive), Lesley Hagger (Executive Director – Children’s Services), Rebecca Maher (Acting Section 151 Officer), Sue Stanhope (Interim Director – Human Resources), Neil Cox (Director – Business Strategy and Change), Katharine Willmette (Interim Director of Adult Social Care), Chris Ward (Director – Education, Skills and Employment), Lisa McNally (Director – Public Health), Surjit Tour (Director - Law and Governance and Monitoring Officer), Elaine Newsome (Service Manager – Democracy), Suky Suthi-Nagra (Democratic Services Manager) and Stephnie Hancock (Senior Democratic Services Officer).

83/21 **Apologies for Absence**

Apologies for absence were received from Councillor Allcock.



84/21 **Declarations of Interest**

Upon seeking legal advice and in order to promote openness and transparency, Councillor Ali advised that he would not be taking part in the discussions and would be excluding himself from the meeting.

Councillors Moore and Preece declared that they were members of the Audit and Risk Assurance Committee.

85/21 **Additional Items of Business**

There were no additional items of business to consider.

86/21 **Exclusion of the Public and Press**

Agreed that the public and press be excluded from the rest of the meeting to avoid the possible disclosure of exempt information under Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) Order 2006, relating to the financial or business affairs of any particular person, including the authority holding that information and information relating to any individual or which is likely to reveal the identity of an individual.

87/21 **Recommendations from the Audit and Risk Assurance Committee**

It was reported that a matter had been brought to the attention of the Audit and Risk Assurance Committee on 18 March 2021, and due to the nature and urgency around it, the Chair of the Audit and Risk Assurance Committee had felt that it should also be considered by the Cabinet in so far as it related to the executive. However, the Committee had been unable to consider the matter in its entirety.



The Deputy Leader was therefore minded to adjourn the meeting of the Cabinet and would reconvene at the earliest opportunity once the Audit and Risk Assurance Committee had concluded their findings.

Reason for Decision

The Chair of the Audit and Risk Assurance Committee had felt that it should also be considered by the Cabinet in so far as it related to the executive.

Meeting adjourned at 4.10pm

Click [here](#) to view a recording of the meeting.

Meeting reconvened on **Monday 24 May 2021 at 3.11pm at Sandwell Council House, Oldbury**

Present: Councillor Crompton (Chair);
Councillors Ali, Millard, Padda, Shaeen and Taylor.

Also present: Cllrs E M Giles and L Giles.

Apologies: Councillors Moore, Rollins and Singh.

Officers: David Stevens (Chief Executive), Surjit Tour (Director - Law and Governance and Monitoring Officer), Elaine Newsome (Service Manager – Democracy), Suky Suthi-Nagra (Democratic Services Manager) and Stephnie Hancock (Senior Democratic Services Officer).

Further to Minute No. 87/21, members were informed that the Audit and Risk Assurance Committee had met on 18th May 2021 and had passed resolutions in relation to this matter.



Whilst there was no specific resolution referred to the Cabinet for consideration, the Committee had asked that the Cabinet be made aware of its specific resolutions.

The Cabinet noted the resolutions of the Audit and Risk Assurance Committee.

Meeting closed at 3.28pm

Contact: democratic_services@sandwell.gov.uk



Minutes of The Cabinet

Monday 24 May 2021 at 3.30pm
Sandwell Council House, Oldbury

Present: Councillor Crompton (Chair);
Councillors Ali, Allcock, Millard, Padda, Shaeen, Singh and Taylor.

Also present: Councillors L Giles and E M Giles

Officers: David Stevens (Chief Executive), Nicholas Austin (Interim Director – Borough Economy), Neil Cox (Director – Business Strategy & Change), Lisa McNally (Director – Public Health), Surjit Tour (Director - Law and Governance and Monitoring Officer), Katharine Willmette (Interim Director – Adult Social Care), Elaine Newsome (Service Manager – Democracy) and Suky Suthi-Nagra (Democratic Services Manager).

88/21 **Apologies for Absence**

Apologies for absence were received from Councillors Moore and Rollins.

89/21 **Declarations of Interest**

Councillors Ali and Shaeen declared a pecuniary interest in Minute No 102/21 (Taxi Driver Grant Scheme) and subsequently left the meeting during consideration of the matter.



90/21 Minutes

The minutes of the meetings held on 8 and 17 March 2021 were confirmed as a correct record.

91/21 Additional Item of Business

There were no additional items of business to consider.

92/21 Authority to Award Contract for Local Area Network (LAN) Switch Refresh Contract – 2021 to 2025

Approval was sought to award a contract for Aruba Local Area Network (LAN) Switch Refresh from 30 June 2021 until 29 June 2026. The products covered included:

- Aruba Core Network Switches
- Aruba Remote Edge Switch
- Aruba Homeworking Solution
- Aruba WIFI Access Points
- Aruba Server Load Balancing Switching
- Aruba Inter-switch connectivity components

The estimated cost of the contract was £3.5m based on £2.5m in years one (1) and two (2) for Phases one and two, with the remaining £1m over the following three (3) years relating to potential Workplace Vision changes at other Council buildings.

The new contract would provide an accredited channel reseller to transition the current HP/Aruba infrastructure and replace with new products and services.

Reason for Decision

Aruba products within the Council's environment and licenses currently end manufacturer support between 31 March 2021 and 29 November 2021. Aruba products were present in all Council buildings and allow connectivity to business applications. The channel reseller's support and maintenance contract for these products ended on 29 November 2021.



Aruba did not deal directly with corporate customers, so the Council needed to procure the Local Area Network (LAN) switches and services contract via a channel reseller.

A procurement exercise would be conducted to appoint a reseller who would renew, manage and support the new products on the Council's behalf in conjunction with the ICT Cyber Security and Connectivity Team, covering the period 30 June 2021 to 29 June 2026.

Alternative Options Considered

A "do nothing" approach was not feasible as it would result in no software updates being available and no channel reseller support from 29 November 2021 which would present a major cyber security risk.

Agreed:-

- (1) that subject to a compliant further competition process under Lot 2 of the YPO Framework – Network Connectivity and Telecommunication Solutions – Lot 2 Local Area Network (LAN) Services, approval be given to authorise the Director of Business Strategy and Change and the Section 151 Officer, in consultation with Cabinet Member for Resources and Core Services, to award a contract for providing Aruba Local Area Network (LAN) Switch Refresh, for the period 30 June 2021 to 29 June 2026;
- (2) that the Director - Law and Governance and Monitoring Officer be authorised to execute any documentation necessary to enable the course of action referred to in Resolution (1) above to proceed.



Assertive Outreach for Treatment Resistant Individuals: Continuation of Funding

Approval was sought to a variation of the current Adult Alcohol and Drug Service Contract value to fund an additional 20 months of costs for assertive outreach capacity totalling £179,464. This would ensure the approach could continue for the remainder of the Adult Alcohol and Drug Service contract period.

The Director - Public Health delivered a presentation on the work of Assertive Outreach and how their work goes towards the treatment of those individuals who require support.

Reason for Decision

The impact from drug and alcohol misuse in Sandwell was particularly pronounced compared to regional and national levels of harm.

Sandwell had a higher than national rate of dependent drinkers and opiate/crack users, and the harms associated with this substance misuse were evident from local alcohol specific mortality rate (6th worst in England), and higher than national rate of alcohol related admissions. Besides the more immediate consequences to health and quality of life, there was also a cost to the public purse in terms of health, care, policing, housing and antisocial behaviour.

Alternative Options Considered

Not approving the variation to extend the funding of assertive outreach and coordinator capacity for a further 20 months would impact engagement with individuals who were currently case managed through the Blue Light approach.

Due to the complex needs of the individuals, support was often long-term and ongoing, therefore clients would need to be supported to transfer to other available services and any new referrals to the Project would need to stop immediately and would not be able to capture information from those with complex needs for data purposes.



In order to utilise the money to secure internal Council provision: it is not envisaged as a viable option given the clinical supervision, clinical governance and specific skills and knowledge required. The existing provision via Cranstoun makes use of their close links to their structured treatment provision including a fast track for appropriate pharmacotherapy options.

Agreed:-

- (1) that approval be given to a variation to the current Adult Alcohol and Drug Service Contract to fund an additional 20 months of assertive outreach capacity totalling £179,464;
- (2) that the Director of Public Health, in consultation with the Director of Law and Governance and Monitoring Officer, be authorised to vary the existing Adult Alcohol and Drug Service contract allowing the assertive outreach provision to be extended until the end of the overarching Drug and Alcohol contract term on the 31 January 2023.

94/21

Procurement of a Domiciliary Care Service

Consideration was given to proposals to award and enter into agreements with all successful bidders, on terms to be agreed with the Director of Adult Social Care, for the provision of a Domiciliary Care Service to commence on 1 March 2022 and the establishment of a longer- term agreement to enable individual packages to remain with contractors at the end of the period would allow the mitigation of risk when service users are compelled to either change care provider or forced to take a direct payment to stay with them.

The Council was statutorily required under the Care Act 2014 to carry out an assessment of anyone who appeared to require care and support. The Local Authority's role was seen as critical, and under section 5 of the Care Act 2014, the duty to shape and maintain an efficient and effective market of services for meeting care and support needs in the local area is firmly placed with them.



The duty applied in relation to services that the Local Authority commissions directly, but also to other non-commissioned services in its area (including those used by self-funders), universal services and services provided by partners (such as health or charitable services) that together create the marketplace.

Reason for Decision

There was no further extension option available in the existing framework contract and therefore the authorisation to commence the procurement process and award contracts to successful bidders would ensure there were appropriate agreements in place from 1 March 2022.

The term of the agreements would afford additional security for providers in the market, consistency for service users, as well as for internal teams in Social Work and Brokerage.

The proposal would create more providers to enable greater availability and increased choice for service users.

Domiciliary care was one of the services that the Council commissioned to ensure that people with assessed needs under the Care Act 2014 had provision to support them to continue to live independently in the community, and thereby delaying or preventing the need to access residential care.

Alternative Options Considered

Re-procuring like for like would result in a short-term agreement that would result in instability and service user distress when having to change care and support providers. The new proposal sought to establish a new process for greater stability.

Not to re-procure was not an option as the existing framework contract would end on 28 February 2022 and the Approved List was not a viable alternative.

If the Council was not to re-procure and allow the existing framework contract to end, it would compel all Service Users to commission their own care packages via a direct payment would not be without significant risk.



This action would be detrimental to people who do not want the complexities of managing their own care and support even though for some people, it increases their choice and control. In addition, a market that the Council was not overseeing was a safeguarding risk as there would be no direct contractual relationship between the Council and the care provider, resulting in service users potentially being exposed to harm that was harder to detect.

Agreed:-

- (1) that the Director of Adult Social Care be authorised to complete a procurement exercise for the delivery of Domiciliary Care to secure alternative contracting arrangements for when the existing framework contracts end on 28 February 2022;
- (2) that the Director of Adult Social Care be authorised to award and enter into Agreements with all successful bidders for the provision of a Domiciliary Care service to commence on 1 March 2022 with the term of the Agreements being for as long as the successful contractors remain as an approved provider on the proposed new Domiciliary Care list;
- (3) that the Director - Law and Governance and Monitoring Officer, or their designated representative, execute any documents necessary within a reasonable time to give effect to the proposals in Resolution (2) above for the provision of a Domiciliary Care Service;
- (4) that the application of the costing model used in the existing Community Care framework contract (Appendix 1) for use in the proposed Agreement, which will be subject to review during the lifetime of the Agreement, be approved;
- (5) that the new Domiciliary Care model be approved.



Award of Contracts for Enhanced Assessment Beds

It was reported that The Care Act 2014 updated and re-enacted the provisions of the Community Care (Delayed Discharges) Act 2003, which set out how the NHS and local authorities should work together to minimise delayed discharges of NHS hospital patients from acute care. The NHS was required to notify relevant local authorities of a patient's likely need for care and support where the patient is unlikely to be safely discharged from hospital without arrangements.

Approval was now sought to complete a procurement exercise to secure provision of 60 enhanced assessment beds across a number of locations to secure continuity of provision to replace existing contracts until such time that the integrated Social Care and Health Centre was fully operational and to award contracts to successful bidders to commence on 1 October 2021 to 30 September 2022 with an option to extend for a further year.

The contracts proposed within the report supported the Council in securing optimum use of hospital provision by supporting timely discharges for individuals for whom the Council had a statutory duty.

Reason for Decision

There was no further extension option available in the contracts ending on 30 September 2021 and therefore the authorisation to commence the procurement process and award contracts to successful bidders would ensure there were appropriate agreements in place from 1 October 2021.

Approval of the contracts would ensure that Adult Social Care (ASC) could assist people to be discharged from hospital to the most appropriate setting as soon as they are medically optimised thereby relieving pressure on acute beds. In addition, the contracts would also allow admission avoidance by providing care and support to individuals thereby eliminating the need for a hospital admission.



Alternative Options Considered

Cabinet considered two alternative options; one was to not re-procure and allow contracts to lapse. This was not seen as a viable option as there would be increased delays in hospital and people not benefiting from admission avoidance leading to system pressure.

Secondly allowing contracts to lapse and procure beds on a spot basis. This was not considered a viable option as spot provision does not have any terms that require care homes to expedite assessment and admission, leading to intolerable delays.

Agreed:-

- (1) that the Director - Adult Social Care be authorised to complete a procurement exercise to secure provision of 60 enhanced assessment beds across a number of locations to secure continuity of provision to replace existing contracts until such time that the integrated Social Care and Health Centre is fully operational;
- (2) That the Director – Adult Social Care be authorised award and enter into Contracts with all successful bidders for the provision of Enhanced Assessment Beds to commence on 1 October 2021 to 30 September 2022 with an option to extend for a further year;
- (3) that the Director - Law and Governance and Monitoring Officer, or their designated representative, execute any documents necessary within a reasonable time to give effect to the proposals in Resolution (2) above for the provision of Enhanced Assessment Beds;
- (4) An exemption to rule 8.7 of the Council's Procurement and Contract Procedure Rules 2018-19, or subsequent amendment, be authorised to allow the Director - Adult Social Care to award contracts to the successful tenderers in the event that the required minimum number of tenders are not received;



- (5) that variations to the Contracts up to a maximum of 10% of the contract value be approved, should they be necessitated, and that authority to approve such variations be delegated to the appropriate Chief Officer in consultation with the relevant Cabinet Member, with a decision notice being published should a variation need to be enacted;
- (6) that an uplift to the weekly bed rate for Enhanced Assessment Beds to be implemented from 1 April 2022 (and April 2023 if required) be approved subject to the Joint Partnership Board agreeing the rates and funding.

96/21

Care Home Fees – Standard Rate 2021/2022

It was reported that on 19 April 2017 Residential Care Home Fees model and rates 2017-18 for the use of a proposed costing model to form the basis of discussion and fee setting for Care Home Fees for Older People in future years (see Minute No. 87/17).

The model had been used since 2017 to calculate the increase of Care Home Fees and had been used to calculate the proposed Care Homes Fees for 2021-22. Approval was now sought for the Director of Adult Social Care to communicate the resultant fees to the relevant providers and implement the revised fees from 1 April 2021.

As a result of the continuation of the global pandemic, Cabinet recognised that adult social care providers continued to encounter an unprecedented impact on their fees and in some cases, a high level of voids. The council was separately supporting the sector on those additional costs through a Provider Offer and distributing funds provided by the Department of Health and Social Care.



Reason for Decision

The council was responsible for the commissioning, contracting and payment of residential care home placements (residential and nursing) for older people who met the access criteria and did not have assets in excess of the limits set by the Government. Individuals had been charged for their care depending on their individual financial circumstances in accordance with the rules set out by the Government.

The Council purchased placements in care homes for older people and these placements were purchased at standard rates set by the council. There were four categories of standard rate, Residential, Residential Dementia, Nursing Homes and Dementia Nursing.

Alternative Options Considered

It was considered by Cabinet that if the recommendations to increase fees for 2021/22 were not approved, that there was a risk that care home providers, and therefore the supply chain may become less resilient particularly because of the challenges that the sector had faced due to the pandemic.

If the recommendations were not approved, there may be an adverse impact on the elderly and vulnerable care home residents if care home providers were not able to maintain good quality standards of provision, or if fewer of them agree to contract with the council, or if some were unable to continue in business. Officers had assessed the impact of these risks as being high and would monitor any impact. Monitoring would be conducted via regular communication with staff in relation to placement availability and quality would be assessed and ongoing contact both with care home providers and residents.



Agreed:-

- (1) that the proposed Care Home fees as set out in Resolution (2) below that are calculated in accordance with the agreed model, be effective from 1 April 2021 and that the Director of Adult Social Care be authorised to communicate this to the relevant providers and implement the fee increase accordingly;
- (2) that approval be given to the amended Care Home fees for 2021/22 as set out below:

	Residential	Dementia Residential	Nursing	Dementia Nursing
	£ /week	£ /week	£ /week	£ /week
2020/21 Fees	455.90	513.10	633.90	641.88
Increase in SMBC Fees	4.57	5.15	5.14	5.24
Change in 2021/22 NHS RNC	N/A	N/A	Not announced based on 2020/21 rates*	
Notional 2021/22 fee including FNC contribution*	460.47	518.25	639.04	647.12

* The NHS Registered Nursing Care (FNC) contribution towards the costs of a place in a care home are set nationally by NHS England, this figure is included in the stated fee level at the 2020 -21 rate, any changes will be passported to Nursing Home providers once known.

- (3) that the Director of Adult Social Care review the proposed rates in 6 months once the position on additional government funding has been ascertained, and if necessary, submit a further report to Cabinet recommending revisions to the rates in year should they be necessitated.

97/21

Procurement of School Health Nursing and Child Vision Screening Services

Approval was sought to commence a procurement process for the provision of School Health Nursing and Child Vision Screening Services to commence on 1 April 2022 for a period of three years to 31 March 2025 with the option to extend up to a further two years.



On the 13 December 2017, Cabinet gave approval to award a contract to Sandwell and West Birmingham Hospital Trust for 2 +1 years.

The option to extend period was utilised and this contract was due to end on the 31 March 2022. A procurement exercise was now required to ensure that there was no gap in service beyond this date.

Reason for Decision

In Sandwell, the Clinical Commissioning Group(CCG) had continued to commission the service, however they had now confirmed their intention to transfer the commissioning responsibility to the Local Authority from 1 September 2021. A direct award for a seven-month contract would be made to the current provider, Sandwell and West Birmingham Hospitals NHS Trust to ensure there was no gap in service while this proposed procurement took place.

It was anticipated that there would be increased demand on the School Health Nursing Service over the lifetime of the new contract due to an increase in the number of secondary school sites and expansion of existing sites. There are two new Free School Academies due to open in September 2022 (offering (1,650 places between them) and expansions of 3 other existing sites (670 places) A further 900 secondary places were required between 2023 and 2026.

Alternative Options Considered

The Cabinet noted a number of options. One option consisted of removing the 0-5 Services from the Co-operative Working Agreement in order to conduct a large, single 0-19 procurement was also considered, however there was a risk that this would disrupt our high-performing Health Visiting Service during this pandemic/recovery period time when stability and continuity will be even more important.



The School Nursing Service was a key Public Health priority any change to the delivery of this would have a detrimental impact on the school population. Cabinet therefore, due to the high value and nature of the service was minded to competitively procure it.

Cabinet also considered undertaking a separate procurement exercise for the Child Vision Screening Service. This was a feasible option, but it was felt that by aggregating with School Nursing, it may benefit from the economies of scale from a multi-million-pound service.

Agreed:-

- (1) that the Director of Public Health be authorised to commence a procurement process for the provision of School Health Nursing and Child Vision Screening Services to commence on 1 April 2022 for a period of three years to 31 March 2025 with the option to extend up to a further two years;
- (2) that the Director of Public Health be authorised to award and enter into a contract and licence agreement with the successful bidder, on terms to be agreed with the Director of Public Health for the provision of School Health Nursing and Child Vision Screening Services to commence on 1 April 2022 for a period of three years to 21 March 2025 with the option to extend up to a further two years;
- (3) that variations to the Contract up to a maximum of 10% of the Contract value be approved, should they be necessitated, and that authority to approve such Variations be delegated to the appropriate Chief Officer in consultation with the relevant cabinet member;
- (4) that the Director- Monitoring Officer be authorised to execute any documents necessary to give effect to the proposals in Resolution (1) and (2) above for the provision of School Health Nursing and Child Vision Screening Services;



- (5) that an exemption be made to rule 8.7 of the Council's Procurement and Contract Procedure Rules 2018-2019 to allow a contract to be awarded to the successful tenderer in the event that the required number of tenders are not received.

98/21

Grant Agreement with the West Midlands Combined Authority - Traffic Signal Upgrades on the Key Route Network

It was reported that a lifecycle review of all of the Council's traffic signal installations on the Key Route Network had been completed and the four-traffic signal-controlled intersections detailed within the report had been identified as a priority for refurbishment.

The proposed traffic signals were located at strategic junctions and were considered pivotal to both the Local and Key Route Network performance.

The key benefits of the new traffic signal equipment stemmed from the: -

- Adaptive traffic control system for efficiency, maximising capacity and reducing delays.
- Improvements in journey times and reliability for all road users including public transport and commercial vehicles.
- Improved business competitiveness.
- Improved traffic signal operational reliability.
- Energy savings (LED equipment and latest technology, including extra low voltage supply (ELV)).
- Reduced maintenance costs.
- Reduction in carbon footprint.
- Remote Monitoring System – would increase awareness and reactivity to operational issues and traffic signal faults.
- Safety benefits generally acknowledged from the type of operational
- system for all users, including pedestrians.
- Puffin crossing facilities.
- The installation of low level access poles and LED signal equipment will reduce working at height risks for maintenance engineers.



- ELV power supply will provide enhanced safety for all users, including pedestrians.

Strategic Finance had undertaken an appraisal of the funding application, which had been evaluated against HM Treasury Green Book guidance. The appraisal process confirmed satisfactory assurance was provided regarding the proposed funding.

Reason for Decision

There was a statutory duty imposed on highway authorities to maintain the highway at public expense is set out in Section 41 of the Highways Act 1980.

The Traffic Management Act 2004 imposes a network management duty on the Council to manage day-to-day operational use of its highways to 'keep traffic moving'.

Alternative Options Considered

The proposed sites considered by Cabinet had been carefully reviewed between Sandwell officers and those of the West Midlands Combined Authority and were considered by joint agreement to be the most appropriate for refurbishment. Therefore, there was no alternative options to recommend.

Agreed:-

- (1) that approval be given to enter into a grant agreement with the West Midlands Combined Authority for traffic signal infrastructure improvements at the following four highway network locations: -
 - Bearwood Road/Waterloo Road, Smethwick.
 - Bearwood Road/Church Road/Grange Road, Smethwick.
 - Black Country New Road/Cliff Drive, Tipton.
 - Dudley Road/High Street/Castle Road, Tipton.



- (2) that in connection with Resolution (1) above, the Head of Finance and the Director – Law and Governance be authorised to enter into and sign a grant agreement for £355,164.22 with the West Midlands Combined Authority for traffic signal upgrade work.

99/21

Approval of Home Office Safer Streets funding

It was reported that in February 2021, following an initial Expression of Interest submission to the Police and Crime Commissioner, Sandwell was selected as one of three West Midland areas to bid for Safer Streets Funding. A sum of £20m was being made available for areas with persistent and disproportional neighbourhood crime to provide concentrated investment into ‘hotspot’ areas.

All bids had been subject to strict criteria as outlined below:

- that areas have a defined, but not necessarily adjoined geography,
- that the intervention area is a suitable size to enable effective targeting, 500 to 3,500 households (or 1,000 to 9,000 residents),
- that the areas are persistently and disproportionately affected by one or more neighbourhood crime types.
- focus on Lower Super Output Areas (LSOA)
- targeted focus on four neighbourhood crime types; domestic burglary; vehicle theft (theft of and from vehicles); theft from the person and robbery which meet the required benchmarks

Crime Type	Benchmark crime rate using police.uk data (crimes per 1000 population per year)
All Neighbourhood Crime (Burglary, Robbery, Theft from Person & Vehicle Crime)	18.30
Vehicle Crime	8.74
Burglary	7.91
Robbery	1.16



Based on the criteria in respect of LSOAs and data provided by the Police in respect of crime rates over an average of the last three years, West Bromwich Central and Abbey wards were selected for the purpose of the bid.

Reason for Decision

The objectives of the fund were to:

- Reduce neighbourhood crime (burglary, vehicle related theft, theft from the person, robbery) in areas that receive funding – making local areas safer and reducing demand on the police to focus on higher harm crimes.
- Continue to build evidence about the impact of targeted investment in situational prevention in high crime areas to strengthen the case for future investment, both at local and national level.
- Grow local capability to undertake data driven problem solving and capture evidence and practical learning about how best to implement situational interventions to prevent crime.

Both West Bromwich and Abbey areas had high levels of income deprivation, unemployment, long term unemployment, child poverty, older people living alone and older people deprivation. All of which had been intensified by Covid and both are persistently and disproportionately affected by one or more neighbourhood crime types.

Both areas also have a number of similarities including: an older high street with areas requiring investment; some empty stores; offices and flats above; alleyways between stores and behind and graffiti and litter. Commercial premises form the main central shopping and business area arterial routes with genuine businesses working to attract customers to the area.

The total cost of the project would be £331,250, of which £66,250 was in kind, utilising existing staff time and expertise across teams and agencies. £265,000 in additional funding will be brought into SMBC and administered by the Community Safety Team to deliver the project if the bid was successful. All successful bids would be part of a central project evaluation process which would also provide Sandwell with a local project evaluation.



Alternative Options Considered

The only alternative presented was for Cabinet to not accept the funding, and subsequently not make the improvements in the two ward areas.

Agreed:-

- (1) that approval be given to enter into a Safer Streets grant agreement with the Home Office, in the event that Sandwell Council is successful with the bid submitted on 25 March 2021 with the total cost of the project set at £331,250, of which £66,250 is in kind, with £265,000 in additional funding applied for;
- (2) that in connection with resolution (1) above, the Head of Finance be authorised to sign the Grant Agreement;
- (3) that in connection with Resolution (1) above, the Interim Director – Housing be authorised to implement and monitor the projects outlined in relation to this funding.

100/21

Supply of Gas Appliance Parts and Heating Spares

Approval was sought to award a contract for the supply of gas appliance parts and heating spares to Roway lane Supplies Section to PHC Parts, for the sum of £3,400,000, for a period of three years, from 1 July 2021 to 30 June 2024.

Reason for Decision

There was no option to further extend existing contractual arrangements as the current framework arrangement expired on 30 June 2021.

In accordance with Procurement and Contract procedure Rules, PHC Parts submitted the best value tender.

The anticipated value of the contract was £3,400,000, (£1.133,333 per annum) for a period of three years.



Alternative Options Considered

There had been no other options available and Cabinet had been informed that the contract was required in order for Sandwell MBC to be able to maintain its current housing stock.

Agreed:-

- (1) that approval be given to award a contract for the supply of gas appliance parts and heating spares to PHC Parts, for the sum of £3,400,000, for a period of 3 years, from 1 July 2021 to 30 June 2024;
- (2) that the Director of Law and Governance and Monitoring Officer be authorised to enter into appropriate contracts for Supply of Gas Appliance Parts and Heating Spares with PHC Parts.

101/21

Governance and Tenant Engagement Arrangements

Consideration was given to the review of Tenant Engagement and Participation which reflected good practice, but additionally an increase in expectations due to changes in the following:

- Regulator of Social Housing
- Housing Ombudsman
- National Housing Federation's Code of Governance
- Build & Fire Safety Bill
- Regulatory Standards

The Regulatory Standards outlined specific expectations and outcomes that providers would be expected to achieve. Providers' boards and local authorities had been responsible for meeting the relevant standards and determining how this was done. The Regulatory Framework encompassed a tenant involvement standard.

The proposed new tenant scrutiny model would reflect good practice outlined in Successful Scrutiny of Council Tenant and the National Tenant Engagement Standards, as outlined by Tpas (Tenant Participation Advisory Services).



Reason for Decision

Following engagement with a working group, a draft Resident and Leaseholder Involvement Model had been drafted. The Model provided an outline as to the different levels of involvement and types of potential activities, some of which were in existence, but some remained suggestions for going forward. It was anticipated that the model of involvement would evolve over time.

The involvement model also looked to encompass a set of underlying principles that would be developed by those involved from officers to residents. In addition, the model acknowledged the different levels of involvement and recognised that different approaches had been relevant dependent on the purpose of the involvement and therefore would require varying levels of involvement.

Cabinet was made aware of an Implementation Group (made up of officers and tenants) that would replace the Tenant Engagement and Participation Working Group and would work to agree the recruitment process, undertake the recruitment and support the development of the Scrutiny Panel. In addition, the group would develop further detail behind the Involvement Model.

Alternative Options Considered

The decision it was heard could be made to do nothing and maintain the current Structure. However, this would not support the changes in legislation and the Regulation Standards.

Agreed:-

- (1) that the current Tenant Review Panel be disestablished;
- (2) that a new Resident & Leaseholder Scrutiny Panel be established, and approval be given to the associated governance arrangements and terms of reference (attached at Appendices 2 & 4);
- (3) that the new Resident and Leaseholder Involvement Model (as attached at Appendix 1) be approved;



- (4) that the Interim Director – Housing be authorised to confirm the Council Representative to the Resident and Leaseholder Scrutiny Panel as either Cabinet Advisor for Homes or Chair of Safer Neighbourhoods and Active Communities Scrutiny Board.

102/21

Taxi Driver Grant Scheme

Consideration was given to the Taxi Driver Grant scheme. The scheme required a departure from the approved ARG Policy which stated that all grants were to be paid by BACS transfer to Business Bank Accounts. However, this sector of the economy did not necessarily operate using Business Bank Accounts, and the scheme would be more inclusive and accessible if grants could be administered to personal accounts.

Current ARG policy was that grants were paid only to those who hold Business Bank Accounts, however the Council was aware that some self-employed drivers did not operate using business bank accounts, and therefore an exemption to this element of the policy was considered.

Payments would be made into the authorised bank account of the taxi drivers. The licence types proposed to be eligible for the grant were: Private Hire Operators, Private Hire Drivers, Dual license holders and Hackney Carriage drivers.

The scheme would be opened and launched online via the grant approval website 'Ascendant' which was being used by officers to administer current grants.

Reason for Decision

Sandwell Council's Business Growth team had already administered over £6million of Government discretionary funding to small and micro businesses through Additional Restrictions Grants. However, certain sectors of the economy such as self-employed taxi drivers had lobbied for a specific grant offer to be made available for them through a targeted grant scheme.



Neighbouring councils - Birmingham, Wolverhampton, Walsall, Dudley and Solihull had been administering taxi driver grant schemes, paying resident taxi-drivers under varying criteria.

There was £1.8m remaining within the ARG budget, and it was proposed that circa £700,000 was allocated to fund the Sandwell taxi driver grant support scheme. The remainder being used for additional business support activity.

It was also proposed that circa £400,000 of Covid-1 support funding was used, thereby providing an overall budget of £1.1m for the taxi driver support scheme.

The proposed Taxi Driver Grant Support Scheme would enable any taxi driver that lived in Sandwell to apply for a one-off grant payment of £1000. It was noted that based on a £1.1m funding allocation to this scheme, 1100 taxi drives could be supported. The number of taxi-drivers living in Sandwell was unknown and therefore the allocated funding would be issued on a first come first served basis.

The scheme would require applicants to complete an application via the grant approval website. Applicants would need to make a declaration that they have not received grant support from elsewhere, if they were self-employed, provide evidence that they were Sandwell residents and provide relevant identification. Applicants would need to demonstrate that they had been licenced taxi drivers either in Sandwell or with another local authority. Necessary due diligence checks would be undertaken on the information submitted to limit fraudulent applications.

The grant would be open for a set time period, initially two weeks from 24 May 2021 closing on 7 June 2021. If the 1100 applicant cap was not reached, the grant application process would re-open for a further two weeks until the cap was reached, and the application process would be closed.

Alternative Options Considered

There were two alternative options for consideration. The first being that only taxi drivers who were living and licenced in Sandwell were eligible for the scheme.



This would support approximately 786 resident licensees. This model was very similar to that offered by Birmingham City Council and Wolverhampton City Council. However, this would not support any Sandwell resident taxi drivers who were licenced with other local authorities.

The second alternative option was that all taxi drivers licenced in Sandwell regardless of whether they lived in Sandwell would be eligible for the scheme. It was estimated that this would support around 1400 taxi drivers around half of which would live in Sandwell. However, this option would exclude Sandwell residents that are licenced with other local authorities.

Agreed:-

- (1) that the Interim Director of Regeneration and Growth deliver the preferred option for Taxi Drivers Grant Support Scheme;
- (2) that up to £1.1m of funding is allocated from the Additional Restrictions Grant and Covid-19 support funding to deliver the preferred option;
- (3) that an exemption be made to current ARG policy to enable the administration of the Taxi Driver Grant Support Scheme to Taxi Drivers that do not have a Business Bank Account.

103/21

Recommendations from Economy Skills Transport and Environment Scrutiny Board in response to Climate Change Implementation

The Cabinet considered the recommendations received from the Economy Skills Transport and Environment Scrutiny Board. Cabinet were presented with a report specifying the significant risks that climate change presented to Sandwell residents and the Council's responsibility to address the issue through its decision-making to ensure that the impacts were mitigated, and carbon neutrality targets are achieved.



Reason for Decision

Sandwell Council adopted the Climate Change Strategy in October 2020. The strategy outlined the targets and action plans in place for the Council to become carbon neutral by 2030, and the borough by 2041. The strategy covered six areas, including:

- Council Estate and Operations
- The Built Environment
- Transport
- Waste & Recycling
- Adaptation and Resilience
- Natural Capital

During 2020-21, the Economy Transport Skills and Environment Scrutiny Board considered several climate change matters.

At the Economy Skills Transport and Environment Scrutiny Board meeting held on the 25 March 2021, the Board considered the discussions of the Scrutiny Working Group. The Board received a presentation on Climate Change Implementation from the Climate Change Programme Manager. The challenges of developing a strong corporate focus on climate change were recognised. The Board suggested that requiring the Council to explicitly consider climate change in the decision-making process would ensure it remains a priority and would encourage the Council to make sufficient progress with the 2030 target. In turn, this would allow the Council to advocate for behavioural change in the borough.

Alternative Options Considered

In accordance with the Localism Act 2011, the Cabinet was requested to respond to the recommendations of the Scrutiny Board within two months, setting out any approved recommendations, and how they would be implemented.

The Cabinet welcomed the findings of the Board and would submit a response to the Scrutiny Board within two months' time.



104/21 **Cabinet Petitions**

The minutes of the Cabinet Petitions Committee held on 24 February 2021 were confirmed as a correct record and noted.

105/21 **Vote of Thanks**

The Deputy Leader, Councillor Crompton, thanked members of the Cabinet and officers for all of their help and support over the preceding year working tirelessly during the pandemic.

Councillor Taylor, on behalf of the Cabinet, placed on record her thanks Councillor Crompton for her hard work and dedication over what had been a very difficult year.

Meeting ended at 4.26pm

Contact: democratic_services@sandwell.gov.uk



Report to Cabinet

16 June 2021

Subject:	Award of SEND Passenger Transport Contracts for 2021-25
Cabinet Member:	Cabinet Member for Best Start in Life, Councillor Karen Simms
Director:	Director of Children's Services Lesley Hagger
Key Decision:	Yes
Contact Officer:	Angelina Dawson, Manager, Travel Assistance Service (TAS) angelina_dawson@sandwell.gov.uk Carol Wintle, Procurement Business Partner carol_wintle@sandwell.gov.uk

1 Recommendations

- 1.1 That in accordance with the council's Procurement and Contract Procedure Rules 2018-2019, the Director of Finance/Section 151 Officer in consultation with the Director of Children's Services, be authorised to award contracts under the Dynamic Purchasing System, to the successful tenderers as set out below, for the provision of passenger transport services for the period 1 September 2021 to 31 July 2025 and, subject to notification via the Official Journal of the European Union (OJEU), the period of validity of the Dynamic Purchasing System may be amended.

Lot	Tenderer	Cost per annum
1	North Birmingham Travel Limited	£2,971,600.00
2	County Cars (2003) Limited	£1,368,000.00
3	County Cars (2003) Limited	£657,400.00
4	County Cars (2003) Limited	£532,000.00



- 1.2 That subject to 1.1 above, the Director – Law and Governance and Monitoring Officer be authorised to enter into contract with the successful contractors, on terms and conditions as agreed by the Director of Children’s Services and the Director of Finance/Section 151 Officer.
- 1.3 That subject to 1.1 and 1.2, the Director of Children’s Services in consultation with the Director of Finance / Section 151 Officer be authorised to award subsequent contracts under the Dynamic Purchasing System until the contract expiry date 31 July 2025.

2 Reasons for Recommendations



- 2.1 This report seeks approval to award transport contracts to providers who have provided the most economically advantageous tender subject to the completion of a compliant due diligence process. The contracts will be awarded for a period of four years, subject to satisfactory ongoing performance. Specific contract details are set out in section 4 below.
- 2.2 A proposal was approved by Cabinet on 12 August 2020 to establish a new Dynamic Purchasing System (DPS) for the Provision of Passenger Transport for 2021-25 (minute No 65/20 refers). Pursuant to the creation of the DPS, a closed bid tender process was held for the award of four passenger transport related contracts, such contracts to be effective from 1 September 2021.
- 2.3 This report seeks approval of Cabinet for the award of those specific contracts, as recommended in section 1.1, and to also authorise the Director of Children’s Services together with the Director of Finance/Section 151 Officer to award subsequent transport contracts under the DPS on the basis described in section 4, the most economically advantageous tender, subject to the completion of a compliant due diligence process detailed in section 4.
- 2.4 The successful bidders are those suppliers who have been evaluated as having provided the best Price, Quality and Social Value weightings therefore, determining them as presenting the most economically advantageous tender.



2.5 The current position

- 2.6 The current DPS agreement and all passenger transport contracts will end on 31 July 2021 as contract provision will come to its natural conclusion. The council therefore has a requirement to award new contracts from 1 September 2021.
- 2.7 The scope of the passenger transport contracts is to meet the council's statutory duty under Section 508B and Schedule 35B of the Education Act 1996 whereby local authorities are under a statutory duty to provide free school transport to eligible children (specified in SMBC's Travel Assistance Policy).

3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people</p> <p>Ambition 2 – Sandwell is a place where we live healthy lives and live them for longer and where those of us who are vulnerable feel respected and cared for.</p> <p>The Travel Assistance Service (TAS) have worked in co-production with our passengers, parents/carers, schools/venues and Transport Providers. We have created, implemented and managed our service to ensure that our Special Educational Needs and Disability (SEND) passengers are respected and cared for through the provision of a high-quality and accountable transport service.</p> <p>Ambition 4 – our children benefit from the best start in life and a high-quality education throughout their school careers with outstanding support from their teachers and families. The home to school transport service ensures that children can access their learning establishments daily.</p>
	<p>Strong resilient communities</p> <p>Ambition 10 – Sandwell now has a national reputation for getting things done, where all local partners are focused on what really matters in people's lives and communities.</p>





A strong and inclusive economy

The procurement and management of a quality transport service, putting the needs of our passengers first, with safety, reliability, accountability and cost effectiveness being paramount.

4. Context and Key Issues

4.1 Due Diligence process

4.2 The due diligence process required the bidders to provide assurance around their ability to meet the requirements of the contract at the price, quality and social values they have submitted. Specifically, the due diligence assessed the suitability of the bidder's price, quality and social value weightings.

4.3 Specific contracts

LOT Number	Contract title
LOT 1	All Special Schools, including:
	Bloomfield School plus Annexe, Bloomfield School, Bloomfield Road, Tipton DY4 9ER
	The Brades Lodge, Lower City Road, Tividale, Oldbury B69 2HA
	Shenstone Lodge, Birmingham Road, Shenstone, Lichfield, Staffs WS14 0LB
	The Meadows School, Dudley Road East, Oldbury B69 3BU
	The Orchard School. Causeway Green Road, Oldbury, B68 8LD
	The Westminster School, Hawes Lane, Rowley Regis B65 9AL
	St Michael's CofE High School, Rowley Learning Campus, Curral Road, Rowley Regis B65 9AN
LOT 2	All Sandwell Schools
LOT 3	Out of Borough schools in Birmingham only
LOT 4	All other Out of Borough schools



4.4 **Background**

- 4.5 There is a requirement to award new transport related contracts as the current DPS, and all passenger transport contracts expire with effect from 31 July 2021.
- 4.6 The effective date for the new contracts will be 1 September 2021.
- 4.7 The report also seeks delegated authority for approval of subsequent transport contracts under the DPS through to 31 July 2025 on the basis described in sections 2 and 4 above: the most economically advantageous prices subject to the completion of a compliant due diligence process.

4.8 **Sustainability of proposals**

- 4.9 Funding for the delivery of the services specified in this report is provided via the client services.

5 **Alternative Options**

- 5.1 Do nothing. It would not be an option not to do anything as the council would fail in its statutory duty to provide free school transport to eligible children.
- 5.2 Considerable research was undertaken with various Local Authorities, (including our West Midlands neighbours) prior to the design of the new DPS and around the options for the re-procurement of the services.
- 5.3 Under the DPS new entrants are allowed to apply to join at any time through its duration, subject to due diligence checks which provide assurance as to service quality. The approach was found to maximise the competition for contracts to be awarded.

6 **Implications**

Resources:	Expenditure relating to the provision of transport for SEND children and young people and Looked After Children (LAC) is currently funded from within the relevant client services budgets.
-------------------	---



	<p>The annual budget allocated for SEND home to school transport is £2,550,000. As reported in the 2019/20 financial outturn report, this demand for statutory services meant that the budget was significantly overspent but was managed via a one-off use of reserves. Ongoing, and increased demand for the statutory service means that there was a projected pressure of £3,000,000 on this budget in 2020/21. The budget is being closely monitored with a Director led, officer working group exploring a range of actions to mitigate against this pressure. The Cabinet Member for Resources and Core Services will be kept informed of progress made by the working group.</p> <p>The current contracts will end on 31 July 2021, with a requirement to introduce the new DPS procurement arrangements to ensure new contracts can be set up and statutory passenger transport provision can continue.</p>
Legal and Governance:	<p>The Council must comply with the Public Contracts Regulations 2015 and the Council's own Procurement and Contract Procedure Rules 2019/20.</p>
Risk:	<p>The Corporate Risk Management Strategy (CRMS) has been complied with – to identify and assess the significant risks associated with this decision. This includes (but is not limited to) political, legislation, financial, environmental and reputation risks. Based on the information provided, it is the officers' opinion that for the significant risks that have been identified, arrangements are in place to manage and mitigate these effectively.</p> <p>If this report is not agreed, then the council will risk not having transport in place for September 2021 and fail in its statutory duty to provide home to school transport for children with Special Educational Needs and Disability. This would have a detrimental impact on children and their families who already face significant challenges in their lives, and the council's reputation will be detrimentally affected.</p>



	<p>The Directorate risk register currently includes a red risk around Special Educational Needs and Disabilities Transport: SR060 -. If the council does not consider options on how to manage the increasing upwards trajectory of costs in respect of SEND transport, then this will significantly impact service budgets and the provision of other services across the directorate.</p> <p>The recommendations above if approved, will assist in the continued mitigation of this risk.</p>
Equality:	An Equality Impact Assessment (EIA) initial screening has been undertaken. The screening identified that there will be no adverse impact on people or groups with protected characteristics. A full EIA is not therefore required.
Health and Wellbeing:	The DPS suppliers are required to demonstrate how they will be responsive to Social, Environmental and Local Economic prospects, and how they will construct and operate their works to deliver a positive impact on the local economic, social and environmental well-being of the local area.
Social Value	The selected suppliers will have already demonstrated activities in supporting social and economic requirements creating added value to communities. This will include employment creation for unemployed people, the employment of local people, and social initiatives in supporting activities for young people and engaging with schools and the wider community.

7. Appendices

None

8. Background Papers

None



This page is intentionally left blank

Report to Cabinet

16 June 2021

Subject:	Replacement of Domestic Gas Appliances and Associated Works
Cabinet Member:	Cabinet Member for Quality Homes and Thriving Neighbourhoods, Councillor Zahoor Ahmed
Director:	Interim Director of Housing Katharine Willmette
Key Decision:	Yes Above £250,000.00 threshold.
Contact Officers:	Jonathan Rawlins, Business Manager 0121 569 5045. Jonathan_rawlins@sandwell.gov.uk Wendy Jones, Procurement Officer 0121 569 6098. Wendy_jones@sandwell.gov.uk

1 Recommendations


- 1.1 That the Interim Director – Housing be authorised to award the contract for the delivery of the Replacement of Domestic Gas Appliances and Associated Works to Sure Maintenance Limited for the sum of £10,500,000 for a period of 3 years, from 1st August 2021 to 31st July 2024.
- 1.2 That the Director – Law and Governance and Monitoring Officer be authorised to enter into appropriate contract for Replacement of Domestic Gas Appliances and Associated Works with Sure Maintenance Limited.



2 Reasons for Recommendations

- 2.1 This report seeks approval to award the contract for the provision of Replacement of Domestic Gas Appliances and Associated Works.

3 How does this deliver objectives of the Corporate Plan?

	<p>Quality homes in thriving neighbourhoods, this contract is required to allow Sandwell MBC to continue to maintain and upgrade its housing stock as and when required.</p> <p>Ambition 5: Our communities are built on mutual respect and taking care of each other, supported by all the agencies that ensure we feel safe and protected in our homes and local neighbourhoods.</p>
---	--

4 Context and Key Issues

- 4.1 The Council is seeking to appoint one Contractor to replace domestic gas appliances, to assist the Council's Gas Section to replace gas appliances installed in Council Properties, for a contract period of three years, from 1 August 2021 to 31 July 2024.
- 4.2 This contract is still required for Sandwell MBC to continue to maintain its current housing stock. The work comprises of the replacement of domestic gas appliances and associated works. This primarily comprises of replacing domestic gas appliances (boilers, gas fires, gas cookers) along with ancillary works. The contract also includes the fitting of electric fires and the installation of individual radiators. Some of the works may include full heating installations due to a medical need at the property.
- 4.3 The current contract expires on the 31 July 2021.
- 4.4 Six compliant tenders were returned by the deadline of 23 April 2021.
- 4.5 The six compliant tenders received have been evaluated in accordance with the criteria stipulated within the tender documentation, 60% Price and 40% Quality.



- 4.6 The Contractor with the winning submission is Sure Maintenance Limited.
- 4.7 The anticipated value of the contract is in the region of £10,500,000, (£3,500,000 per annum) for a period of three years from 1 August 2021 to 31 July 2024.

5 Alternative Options

- 5.1 There are no other options available, this contract is required for Sandwell MBC to be able to maintain its current housing stock.

6 Implications

Resources:	The proposed contract £10,500,000 (£3,500,000 per annum) for provision of Replacing Domestic Gas Appliances and Associated Works is included within approved Housing Revenue Account.
Legal and Governance:	The contract will be awarded in accordance with the council’s Procurement and Contract Procedure Rules and the Public Contracts Regulations 2015.
Risk:	No Risks
Equality:	An Equality Impact Assessment was not undertaken as this is a renewal of an existing contractual arrangement. The contract will be monitored to ensure compliance.
Health and Wellbeing:	The renewal of this contract will enable Sandwell MBC to quickly replace any damaged or beyond economical repair gas appliances in our properties; thus, reducing the time our tenants have no heating or hot water.
Social Value	Social Value will be achieved through the inclusion of an Employment and Skills Plan (ESP) contained within the formal contract with Sure Maintenance Limited. The plan includes contractual performance indicators such as work experience placements, apprenticeships in addition to school engagement and community activities.



Sure Maintenance Limited, through their tender submission, have detailed their commitment to social value and social responsibility by ensuring that they collaborate with SMBC's Stakeholder Working Group / Social Value Impact Officer where required, supporting SMBC's priorities (based on the National TOMs) to assist in developing Vision 2030, with tangible benefits to enhance lives of SMBC residents, their wider communities across the borough via:

- Driving prosperity, inclusion, health and childhood and community in all of our social value measures, basing them on the National TOMs
- Engaging with the large proportion of under 30's across the borough, raising their aspirations and helping improve children's life chances
- Protecting vulnerable people and children
- Improving skills and qualifications and establishing links between education and business
- Reporting on our Social Value Return for this contract
- Voluntary work on local community projects – making communities a place where families want to live / stay
- Engaging local people and communities to achieve success
- Donating / investing profits into local good causes / charities / community and support programmes – liaison with Tenant and Residents Associations (across the borough)
- Advertise all contract vacancies via SMBC

Sure Maintenance Limited, are based in Essex, however they have a local office in Halesowen.

7. Background Papers



8. Appendices

Tender results: -

Gas Replacement				
	Price Score	Quality Score	Total	Rank
Sure Maintenance Ltd	60.00	40.00	100.00	1 st
Contractor B	54.01	38.67	92.68	2 nd
Contractor C	55.35	30.33	85.68	3 rd
Contractor D	51.71	31.83	83.54	4 th
Contractor E	37.59	34.67	72.26	5 th
Contractor F	37.70	23.17	60.87	6 th



This page is intentionally left blank

Report to Cabinet

16 June 2021

Subject:	Supply of Tools and Consumable Items
Cabinet Member:	Cabinet Member for Quality Homes and Thriving Neighbourhoods, Councillor Zahoor Ahmed
Director:	Interim Director of Housing Katharine Willmette
Key Decision:	Yes Above £250,000.00 threshold.
Contact Officers:	Steve Piddock, Contracts Manager 0121 569 6023. steve_piddock@sandwell.gov.uk Wendy Jones, Procurement Officer 0121 569 6098. Wendy_jones@sandwell.gov.uk

1 Recommendations


- 1.1 That the Interim Director of Housing be authorised to award a contract for Supply of Hand Tools, Ladders and Steps to Jays Sourcing Group Ltd, for the sum of £90,996.00, for the period of 4 years, from 1st August 2021 to 31st July 2025.
- 1.2 That the Interim Director of Housing be authorised to award a contract for Supply Power Tools, Fixings, Drills and Consumable items to Corry Products Ltd for the sum of £239,636.00, for the period of 4 years, from 1st August 2021 to 31st July 2025.



2 Reasons for Recommendations

- 2.1 This report is a recommendation to renew existing contracts to supply Hand Tools, Fixings, Drill Bits, consumables into Roway Lane Supplies Section. Plus purchase battery operated Power tools, Ladder and Steps to allow the Asset Management and Maintenance repair teams maintain the properties owned and maintained by Sandwell MBC.

3 How does this deliver objectives of the Corporate Plan?

	<p>Quality homes in thriving neighbourhoods, this contract is required to allow Sandwell MBC to continue to maintain and upgrade its housing stock as and when required.</p>
	<p>Ambition 5: Our communities are built on mutual respect and taking care of each other, supported by all the agencies that ensure we feel safe and protected in our homes and local neighbourhoods.</p>

4 Context and Key Issues

- 4.1 The council is seeking to appoint one supplier to provide Hand tools and the ladders and Steps and one supplier to provide the Power tools, fixings, Drill Bits and Consumables. The contracts are for a period of 4 years, from 1st August 2021 to 31st July 2025.
- 4.2 The contract has been divided into 5 Lots
Lot 1 Hand Tools
Lot 2 Power Tools
Lot 3 Fixings
Lot 4 Drill Bits and Consumables
Lot 5 Ladders and Steps
- 4.3 The current contract expires on 31st July 2021. Tenders were invited in accordance with Public Contracts Regulations 2015 and the Council's Procurement and Contract Procedure Rules.



- 4.4 The anticipated value of the contracts is in the region of £330,632.00 (£82,658.00 per annum) for a period of four years.
- 4.5 The tenders received have been evaluated in accordance with the criteria stipulated within the tender documentation, 90% Price and 10% Quality.
- 4.6 The specification of this contract,
Lot 1 to supply hand tools such as Hammers, screwdrivers chisels etc,
Lot 2 to supply battery operated power tools, such as drills, planers, routers etc.
Lot 3 supply of fixings, such as screws, bolts nails, etc
Lot 4 supply of drill bits and consumables
Lot 5 supply of ladders, steps and hop ups.
- 4.7 The sharing of any relevant data for the delivery of this contract will be in compliance with the General Data Protection Regulations.
- 4.8 Jays Sourcing Group Ltd are based in Cradley Heath.
Corroy Products Ltd are based in Walsall.
Due to their proximity they both employ local people.

5 Alternative Options

- 5.1 There are no other alternative options if the items aren't purchased or available the Asset Management and Maintenance repair teams would not be able to carry out any repairs on Sandwell MBC properties.



6 Implications

Resources:	The proposed contracts for £330,632.00 (£82,658.00 per annum) for provision of items mentioned within this report is included within approved Housing Revenue Account.
Legal and Governance:	All contracts will be awarded in accordance with the council's Procurement and Contract Procedure Rules and the Public Contracts Regulations 2015.
Risk:	No Risks
Equality:	An Equality Impact Assessment was not undertaken as this is a renewal of an existing contractual arrangements. The contracts will be monitored to ensure compliance.
Health and Wellbeing:	These Contracts are required for Sandwell MBC to safely undertake repairs to council owned properties in a safe manner.
Social Value	<p>Jays Sourcing Group Ltd have stated the following in their tender return</p> <p>At Jays Sourcing Group Ltd employ ten members of staff that all earn above the national living wage, We support the charities "Help the Air Ambulance" fund and "Mencap" and these have a physical presence within the public areas of the business We at Jays are a strong believer in equal opportunities and offer employment initially via the Sandwell Metropolitan Borough Council apprentice scheme and positively encourage, train and promote the persons involved to achieve full time employment giving them the potential to succeed within the business, many have and are still with us.</p> <p>Impact on the Local Economy: During the term of the contract deliveries will be free of charge using our locally sourced fleet of delivery vehicles which are fully maintained by our local dealer.</p>



Notifications of Vacancies: We fully support the local economy and any job vacancies relating to the contract or otherwise will be advertised locally and where possible would make any job suitable for an apprenticeship. We welcome the opportunity to attend any “meet the buyer events” within our region.

Corroy Products Ltd have stated the following in their tender return:

We aim to be more involved in the Black country Chamber and promote our business to potential suppliers within the area.

Over the period of this contract there will be a need to employ further warehouse and driving personnel. Our present staff would be invited to gain better qualifications and move upwards within our business as we expand, and people retire. Further increasing their prosperity and opportunities.

7. Background Papers

None

8. Appendices

Tender results per Lot including tender value

Lot 1 Hand Tools Value £72,736.00, (£18,184 per annum)

	Price Score	Quality Score	Total	Rank
Jays Sourcing Group Ltd	90.00	9.80	99.80	1st
Supplier B	69.46	10.00	79.46	2nd
Supplier C	72.90	0.00	72.90	3rd
Supplier D	64.77	6.60	71.37	4th
Supplier E	49.71	9.60	59.31	5th



Lot 2 Power Tools Value £110,020.00, (£27,505.00 per annum)

	Price Score	Quality Score	Total	Rank
Corry Products Ltd	90.00	10.00	100.00	1st
Supplier B	82.04	6.60	88.64	2nd
Supplier C	82.47	0.00	82.47	3rd

Lot 3 Supply of Fixings Value £84,664.00, (£21,166.00 per annum)

	Price Score	Quality Score	Total	Rank
Corry Products Ltd	90.00	10.00	100.00	1st
Supplier B	58.82	0.00	58.82	2nd

Lot 4 Supply of Drills and Consumables Value £44,952.00, (£11,952.00 per annum)

	Price Score	Quality Score	Total	Rank
Corry Products Ltd	90.00	10.00	100.00	1st
Supplier B	76.64	0.00	76.64	2nd
Supplier C	24.37	6.60	30.97	3rd

Lot 5 Supply of ladders and Steps Value £18,260.00, (£4,565.00 per annum)

	Price Score	Quality Score	Total	Rank
Jays Sourcing Group Ltd	90.00	9.80	99.80	1st
Supplier B	72.85	10.00	82.85	2nd
Supplier C	68.83	9.60	78.43	3rd
Supplier D	69.74	0.00	69.74	4th



Report to Cabinet

16 June 2021

Subject:	Tender for House and Garden Clearance to Void Properties
Cabinet Member:	Cabinet Member for Quality Homes and Thriving Neighbourhoods, Councillor Zahoor Ahmed
Director:	Interim Director of Housing Katharine Willmette
Key Decision:	Yes Above £250,000.00 threshold.
Contact Officers:	Jonathan Rawlins, Business Manager 0121 569 5045. Jonathan_rawlins@sandwell.gov.uk Wendy Jones, Procurement Officer 0121 569 6098. Wendy_jones@sandwell.gov.uk

1 Recommendations


- 1.1 That the Interim Director – Housing in consultation with the Head of Finance and Section 151 Officer, be authorised to award a contract for the provision of House and Garden Clearance to void properties, for the period 1 July 2021 to 30 June 2024 at an anticipated value of £627,000 following the conclusion of the current procurement exercise.
- 1.2 That in connection with 1.1 above, the Director – Law and Governance and Monitoring Officer be authorised to enter into appropriate contracts.
- 1.3 That any necessary exemptions be made to the Council’s Procurement and Contract Procedure Rules to enable the course of action referred to in 1.1 and 1.2 above to proceed.



2 Reasons for Recommendations

- 2.1 The current contract is due to expire on 30 June 2021.
- 2.2 In response to the contract notice published on the Government's Find a Tender website, 3 compliant tenders were received. Evaluation of the returned tenders in accordance with the published award criteria in terms of price and quality is currently being undertaken but due to the relatively short timeline now available to complete this activity in readiness for Cabinet deadlines, it is necessary to request delegated authority to award this contract upon completion of the tender evaluation by early to mid-June 2021. This will ensure that mandatory standstill requirements are observed, and it will duly allow for any appropriate mobilisation period to be implemented.

3 How does this deliver objectives of the Corporate Plan?

	<p>Quality homes in thriving neighbourhoods, this contract is required to allow Sandwell MBC to continue to maintain and upgrade its housing stock as and when required.</p>
	<p>Ambition 5: Our communities are built on mutual respect and taking care of each other, supported by all the agencies that ensure we feel safe and protected in our homes and local neighbourhoods.</p>

4 Context and Key Issues

- 4.1 The current contract arrangement is due to expire on 30 June 2021 and a tendering exercise has been conducted in accordance with the Council's Procurement and Contract Procedure Rules to renew the contract for a three-year period.
- 4.2 It is proposed that the new contract will be let for the period 1 July 2021 to 30 June 2024 and based on current levels of expenditure will have a value of approximately £627,000.



4.3 There is no option to further extend existing contractual arrangements as the current contract arrangement expires on the 30 June 2021 and has already been extended by 12 months in accordance with update 2.5 of Covid 19 updates to Procurement and Contract Procedure Rules for contracts over EU Procurement Threshold (£189,330) and Public Contract Regulations 2015, regulation 72(1)(c).

5 Alternative Options

5.1 As the previous contract arrangements have now been extended and are due for retender, alternative options have already been explored. The most economically advantageous solution is still to conduct tender processes in compliance with the Public Contracts Regulations 2015.

6 Implications

Resources:	The proposed contract £627,000 (£209,000 per annum) for provision of House and Garden Clearance to Void Properties is included within approved Housing Revenue Account.
Legal and Governance:	The contract will be awarded in accordance with the Council's Procurement and Contract Procedure Rules and the Public Contracts Regulations 2015.
Risk:	No Risks
Equality:	An Equality Impact Assessment was not undertaken as this is a renewal of an existing contractual arrangement. The contract will be monitored to ensure compliance.
Health and Wellbeing:	This Contract is required for Sandwell MBC to undertake both scheduled and unscheduled work to clear the gardens of void properties of both natural and man-made waste (hazardous and non-hazardous) and pests. In addition, the contract includes for the removal of waste/refuse from inside the property (including loft areas, balcony areas, outhouses, and any attached storage sheds). All works will be undertaken in accordance with Hazardous Waste Regulations 2005.



<p>Social Value</p>	<p>Social Value commitments have been built into the tender evaluation criteria to ensure the successful contractor(s) complies with nationally recognised standards and contributes to the Council’s Vision 2030 ambitions.</p> <p>Social Value will be achieved through the inclusion of an Employment and Skills Plan (ESP) contained within the formal contract with the successful contractor. The plan includes contractual performance indicators such as work experience placements, apprenticeships in addition to school engagement and community activities.</p>
----------------------------	---

7. Background Papers

None

8. Appendices

None



Report to Cabinet

16 June 2021

Subject:	Towns Fund Programme Governance Arrangements for Phase 2 and Phase 3
Cabinet Member:	Councillor I Padda Cabinet Member for Strong and Inclusive Economy
Director:	Tammy Stokes – Interim Director of Regeneration and Growth Surjit Tour – Director – Monitoring Officer
Key Decision:	Yes
Contact Officer:	Rebecca.Jenkins@Sandwell.gov.uk Towns Fund Programme Manager Elaine.Newsoms@Sandwell.gov.uk – Service Manager Democracy

1. Recommendations

- 1.1 That approval be given to the updated Towns Fund Programme Governance Arrangements relating to Phase 2 and Phase 3 of the Towns Fund Programme as set out in the appendix.
- 1.2 That the invitation to attend Local Board meetings as required in line with portfolio responsibilities be noted.
- 1.3 That the Chief Executive, in consultation with the Leader of the Council, the Cabinet Member for Strong and Inclusive Economy, and the Monitoring Officer, be authorised to agree arrangements for the Governance of the Towns Fund Programme in accordance with the Government's Towns Funds Guidance



2. Reasons for Recommendations

- 2.1. On 6th September 2019 it was announced that 101 Towns had been identified by Government to benefit from the Town Fund. In Sandwell, West Bromwich, Smethwick, and Rowley Regis were identified. A Town Investment Plan was submitted for each Town in October 2020 and in March 2021 Heads of Terms were offered and accepted for each Town.
- 2.2. Detailed guidance for the first phase of the Towns Fund was published in June 2020 which contained a number of specific requirements around the governance of the Towns Fund programme including the responsibilities of the Lead Council and the Town Deal Board, and the composition of the Town Deal Board.
- 2.3. Governance arrangements for the Towns Fund Programme were approved by Cabinet in July 2020 including confirmation of appointments to the Sandwell Superboard and three Local Boards.
- 2.4. With the signing of the Town Deal Heads Terms in March 2021, the Towns Fund Programme has now moved into Phase 2 - Business Case Development Phase. The focus of the next 12 months is about developing these projects to Full Business Case stage and making preparations for their delivery. This will involve considerations such as assessing options, ensuring viability and ensuring the deliverability of the project
- 2.5. Following receipt of additional guidance from Government in December 2020 and April 2021, the Governance arrangements need to be updated to reflect the roles of the Superboard and Local Boards over Phase 2 and Phase 3 of the Towns Fund programme.
- 2.6. This has also provided opportunity to review the existing governance arrangements to ensure it remains fit for purpose to deliver the Town Fund Projects effectively, reflect on lessons learnt, and ensure we comply with the accountability requirements of Government.



2.7. This report seeks the approval of updated Towns Fund Governance Arrangements.

3. How does this deliver objectives of the Corporate Plan? (select relevant category and incl. narrative how deliver)

	<p>Best start in life for children and young people There are no direct implications as a result of this decision however, projects within the Towns Fund areas will create new and improved facilities for young people including new education and learning spaces</p>
	<p>People live well and age well There are no direct implications as a result of this decision however projects within the Towns Fund areas will deliver new housing, new education spaces, improvements to community assets, public realm and green spaces, improvements to transport links, and will support the creation of new jobs and learning opportunities</p>
	<p>Strong resilient communities The Superboard and Local Board membership is drawn from a range of organisations and sectors and provides input and direction to the Towns Fund programme at a strategic and local level. Projects within the Towns Fund areas will deliver new housing, new education spaces, improvements to community assets, public realm and green spaces, improvements to transport links, and will support the creation of new jobs and learning opportunities.</p>
	<p>Quality homes in thriving neighbourhoods There are no direct implications as a result of this decision, however, projects within the Towns Fund areas will deliver new housing, and bring a range of improvements that support thriving neighbourhoods.</p>
	<p>A strong and inclusive economy There are no direct implications as a result of this decision, however, projects within the Towns Fund areas will deliver new jobs and learning opportunities. Improvements to transport connections will improve residents' ability to access key transport hubs and hence their access to employment and education prospects and will make a contribution to attracting and retaining businesses in Sandwell.</p>
	<p>A connected and accessible Sandwell There are no direct implications as a result of this decision, however, projects within the Towns Fund areas will deliver improvements in cycling and walking infrastructure, and transport connections.</p>



4. Context and Key Issues

- 4.1. In July 2020, Cabinet approved arrangements for the governance of the Towns Fund Programme.
- 4.2. To co-ordinate the three Towns Deals in Sandwell, an overarching Towns Fund Superboard was established with three Town-level Local Boards established as working groups of the Superboard.
- 4.3. Town Deal Boards are required to align with the Council's governance standards and policies. As such, the Terms of Reference Document and Governance Procedure Rules approved by Cabinet included a Code of Conduct, requirements for members of the Superboard and Local Boards to declare of pecuniary and non-pecuniary interests, the maintenance of a register of gifts and hospitality, and arrangements for the publication of Superboard papers and minutes.
- 4.4. The process for the Towns Fund Programme is:

Phase 1

- Submission of Town Investment Plans (October 2020)
- Heads of Terms Agreement signed
- Town Deal Announced

Phase 2

- Development of Detailed Business Cases and approval from Superboard and Cabinet (following capital appraisal)
- Submission of Project Summary Documents by March 2022

Phase 3

- Release of Funding
- Delivery of Towns Fund Projects (by 2026)



- 4.5. In March 2021, Heads of Terms were offered and signed for Town Deals for West Bromwich, Smethwick and Rowley Regis following Cabinet recommendation. The Heads of Terms act as a Memorandum of Understanding between the Towns and Government and they contained an offer of £25m for West Bromwich, £23.5m for Smethwick and £19m for Rowley Regis subject to the completion and approval of Full Business Cases.
- 4.6. Further guidance was released from Government in December 2020 and April 2021 which contained additional governance requirements relating to the Business Case Phase of the Towns Fund Programme (Phase 2) and relating to the monitoring and evaluation requirements.
- 4.7. In relation to the role of the Town Deal Board, the December 2020 and April 2021 guidance outlined that the: -
- The Town Deal Board (Sandwell Superboard) should have an ongoing role and sight of decisions, the nature and degree of which should be agreed locally
 - The Chair of the Town Deal Board should be a signatory to the Business Case Summary Documents
 - The Town Deal Board has a useful role through the delivery phase of the programme through ensuring an element of independent 'on-the-ground' monitoring of the deal delivery and acting as a 'critical friend' throughout the programme lifecycle.
- 4.8. In relation to the role of the Council, the December 2020 and April 2021 guidance outlined that the Council should: -
- make decisions in partnership and collaboration with the Town Deal Board (Sandwell Superboard).
 - Undertake business case assurance and sign off in line with local processes (e.g. sign off from S151 Officer and Cabinet)
 - Engage with the Town Deal Board (Towns Fund Superboard) regarding project changes
 - Proactively consult the Towns Fund Lead (MHCLG representative) on any potential changes to approved plans
 - Ensuring that all templates submitted to MHCLG are accurate and complete representations of current circumstances



- Comply with the monitoring and evaluation requirements outlined and put in place appropriate agreements with delivery partners
- Through project delivery, ensure regular catch ups with the Town Deal Board to enable the board to see through the town vision, take ownership of their proposed projects and provide a level of accountability.

4.9 The current governance arrangements with the Superboard operating at a strategic level and overseeing the work of our 3 Local Boards has worked well. One key area for review and refresh is in relation to improving the engagement of stakeholders in the development of projects from the outset so that what is presented to Superboard from the Local Boards will be firm proposals for consideration.

4.10 The Membership of Local Boards is proposed to be adjusted as follows: -

- Inclusion of an open invitation to Superboard Members to attend Local Board meetings and participate in the shaping of proposals, as required.
- Inclusion of an open invitation to Cabinet Members to attend Local Board meetings and participate in the shaping of proposals. This will enable Cabinet Members with a portfolio relevant to of individual projects to participate, as required.
- Inclusion of Deputy Town Lead Member, in addition to Town Lead Member, to strengthen the linkage between the Local Boards and Councillors in the Town

4.11 The roles and responsibilities of Superboard and Local Boards is updated to reflect the requirements over the next phase of the programme as follows:

4.11.1 The Superboard is responsible for: -

- Leadership/ Direction - Provide strategic direction across all of the Town Deal Areas
- Coherent Governance - Ensure a coherent approach across all of the Town Deal Areas, maximising cross town initiatives where possible
- Consistency - Ensure interventions are not competitive across the Town Deal Areas and act to build the local economy
- Alignment to Strategic Priorities - Ensure alignment of projects to Local, Regional and National strategies



- Approve the Stakeholder Engagement Approach – ensuring that communities’ voices are involved in shaping design and decision making at each phase of development, and ensuring diversity in its engagement with local communities and businesses
- Upholding the Seven Principles of Public Life (Nolan Principles)
- Ensure compliance with Heads of Terms Agreements
- Have sight of and be consulted over project change requests
- Agree Full Business Cases and recommend them for appraisal and approval
- Act as a critical friend throughout the programme
- Fulfil any other duties and responsibilities required of the Town Deal Board by Central Government

4.11.2 The Chair of the Superboard is responsible for: -

- Upholding the Seven Principles of Public Life (Nolan Principles)
- Leading the Superboard to achieve its objectives, maintaining an overview of activity, and championing the supporting partnership working
- Ensuring that decision are made by the Board in accordance with good governance principles
- Signing the submissions to Government on behalf of the Superboard

4.11.3 The Local Boards are responsible for: -

- Helping develop the project business cases through providing input and being consulted for views, opinions and ideas on options and proposals
- To input into and advise on proposed engagement and consultation plans to help ensure relevant, proportionate and timely engagement with stakeholders
- To champion the Towns Fund projects
- To act as a critical friend offering on the ground local knowledge and perspective
- To make recommendations / create reports detailing the views of the Local Board to Superboard and Project Leads (as required)



4.11.4 The Chairs of the Local Boards are responsible for: -

- Upholding the Seven Principles of Public Life (Nolan Principles)
- Leading the Local Boards to achieve their objectives, maintaining an overview of activity, and championing the supporting partnership working
- Reporting progress to the Superboard
- Acting as a Champion for the Towns Fund projects and the Town vision

4.12 The updated Governance Arrangements include provision for the appointment to vacancies as follows: -

- Vacancies occurring within the Superboard are for the identified organisations to make an appointment to in line with their own governance procedures
- **Young People's Representatives** - In the instance of vacancies in young people's representation at Superboard and Local Boards, these will be identified and appointed to via the Sandwell Council Youth Service in consultation with the Chair of the Superboard and the relevant Local Board Chair
- **Local Board Representatives** - As working groups of the Superboard, Local Board appointments will be agreed by Superboard. Changes to composition of the Local Boards should be made in consultation with the Leader and Cabinet Member for Inclusive Economic Growth

4.13 The updated Governance Arrangements include specific reference to the management of conflicts of interest that may arise at Local Board level and voting procedure in the event that this is required.

4.14 The updated Terms of Reference have been developed following discussion with the Chair of the Superboard and Chairs of the three Local Boards. The Terms of Reference have been shared with Superboard Members and Local Board Members for consultation following an introduction provided to Superboard Members during their meeting on 17 May 2021. Comments and clarifications have been requested by 26 May 2021 and a verbal update will be provided during the Cabinet meeting in relation to any matters raised by Superboard and Local Board Members.



5 Alternative Option

- 5.1 Alternative proposals for governance could be implemented including different structural options. The current model of Superboard being supported by three Local Boards has been effective to date and the proposal seeks to strengthen these arrangements to ensure effective engagement of stakeholders.
- 5.2 The proposed updated Terms of Reference within this report adhere with the Government's Towns Fund Guidance which is a requirement to access the Towns Fund funding.

6 Implications

Resources:	<p>The resource implications associated with this decision are minimal as they are an update to the current governance arrangements and resources are already in place to support the Superboard and Local Boards in discharging their responsibilities.</p> <p>The Towns Fund represents an opportunity to attract £67.5m regeneration investment which has been conditionally offered by Government through 3 Town Deals.</p>
Legal and Governance:	<p>The approval of this Governance update will bring the Towns Fund governance arrangements up to date with current Towns Fund Guidance.</p>
Risk:	<p>This report and decision seeks to ensure that there is clarity around the role of the Superboard and Local Boards over Phase 2 and Phase 3 of the Towns Fund and it responds to recent guidance.</p>
Equality:	<p>Superboard and Local Board Membership is drawn from a range of organisations and sectors.</p> <p>The investment gained through the Towns Fund offers the opportunity for Towns to 'level up' and put in place building blocks for economic prosperity.</p>



	Specific equality and diversity implications will be assessed both at Town Level and considered as part of the development of individual projects.
Health and Wellbeing:	There are no specific implications for health and wellbeing from this decision, however projects within the Towns Fund Programme will deliver health and wellbeing benefits and these will be outlined as part of the Full Business Cases for each project.
Social Value	There are no specific social value implications relating to this decision. The Towns Fund Programme involves an offer of £67.5m for Sandwell and social value requirements for each of the projects is being considered as part of the full business case development.

7 Appendices

7.1 Towns Fund Governance Document Phase 2 and Phase 3

8 Background Papers

8.1 MHCLG Towns Fund Guidance (Stage 2 Business Case Guidance, December 2020, Towns Fund Monitoring and Evaluation Local Authority Guidance, April 2021)



Towns Fund Governance Document Phase 2 and Phase 3

1. Purpose of Document

- 1.1 The purpose of this document is to outline the governance arrangements for Sandwell's Towns Fund Programme for Phase 2 and Phase 3 and supersedes the Towns Fund Governance Arrangements agreed in July 2020.
- 1.2 It has been updated to reflect the next phases of the programme now that the Town Deals have been signed and to reflect the latest Towns Fund Guidance (released by MHCLG December 2020 and April 2021).
- 1.3 The document includes Roles and Responsibilities, Code of Conduct for Board Members, Decision Making arrangements, Scrutiny arrangements, Transparency and Accountability and a List of Members of the Towns Fund Superboard, and three Local Boards

2. Context

- 2.1 Governance is provided to this programme through the Towns Fund Superboard, three Local Boards, and the Council as the Accountable Body.
- 2.2 In accordance with the Towns Fund Guidance published June 2020 and December 2021 the Sandwell Superboard will be classed as the *Town Deal Board*.
- 2.3 The three Local Boards (Rowley Regis, Smethwick and West Bromwich) are constituted as working groups of the Superboard and have a remit to influence the Towns Fund Programme and to form part of the assurance mechanisms to ensure that project delivery remains in keeping with the Vision and objectives outlined in the Town Investment Plan.
- 2.4 Over the forthcoming months, the work of the Local Boards will involve considering options around the projects and the development of consultation and engagement plans, ahead of these being recommended to the Superboard.
- 2.5 MHCLG guidance outlines the following responsibilities for the Town Deal Board: -

2.5.1 Over Phase 2 of the Programme (development of full business cases) - the Town Deal Boards should have an ongoing role and sight of decisions, the nature and degree of which should be agreed locally and that the accountable body should make decisions in partnership and collaboration with the Town Deal Board.

2.5.2 Phase 3 of the Programme (project delivery) - that the Town Deal Board should ensure an element of independent 'on-the-ground' monitoring of the deal delivery and act as a 'critical friend' throughout the programme lifecycle.

3. Roles and Responsibilities

3.1 Superboard

3.1.1 The Superboard is responsible for: -

- Leadership/ Direction - Provide strategic direction across all of the Town Deal Areas
- Coherent Governance - Ensure a coherent approach across all of the Town Deal Areas, maximising cross town initiatives where possible
- Consistency - Ensure interventions are not competitive across the Town Deal Areas and act to build the local economy
- Alignment to Strategic Priorities - Ensure alignment of projects to Local, Regional and National strategies
- Approve the Stakeholder Engagement Approach – ensuring that communities' voices are involved in shaping design and decision making at each phase of development, and ensuring diversity in its engagement with local communities and businesses
- Support and provide a steer (as required) to the Local Town Boards
- Upholding the Seven Principles of Public Life (Nolan Principles)
- Ensure compliance with Heads of Terms Agreements
- Have sight of and be consulted over project change requests
- Agree Full Business Cases and recommend them for appraisal and approval
- Act as a critical friend throughout the programme
- Fulfil any other duties and responsibilities required of the Town Deal Board by Central Government

3.1.2 The Chair of the Superboard is responsible for:

- Upholding the Seven Principles of Public Life (Nolan Principles)
- Leading the Superboard to achieve its objectives, maintaining an overview of activity, and championing the supporting partnership working

- Ensuring that decisions are made by the Board in accordance with good governance principles
- Signing the submissions to Government on behalf of the Superboard

3.2 Local Boards

3.2.1 The Local Boards are responsible for: -

- Helping develop project business cases as required by the Superboard
- Provide views, opinions and ideas on options and proposals
- To input into and advise on proposed engagement and consultation plans to encourage and help ensure relevant, proportionate and timely engagement with stakeholders
- To champion the Towns Fund projects
- To act as a critical friend offering on the ground local knowledge and perspective
- To make recommendations / create reports detailing the views of the Local Board to Superboard and Project Leads (as required)

3.2.2 The Chairs of the Local Boards are responsible for: -

- Upholding the Seven Principles of Public Life (Nolan Principles)
- Leading the Local Boards to achieve their objectives, maintaining an overview of activity, and championing the supporting partnership working
- Reporting progress to the Superboard
- Acting as a Champion for the Towns Fund projects and the Town vision

3.3 Superboard Members and Sandwell Council Cabinet Members will have an open invite to attend Local Board Meetings and engage and contribute to the development of projects.

3.4 Sandwell Council

3.4.1 Sandwell Council is the Accountable Body for the Town Deal

3.4.2 Sandwell Council is responsible for: -

- Upholding the Seven Principles of Public Life (Nolan Principles)
- Developing a delivery team, delivery arrangements and agreements
- Ensuring that decisions made by the Superboard are in accordance with good governance principles.
- Ensuring transparency through the publication of agendas and minutes of the Superboard on CMIS
- Developing agreed projects in detail and undertaking any necessary feasibility studies

- Undertaking any required Environmental Impact Assessments or Public Sector Equality Duties
- Monitoring and evaluating the delivery of Towns Fund projects and impact
- Submitting monitoring reports, as required
- Receiving and Accounting for the Town's Funding allocation and capacity funds
- Undertake business case assurance and sign off in line with local processes (approval from SMBC Cabinet)
- Engage with the Towns Fund Superboard regarding project changes
- Proactively consult the Towns Fund Lead (MHCLG representative) on any potential changes to approved plans
- Ensure that all templates submitted to MHCLG are accurate and complete representations of current circumstances

4. Board Vacancies

- 4.1 **Superboard** - Vacancies occurring within the Superboard are for the identified organisations to make an appointment to in line with their own governance procedures.
- 4.2 **Young People's Representatives** - Vacancies occurring in young people's representation at Superboard and Local Boards will be identified and appointed to via the Sandwell Council Youth Service in consultation with the Chair of the Superboard and the relevant Local Board Chair, as appropriate.
- 4.3 **Local Board Representatives** - As working groups of the Superboard, Local Board appointments to vacancies will be agreed by Superboard. Any changes to the overall composition of the Local Boards should be made in consultation with the Leader and Cabinet Member for Inclusive Economic Growth.

5. Code of Conduct

- 5.1 All Members of the Superboard and Local Boards will sign the Councillor Code of Conduct which is based on the Seven Principles of Public Life (Nolan Principles) and contained within Article 13 of the Council's constitution.
- 5.2 Members of the Superboard and the Superboard as a whole will be required to declare and register any gifts and/or hospitality which will be maintained by the Council.

6. Decision Making – Superboard

6.1 The Council's Principles of Decision Making will apply to the Superboard, as laid out in article 13 of the Council's Constitution. 'elected member' is taken to refer to Superboard member: -

6.1.1 Article 13.02 Principles:

- Proportionality (i.e. the action taken is proportionate to the desired outcome);
- Decisions are taken on the basis of due consultation and professional advice from officers (Decisions taken by elected members will be based on information provided in a written report prepared by the responsible officer/s);
- Respect for human rights and giving due regard to the Public Sector Equality Duty;
- A presumption in favour of openness (Reports will only be considered in private where they contain exempt information as defined in Schedule 12A to the Local Government Act 1972 (as amended)(see Part 4 Access to Information Rules – Rule 10);
- Clarity of aims and desired outcomes (The written reports submitted to elected members will contain a clear recommendation of the professional officer for every decision they are asked to take)

6.2 **Quorum** – the Superboard will be considered quorate with one quarter of voting members present.

6.3 **Voting** – any matter will be decided upon by a simple majority of those members present in the room and eligible to vote.

6.4 **Confirmation of minutes** - The Chair presiding shall put the question that the minutes submitted to the meeting be approved as a correct record.

6.5 Declarations of Interest

6.5.1 Members shall be required to declare interests in accordance with any relevant statutory provisions and the Members' Code of Conduct as set out in Part 5 of the Constitution.

- 6.5.2 Where a Superboard member has a disclosable pecuniary interest or pecuniary interest in the business of the authority he/she must withdraw from the room or chamber where the meeting considering the business is being held unless the member has obtained a dispensation from the Council's Monitoring Officer.

7. Recommendations from Local Boards

- 7.1 As working groups of the Superboard, Local Boards will not have decision-making responsibilities. Through their recommendations and reports, Local Boards will influence the programme and project direction and will therefore adopt good governance principles for the management of declarations of interest as follows: -

7.2 Declarations of Interest

- 7.2.1 Where a Local Board Member has a disclosable pecuniary interest or pecuniary interest in the business of the authority he/she must withdraw from the room or chamber where the meeting considering the business is being held unless the member has obtained a dispensation from the Council's Ethical Standards and Member Development Committee.
- 7.2.2 Where a Local Board Member is nominated as the Lead Officer for a project and/or is involved in project delivery, they may attend the Local Board discussion relating to the project in the capacity of providing and presenting information but they may not participate in any deliberations or decision by the Local Board concerning that project.
- 7.3 In the event that Local Board wishes to move to a vote, any matter will be decided upon by a simple majority of those members present in the room and eligible to vote.

- 7.4 The Chair shall have a casting vote.

8. Scrutiny

- 8.1 Scrutiny of Sandwell's Towns Fund Programme will be provided by the Council's Overview and Scrutiny Arrangements and through the critical friend challenge that will be provided by Superboard and Local Boards.

9. Transparency and Accountability

9.1 Superboard Agendas and Minutes

- 9.1.1 The Council will publish Superboard meeting agendas on CMIS 5 clear days before the meeting.
- 9.1.2 Draft minutes of the Superboard will be published within 10 clear working days; and
- 9.1.3 Approved minutes of the Superboard will be published within 10 clear working days

9.2 Member profiles

- 9.2.1 Profiles of Superboard Members will be published on CMIS.

9.3 Conflicts of Interest

- 9.3.1 Members of the Superboard will be required to declare any conflicts of interest (commercial, actual and potential). This will be maintained by the council in a declaration of interest register which will be managed by Sandwell Council.
- 9.3.2 Superboard Members should take personal responsibility for declaring their interests before any decision is considered by the Superboard. These will be formally noted within the published minutes of meetings of the Superboard including action taken in response to any declared interest.
- 9.3.3 Local Board Members should take personal responsibility for declaring their interests prior to an item being discussed. These will be noted within the minutes including action taking in response to any declared interest. If any Member has any queries about their interests and the disclosure thereof, they should seek advice from the Monitoring Officer.

10. Membership

10.1 Towns Fund Superboard

Representative	Organisation	Individual
Chair	Jude Thompson - President of the Black Country Chamber of Commerce	
Board Members	Federation of Small Businesses (FSP)	Karen Woolley

	Homes England Rep	Jo Nugent
	Black Country LEP	Geoff Layer
	Liberty Group – CEO Jahama Group	Dilip Awtani
	Local Board Chair – West Bromwich Local Board Chair – Smethwick Local Board Chair – Rowley Regis	Chris Hinson Alan Taylor Adrian Eggington
	MP (Halesowen and Rowley Regis) MP (Warley) MP (West Bromwich East) MP (West Bromwich West)	James Morris John Spellar Nicola Richards Shaun Bailey
	Sandwell College CEO	Graham Pennington
	SCVO CEO SVCO Board Member	Mark Davis Geoff Foster
	SMBC Leader SMBC Cabinet Member (tbc Strong Resilient Communities/ Strong and Inclusive Economy)	Cllr Rajbir Singh TBC
	Transport for West Midlands	Sandeep Shingadia
	WMCA	Gareth Bradford
	Sandwell Youth Parliament	Vacancy
	Police Representative	Keeley Bevington
SMBC Officers (attending in advisory capacity)	SMBC CEO SMBC Executive Director, Children Services SMBC Interim Director - Regeneration and Growth SMBC Monitoring Officer	David Stevens Lesley Hagger Tammy Stokes Surjit Tour

10.2 Local Boards

West Bromwich		
Representative	Organisation	Individuals
Chair	Chris Hinson – Sandwell Business Ambassador	
Business Community	West Bromwich BID	Lisa Hill

West Bromwich		
Representative	Organisation	Individuals
Voluntary and Community Sector	Multistory SCVO Kaleidoscope Albion Foundation YMCA Greetings Green Community Enterprise The GAP Centre West Bromwich African Caribbean Centre	Emma Chetcuti Leona Bird Monica Shafaq Rob Lake Steve Clay Wendy Brookfield Andrew Bent Shane Ward
BME, Equality and Faith Group Representatives	Vacancy	Vacancy
Young People's Representative	West Bromwich Resident/ Sandwell Council Apprentice	Dannielle Hawthorne
Public Sector Organisations	Sandwell College West Midlands Police WMCA Officer Level Sandwell & West Birmingham CCG	Simon Griffiths Vacancy Vacancy Andrew Lawley
Elected Members	Town Lead Member Deputy Town Lead Member	CLlr Melia CLlr E Giles / K Akpoteni
Superboard Members & Cabinet Members in attendance, as desired		

Smethwick		
Representative	Organisation	Individuals
Chair	Alan Taylor (MI Glass) – Sandwell Business Ambassador	
Business Community	Business Representative Liberty Engineering	Omar Rashid John Wood
Voluntary and Community Sector	Brasshouse Community Centre SCVO Albion Foundation Smethwick Church Action	Jennifer Harrison Leona Bird Rob Lake Gareth Brown
BME, Equality and Faith Group Representative	Guru Nanak Gurdwara	Jatinder Singh
Young People's Representative	Vacancy	Vacancy

Smethwick		
Representative	Organisation	Individuals
Public Sector Organisations	Sandwell College West Midlands Police WMCA Officer Level Sandwell & West Birmingham CCG	David Holden Sgt Joanne Parke Vacancy Andrew Lawley
Elected Members	Town Lead Member Deputy Town Lead Member	Cllr Shaeen Cllr S Gill
Superboard Members & Cabinet Members in attendance, as desired		

Rowley Regis		
Representative	Organisation	Individuals
Chair	Adrian Eggington – Black Country Housing Group	
Business Community	Business Representative/ Local Resident	Wayne Edwards
Voluntary and Community Sector	Cradley Heath Community Link Agewell Grace Mary to Lion Farm Big Local SCVO Murray Hall Community Trust Black Country Touring	Alecia Baker Deborah Harrold Helen Trueman Leona Bird Manjula Patel Matt Andrews
BME, Equality and Faith Group Representative	Cradley Heath Mosque	Mohammed Asif
Young People's Representative	Rowley Regis Resident/ SHAPE Youth Forum Member	Harvey Katarina
Public Sector Organisations	Sandwell College West Midlands Police WMCA Officer Level Sandwell & West Birmingham CCG	Ann Sheridan Sgt Nicola Rock Vacancy Andrew Lawley
Elected Members	Town Lead Member Deputy Town Lead Member	Cllr Ashman Cllr Mabena
Superboard Members & Cabinet Members in attendance, as desired		

Report to Cabinet

16 June 2021

Subject:	Smethwick to Birmingham Regeneration Corridor Area Framework and Grove Lane Masterplan – Approval to consult
Cabinet Member:	Strong and Inclusive Economy Cllr Iqbal Padda
Director:	Interim Director Regeneration and Growth Tammy Stokes
Key Decision:	Yes Type c) significant effect on two or more Wards
Contact Officer:	Planning Regeneration Team Leader, Hayley Insley Hayley_insley@sandwell.gov.uk

1 Recommendations

- 1.1 That approval be given to the consultation on the Draft Smethwick to Birmingham Regeneration Corridor Area Framework and Grove Lane Masterplan for six weeks between June and August 2021.
- 1.2 That the Interim Director Regeneration and Growth be authorised to make minor changes to the Area Framework or Masterplan prior to consultation commencing if required.







2 Reasons for Recommendations

- 2.1 The Draft Area Framework and Masterplan has been prepared following engagement with officers, Members and stakeholders covering both Smethwick and Birmingham local authority areas.



Work to date has had regard to current policy as well as acknowledging future anticipated changes. Consultation with the wider public, businesses, community groups and other interested parties will enable the options being put forward to be further refined and developed into a final document that, once approved, will form the basis for future decision making that will assist in bringing forward regeneration benefits to the area.

3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people Proposals within the Area Framework and Masterplan consider the need for new education facilities</p>
	<p>People live well and age well New housing proposed within the area will seek to address the needs of all members of the community and include improved public realm and green spaces, improved transport links and access to facilities and increase employment opportunities.</p>
	<p>Strong resilient communities New housing proposed within the area will seek to address the needs of all members of the community and include improved public realm and green spaces, improved transport links and access to facilities and increase employment opportunities.</p>
	<p>Quality homes in thriving neighbourhoods The Masterplan will seek to attract a range of house types and tenures that are sustainable and will meet the needs and demands of the future residents.</p>
	<p>A strong and inclusive economy Sites that could assist in delivering new jobs and learning opportunities will be identified within the Area Framework. Improvements to transport connections will improve residents' ability to access key transport hubs and hence their access to employment and education prospects and will contribute to attracting and retaining businesses in Sandwell.</p>
	<p>A connected and accessible Sandwell The Area Framework will identify a transport strategy that aims to consider current and future transport needs and promoting alternative safe and convenient modes of</p>



transport other than the private motor car, including new cycling and walking routes.

4 Context and Key Issues

- 4.1 The area around Grove Lane is to see significant transformational change with the introduction of the new Midland Metropolitan University Hospital due to open late 2022. The area surrounding the hospital has been identified for regeneration for some time with sites being allocated for residential since 2012. The area was awarded Housing Zone status in 2016 and one of the projects in the Towns Fund bid addresses the need to kick-start development here by acquiring and remediating some sites adjacent to existing public owned land to act as a first phase of development.
- 4.2 However, other opportunities for growth within the corridor exist between Smethwick and City Hospital in Birmingham. Partners with an interest in this regeneration corridor considered the preparation of an Area Framework which seeks to identify regeneration and redevelopment opportunities (including interventions in local centres and potential repurposing of employment land) and deliverable, costed, place-making projects for the Corridor for the Partners to take forward. It will also look at a transport strategy to identify highway improvements and promotion of alternative modes of transport to the motor car.
- 4.3 In addition the commission involves detailed masterplanning around Grove Lane to ascertain the amount and type of development that could be accommodated for the future residents, linkages and green spaces and the provision of a new primary school to support the new residents. This will be an update on the masterplan produced in 2010, taking into account the changes over time and be linked to the wider Area Framework.
- 4.4 The partners leading on this work consist Sandwell Council, Birmingham City Council, WMCA and TfWM, Homes England, Canal & River Trust and the Sandwell and West Birmingham NHS Trust. This work is being funded jointly by Birmingham City Council, Sandwell Council, WMCA and Homes England.



- 4.5 Consultants were appointed in December through a procurement process led by Birmingham City Council and utilising the Homes England Framework. They have undertaken stakeholder engagement which has lead onto developing draft projects to be considered. Running alongside the development of the Area Framework will be the detailed masterplanning for Grove Lane. A webpage has been available for residents to register interest in finding out more during the forthcoming consultation period and relevant members from both authorities have been briefed with details of the ongoing work. All consultation will be undertaken within the Covid guidelines operative at that time. A range of consultation methods will be utilised to ensure engagement with as wide an audience is achieved as possible.
- 4.6 In terms of the future programme, following Cabinet approval to consult, public consultation will take place between June and August for a period of six weeks. The final reports should be complete in August/September 2021. A report on the consultation responses and proposed changes will be brought to Cabinet in due course.

5 Alternative Options

- 5.1 Not progressing with a Masterplan for the area surrounding the new Midland Metropolitan University Hospital would not create a platform from which to promote development opportunities in this area. The continued regeneration envisioned for this area will not be achieved and it would prevent the development of up to 800 much needed homes, a primary school and employment opportunities not being realised within one of the most deprived areas of Sandwell.



6 Implications

Resources:	The Area Framework and Masterplan preparation is being developed by consultants funded by Birmingham City Council, Sandwell Council, West Midlands Combined Authority and Homes England and supported by officers within these authorities and agency. The proposals contained within these documents will assist in bringing forward some landholdings within public sector ownership
Legal and Governance:	There are no direct legal implications in relation to this report. The Area Framework and Masterplan will be informal non-statutory documents.
Risk:	There are no direct implications with regard to risk in relation to this report. All consultation will be undertaken in line with any Covid restrictions currently in place at the time to ensure safety is maintained.
Equality:	An EIA has not been carried out. The Masterplan does not create policy, it sets out the expected direction of travel of emerging policy, and can be a material planning consideration when determining applications
Health and Wellbeing:	The Area Framework and Masterplan will offer a range of health and wellbeing benefits through improving and developing new sustainable homes and public spaces, providing associated infrastructure to support new communities being created and assets and places for people to go and improvements to infrastructure including cycling and walking routes.
Social Value	The opportunities identified within the Area Framework and Masterplan will acknowledge how inclusive economic growth may be achieved.

7. Appendices

Draft Smethwick to Birmingham Corridor Area Framework and Grove Lane Masterplan



8. Background Papers

None





SMETHWICK TO BIRMINGHAM CORRIDOR

FRAMEWORK DOCUMENT
DRAFT JUNE 2021

SMETHWICK TO BIRMINGHAM CORRIDOR

FRAMEWORK DOCUMENT
DRAFT JUNE 2021



SMETHWICK TO BIRMINGHAM CORRIDOR

THE DELIVERY PARTNERS



Sandwell Council is leading on the preparation of the development framework and the Grove Lane masterplan in collaboration with the other partners. The council is the largest Black Country authority and is pursuing an ambitious and proactive inclusive growth agenda.



Birmingham City Council is leading of the preparation of the development framework in collaboration with the other partners. Birmingham is the largest local authority in Europe and has an extensive track record of delivering large-scale urban renewal.



West Midlands Combined Authority is the combined authority for the West Midlands. The authority works collaboratively to deliver on its priorities including housing and regeneration, productivity and skills, economy and environment. WMCA is working with partners on the redevelopment of the area around the new Midland Metropolitan University Hospital. **Transport for West Midlands** co-ordinates investment to improve the region's transport infrastructure and create a fully integrated, safe and secure network.



Homes England is the government's housing accelerator. It is focussed on making possible the new homes England needs, helping to improve neighbourhoods and grow communities. Homes England is working with Sandwell and West Birmingham Hospitals NHS Trust to bring forward the redevelopment of the City Hospital.



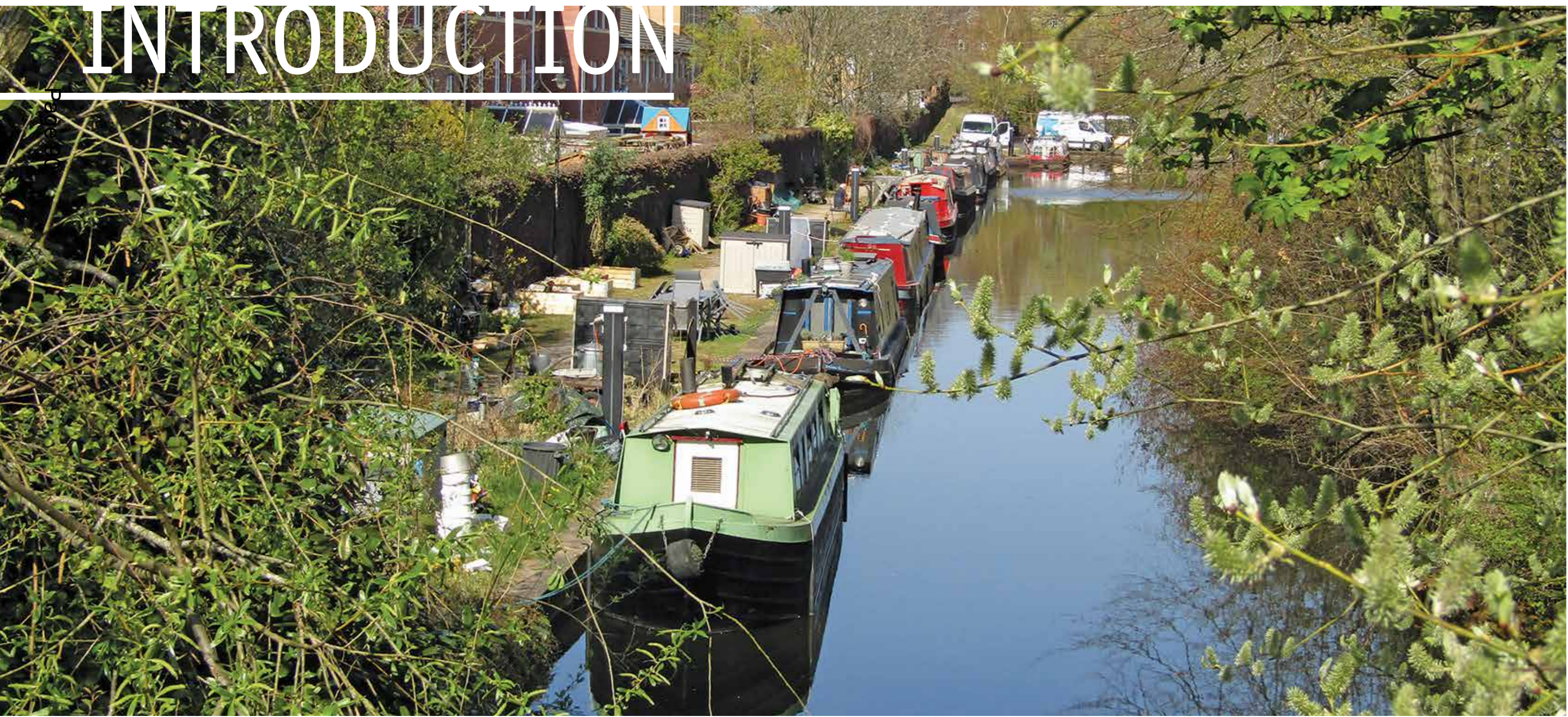
Sandwell and West Birmingham Hospitals NHS Trust operates City Hospital and its new hospital, the Midland Metropolitan University Hospital, is under construction. The Trust is also leading on the development of the Midland Met Learning Campus which will provide education and skills opportunities for the local population focused on accessing careers in the health and related sectors. The project has been allocated funding from the Towns Fund and is a collaboration between Sandwell College, Aston University, University of Wolverhampton and Sandwell Council. The Trust is the largest employer in the corridor and is committed to improving the lives of local people, maintaining an outstanding reputation for teaching and education, and to embedding innovation and research.



Canal and River Trust is the charity that looks after and brings life to 2,000 miles of waterways in England and Wales, including the Birmingham Main Line Canal within the corridor. The Trust is working to transform canals into spaces where local people want to spend time and feel better.

CONTENTS

1	Introduction	page 4
2	Purpose of the framework	page 8
3	Context	page 12
4	Vision and guiding principles	page 44
5	Smethwick Galton Bridge to Rolfe Street	page 50
6	Grove Lane area	page 66
7	Grove Lane to City Hospital	page 78
8	Transport strategy	page 86
9	Other corridor projects	page 98
10	The future corridor	page 106
	Contact/Image copyrights	page 112



INTRODUCTION



1

INTRODUCTION

INTRODUCTION

The Smethwick to Birmingham corridor is Birmingham and Sandwell's historic canal district, stretching from The Roundhouse just west of Brindleyplace to Galton Bridge in Smethwick. It is the historic link between Birmingham and the Black Country and a cradle of the industrial revolution. A historic, diverse and industrious area.

Today the corridor is one of the most significant areas of brownfield urban renewal in Europe, with potential to deliver X,XXX new homes.

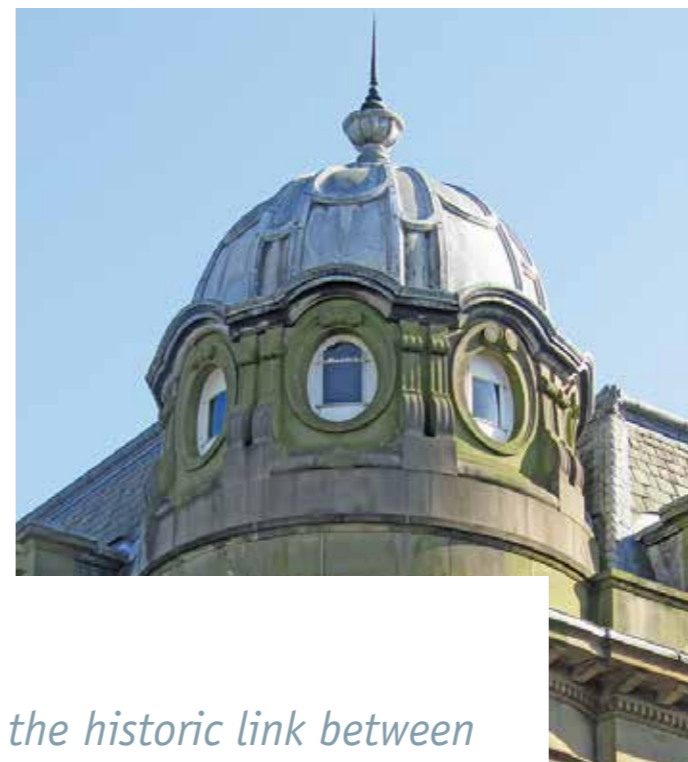
Change is already happening with new neighbourhoods under construction at Port Loop and Soho Loop and the Midland Metropolitan University Hospital nearing completion. We want to continue those changes and ensure they enhance the area for existing and future residents.

This framework sets out our plan for doing that. It creates a vision for the area's future which will guide and coordinate future public and private investment. It sets a plan that is transformative, realistic and deliverable.

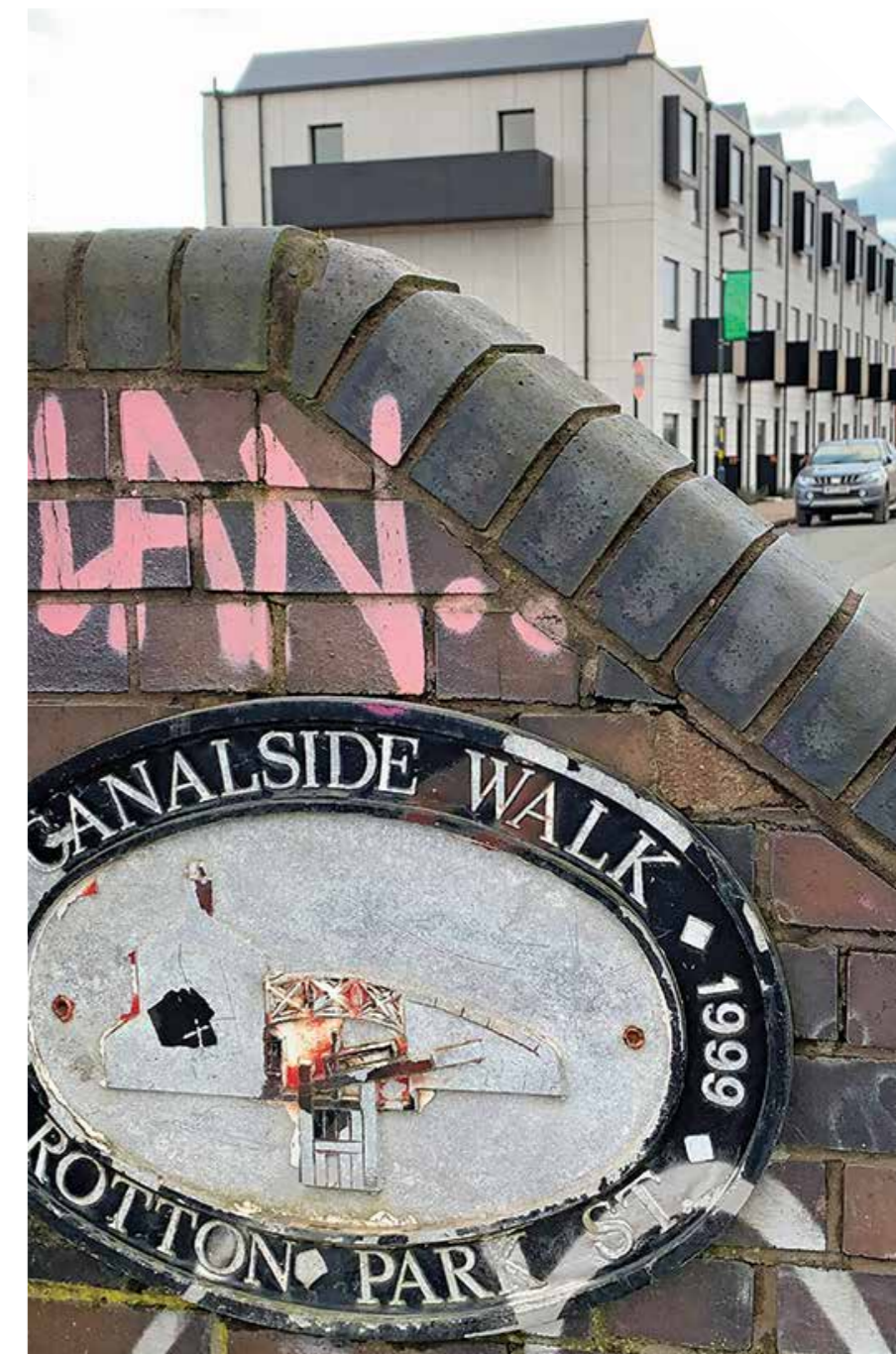
This framework is prepared jointly by Sandwell Council and Birmingham City Council in close collaboration with Homes England, The West Midlands Combined Authority, Sandwell and West Birmingham Hospitals NHS Trust and the Canal and River Trust.

What happens next?

We are seeking opinions on this draft framework from [date] to [date] 2021. We will reflect on the comments we receive and use them to produce a final version in autumn 2021.



“
The corridor..is the historic link between Birmingham and the Black Country and a cradle of the industrial revolution
”



PURPOSE OF THE FRAMEWORK



2

PURPOSE OF THE FRAMEWORK

PURPOSE OF THE FRAMEWORK

This framework has the following purposes:

Co-ordinating development of the major redevelopment sites to create distinctive, health-promoting places that enhance the area's unique character. Identifying the infrastructure and other changes that are needed alongside those developments.

Providing a transport strategy for the corridor which will support its sustainable development.

Encouraging investment. By showcasing the corridor's future and demonstrating the commitment of the delivery partners to making it happen, the framework is the platform for bringing in private and public sector investment.

Accelerating housebuilding in an important area for building new homes on brownfield land in the West Midlands.

A material consideration in planning decisions.

Setting urban design and development principles for the corridor and its main development sites. These principles will guide detailed site design and be material considerations in the determination of planning applications.

Evidence for planning policy development.

Providing additional detail to support the councils' current development plans and identifying new options to support future plan-making.

Relationship to the Grove Lane masterplan

The Grove Lane masterplan builds on this framework to set out in more detail how the Grove Lane areas surrounding the Midland Metropolitan University Hospital can be developed.

“
Create distinctive,
health-promoting
places that
enhance the area's
unique character
”



CONTEXT

Page 94



3

CONTEXT

CONTEXT

Wider context

The Smethwick to Birmingham corridor lies centrally within the West Midlands, the UK's third most populous urban area and one of the largest metropolitan regions in Europe.

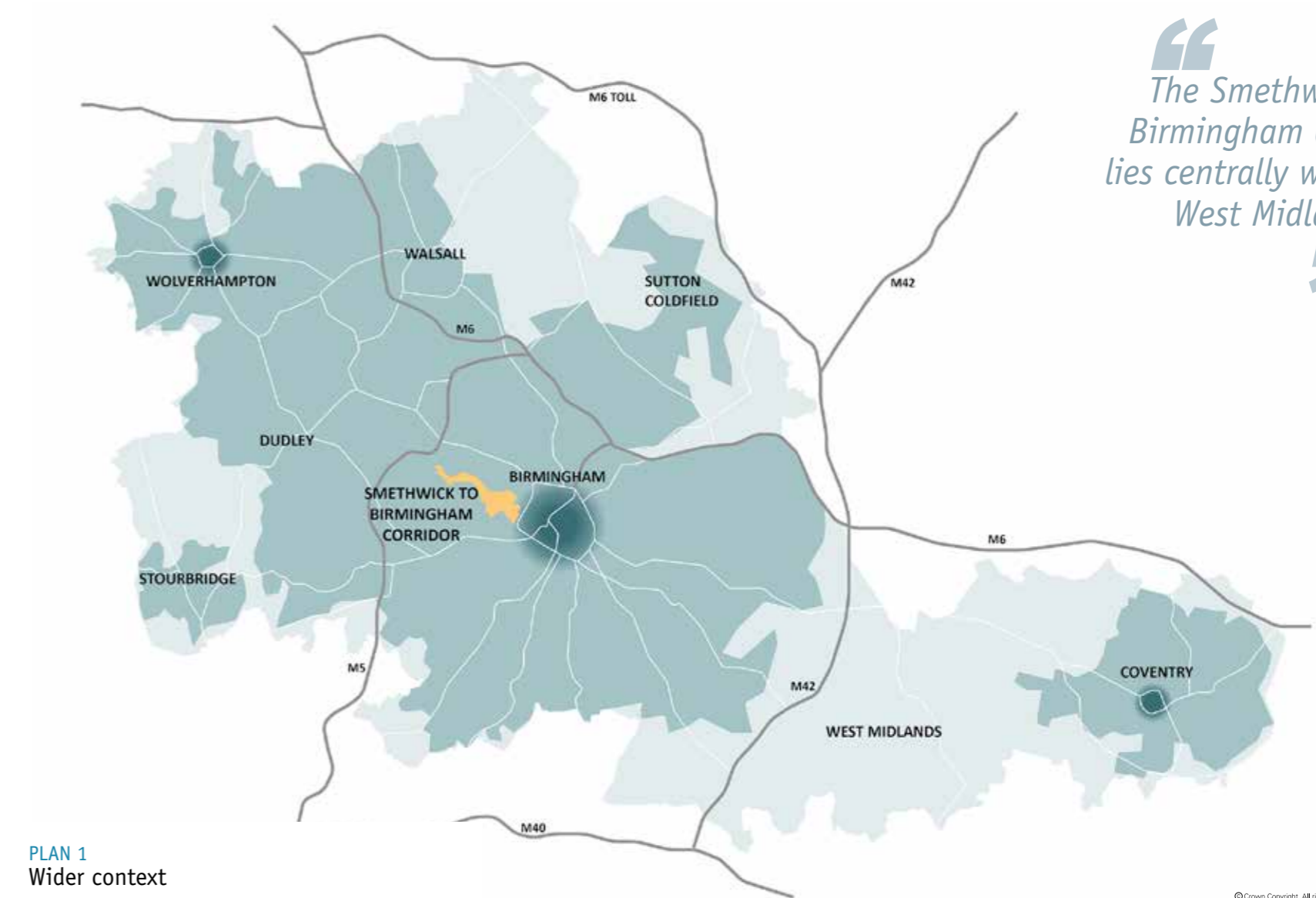
The corridor runs from the edge of central Birmingham at Ladywood, through the Winson Green area of Birmingham, to the town of Smethwick in the Borough of Sandwell and straddles major road, rail and canal routes between Birmingham and the Black Country.

The Birmingham Canal Navigations Main Line canal, which runs through the corridor to the west of Brindleyplace and Gas Street basin, is at the heart of the British canal network.

The corridor includes two mainline rail stations at Smethwick Galton Bridge and Smethwick Rolfe Street on the West Coast Mainline between Birmingham and Wolverhampton.

The A457 through the corridor is one of the principal arterial routes between Sandwell and Birmingham.

The corridor crosses administrative boundaries, with the western part of the corridor lying within Sandwell Council's area and the eastern part within Birmingham City Council's area.



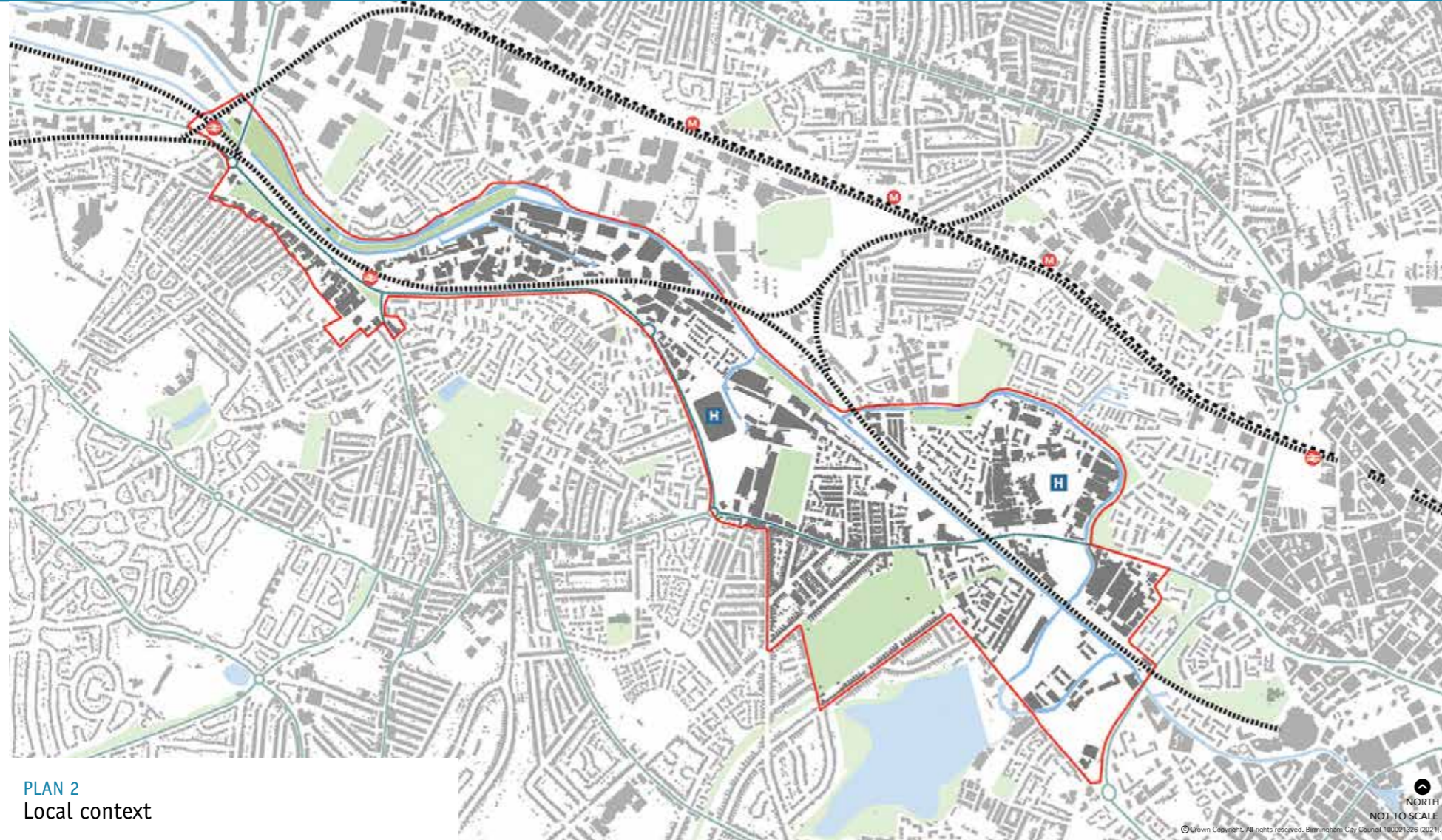
PLAN 1
Wider context

“
The Smethwick to
Birmingham corridor
lies centrally within the
West Midlands
”



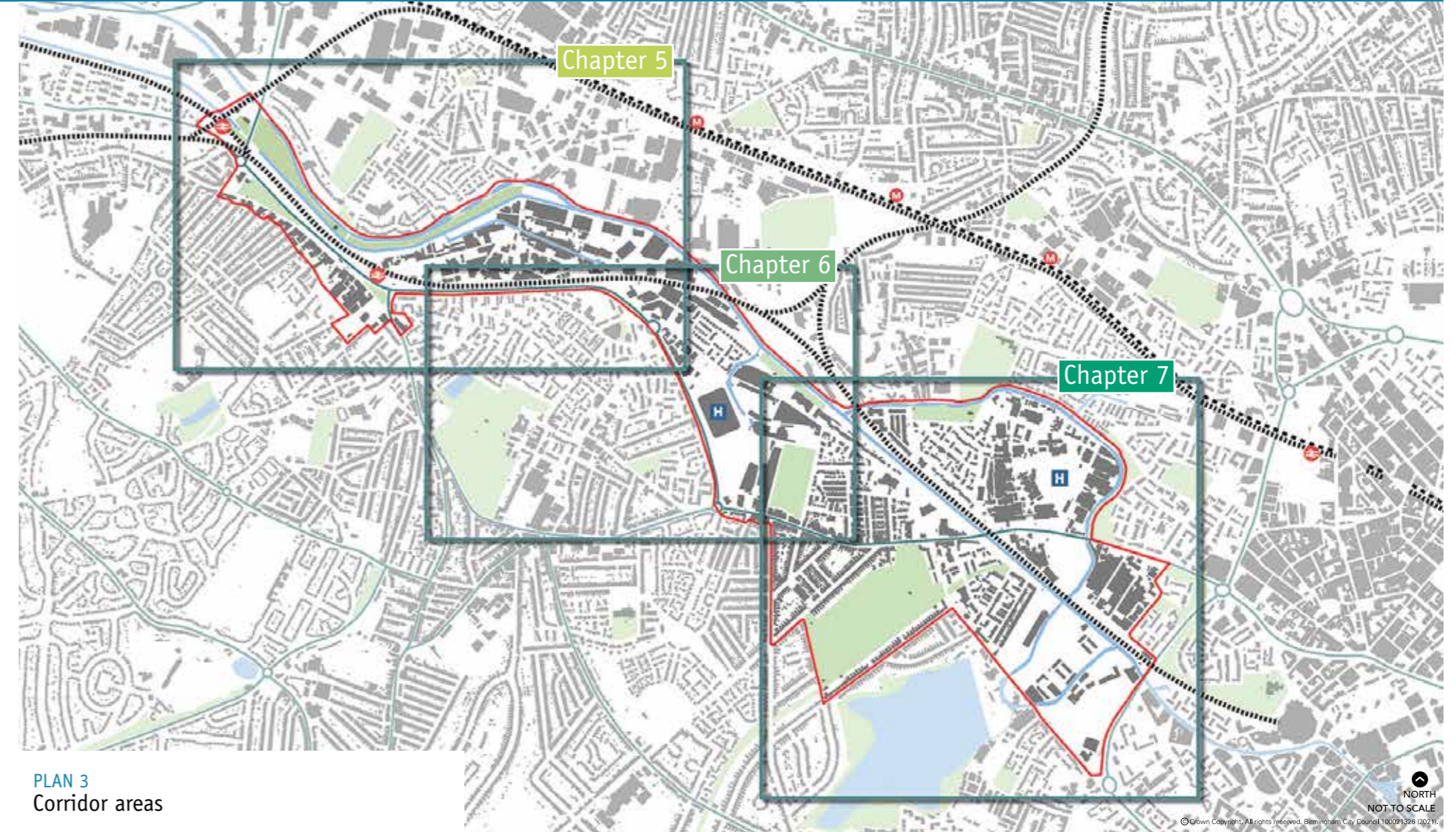
NORTH
NOT TO SCALE

© Crown Copyright. All rights reserved. Birmingham City Council 100021326 (2021).



PLAN 2
Local context

We have divided the corridor area into three separate neighbourhoods which are shown on the map below. In the west Smethwick Galton Bridge to Rolfe Street (see Chapter 5), in the centre of the corridor the Grove Lane area around the new Midland Metropolitan University Hospital (see Chapter 6), and in the east the area between Grove Lane and the City Hospital, including Dudley Road (see Chapter 7).



PLAN 3
Corridor areas



Dudley Road and Summerfield Park, Birmingham.

History

Until the late eighteenth century the corridor was a largely rural area lying on the turnpike road between the towns of Birmingham and Dudley.

The area's nineteenth century industrialisation was spurred by the building of the Birmingham to Wolverhampton Main Line canal, designed by James Brindley, in the 1760s and 1770s. In the 1820s, to address problems of congestion on the Main Line, the wider, straighter New Main Line designed by Thomas Telford was added.

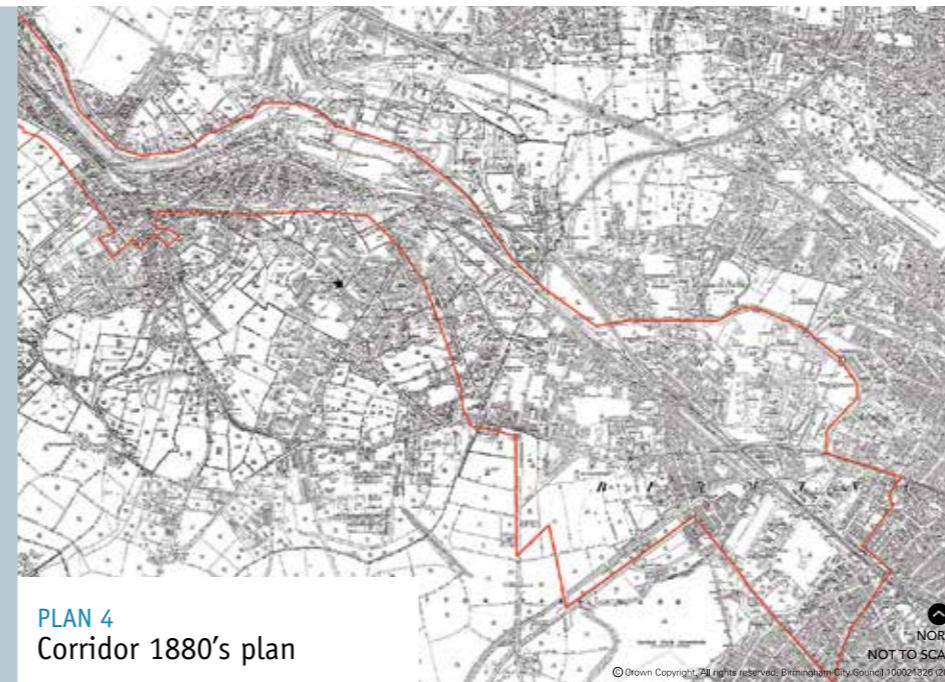
The canals served factories including Matthew Boulton and James Watt's Soho Foundry (1795), which made steam engines and pioneered modern manufacturing methods, the London Works

(1860) on the Cape Arm making iron goods, and the Birmingham Plate Glass Works. Many other factories, glassworks and iron foundries located along the canals and their feeder loops. Industry benefitted from the canal connecting Birmingham to the Black Country coal fields, iron and mineral resources.

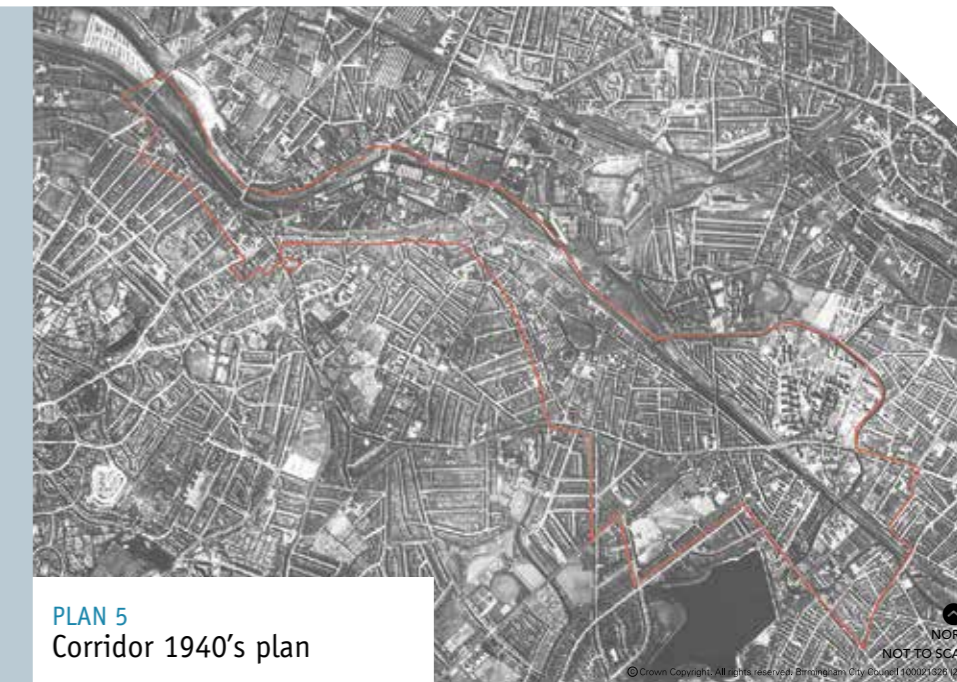
In 1852 the Birmingham, Wolverhampton and Stour Valley Line, now part of the Rugby-Birmingham-Stafford Line, opened. The railway runs through the corridor with stations at Smethwick West (now Smethwick Galton Bridge), Smethwick Rolfe Street and former stations at Soho, Winson Green and Monument Lane.

Industry brought rapid population growth in the second half of the nineteenth century, although as late as the 1890s there were still open fields between Birmingham and Smethwick. A growing population required new amenities. In 1838 Holy Trinity Church, Smethwick opened, followed by St Patrick's on Dudley Road in 1856. Summerfield Park was laid out 1876 and Rolfe Street Baths (now relocated to the Black Country Museum) opened in 1888 with the Theatre Royal also on Rolfe Street opening in 1897.

In 1850 the Birmingham Union Workhouse was built at the junction of Dudley Road and Western Road. A large infirmary, which would become the City Hospital, was built alongside in 1888.



PLAN 4
Corridor 1880's plan



PLAN 5
Corridor 1940's plan

The metal products supplied by Smethwick and Winson Green factories, including components for the expanding West Midlands car industry, spurred the area's continued industrial growth in the first half of the twentieth century.

Post-war, industry drew significant Commonwealth immigration to the area. Icknield, Winson Green and Smethwick became home to large communities of Indian, Pakistani and Bangladeshi and Caribbean origin. The corridor's diversity can be seen in its built environment.

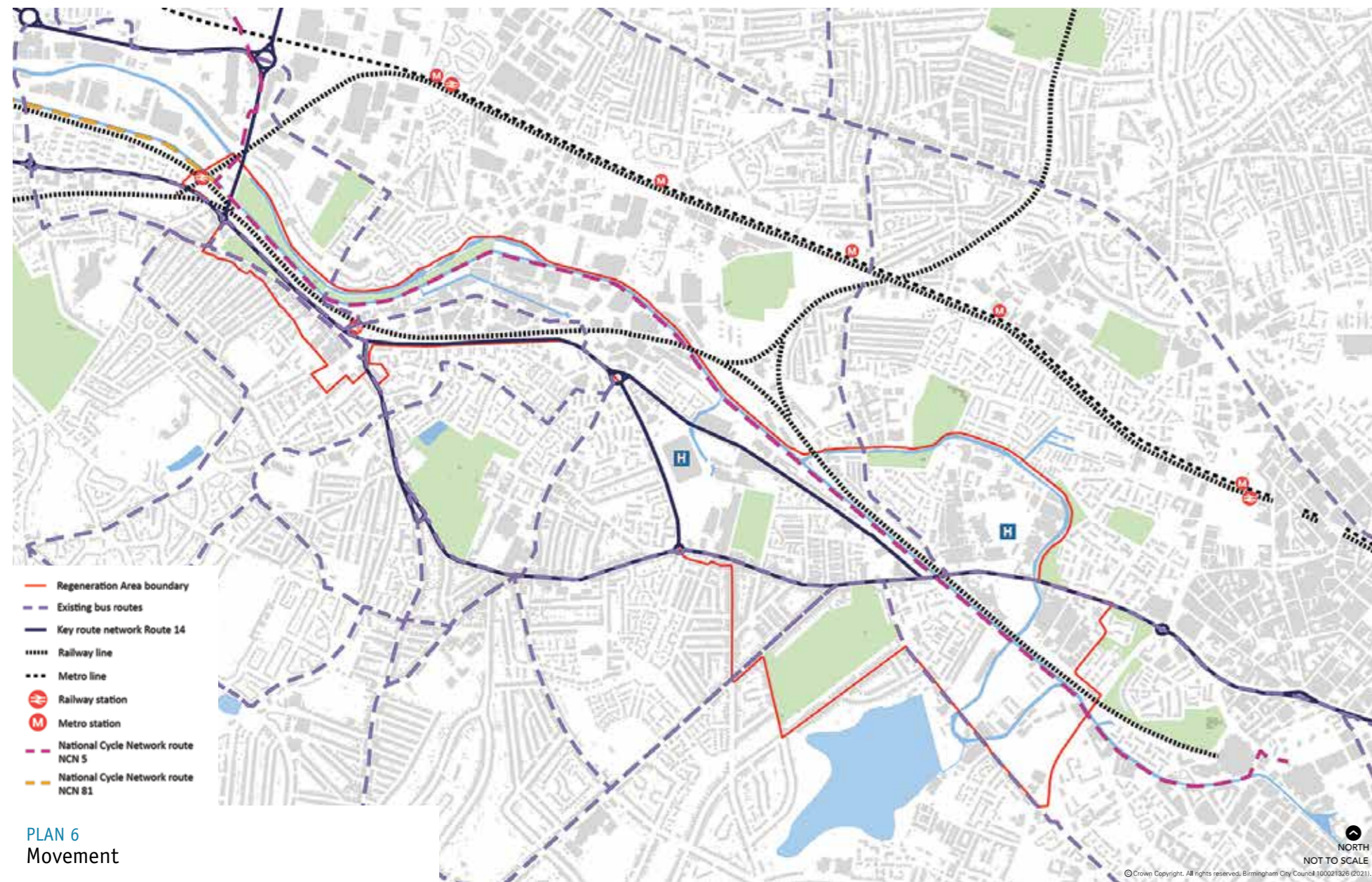
The Guru Nanak Gurdwara on Smethwick High Street was established in 1958 and was the first and remains the largest Gurdwara in the UK. In 2008 the Faiz-UI-Quran mosque and madrasa

was built on Dudley Road, replacing the existing madrasa. Just outside the corridor the recently constructed Smethwick Jamia Masjid is a significant new local landmark.

From the 1960s manufacturing employment in the area began to decline, although the area retains significant industrial land.

The corridor is also home to largescale healthcare facilities at City Hospital, including Birmingham Treatment Centre which opened in 2005. The new Midland Metropolitan University Hospital on Grove Lane will bring a new major employer to the area.

“
Industry benefitted
from the canal
connecting Birmingham
to the Black Country
coal fields, iron and
mineral resources
”



PLAN 6
Movement

Transport baseline

The area of interest for transport is wider than the core framework area, as it covers the networks and facilities that enable the movement of people and goods to and from the core area, not just within.

At first glance, the corridor appears well served by the different movement networks and, at the strategic level, this is the case. The principal routes and connections are as follows:

- The A457 Tollhouse Way-Soho Way-Grove Lane-Dudley Road provides the main west-east highway connection for the corridor and is part of the West Midlands Key Route Network (KRN). It also has Major Road Network designation.
- The B4135 Rolfe Street-Cranford Street-Heath Street and B4169 St Paul's Street/High Street form another west-east highway connection used more for local access, with Cranford Street and Heath Street - also forming part of the KRN.
- The A4040 Winson Green Road-City Road which forms a key north-south highway connection through the eastern part of the core area.
- The West Coast Mainline (Birmingham arm) which also carries local and sub-regional train services stopping within the study area at Smethwick Rolfe Street and Smethwick Galton Bridge stations.
- The Birmingham Snow Hill to Worcester Railway Line which carries local and sub-regional train services that stop at Smethwick Galton Bridge station within the core study area and Hawthorns station within the wider area of interest.

- Midland Metro Line One which runs along the northern boundary of the wider area of interest with stops at Hawthorns, Handsworth Booth Street, Winson Green and Soho Benson Road.
- Numerous bus routes, the main services being the 87, 82, 80A and 89 which run broadly west-east through all or most of the core area, linking between Dudley/Oldbury/West Bromwich and Birmingham city centre.
- The Birmingham Canal Mainline, along which runs National Cycle Route 5, the principal designated strategic cycle route in the area.

It is also useful to note that West Midlands Train's Soho Depot is located in this corridor. This facility plays a vital role in maintaining the fleet of trains used on the Cross City line. It is also a local employer for people in the area.

However, although the above routes and services form a reasonably dense network of connections when looked at in plan form, there are numerous challenges in respect of their current operation and of their ability to accommodate the demands likely to be placed upon them in future, including by new development within the core area. These include:

- Significant peak period congestion on the principal highway network.
- Capacity constraints for the rail corridors in the peaks, in terms both of the number of paths for local stopping services and of the length of trains (due to the shortness of platforms).
- Passenger accessibility constraints at Rolfe Street and Galton Bridge stations.

- All Metro stops being more than a 15-minute walk from any part of the core area, and most being accessible only from the north of the rail/Metro corridor.
- Bus journey times and reliability are adversely affected by general traffic congestion and the lack of priority.
- The canal towpaths are in variable states of repair, physically remote from homes and other trip generators (e.g. shops, schools and workplaces), have a limited number of access points - fewer still that are easily accessible, and are not lit.
- Conditions for cycling on-street are generally very poor across the core and wider areas, with little to no separation from motor traffic.
- Walking conditions within the core area, and between it and the Metro stops to the north are similarly poor.

Research undertaken to inform the emerging KRN Action Plans revealed that 41% of journeys under 2km in the West Midlands are undertaken by car. It also found that 77% of rush-hour drivers say they would not swap modes, despite increasing congestion.

These findings go to the heart of what the Transport Strategy for the corridor needs to address. Making all alternatives to car travel appreciably more attractive is essential if new trips are to be accommodated, and old trips re-moded in line with the over-arching policy priorities of Sandwell, Birmingham, TfWM, WMCA, other transport agencies and the Government.

Transport policy

In April 2021, the UK government announced its intention to set the world's most ambitious climate change target into law to reduce emissions by 78% by 2035 compared to 1990 levels. This was the latest of several government initiatives in recent times that reflect the growing urgency to reduce greenhouse gas emissions generally, with emissions from transport being a particular focus.

In March 2020, the government published 'Decarbonising Transport (Setting the Challenge)' in which the Secretary of State for Transport wrote that "Transport has a huge role to play in the economy reaching net zero. The scale of the challenge demands a step change in both the breadth and scale of ambition and we have a duty to act quickly and decisively to reduce emissions."

This was followed up, in July 2020, with the publication of 'Gear Change - A Bold Vision for Walking and Cycling', which stated that "We want - and need - to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently".

The government's sense of urgency is further demonstrated by the fact that Point 5 of its 'Ten Point Plan for a Green Industrial Revolution (November 2020)' is green public transport, cycling and walking. "We must increase the share of journeys taken by public transport, cycling and walking. We will therefore accelerate the transition

to more active and sustainable transport by investing in rail and bus services, and in measures to help pedestrians and cyclists".

The urgent need to decarbonise transport is one of the reasons why WMCA, TfWM, Birmingham and Sandwell have all formally declared or otherwise acknowledged that there is a Climate Emergency, and this is reflected in a range of policy documents, several of which pre-date such declarations and respond to other key policy priorities including, economic growth, the provision of new homes, public health and social and economic inclusion.

TfWM's Movement for Growth strategic transport plan takes into account all these challenges, stating specifically that "local air quality needs to be improved... transport related ambient noise needs to be reduced... (and that) the West Midlands will play its full part in reducing carbon emissions in line with the national target". As noted above, that target has now changed significantly - from an 80% reduction of 1990 levels by 2050 to a 78% reduction by 2035.

In the same vein, TfWM's new draft Local Transport Plan Green Paper entitled Reimagining Transport in the West Midlands notes that "Significant challenges remain in tackling the defining issues of our time, such as climate change, air quality, our health, and our economic recovery from the pandemic (but that) by thinking and acting differently we can create a place where transport improves the opportunities available to all".

The West Midlands Cycling Charter sets out the strategic approach to increasing cycling in the West Midlands, with a target of a 5% mode share of all journeys by cycling by 2023, and 10% by 2033.

The foreword to the draft Birmingham Transport Plan is explicit about the need for and benefits of changing how we move: "Over-dependence on private cars is bad for the health of ourselves and our families, bad for our communities and bad for business as measured by the millions of pounds of lost productivity caused by congestion. Ultimately, it is bad for the future because of the very significant damage caused by vehicle emissions and their impact on climate change. The more journeys we take by walking and cycling, the more we will improve air quality and our health and the more we will reduce congestion. For longer journeys, buses, trams and trains will be the backbone of a new, go-anywhere transport system."

The Council further emphasises the pressing need for radical change in the Introduction to Our Future City Plan: "The urgent need for action to tackle climate change has been set out through the City Council's ambitious commitment to eliminate carbon emissions through the 'Route to Zero' initiative. Birmingham aims to become a global leader in tackling climate change, meeting the challenges head-on and grasping the opportunities of being at the forefront of a green revolution."

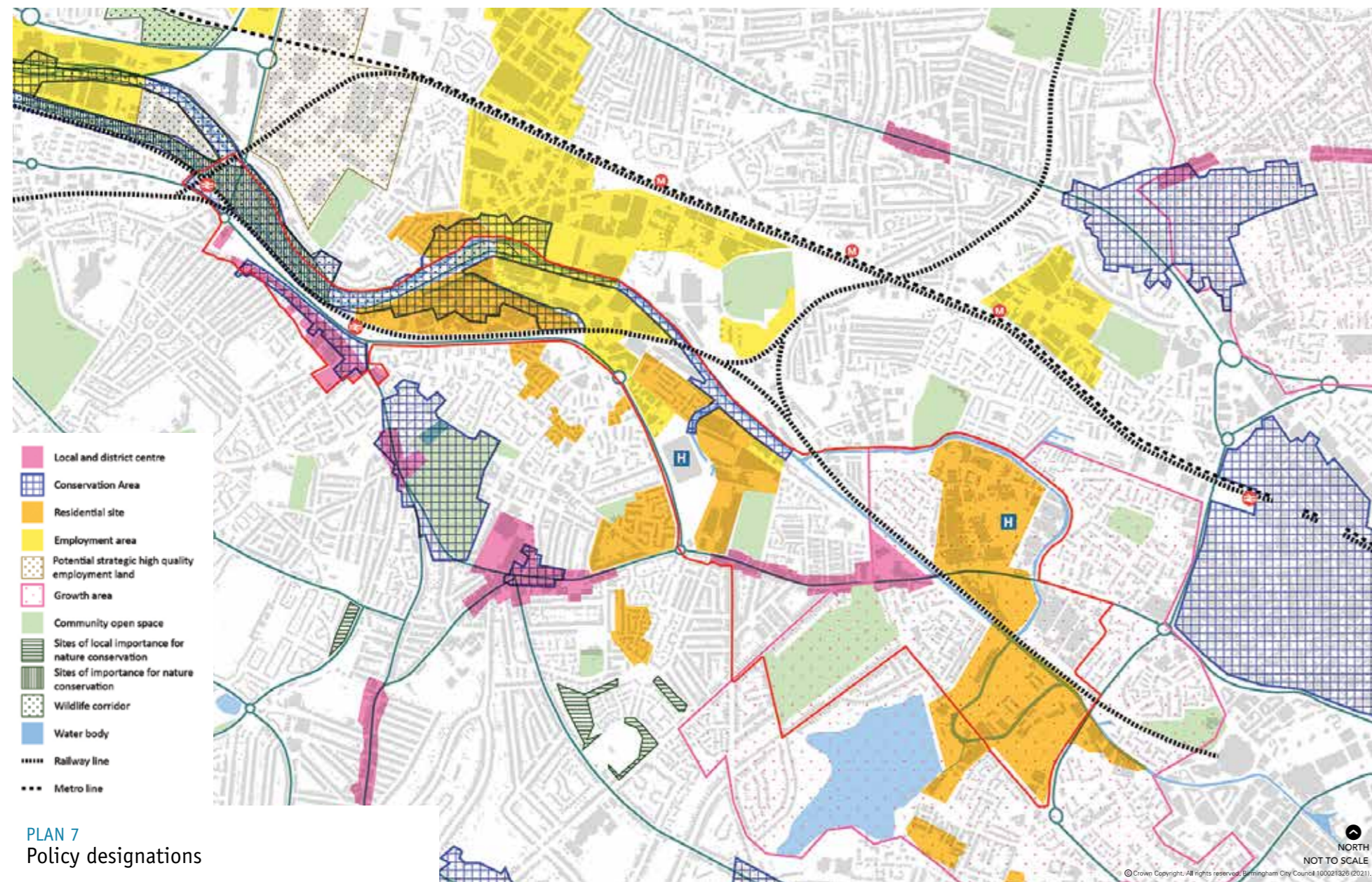
For Sandwell's part, Action Plan 3 (Transport) of its Climate Change Strategy 2020-2041 has these themes: promotion of sustainable travel; develop a low carbon transport system; and planning policies to support sustainable transport choices. On developing a low carbon transport system, the Strategy couldn't be clearer in describing the first of the actions that the Council can take as being to "implement highway measures and transport facilities that fully accommodate and promote the use of public transport, cycling and walking, making journeys by such methods easier, faster and safer, alongside measures to discourage car use".

Throughout all these documents referenced, and others, there is the explicit or implicit juxtaposition of "the need for change" with "the challenge is huge". This neatly encapsulates the scale and importance of the task faced in developing a Transport Strategy for the Smethwick-Birmingham Corridor.

“Accelerate the transition to more active and sustainable transport by investing in rail and bus services, and in measures to help pedestrians and cyclists”



Existing and emerging policy



PLAN 7
Policy designations

Sandwell Council policy

Black Country Core Strategy (2011)

The Core Strategy sets out the spatial vision, objectives and strategy for future development in the Black Country up to 2026. It identifies regeneration corridors of which Oldbury-West Bromwich-Smethwick is one.

Sandwell Site Allocations and Delivery DPD (2012)

The Site Allocations and Delivery DPD (SADDPD) adds further detail to the Core Strategy’s regeneration corridors. The plan states that the focus for new housing within the next few years will be within the Smethwick area of the Oldbury-West Bromwich-Smethwick corridor (corridor 12). The plan identifies the following sub-areas within corridor 12 that also lie in part within the Smethwick to Birmingham Corridor: Area 7 Smethwick High Street and Environs, Area 8 North Smethwick Canalside, and Area 9 Cranford Street. Areas 8 and 9 are identified on the policies map as ‘long term residential’.

Area 9 Cranford Street includes two sites which broadly correspond to the Grove Lane site. The policy table says the following of the Grove Lane site: “Masterplan prepared for site to include residential and Business B1 uses. Will need to be done in phased manner. Some occupiers will need relocating.”. Area 9 is listed as a housing allocation to which SADDPD Policy SAD1 applies. SAD1 supports residential development and states that other uses appropriate for residential areas, such as health facilities, community facilities and local shops, may be acceptable where there is a gap in service provision and where they can be integrated successfully into the residential environment.

Smethwick High Street, a designated district centre, is also within corridor 12 and the SADDPD identifies opportunities to improve the centre through redevelopment of the Tollgate Precinct for town centre uses and to develop land between St Paul’s Road and Tollhouse Way for a health centre and retail uses.

Black Country Plan (emerging)

The Black Country Plan, which will replace the Black Country Core Strategy and the Sandwell Site Allocations and Delivery DPD, is currently being prepared. The draft plan (regulation 18) consultation will take place in summer 2021.

Birmingham City Council policy

Birmingham Development Plan (2017)

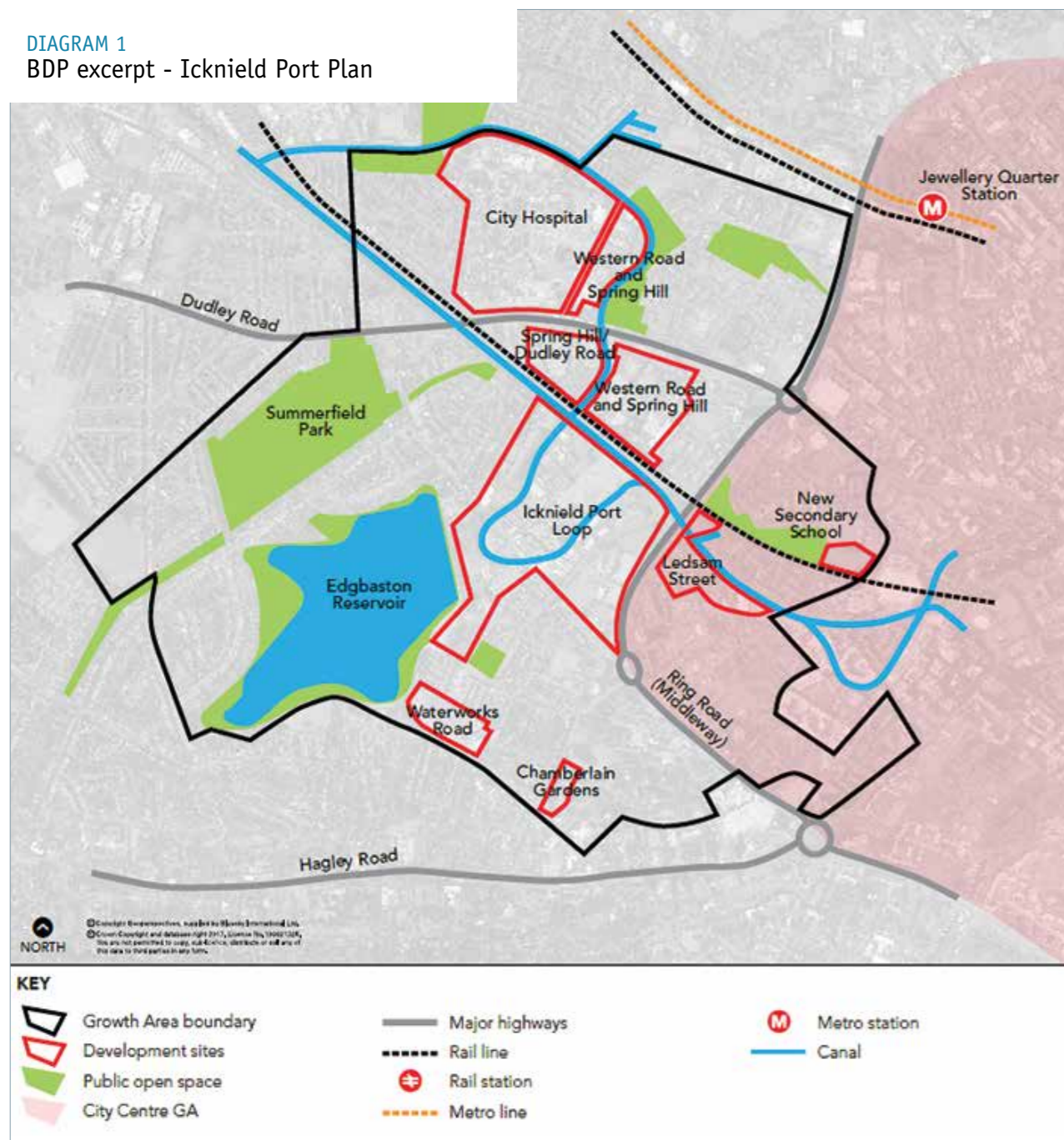
The Birmingham Development Plan (BDP) is the principal planning policy document for Birmingham covering the period to 2031. Most of the part of the corridor lying within Birmingham City Council’s administrative area is designated by BDP Policy GA2 as within the Greater Icknield Growth Area. Policy GA2 allocates Icknield Port Loop, Soho Loop and City Hospital as residential development sites.



The supporting policy text for the City Hospital site states “Following the relocation of the City Hospital (note that not all of the hospital facilities are moving, the Birmingham Treatment Centre, BMEC and other services will be retained) to the new Midland Metropolitan Hospital in Sandwell the site will be redeveloped for a new mix of living and local shopping facilities, with some medical facilities retained.”.

The supporting text to Policy GA2 states that “New family-based models of urban living will be explored and will be supported by a full range of community facilities, local shopping and working opportunities, and better-quality streets, parks, squares and gardens. Connections by public transport, walking and cycling will be enhanced including links to the City Centre utilising the canal network and existing primary routes.”. Improvements to Dudley Road shopping centre, which is listed as a local centre in BDP Policy TP21 (The network and hierarchy of centres), are also identified as needed.

DIAGRAM 1
BDP excerpt - Icknield Port Plan



Development Management in Birmingham DPD (emerging)

At the time of writing the council is consulting on main modifications to the plan following examination hearing sessions. The plan supplements the BDP and includes, among others, policies on air quality, landscape and trees, highway access and parking. Alongside the plan a new Parking Supplementary Planning Document has been prepared which sets out the council's standards for car and bicycle parking.

Greater Icknield Masterplan (2016)

Adopted a year before the BDP, the masterplan provided evidence to support BDP policy on the Growth Icknield Growth Area and identified development principles for the BDP site allocations. Once approved, The Smethwick to Birmingham Corridor Development Framework will replace the Greater Icknield Masterplan.

Future planning policy

The city council is reviewing whether it needs to update the BDP and will publish the outcome of that review and the timetable for any updates in early 2022.

Overarching objectives

Inclusive growth

Inclusive growth is an important agenda across the West Midlands. The West Midlands Combined Authority has defined inclusive growth as: "A more deliberate and socially purposeful model of economic growth - measured not only by how fast or aggressive it is; but also by how well it is created and shared across the whole population and place, and by the social and environmental outcomes it realises for our people.". This is reflected in the West Midlands Inclusive Growth Framework (2018).

Sandwell Council is giving effect to these objectives through its Inclusive Economy Deal (2020) which represents the start of a new partnership between Sandwell Council, businesses, residents, the voluntary and community sector and Sandwell's anchor institutions. The Midland Metropolitan University Hospital and surrounding regeneration is highlighted in the deal. This recognises the opportunity for the new hospital as an anchor institution to drive inclusive growth in the area.

Net zero

In Birmingham and Sandwell, the two largest contributors to carbon emissions and residential buildings and road transport. This framework provides an opportunity to contribute to reducing future emissions from these sources.

In summer 2019 the West Midlands Combined Authority set a target of the region becoming new zero carbon by 2041. The WM2041 Plan proposes a range of actions towards this target, including active travel and cleaner transport, zero carbon homes, tree planting and energy devolution. The plan also links the net zero target to inclusive growth, seeking to change the economy without leaving anyone behind.

Sandwell Council's Climate Change Strategy 2020-2041 sets out Sandwell's plan for achieving the 2041 target. This includes action plans for important sources of emissions, including the built environment and transport. The built environment action plan includes a commitment to undertaking studies on the development of heat networks. The transport action plan seeks the implementation of highway measures and transport facilities that

fully accommodate and promote the use of public transport, cycling and walking, making journeys by such methods easier, faster and safer, alongside measures to discourage car use. It also promotes the Introduction of facilities at developments through the planning system to increase use of shared and cleaner transport modes and reduce car parking spaces. The resilience and adaptation and natural capital action plans focus around enhancing and creating green spaces.

Birmingham City Council is seeking to achieve net zero carbon by 2030, ahead of the wider West Midlands target. The council's publication Route to Zero Call to Action (2021) mirrors Sandwell's focus on emissions from residential buildings, in particular municipal housing, and transport. The Birmingham Transport Plan (see below) will be an important focus for action to reduce transport emissions.

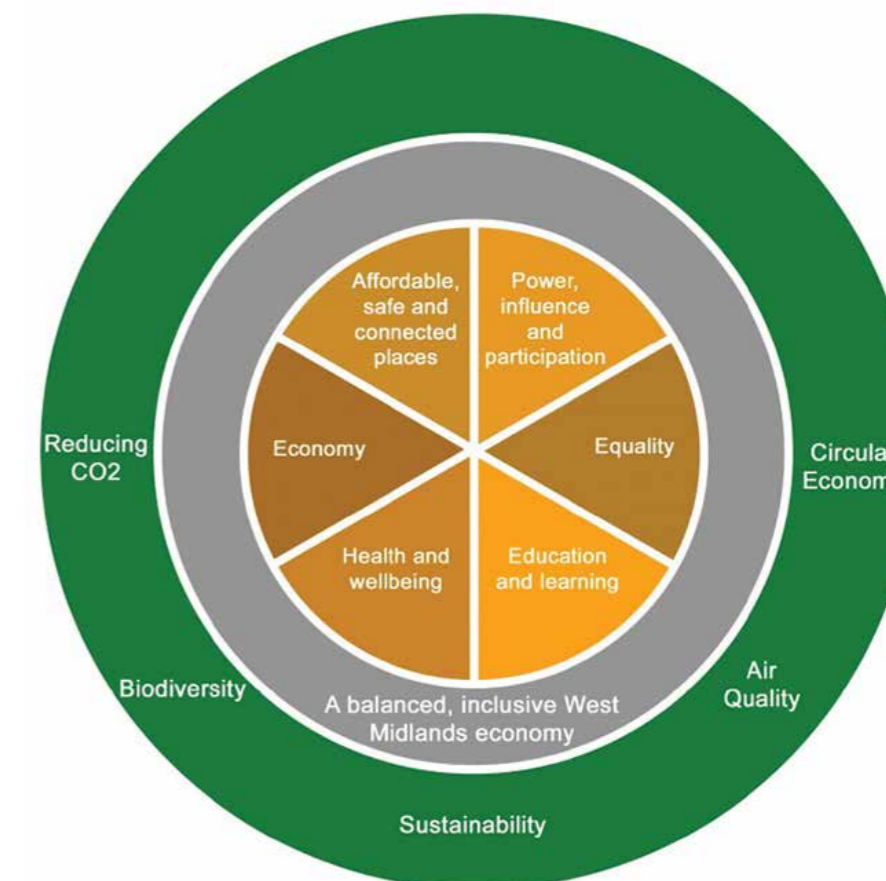


DIAGRAM 2
WM Inclusive Growth Framework

Urban design analysis

Land ownership

Public land ownership

In the east, Birmingham City Council have extensive ownership which includes a range of open spaces, including Summerfield Park and Moilliett Street Park, land around Icknield Square and Ladywood Leisure Centre, community buildings such as schools and housing land particularly north and south of Dudley Road.

Land at City Hospital is divided between Homes England and the Sandwell and West Birmingham Hospitals NHS Trust. The western side of the site contains much of the existing hospital and will continue to operate until the opening of the Midland Metropolitan University Hospital in 2022. At this point, services will be transferred and this area can come forward for redevelopment. The eastern side of the site will be retained by the Sandwell and West Birmingham Hospitals NHS Trust and will continue to provide those services offered by the Birmingham Treatment Centre and the Birmingham and Midland Eye Hospital.

The third significant public owner in the eastern part of the corridor is the Canal and River Trust (CRT), who own the canal land, including the towpaths. The CRT also own land north and south of Rotton Park Street which will be developed in later phases of Icknield Port Loop.

Sandwell Council's ownership of land is less extensive than Birmingham's within their own area and comprises a range of small and scattered holdings around Rolfe Street and Smethwick High Street. This does, however, include the Enterprise Centre and former Baths site close to Rolfe Street station and land and buildings around Brewery Street. It also includes corridors of land alongside the canal and highways.

Public ownership in the central area of the corridor around the site of the new hospital is limited, though the WMCA have a relatively large land holding on the north side of Abberley Street. They also have an interest in a smaller property on the south side of Cranford Street.

Sandwell and West Birmingham Hospitals NHS Trust owns a significant site within the centre of the corridor, which houses the new hospital as well as three development sites (one of which will be a community garden). The Trust also owns a strip on land north of the Cape Arm canal spur and running around to the entrance on Cranford Street. One of the Trust's sites is now earmarked for the proposed Learning Campus.

Private land ownership

Private landholdings are concentrated around the new hospital and are characterised across the corridor area by industrial and commercial uses. Its history as a focus for industry and transport routes contributes to the area remaining a relatively successful location for commerce and industry, albeit characterised by older, smaller and lower-quality stock. This also contributes to a fragmentation of land ownership, which makes land assembly for redevelopment more difficult.

Within this general picture, there are larger sites in single ownership and this includes sites north and south of Cranford Street, notably those immediately east of the Cape Arm canal branch (Heartlands and Pall Mall) and the Thandi Coaches site on the Soho Way roundabout.

Urban grain

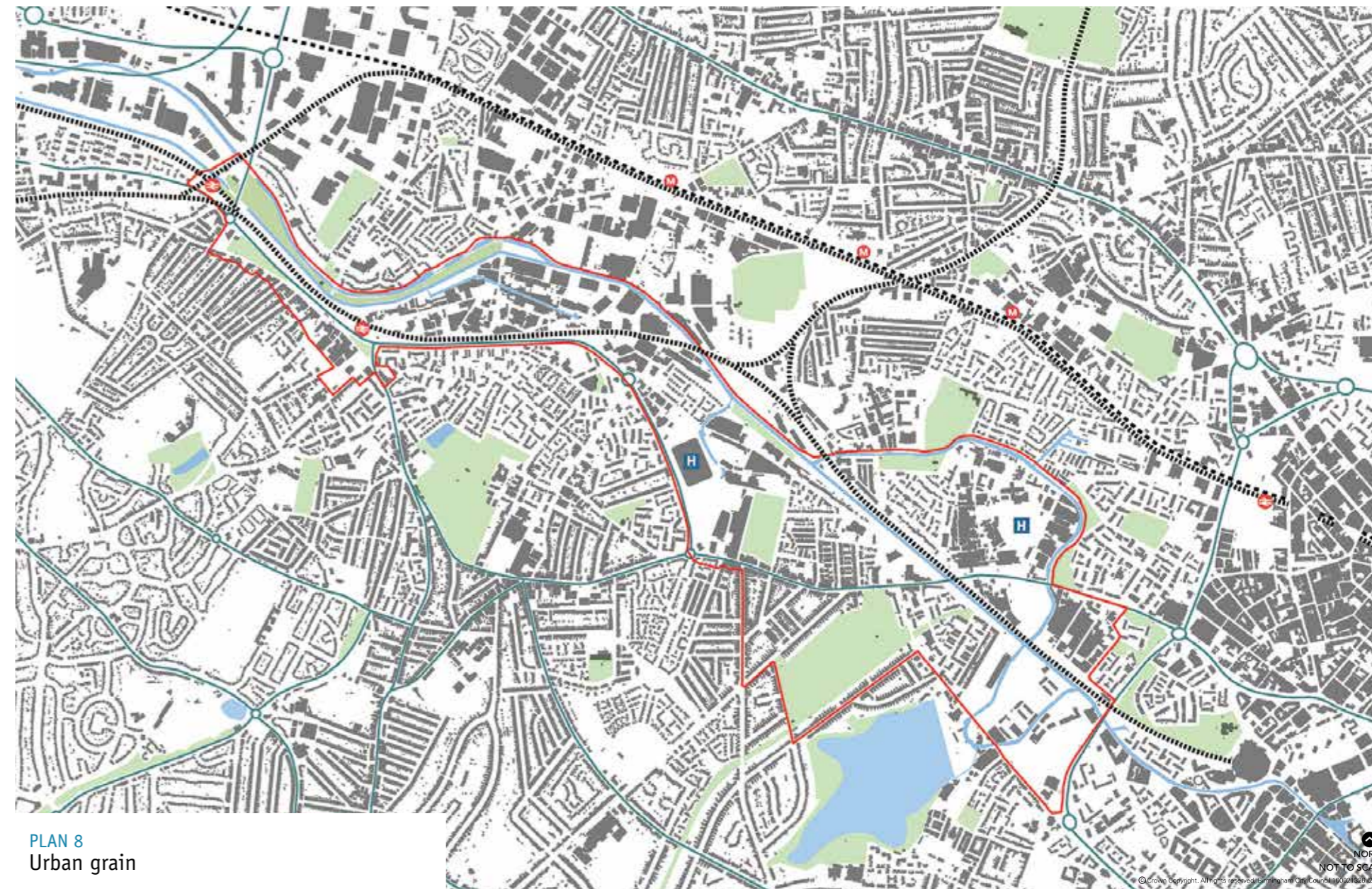
The corridor has a legacy of the industrial uses that clustered alongside the linear routes taken first by the canal and then the railway. The Main Line

Canal in particular, carving a straight line through the undulating topography of the area, defined early patterns of industrial use and still partially dictates the pattern of routes.

In the area around Smethwick Rolfe Street station, the A457 dominates, though open spaces alongside the adjacent canal can make it feel more spacious and open, despite the intrusion of the road and traffic. Smethwick High Street has a human scale, with continuous two and three storey commercial premises. The townscape is also punctuated with more prominent historic, civic and community buildings, such as the temple and library, and is a conservation area in part. It reflects the character of the residential areas to the south, outside the corridor area.

The High Street is open to the busy A457 with limited crossing points for pedestrians. Rolfe Street station is on the other side of the road with short journey times to Birmingham. Rolfe Street station is small and almost hidden away, but will be improved for the Commonwealth Games, with lifts installed to allow easier access to the platforms that sit in the cutting below the station building.

Rolfe Street itself is a predominantly industrial area, containing a mix of historic and modern industrial buildings on a modest scale normally no more than two or three storeys in height. The relationship with the canal and quality of some of the older buildings is reflected in the conservation area designation. The single carriageway roads and narrow pavements seem inadequate for modern industrial usage, and parking is prominent on the street and on pavements. Further away from the station, the scale of the buildings changes, with bigger footprints and modern materials, but the area remains a dense and complex arrangement



PLAN 8
Urban grain

of small and medium businesses operating from a very mixed industrial trading area. The boundary with the canal and railway makes more industrial uses, such as scrap metal and car breakers, more likely to be located here.

The A457 enters Birmingham alongside the new hospital at Grove Lane. The Midland Metropolitan University Hospital is a substantial building in the centre of the corridor. At ten storeys, the scale is well above the Windmill Eye housing area located to the east across Grove Lane but is reflective of the bigger footprints and warehouse buildings common in the newer industrial areas of the corridor. The hospital is surrounded by a combination of vacant land and existing industry, the latter again mixed and generally of a low rise. Important to the development of the framework is how new development relates to this major new building. One area of housing has already been completed north of Cranford Street at the back of the hospital.

Mixed areas of housing surround the MMUH to the west and south, combining dense late Victorian terraces between the hospital and Summerfield Park with early and late post-war housing across the Windmill Eye area, much of which is more spacious with small amenity spaces and larger private gardens. The Windmill Eye area has undergone significant regeneration and has large areas of recently built housing. The boundaries between the predominantly residential areas and the area within the corridor are marked by the major roads, and the contrast between the two

sides of the road is often stark. At the heart of these residential areas is the bustling and varied centre at Dudley Road, a lively mix of mostly small, independent businesses.

At the eastern end, the perfectly straight Main Line Canal crosses the meandering Old Line twice, creating the Port Loop. The area is another traditional area for business and industry but is being reimagined as an urban residential neighbourhood. Like other areas in the corridor, the industrial uses are dense and complex, but footprints are modest and heights are generally below three storeys.

The wider context of the canal corridor is generally one of further residential areas, and the western side is more suburban beyond Windmill Eye. To the north, a further railway route out of Birmingham from Snow Hill curtails this, and between this and the canal corridor lies further small-scale industrial areas, areas of open space, transport infrastructure (such as Soho Depot) and Birmingham Prison. Ladywood, a post-war housing area adjacent to the eastern end of the corridor, is expected to be the subject of estate regeneration in the coming decade.

The canal

The canal is a key feature in the area. Towpaths enable access and movement along it, but for various reasons - the nature of the uses alongside the canal, the quality of access, the lack of visibility, perceived safety - use of the canal is not as high as it could be.

Smethwick

Good access can be achieved to the canal at Smethwick (Brasshouse Lane), where the spaces around the canal, the feeder and the Engine Arm are attractive but have potential to be improved. The area includes important industrial heritage, such as the Galton Valley Pumping Station and Smethwick Galton Bridge, and connections could be possible to Rolfe Street. Access is also possible from Bridge Street and Rabone Lane, though the nature of the canal here is narrow and the industrial uses don't give the waterway space. The canal is largely within a cutting here; the dual carriageway and the railway make the perception of access to the canal, especially residents to the south, poor.

Cape Arm

Though the canal has a dual towpath in the area around the MMU hospital, there is no access to the Cape Arm branch at the hospital site for either boats or pedestrians due to a low height bridge (which is because the bridge and parapets are near the end of their serviceable life and the bridge has been filled in). Given the development of the hospital and the aspirations to make links to it from the canal, this is a key opportunity. The canal remains in a cutting here, slicing between industrial uses on either side, and the main line railway is also evident on the northern side. Historical interest exists in the form of elegant footbridges and canal infrastructure, such as the lock-keepers' cottages.

Winson Green Road provides a narrow access to the canal, though this entrance is steep and unsurfaced. Nearby Heath Street provides a strip of land adjacent to the canal that may present an opportunity to improve access to it, though the land is above the level of the canal. Across Dudley Road, Northbrook Street offers access to the canal that leads to the first point where the Main Line crosses the Old Line.

City Hospital/Old Main Line

Currently, the north side of the City Hospital site has no direct link with the canal loop, and the towpath runs on the north side of the canal. A section of this towpath runs between the prison and the open space at Norman Street, with a canal access point available off Winson Green Road just by the prison. The space is indicative of the challenges of the towpath and the canalside as a movement route; the environments alongside the canal lacks of natural surveillance due to the canal being lower than the surrounding uses which in themselves do not presently provide overlooking.

On the eastern side of the Old Line, Clissold Passage offers some more spacious waterside frontages and good canal towpaths without the sense of enclosure that much of the canal has.

“The canal is a key feature of the area..but.. use of the canal is not as high as it could be”



Green and blue infrastructure

Green infrastructure

The wider context of the corridor benefits from several large parks, and a network of smaller green spaces. Summerfield Park and Victoria Park are the largest spaces and combine various informal and formal recreational settings for a broad catchment. They are well connected into surrounding streets and neighbourhoods. North of the canal, Black Patch Park offers a sizeable green area, but is more disconnected from neighbourhoods.

Moilliett Street Park is a fairly large green space off Dudley Road, and whilst it does provide open land and play areas, it suffers from poor maintenance and has a reputation for anti-social behaviour. It was formed out of slum clearance in the 1970s, and its attractiveness is compromised by neighbouring industrial land.

South Loop Park is a new high-quality amenity space within the Port Loop development. It links Rotton Park Street to the Old Line canal, providing public access to the waterfront, and framing the urban blocks of the development.

Smaller, incidental amenity spaces are prevalent in the Windmill Eye area, and open spaces are provided at some of the schools in and around the corridor (such as St. Phillip's and Barford).

There are linear green spaces along parts of the canal, particularly at the Smethwick end, where the Galton Valley is enhanced by the presence of industrial monuments such as the Galton Bridge.

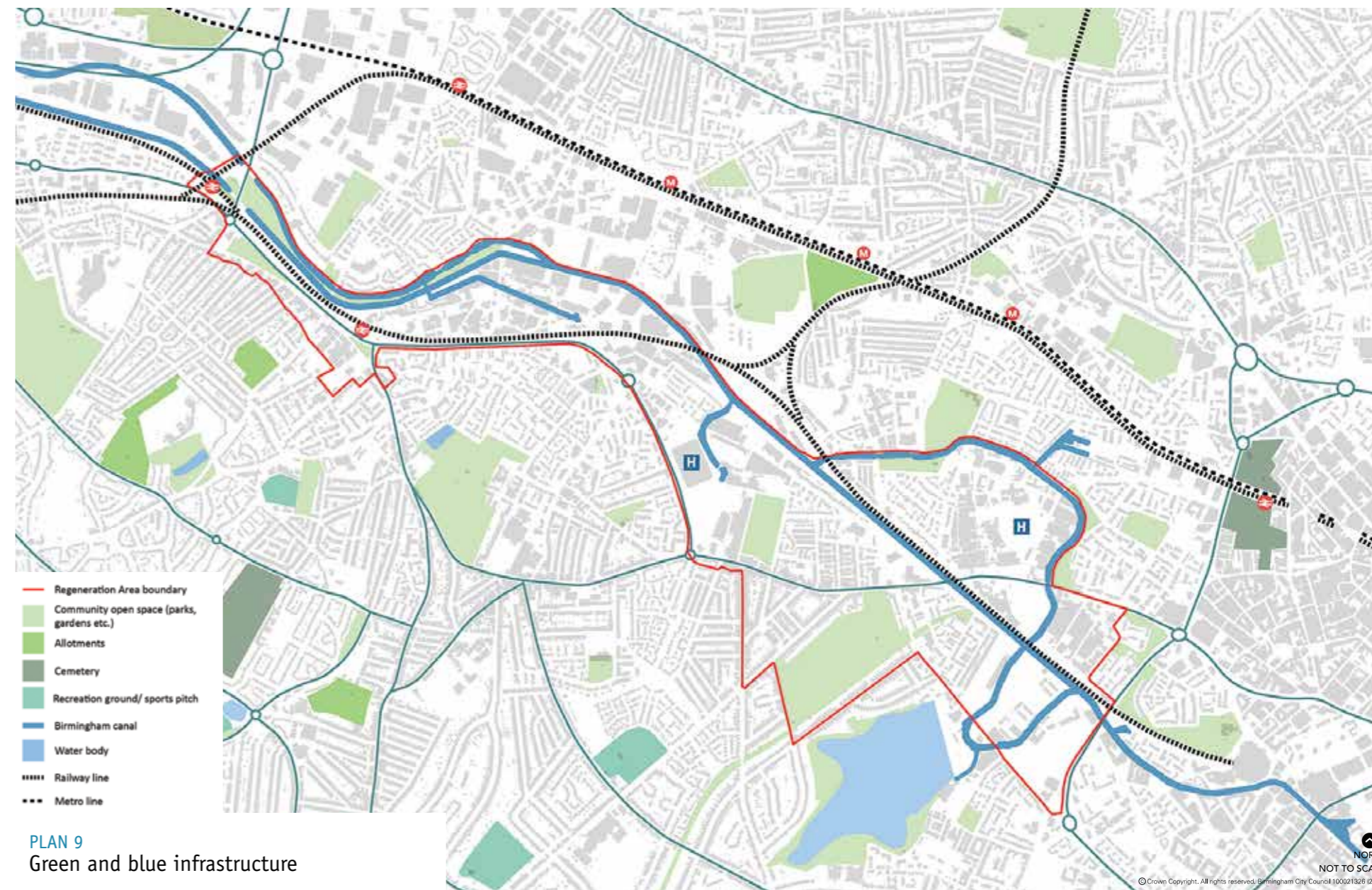
Blue infrastructure

The canal clearly forms the principal element of blue infrastructure and supports recreation both alongside and on the water. The Canal and River Trust already use this resource for promoting the area and plan to capitalise on improvements to the canal environment through the creation of trails and community art. Access points could be improved, and, because of the cutting, there is not always a high sense of awareness of the canal even being close.

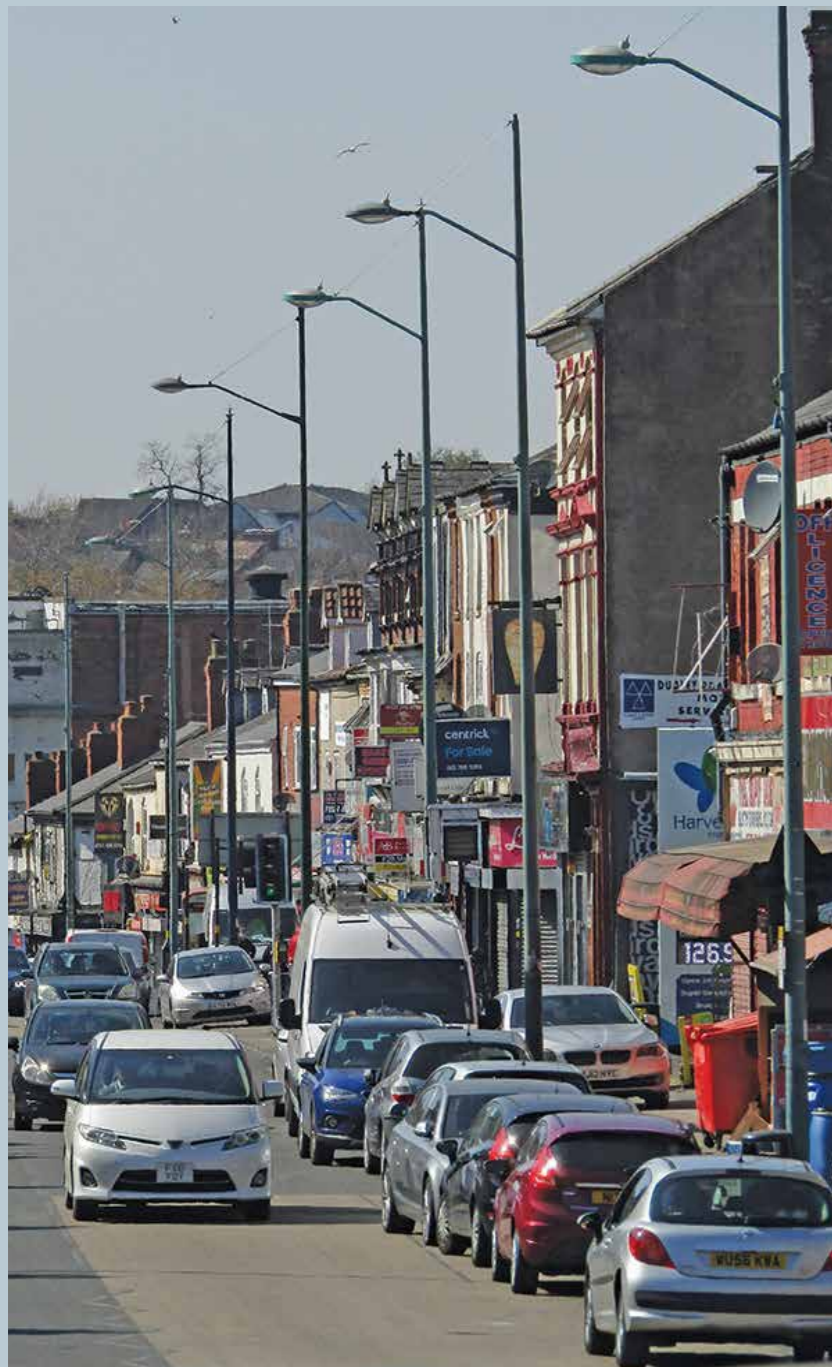
Edgbaston Reservoir is very close to Port Loop but may not be in the minds of neighbourhoods around the corridor because of the dam at the eastern end. Nonetheless, this is a key recreational asset in the area.

The nature of the corridor area as both a transport corridor and an industrial hub compromise the walking and cycling environment, and the need to cross transport routes of all kinds - canal, rail and road - makes access to the green and blue infrastructure more difficult. The environment has become dominated by vehicles. Examples of this include Rolfe Street and Cranford Street, where on-street parking obstructs walkers and cyclists, and Moilliett Street which suffers from fly-tipping, unmanaged parking and deliveries to shops and businesses on Dudley Road, compromising the enjoyment of the park.

“Edgbaston Reservoir..is a key recreational asset in the area”



PLAN 9
Green and blue infrastructure



“
*The canal towpath
 between City Hospital
 and Smethwick is to
 be improved*
 ”

Facilities

The area has three centres of note, two of which are within the corridor.

Smethwick High Street

Smethwick High Street is located at the north western end of the corridor and comprises a linear centre with a mix of shops and services. The primary concentration of services is at the southern end, close to the crossing to Rolfe Street station, where the Tollgate Shopping Centre (itself identified as a redevelopment opportunity in the Sandwell Local Plan) lies, slightly set back from the High Street. Further from this core, to the north, is a series of parades comprising Asian food shops, and other businesses. Notable in the centre is the underuse of the car park and commonplace parking on forecourts and pavements. Whilst running parallel to the A457, the centre aims to make a virtue of the landscaping strip that separates the two, notably at the war memorial.

Dudley Road

The Dudley Road local centre sits on the main road, the A457, into Birmingham. It comprises a local centre with shops and services on both sides of the road, located between the Grove Lane Roundabout and Heath Street. At the eastern end is a McDonalds restaurant, and at the western end is a Lidl, but the spaces in between are dominated by small scale, independent traders serving the largely minority ethnic catchment. The street is a pinch point on the road, with on-street parking and loading common. Like Smethwick High Street, there is a range of community services, including the Dudley Road mosque and the Summerfield Community Sports Centre.

Cape Hill

Cape Hill town centre, outside of the corridor, is the primary centre for much of the community living in Windmill Eye. Along with Dudley Road, it would be the nearest local centre for new residents within the Grove Lane area. In addition to the traditional linear high street offering small scale town centre shops and services, Cape Hill has a purpose-built market hall supermarket within a large format out-of-centre style retail park with its own parking.

Outside of the main centres, the wider area contains several other services and facilities, including:

- Ladywood Leisure Centre.
- Summerfield Urgent Care Centre; Broadway Health Centre.
- Several schools and places of worship.

Commonwealth Games

Birmingham is hosting the 2022 Commonwealth Games across a range of venues in the city. As part of this, a new Aquatic Centre is being constructed on Londonderry Lane, Smethwick. A series of highway improvements are planned to enable easier access between Rolfe Street station and the Aquatic Centre, which will also benefit pedestrians using this link for other reasons.

In addition to this, the canal towpath between City Hospital and Smethwick is to be improved to enable cycle access between Perry Bar and the Aquatic Centre. This is picked up in the transport strategy section below.

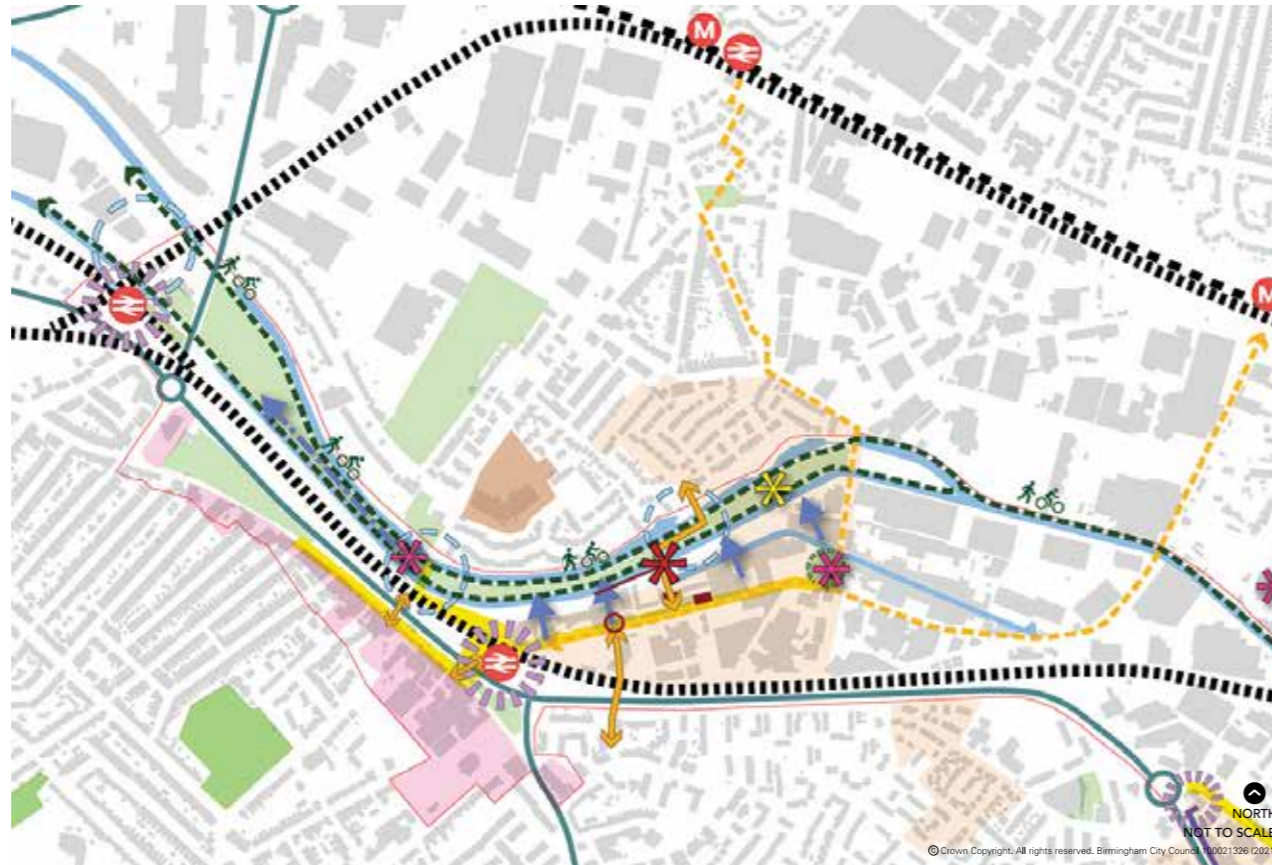
Constraints and opportunities

Smethwick Galton Bridge to Rolfe Street

In the north-western part of the corridor lies Smethwick High Street, between the historic Galton Bridge and Rolfe Street. Characterised by the local centre on the High Street and by the A457, it is a gateway to the wider area, notably because of the stations. It also contains elements of the historic fabric of the area and wide areas of open space around the canal.

Opportunities

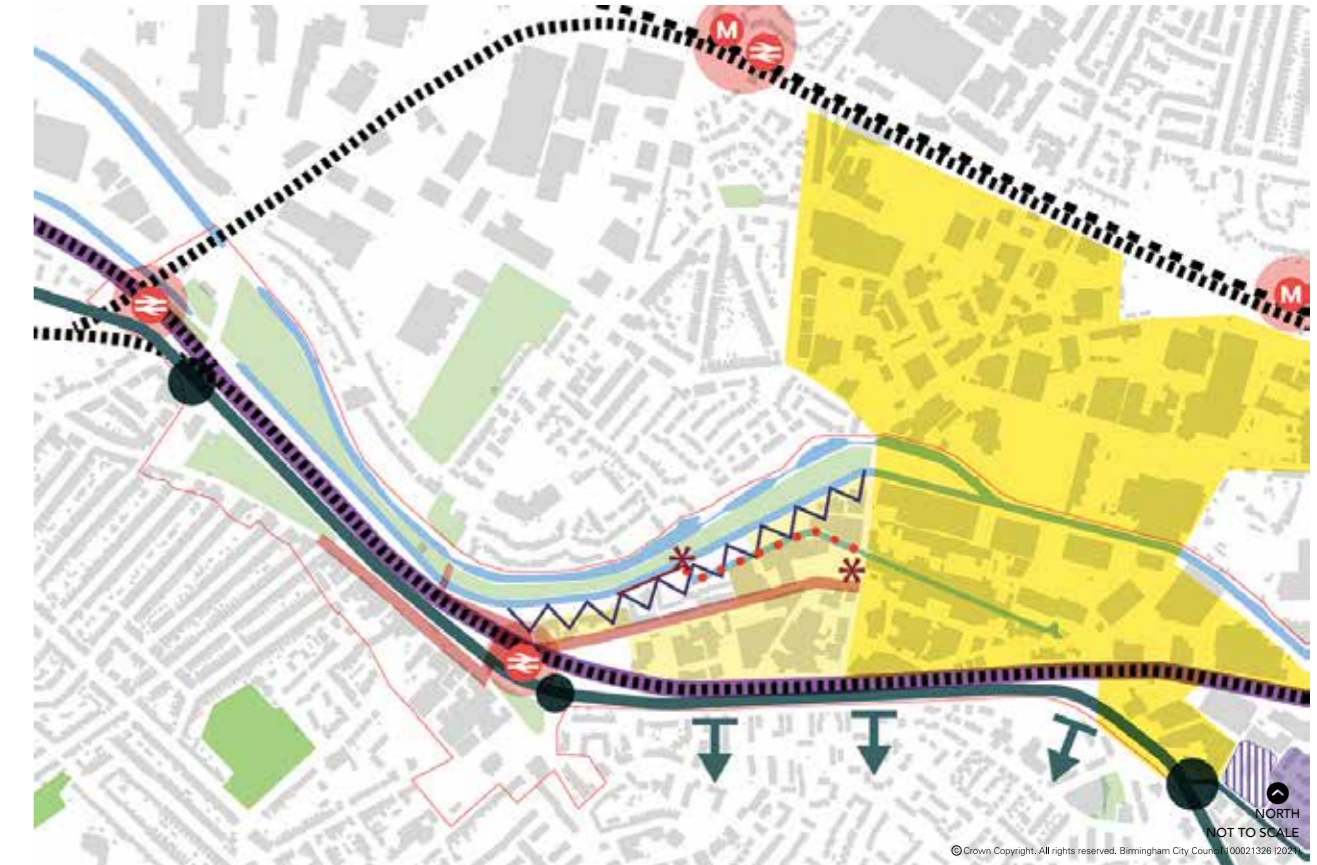
- Create and strengthen local connections, notably from Galton Bridge to the Engine Arm Aqueduct and across the A457 to the High Street and neighbourhoods to the south.
- Strengthen and enhance the gateway possibilities at the station entrance around Rolfe Street.
- Improve public realm around and along Smethwick High Street.
- Realise potential of the public open spaces around the Engine Arm Aqueduct.
- Improve links down to waterways.
- Emphasise historically important views along the waterways from Brasshouse Street.
- Establish clearer links to nearby Metro stops.
- Improve access to, and attractiveness of, the two railway stations.
- Enhance open spaces for the community (e.g. dedicated gardens).
- Allow interpretation of historic assets - e.g. Pumping Station, Engine Arm Aqueduct.



PLAN 11a
Smethwick Galton Bridge to Rolfe Street - opportunities

Constraints

- Barriers caused by rail lines and rail infrastructure (e.g. cuttings, rail junctions), reducing pedestrian routes across the area and access to rail services.
- Dominance of private cars dictated and enabled by major roads.
- Surrounding industrial land uses - the nature of ownership patterns make redevelopment difficult; new uses are difficult to integrate (particularly at the Baths site and Enterprise Centre).
- Poor frontages and lack of activity in streets; sense of place and perceptions of safety/attractiveness undermined.
- Severance between Rolfe Street and the canal - there's no relationship, or sense of the canal's presence at all.
- Oversized highway junctions limit and deter walking and cycling.



PLAN 11b
Smethwick Galton Bridge to Rolfe Street - constraints

Grove Lane area

In the central part of the corridor is the new Midland Metropolitan University Hospital. It is a dominant building within its context, but as is already being seen, a catalyst for change and renewal. It represents a unique opportunity for this as it straddles the boundary between Birmingham and Sandwell, providing the chance for cross border working between the councils. The nearby neighbourhood of Windmill Eye, which has previously set its own vision for its future through its detailed neighbourhood plan and has benefited from significant housing regeneration and can continue to do so.

Opportunities

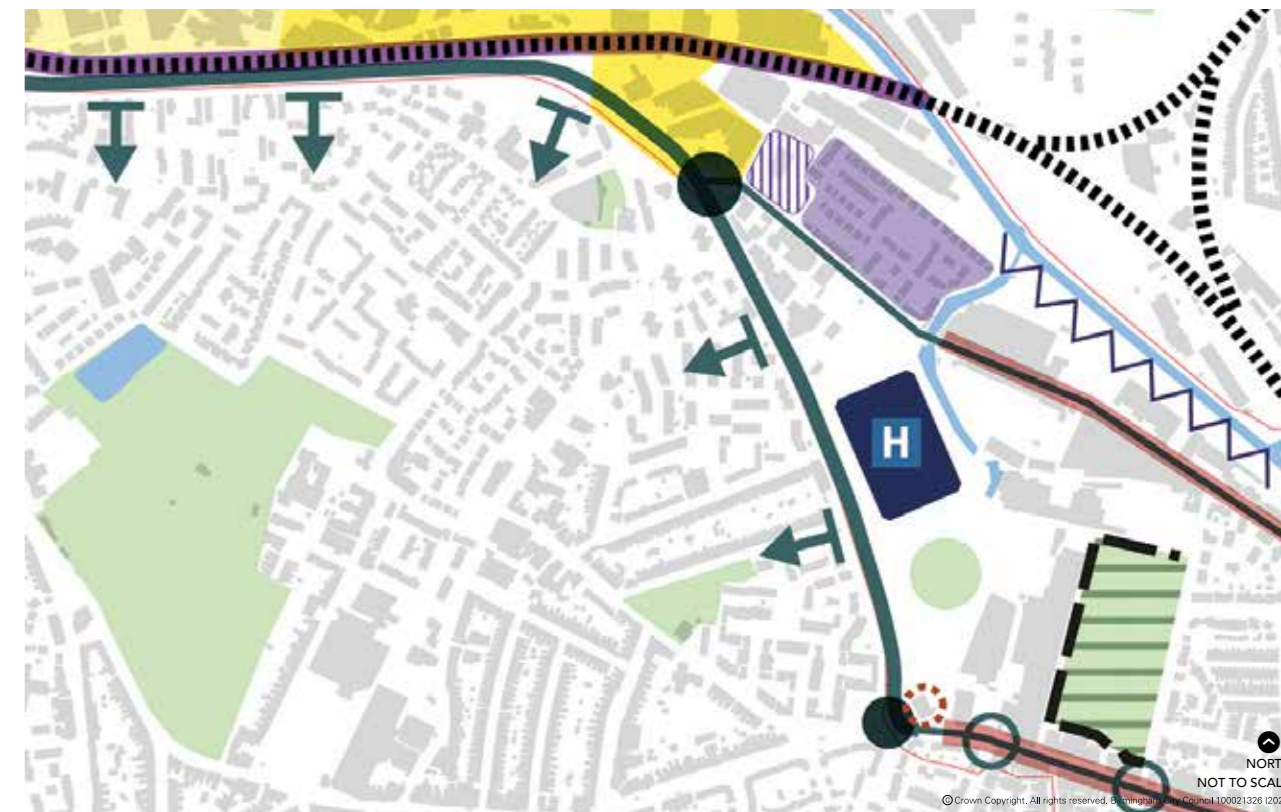
- Potential to rationalise land uses/consolidate industrial uses to create a neighbourly environment.
- The hospital provides an ambitious public open space at the heart of the Grove Lane area.
- Potential to connect Moilliett Street Park into the neighbourhood and improve its function.
- Potential for public realm improvements along Cranford Street/Heath Street to favour walking and cycling.
- The hospital itself brings opportunities, including as a proposed location for bus interchange and for new uses such as education.
- New primary school within a new neighbourhood.



PLAN 12a
Grove Lane area - opportunities

Constraints

- The A457 is dominant once more, and creates severance, limiting non-vehicular movement.
- Poor frontage around Moilliett Street Park, particularly from surrounding industry and along Moilliett Street.
- Cranford Street/Heath Street is both a rat-run for the A457, but also a busy road that serves many businesses and carries service vehicles throughout the working day (although this will change as the area becomes more residential).
- Partly through the severance and partly through the poor environment, links between Dudley Road, Moilliett Street Park and the canal are poor.



PLAN 12b
Grove Lane area - constraints

Grove Lane to City Hospital

In the eastern end of the corridor much has already started to change, with housing being constructed at Port Loop and permission in place at Soho Loop. Parts of the existing City Hospital will become redundant with the opening of the new hospital. The Dudley Road local centre provides a link between the important Grove Lane area and City Hospital. Close to Birmingham's city centre, the area is poised to be different in the coming years.

Opportunities

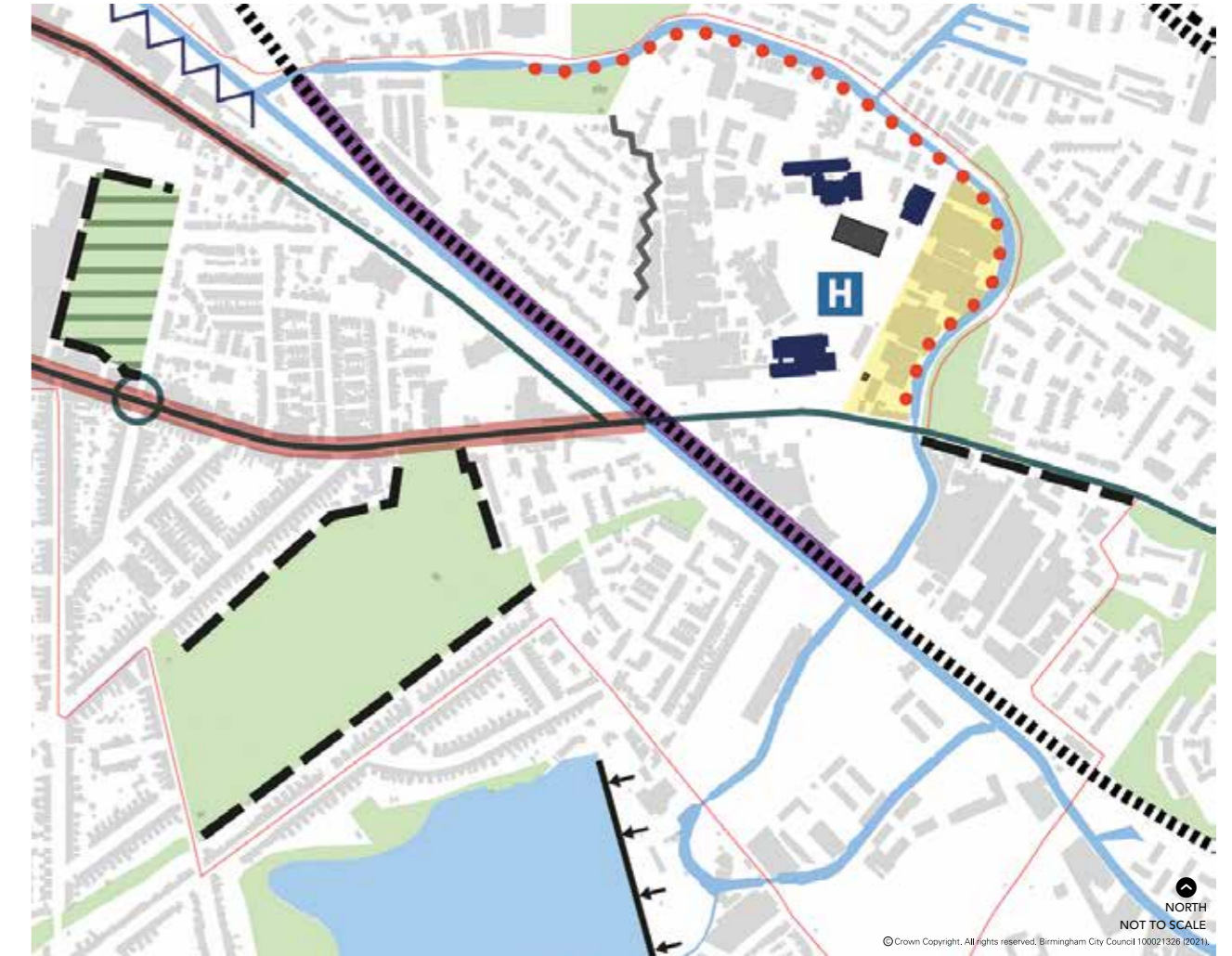
- City Hospital redevelopment can bring benefits for both this site and the surrounding context.
- Proposed public realm and transport improvements along Dudley Road, with potential to continue these into Sandwell.
- Potential to lower traffic volumes along Heath Street and improve the environment in Dudley Road local centre, particularly around parking and for cycling.
- Potential for planned development to create a vibrant new residential area that attracts new residents and supports existing businesses.



PLAN 13a
Grove Lane to City Hospital - opportunities

Constraints

- Poor frontages, connections and entrances to major green spaces, including onto Summerfield Park.
- Public realm is tired, and in need of upgrade; current conditions deter walking and cycling.
- Connections to the canal remain poor - narrow, unclear, unattractive - even where the canal is more visible in the environment.
- Possible solutions to traffic problems in and around Dudley Road local centre seem limited.



PLAN 13b
Grove Lane to City Hospital - constraints

The corridor today

Reflecting its mix of industrial and residential land uses, the area has more jobs than residents. Industry is concentrated to the north of the canal and railway line, predominantly in older buildings. Many of the industrial units are occupied by locally-based businesses such as recycling centres, mechanics, tyre centres and local goods manufacturers.

The area has a young and diverse population. Most residents (71%) live in houses, with the remainder in flats. The area is characterised by pre-war terraced housing, although there are some areas of 1970s-1990s semi-detached and detached housing.

The area has high levels of deprivation, particularly to the east and north in Winson Green and Soho. Many of the corridor's neighbourhoods are in the 10% most deprived nationally.



16,215 jobs (2015)



13,334 residents (2019)



50% of residents had access to a car (2011)



74% of dwellings were houses, with 26% flats (2011)

DIAGRAM 3 Selected statistics

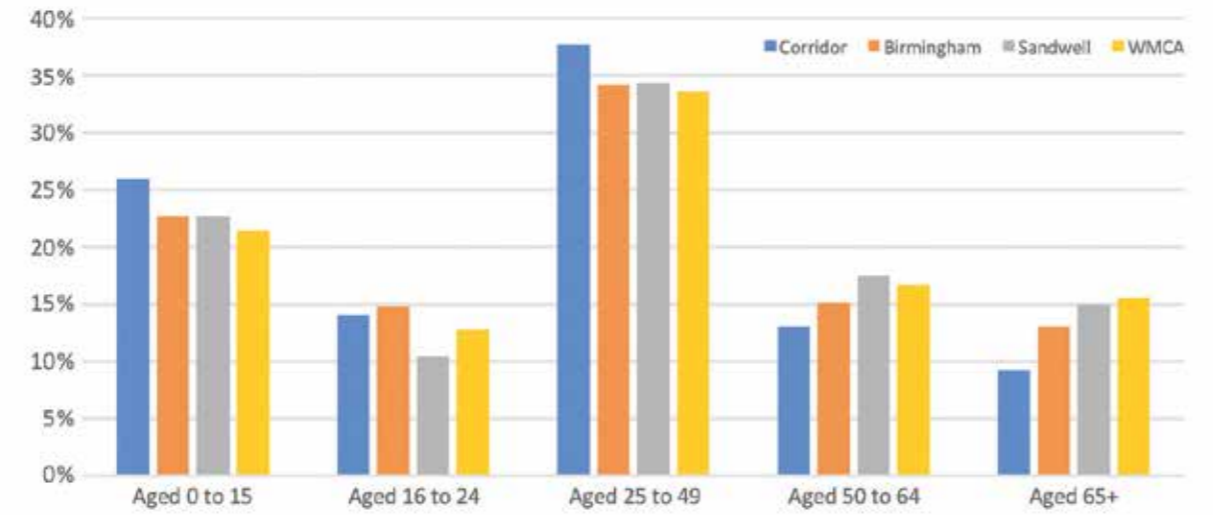


DIAGRAM 4 Population structure

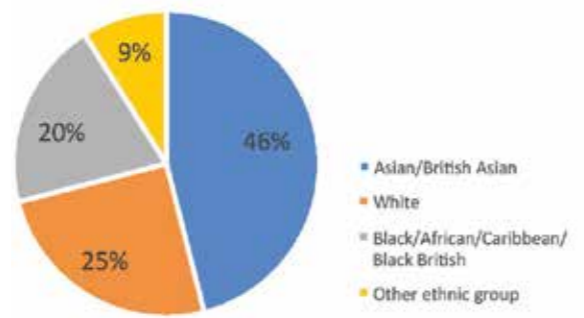


DIAGRAM 5 Ethnic group

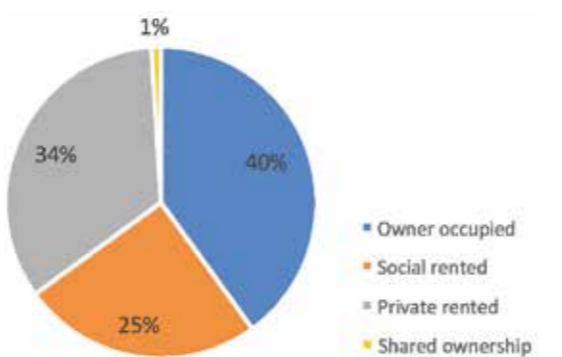


DIAGRAM 6 Housing tenure

Regeneration is underway

Significant changes are already underway in the corridor.

Midland Metropolitan University Hospital

The new state of the art acute hospital on Grove Lane will provide 670-beds all under one roof and bring a significant expansion to employment in the corridor.

Smethwick Town Investment Plan

Sandwell Council's Town Investment Plan for Smethwick has been approved in principle subject to submission and approval of a full business case and is set to be allocated £23.5 million by government. The projects approved include:

- Improvements to pedestrian and cycle links from Rolfe Street and Galton Bridge Stations to the new hospital and Grove Lane area, including a new cycle path along the A457 Tollhouse Way and footpath improvements along Smethwick High Street.
- The Midland Met Learning Campus, a collaborative proposal between Sandwell and West Birmingham Hospitals NHS Trust, Aston University, Sandwell College and the University of Wolverhampton which will create a new health education alongside the new hospital.
- Regeneration of the Smethwick Enterprise Centre site at Rolfe Street, with money to demolish and remediate the site to make it development ready.
- Grove Lane regeneration with money for site acquisition and remediation to deliver the first phase of the regeneration project.

Dudley Road Transport Improvements

The planned improvements will upgrade facilities for pedestrians and cyclists, provide new bus lanes and reduce traffic congestion through junctions.

Port Loop

The first phases of the new development, comprising 207 homes and the first urban park are nearing completion. The Port Loop site is being redeveloped by Urban Splash and Places for People, working with Birmingham City Council and the Canal and River Trust, for 1,150 homes, a community hub, office space, new parks, over 1.5km of new canal tow path and a leisure centre and swimming pool.

Soho Loop

In early 2021 demolition and remediation work started for the development of 752 new homes at Soho Wharf. The scheme is comprised of 102 two- and three-bedroom townhouses and 650 one- and two-bedroom apartments alongside 300 parking spaces and more than 10,000 sq. ft of commercial space.

Cranford Grange

Now completed, the development of 134 houses at Cranford Street is the first part of the Grove Lane area redevelopment. There is an adjoining permission for 58 homes (54 of which are flats) which is under construction at the time of writing.



VISION AND GUIDING PRINCIPLES



4

VISION AND GUIDING PRINCIPLES

VISION AND GUIDING PRINCIPLES

Vision

This framework is the platform for co-ordinated public and private investment in the Smethwick to Birmingham Corridor. It promotes long term growth, targeted infrastructure interventions and identifies quick wins to bring change in the short term.

Our vision for the corridor is:

Making a healthy community

The Midland Metropolitan University Hospital is a significant catalyst for change; change will happen, and this framework will guide it. The hospital will be integrated effectively into existing communities, whilst acting as an anchor institution for the area's regeneration.

New development will enhance the best of what already exists - in particular the area's historic importance and its diverse population. Existing local centres will continue to be places where people can meet every day needs and be a focus for community.

The area will accommodate a significant number of new homes alongside improvements to education provision including further and higher education and job creation.

Connected neighbourhoods will encourage active travel and a reduction in car use and traffic dominance. The Corridor will benefit from improved green spaces, with the canal network as a blue and green spine providing the common visual and physical connection.

“This framework is the platform for co-ordinated public and private investment in the Smethwick to Birmingham Corridor”





“
 Our vision is..promoting
 the future corridor as
 a healthy place with a
 healthy environment and
 a positive outlook built on
 its history and identity
 ”

Guiding principles

Our vision is short and memorable, reflecting the importance of the healthcare estate, but also promoting the future corridor as a healthy place with a healthy environment and a positive outlook built on its history and identity.

We have established six guiding principles that develop the vision along the theme of health to ensure that the aims of the framework deliver across a range of issues.



Healthy centres

Resilient local centres within walking distance

Dudley Road, Cape Hill and Smethwick High Street offer a range of local services for local people within easy reach. The framework aims to protect and enhance these centres and ensure that commercial or retail development outside of them does not undermine their function at the heart of the communities around them.



Healthy transport

Enabling attractive alternative forms of transport to the private car

Distances to the city centre and local centres are short creating opportunities for sustainable transport. The framework looks to find ways of enabling attractive alternatives to the private car, including walking and cycling.



Health workers/returning to health

Integrating the hospital community

The new hospital is a new anchor institution in Smethwick. Its reach is city wide. The framework focuses on integrating the hospital with its surroundings and maximising its potential to improve the local area.



Healthy families

Nurturing a family neighbourhood

The corridor is a growing family neighbourhood with continuing needs for family housing. The framework aims to fulfil this, whilst providing a range of different new housing and supporting facilities.



Healthy outdoor spaces

Valuing green spaces and the connections between them

Enhancing, adding to and improving access to the area’s open spaces.



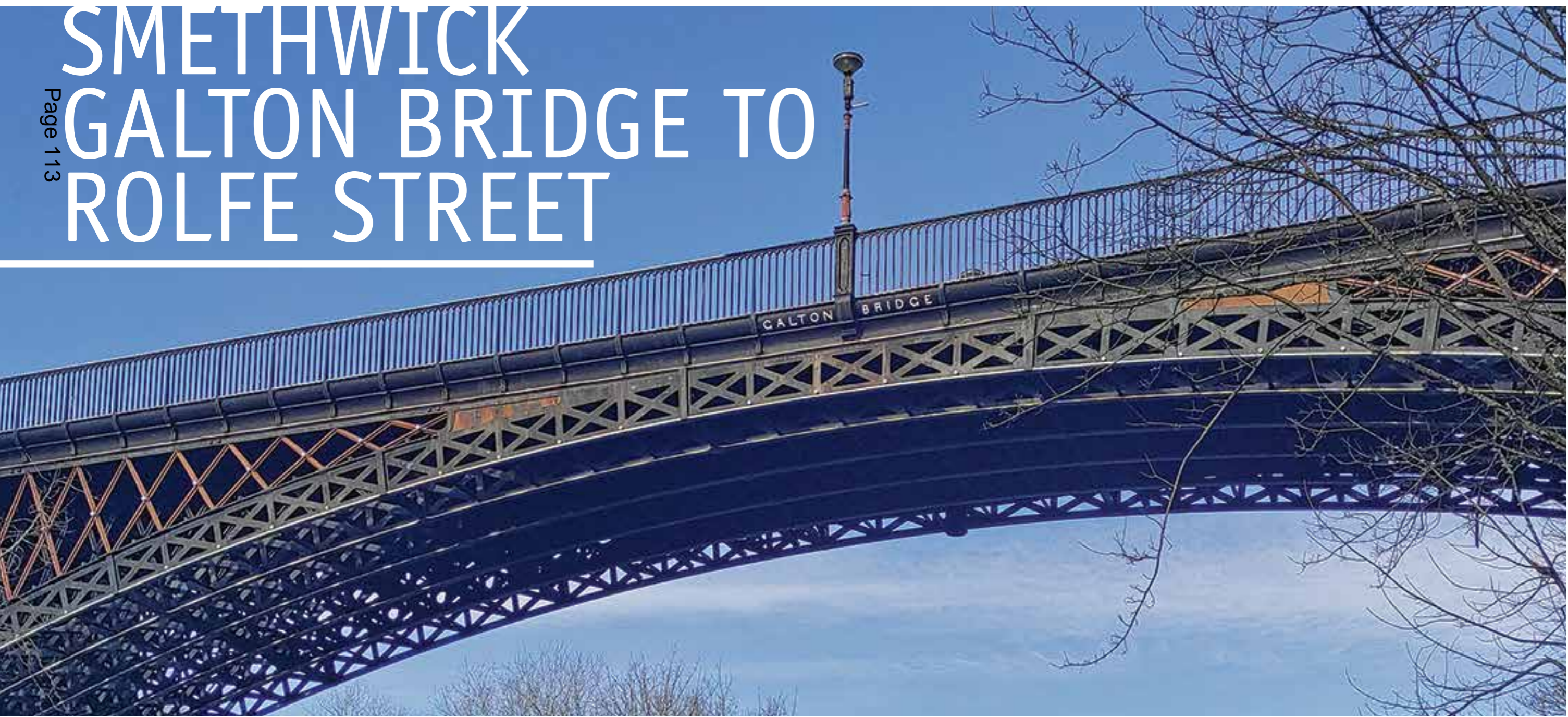
Healthy context

Capitalising on the industrial heritage and unique townscape

The framework area is characterised by nationally significant Victorian entrepreneurship, with has left pioneering feats of engineering. The area is special because of its contribution to British society, multiculturalism and diversity. New development should capitalise on and enhance these assets.

Page 113

SMETHWICK GALTON BRIDGE TO ROLFE STREET



5

SMETHWICK
GALTON BRIDGE TO
ROLFE STREET

SMETHWICK GALTON BRIDGE TO ROLFE STREET

Introduction

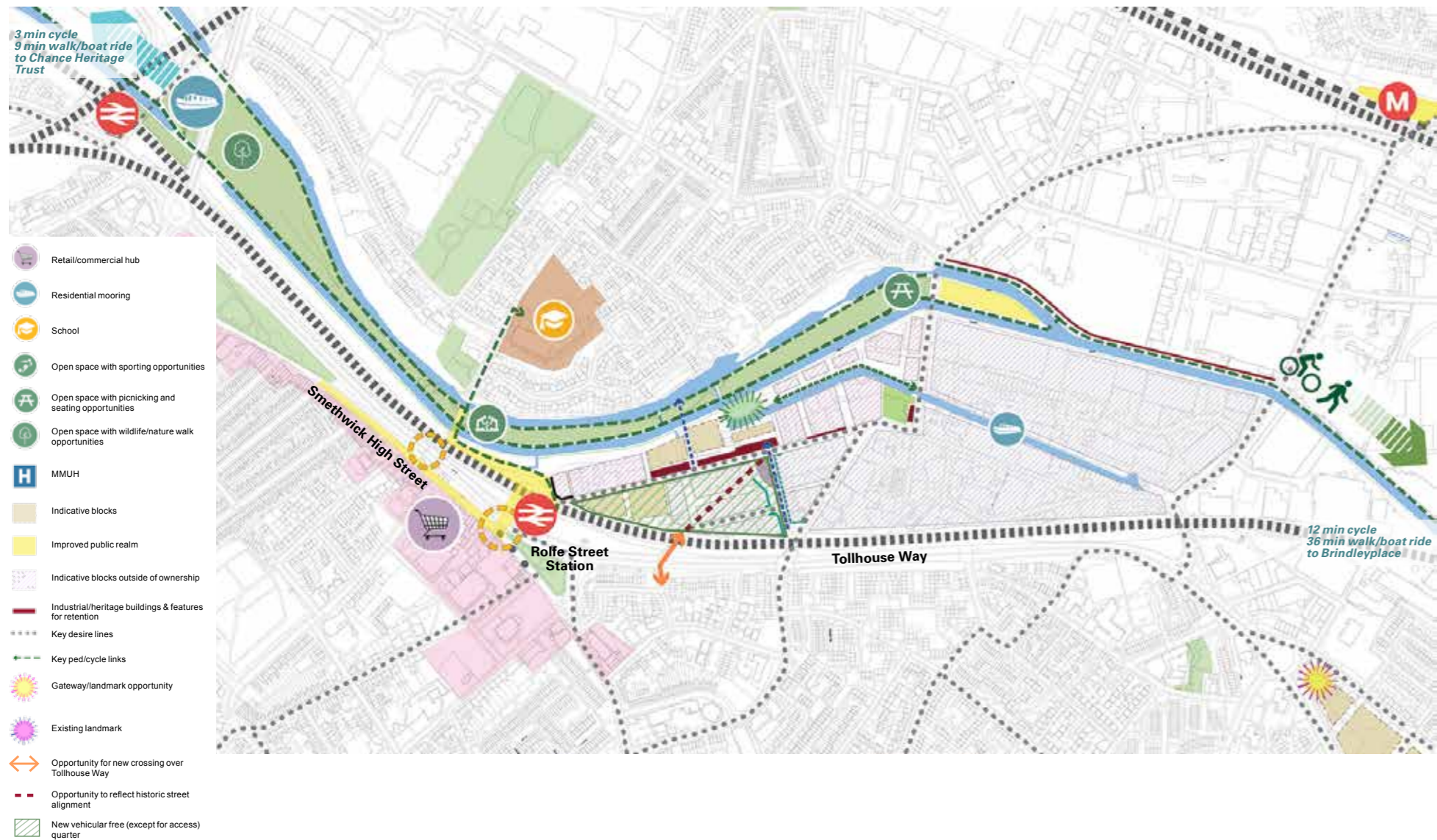
The corridor is at its narrowest here, as the three canal lines (including the aqueduct branch) converge, along with the railway line and the A457. Rolfe Street station lies at close to this convergence of routes and is an important node and focus for the wider area. Residential neighbourhoods lie adjacent to the corridor along its whole length into Birmingham, but at no other point are the two sides closer, yet they are effectively isolated (notwithstanding the sinuous link Brasshouse Lane provides) owing to the transport infrastructure that separates them.

The canal corridor is wide and green, with established links and routes along it, connecting it into the astonishing and unique heritage features, not least Galton Bridge. The Urban Village development to the north of the canal already aims to make physical and visual connections to the canal, and the Rolfe Street area contains land assets in the public sector that could come forward and provide a catalyst for further changes.

Some of this also reflects the heritage of the area and has distinctive features worth maintaining or incorporating. Smethwick High Street is a busy local centre with a range of shops and services which serves the neighbourhoods to the south west but could be made to be a hub for those to the north and east.

Nonetheless, there are challenges, most particularly relating to the dominance of the car, and the difficulties this creates in encouraging walking and cycling even over short distances. This dominance is not limited to the passing traffic using the A457, but also on Smethwick High Street where on street parking and loading is often unauthorised, and in the industrial areas to the east on Rolfe Street where pavement parking and heavy good vehicles make for an intimidating environment. Further, the nature of the land holdings in the industrial areas - both freeholds and leaseholds - may make comprehensive change more difficult.





PLAN 15
Smethwick Galton Bridge to Rolfe Street framework

© Crown Copyright. All rights reserved. Birmingham City Council 100021326 (2021).

Vision/key objectives for the area

Rolfe Street station

- Improve the prominence of the station by improving routes to and from it to surrounding places, including a more direct route towards Smethwick High Street (see Windmill Eye Neighbourhood Plan).
- Improve public realm and walking routes to key locations around Rolfe Street station, particularly crossings over A457, Buttress Way and the route to Brasshouse Lane.

Smethwick High Street

- Address parking and loading issues on Smethwick High Street, initially through enforcement and over the longer term through a clear parking strategy [comment/tie in with transport tools].
- Improve areas of public space between A457 and High Street shops and businesses; seek community input to ideas and implementation.

Heritage

- Establish the location around Galton Bridge and Engine Arm Aqueduct as a focal point of the wider heritage opportunities on the canal corridor into Birmingham (see overarching strategy for canal corridor).

Movement networks

- Enhance canal pathways and open spaces to enable movement and encourage activity (see overarching strategy for canal corridor) and enable and improve longer links to Metro stations at The Hawthorns and Winson Green [comment/tie in with transport tools].
- Enable clearer and safer links between development opportunities/Brasshouse Lane and services and facilities around Rolfe Street and Smethwick High Street.

Development opportunities

- Enterprise Centre.
- Former Baths site.
- Engine Arm Peninsula. Accessed from Bridge Street North, but with possible links to the Enterprise Centre site, the Engine Arm Peninsula site is in private ownership and represents an opportunity for future residential development. Development would need to be sensitive to its location within the historic canal corridor. All of the site is previously developed, and derelict industrial buildings remain at the eastern end, fronting Bridge Street.
- Wider site?



A closer look: Enterprise Centre

The Enterprise Centre on Rolfe Street is owned by Sandwell Council. It is a self-contained site on the north side of the street, with an important waterfront boundary at the Engine Arm Aqueduct. A mix of single, two and three storey buildings, the fabric of the site has some interesting historic features and references that could be drawn upon or drawn into a redevelopment scheme. The site has a change of levels, dropping down to the canal, and commands good clear views across and along the canal corridor. Within walking distance of the station and other services, the site could suit a dense form of development that reflects the industrial make up and history of this site and the environment around.

Redevelopment is mooted in the Smethwick Town Investment Plan (TIP) and is expected to be for residential use. The TIP proposes the clearance of the site, though Rolfe House would need to be maintained on the site, and some of the older buildings - such as the former Fire Station - are highlighted within the Conservation Area Appraisal as having local heritage interest and could also be retained. With the wider area in industrial use, integration of residential development will need to be managed carefully, though the site aims to be a catalyst for further change and investment, alongside sites at the former Baths, and the Engine Arm Peninsula site that fronts Bridge Street North.

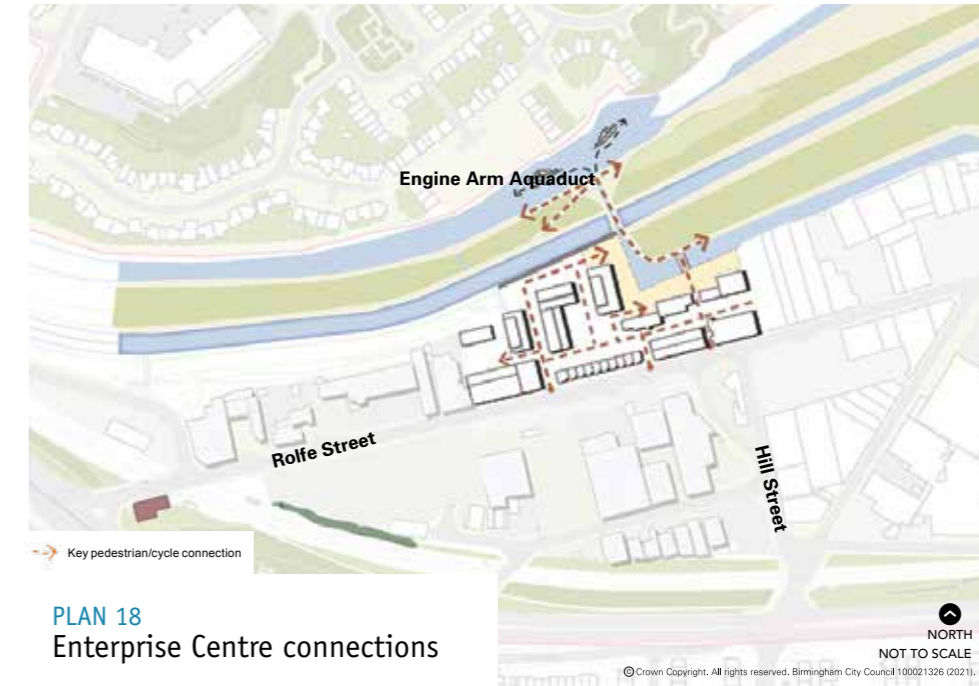
In summary:

- The Enterprise Centre is a major opportunity.
- No buildings of architectural interest on northern side of Rolfe St between station and 'Star Windows'/Enterprise Centre, though merit in townscape terms.
- Aim to encourage the reinstatement of the historic building line to enclose the street, which has been lost through periods of industrialisation/ car yards now and more recent development.
- Important to maintain the distinctive red brick style seen in the older industrial buildings.

- Development can be a catalyst to improved connections across the Engine Arm Aqueduct (currently limited to Engine Arm island with no crossing between).
- Especially important to connect into green space here and then down to canal as level change makes that impossible otherwise.
- Opportunity to reuse of some of the Enterprise Centre buildings - distinctive facades are important both on Rolfe Street and the canal.
- Listed retaining wall along northern boundary of site.
- Rolfe House to be maintained.

Connections

- Building line maintained on Rolfe Street, with connections into the site between buildings for vehicles and for pedestrians/cyclists (potentially segregated).
- Internal circulation space around the site, including to the waterfront.
- Access to key waterfront locations, particularly close to the aqueduct.
- Desirability of connections to the canal towpath for access to the canal corridor and other destinations (e.g. Metro).
- Rolfe Street as a key route to Rolfe Street station and other services (e.g. High Street).



Open space

- Distinct and clear split between private space for residences and public space for access to the canal corridor and waterfront.
- Internal semi-private spaces within the development, reflective of industrial style courtyards and service yards.
- Glimpses of the canal corridor through gaps in the built form tells a story about the place.

Frontages

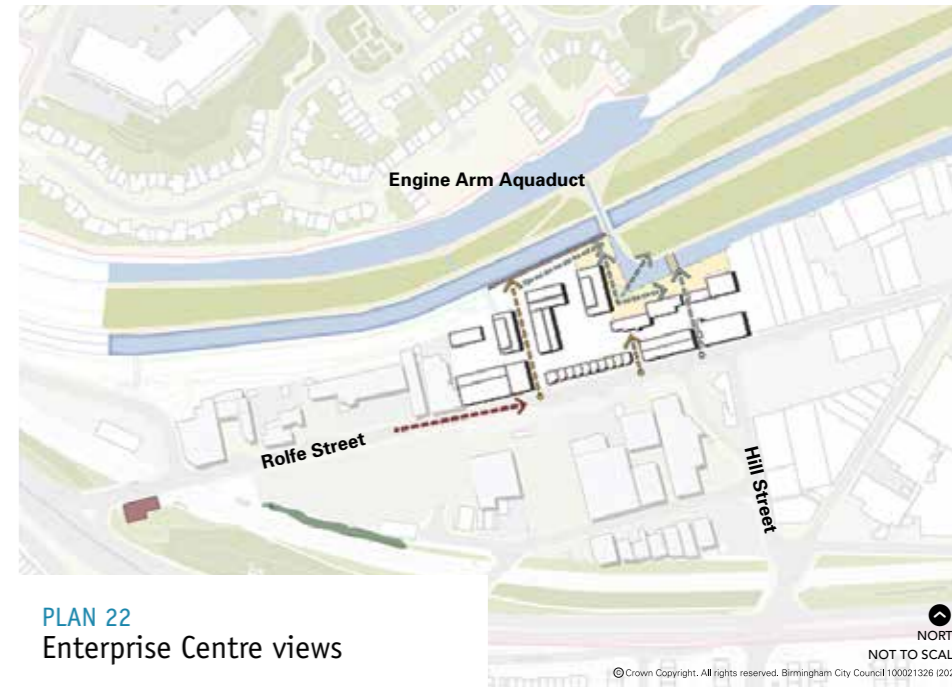
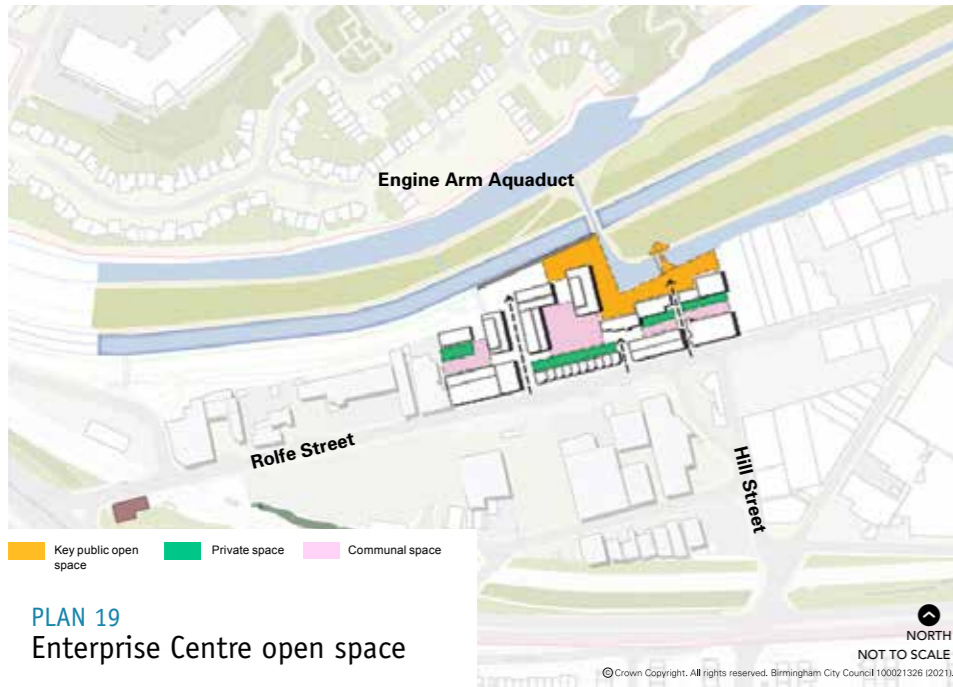
- Maintenance of clear frontage to Rolfe Street defined by the red brick connected to the street's past.
- Frontages to active connections into and through the site where activity takes place.
- Capitalise on frontages to the canal, benefitting the outlook for residents and providing a sense of overlooking onto the public spaces on the canal.

Retained buildings

- Site has potential for retaining buildings on site for conversion.
- Retention of buildings provides a link to the past and helps reflect the character of the area.
- Key building on Rolfe Street is the former Fire Station (1911), which has a distinctive tower, which may assist with placemaking and identity.
- Warehouse style building in centre of the site may be suitable for conversion; lends status to the site; provides a basis for wider design in terms of form, massing.
- Northern wall alongside the aqueduct is listed.

Views

- Short and longer views create a sense of place and location within the wider context, and aid understanding of a place.
- Clear views along Rolfe Street provide easy links to key services and facilities.
- Glimpses from Rolfe Street through the site create connections to the canal and open spaces beyond.
- Views of key buildings help to orientate and direct people to and through the site.
- Views along the canal corridor and aqueduct help with orientation; key views of heritage assets and the canal context create distinctiveness.



Massing

- Town Investment Plan identifies the Enterprise Centre as a residential opportunity close to the station in an area of change.
- Location in a traditional industrial area points to an urban, warehouse style of development echoing the distinctive development of Smethwick as a pioneering and innovative place.
- Red bricks dominate with functional detailing associated with former industrial uses.
- Use of buildings and spaces - courtyards, delivery areas, relationships with streets - provide design cues for future redevelopment.
- Proximity to station and services points to a higher density development which may also reduce reliance on car-ownership.



PLAN 23
Enterprise Centre streetscape



Precedent streetscape

A closer look: Former Baths site

The original Smethwick public baths - a striking piece of nineteenth century civic architecture - were located adjacent to the station on Rolfe Street. The original three storey building has been relocated to the Black Country Living Museum in Dudley, and the site where it once stood has become open and overgrown with trees and scrub.

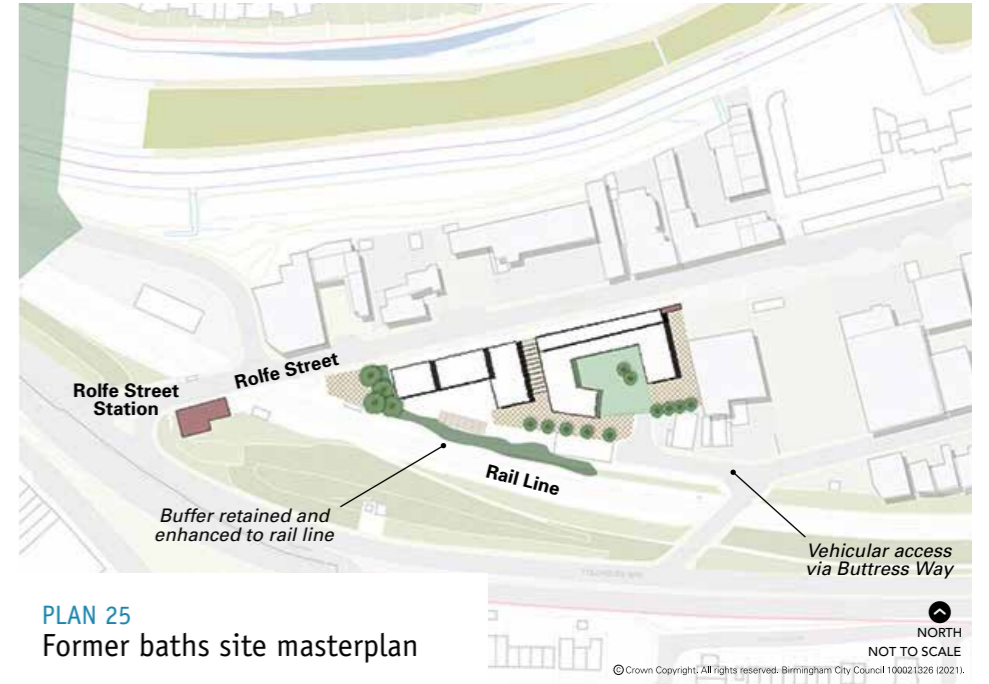
The former Baths site has a long frontage to Rolfe Street which terminates at the station building. The south side of the site abuts the railway, but there is an access to this area via Buttress Way. The site is constrained by its location alongside the railway by noise and possible vibration, and differences in levels, limiting its development potential, but the site is owned by Sandwell Council and is well located to provide a catalyst for the development of the wider area alongside the Enterprise Centre opportunity.



PLAN 24
Former baths site location

In summary:

- The Bath site is a major opportunity.
- No buildings of significance on the opposite side of Rolfe Street; the existing industries are unsightly.
- Desirable to see the reinstatement of the historic building line to enclose Rolfe Street, as was the case with the former Baths.
- Redevelopment could take cues from details seen in the older industrial buildings that remain east of the site.
- Proximity to the railway may limit development opportunity.
- Access to the back of the site is possible via Buttress Way.
- Context and proximity to services points to a dense, urban type development.



PLAN 25
Former baths site masterplan

Connections

- Principal connection with Rolfe Street, which fronts the site and provides access elsewhere.
- Buttress Way connects to the rear of the site, and might be able to provide another non-vehicular link to the station through the site.
- Private/communal access to terraces along eastern edge to be provided where the former entrance to the Baths site was located.
- Changes in level between Rolfe Street and the south side of the site alongside the railway.

Open Space

- Buffer area would need to be provided between development and the railway to prevent detrimental intrusion (noise, pollution, vibration).
- Communal spaces and landscaped setting to be provided for residents, distinct from public areas of open space (e.g. a public link to the station from Buttress Way).
- Present value of on-site trees unknown (including biodiversity).

Frontages

- Maintenance of clear frontage to Rolfe Street defined by the red brick connected to the street's past.
- Frontage to public railway access to west must be carefully treated so that residential privacy is not compromised.

Retained buildings

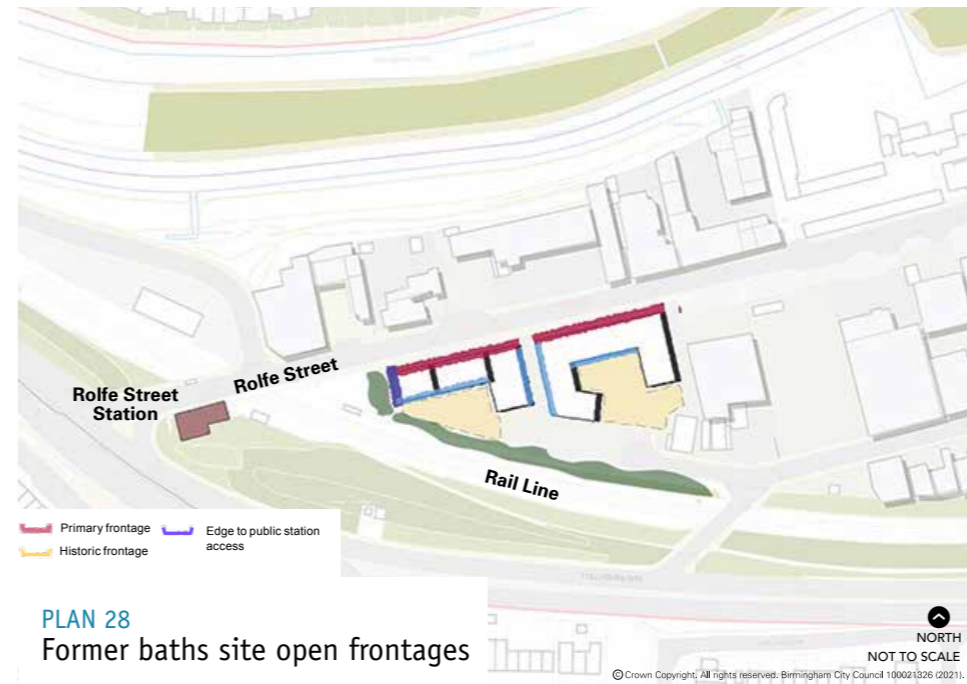
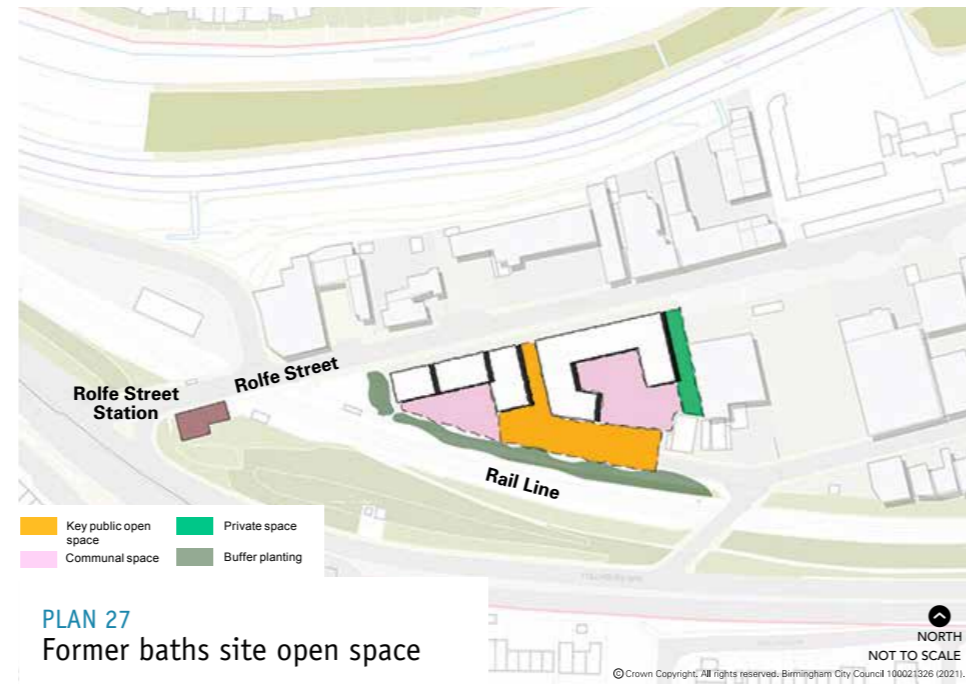
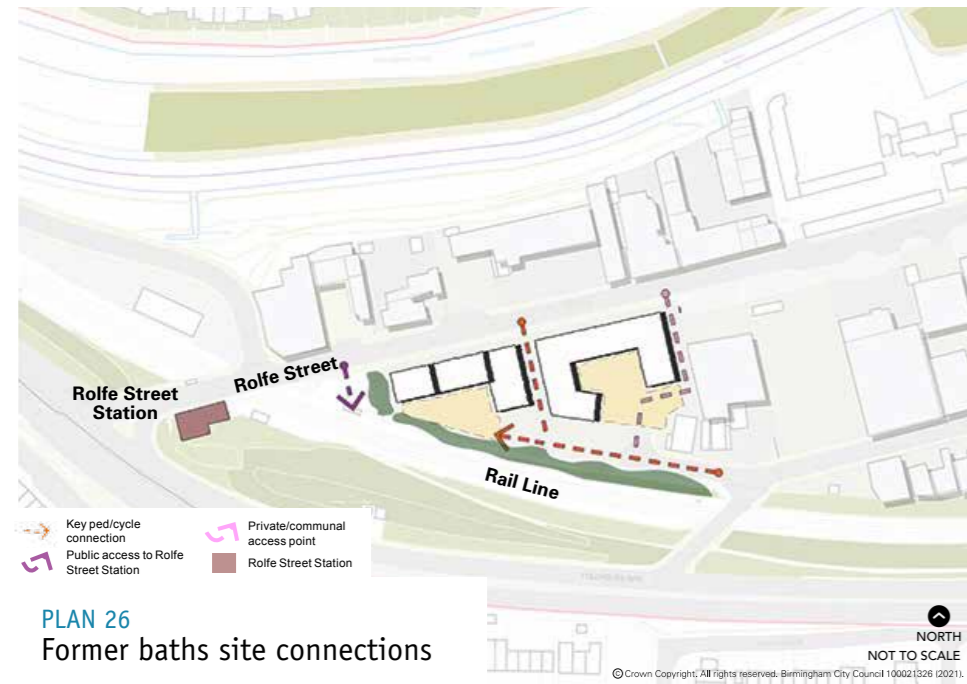
- The site has no existing buildings of note.

Views

- Clear views along Rolfe Street provide easy links to key services and facilities.
- Glimpses from Rolfe Street through the site may be beneficial if a station link is possible.

Massing/land use

- Location in a traditional industrial area points to an urban, warehouse style of development echoing the distinctive development of Smethwick as a pioneering and innovative place.
- Red bricks dominate with functional detailing associated with former industrial uses.
- Use of buildings and spaces - courtyards, delivery areas, relationships with streets - provide design cues for future redevelopment.
- Proximity to station and services points to a higher density development which may also reduce reliance on car-ownership.
- Former Baths building can be an inspiration for built form.



Comprehensive masterplan

In combination with the opportunities available at the two named sites, there is an opportunity to bring change to the wider area between Rolfe Street station and New Street. This would aim to bring other sites together and form a new quarter for residential uses. The framework has identified a possible form for this longer-term objective which could reap several benefits, indicated below and on the accompanying plan.

- 1 Opportunity to respect historic street alignment through built form.

- 2 Opportunity to close off Cross Street for pedestrian access only, with a new crossing proposed across Tollhouse Way to reconnect the fragmented communities.
- 3 Opportunity to create a 'green quarter' to the west of Hill Street, with access only for vehicular traffic and the rationalisation of the road infrastructure, including the closure of the western branch of Hill Street joining Rolfe Street, and Cross Street as discussed in part 2.
- 4 To the south of Rolfe Street there are intimate terraced and mews streets.
- 5 Strong frontage overlooking Rolfe Street, with a continuous building line.

- 6 Transition from residential to urban in mixed-use blocks, with residential units fronting Hill Street and mixed-use/flexible workspace fronting New Street.
- 7 Clear legibility between industrial space and residential development when entering via New Street from the south.
- 8 Variety in buildings siding on and fronting onto the canal, respecting the former urban grain along this working watercourse with differing set backs.
- 9 Retention of buildings to the north of Rolfe Street. This location is the first red-brick industrial building when approaching from Rolfe Street Station and is an important gateway.

- 10 Set Engine Arm is an improved publicly accessible area of open space.
- 11 Strong frontage overlooking Bridge Street North.
- 12 Buildings breaking down further west from Bridge Street north, with blocks sitting in open space leading towards Engine Arm Aqueduct.
- 13 Direct waterside living to create variety in enclosure of the canal reminiscent of the industrial era.
- 14 Series of communal courtyards with direct views towards canal arm from Rolfe Street.



GROVE LANE AREA



6

GROVE LANE AREA

GROVE LANE AREA

Introduction

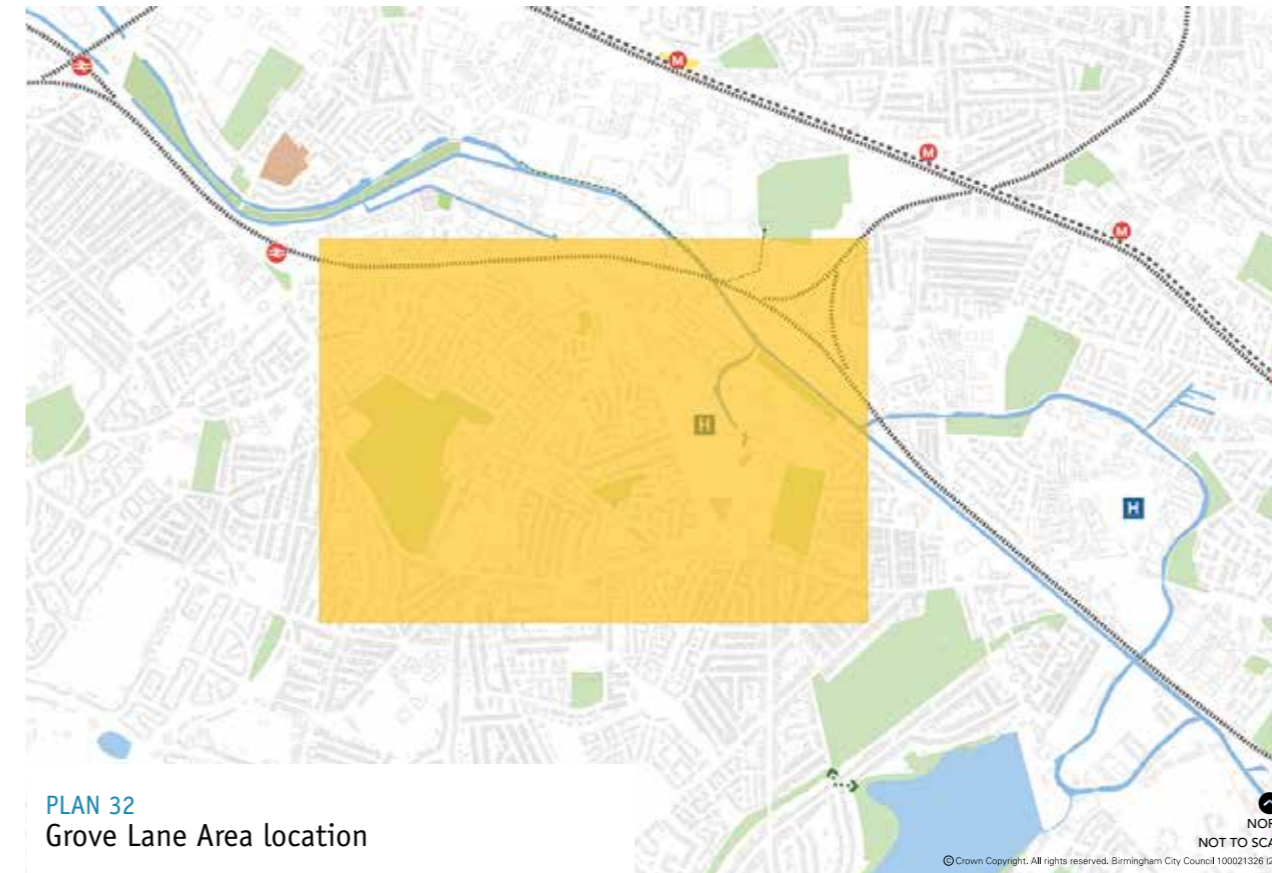
The corridor widens out in this central strip, encompassing the area between Grove Lane and the Main Line Canal. The dominant area of interest for the framework is the MMUH and the land surrounding it, much of which is either vacant or underused, or occupied by small to medium industrial and commercial businesses occupying fairly low-quality building stock. Where the industrial and commercial uses themselves are not unattractive or bad neighbour uses, their impacts often spill into the wider area in the form of parking, blocked pavements and heavy traffic amongst residential streets.

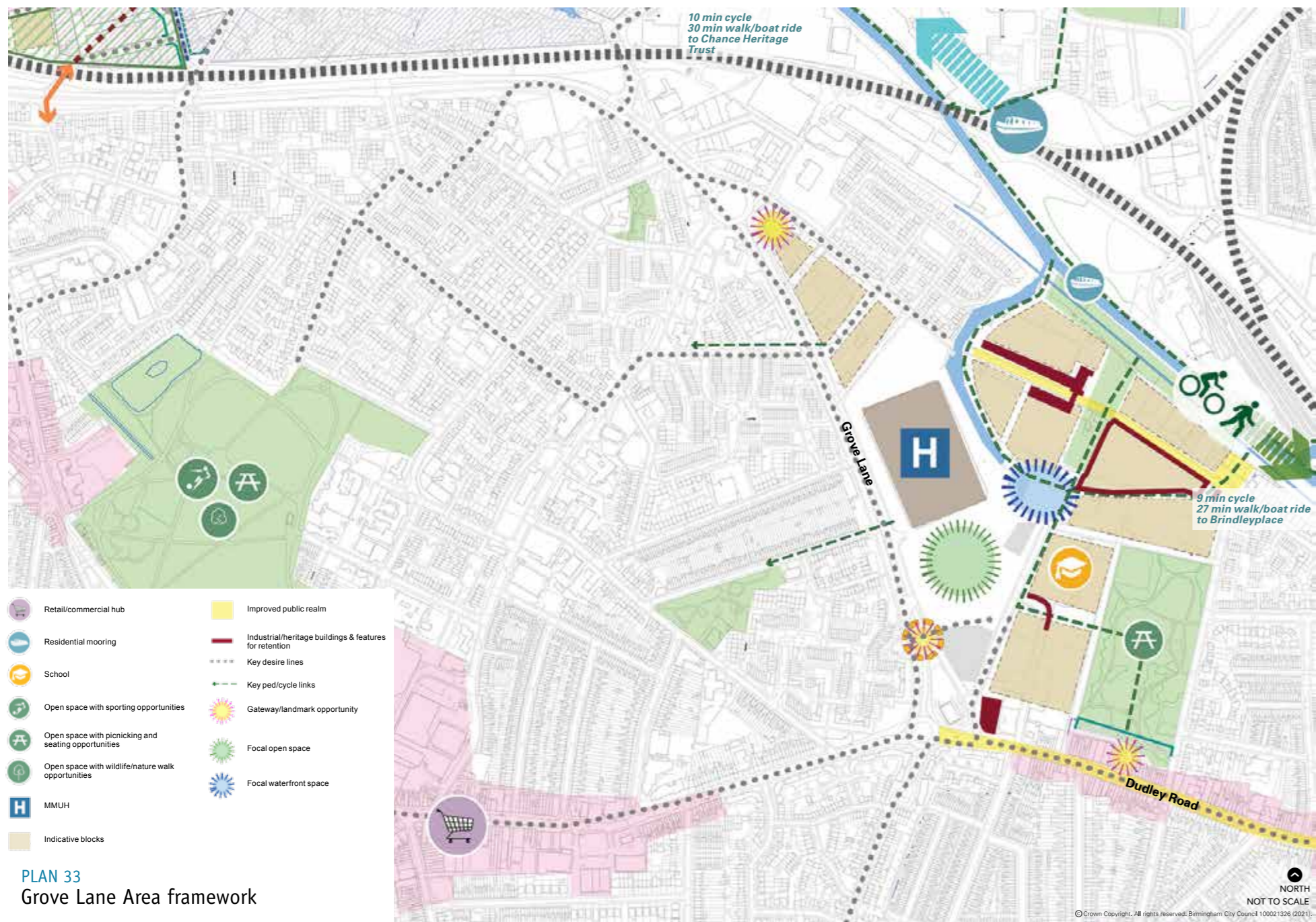
The hospital will bring change. It is a major building, with height and mass. Alongside the hospital, a learning campus, bringing a university presence to Smethwick, is proposed. People from across the region will have reason to visit here as patients, visitors, professionals, students and employees. Development in this central area needs to respond to this, grasp the opportunity, cater for these new people, whilst also respecting the needs of the current community.

The location has two nearby centres at Dudley Road and Cape Hill and is also well connected to Birmingham by road and public transport. Public spaces and parks are available, and the hospital site has a branch of the canal coming into it, which could form the basis of a high-quality public space based around water. There are older buildings on site that are of interest and could be incorporated into development or form cues for the design of new buildings. The neighbouring community of Windmill Eye have produced a detailed neighbourhood plan, which provides a good basis for informing aspirations for the corridor.

There are challenges as detailed in the constraints and opportunities section above.

The Grove Lane area is the subject of a more detailed masterplan created alongside this framework. The masterplan observes the strategic vision and principles set out in this framework.





Vision/key objectives for the area

Layout principles

- Develop clear edges using retained historic buildings where possible, and complementary new buildings to reflect the historic nature and identity of the area as part of the canal corridor.
- Opening up the canal (Cape Arm) creating a public route through and forming a positive relationship with the hospital edge.
- Integration of focal buildings and celebration of Smethwick heritage.
- Integration of the canal within a design strategy.
- Location of new primary school within the heart of the site to be fully integrated within the community.
- Introduce a mix of housing typologies including an identified need for family housing.

Hospital site

- Integrate the hospital building and grounds into the masterplan to create a neighbourhood that responds to its form and size, and creates an appropriate transition to the existing neighbourhoods.
- Improve public realm and walking routes to and around the hospital site, particularly crossings over the A457 to and from Windmill Eye, links to and beyond Cranford Street and Heath Street to the canal and links to Dudley Road.
- Create a strong edge on Grove Street to address the hospital in order to help contain the large open space.

Heritage

- Recognise the industrial context and buildings on and around the site and consider their re-use where possible where it enhances the sense of place. Key buildings are located on Cranford Street and Heath Street.
- Establish connections to the canal, both through the layout of the built form, and through the connections made from the site to canal access points.
- Aim to bring into use the Cape Arm branch, and reflect former canal alignments where they cannot be reinstated.

Movement networks

- Enhance canal pathways and open spaces to enable movement and encourage activity, particularly from the Cape Arm to the main canal.
- Enable clearer and safer links between development parcels and nearby centres and facilities (e.g. Dudley Road local centre, Cape Hill, Moilliett Street Park).

Open Space

- Establish a clear structure of green and blue infrastructure within the area that complements the built form, provides connections within and beyond the area, and provides different forms of outdoor recreation for people who engage with the spaces (e.g. play areas, neighbourhood parks, spaces for hospital users).
- Use the internal open space structure to provide pointers to green space beyond the area (such as Summerfield Park) to widen the opportunity to find natural space and recreation.
- Maintain and rejuvenate Moilliett Street Park as a local park.

A closer look: Grove Lane

The Grove Lane area is the focus of the framework corridor and the place where much of the change will happen. The new hospital, which sits on Grove Lane at the heart of this area, is scheduled to open in 2022.

The development opportunity takes in the land around the hospital between Grove Lane, Cranford Street, Heath Street and the Main Line Canal. It has been awarded Housing Zone status with potential to deliver approximately 800 new homes over almost 18 ha of brownfield land. Some of these have already been provided with approximately 140 constructed north of Cranford Street. Moilliett Street Park - which lies across the authority boundary within Birmingham City Council's area - abuts the Grove Lane Housing Zone parcels and needs to be considered as part of the masterplan.

The development of the land should be comprehensive, creating a people centred neighbourhood that supports existing local centres, provides a new school, connects with the canal and promotes active travel. It is important that development is not purely based on achievable numbers of homes but delivers a quality place that sets a high standard for the regeneration of the wider area.

The hospital itself is a dominating presence; a prominent, tall building that is significantly taller than most of the surrounding buildings. To the south of the hospital building, a large open space is planned as an entrance point; the space could also be used as a public open space and is not intended to be exclusively for the hospital. South of this space, the Sandwell and West Birmingham Hospitals NHS Trust have ambitions for a learning campus and for temporary living accommodation

(e.g. nurses' accommodation, a hotel). The eastern side of the hospital fronts Cape Arm, a branch off the main canal, though not currently accessible as a waterway for boats or for pedestrians.

Much of the surrounding area comprises dense, low rise industrial activity and is characterised by warehouses, workshops and surface parking areas. The range of industry is varied, but some of it is noisy and unsightly (e.g. scrap, vehicle storage). Parts of this area have become derelict and underused, particularly around Abberley Street, and other parts have already been redeveloped (Cranford Grange, north of the hospital) or been the subject of speculative planning applications (e.g. London Street, Thandi Coaches). Areas left open - such as front yards and service spaces - are often used for parking.

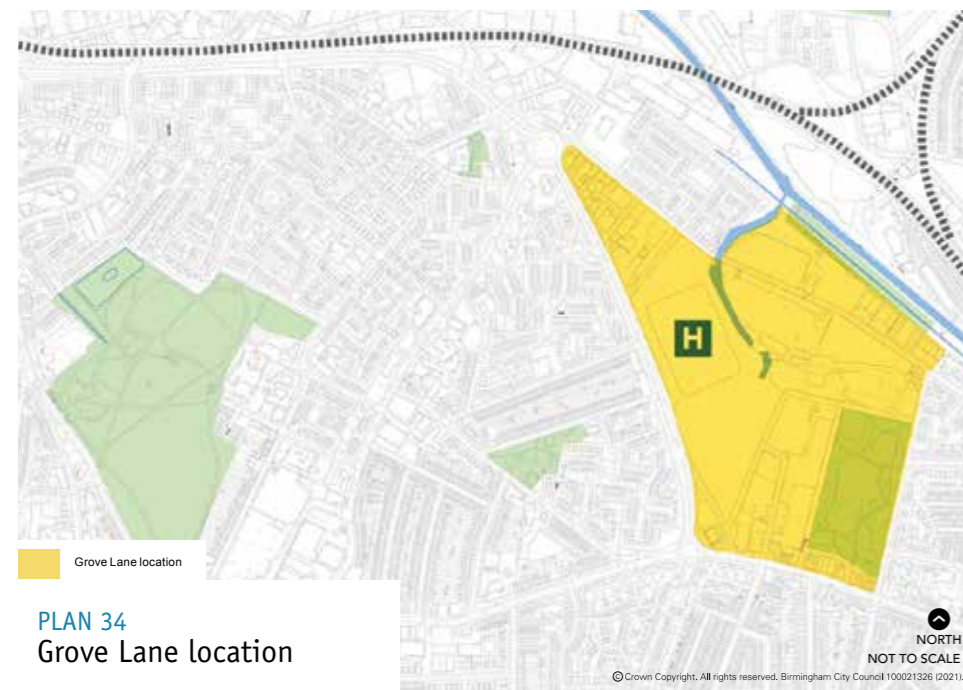
Most of the industrial units to the east of the hospital are low rise and over fifty to sixty years old, and many seem tired. However, elements speak to the area's history and heritage, and some of the brick patterns and openings have a distinctiveness that is worthy of note in redevelopment ideas.

In summary:

- The Grove Lane area presents as a significant residential redevelopment opportunity.
- Integrate the area with the Dudley Road high street.
- Incorporate the canal site (Cape Arm) into the design strategy.
- Reconnect Cranford Street/Heath Street with Dudley Road.
- Replace a large industrial employment site with a predominantly residential neighbourhood (element of mixed use/education campus/school).
- Address the scale of, and provide connectivity to, the new hospital.
- Reinforce the network of mutually supporting uses required to help the neighbourhood function.
- Overcome land ownership constraints to enable to the creation a smooth, unified and seamless network of streets and spaces with an attractive public realm for people to enjoy.
- Convert some existing buildings to maintain an element of history and add variety to the built fabric.
- Establish a mix of houses and flats to offer a range of accommodation to existing and new residents.
- Locate higher buildings at focal points.
- Improve Cranford Street/Heath Street.

Connections

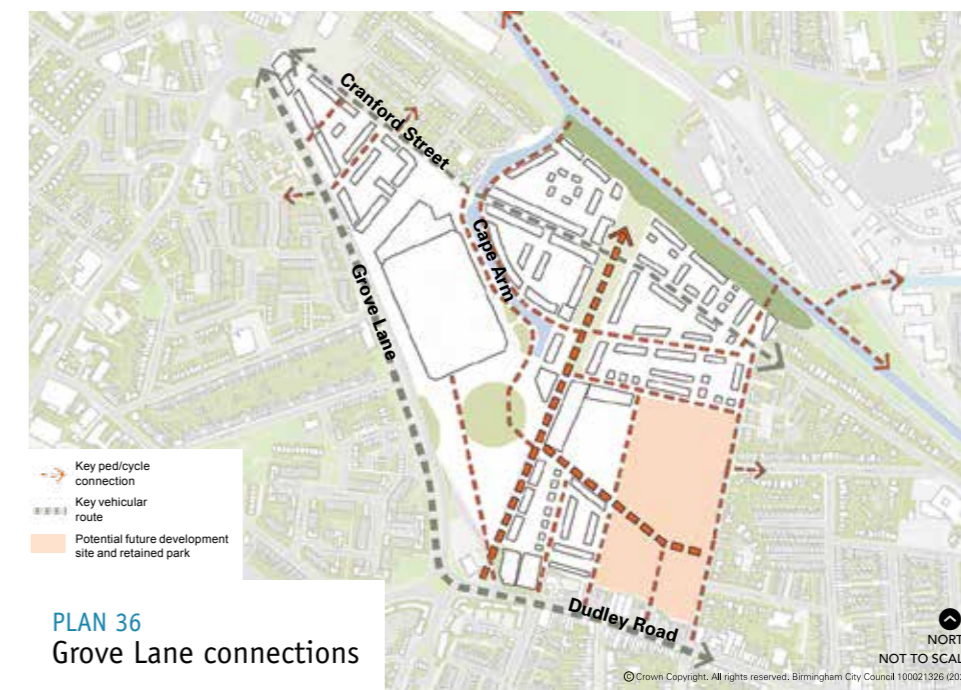
- Key north-south and east-west pedestrian/cycle axes which connect the primary areas of open space.
- Internal connections improved by the development of the MMUH, particularly around its entrance and Cape Arm.
- Utilises existing street network. Cranford Street/Heath Street improved for pedestrian/cycle movement (see Transport Strategy).
- Pedestrian connection along Cape Arm and across canal connecting into towpath.
- Change in level between northern boundary of site and canal feeder. Crossing opportunity to be explored in the north eastern corner of the site for improved connectivity to the towpath.
- Aim to improve connections beyond the site edges, and across existing transport infrastructure.



PLAN 34
Grove Lane location



PLAN 35
Grove Lane masterplan



PLAN 36
Grove Lane connections

Open space

- Defined areas of green and blue corridors connect the site together and form its heart.
- Improved accessibility along Cape Arm will allow people to enjoy the waterfront, with the opportunity for a moored boat with a cafe onboard bringing life to the water.
- Green corridors connecting the hospital open space, Moilliett Street Park and the key north-south green link. The primary school is located adjacent to this open space network.

Frontages

- Primary frontages overlooking Grove Lane, Cape Arm and the hospital, and the key north-south movement axis.
- Heritage frontages along Cranford Street, creating a distinctive and positively enclosed streetscape reminiscent of the sites former use.
- Important frontages activating the edges overlooking Moilliett Street Park, and along Cranford Street amongst the heritage frontages retained.

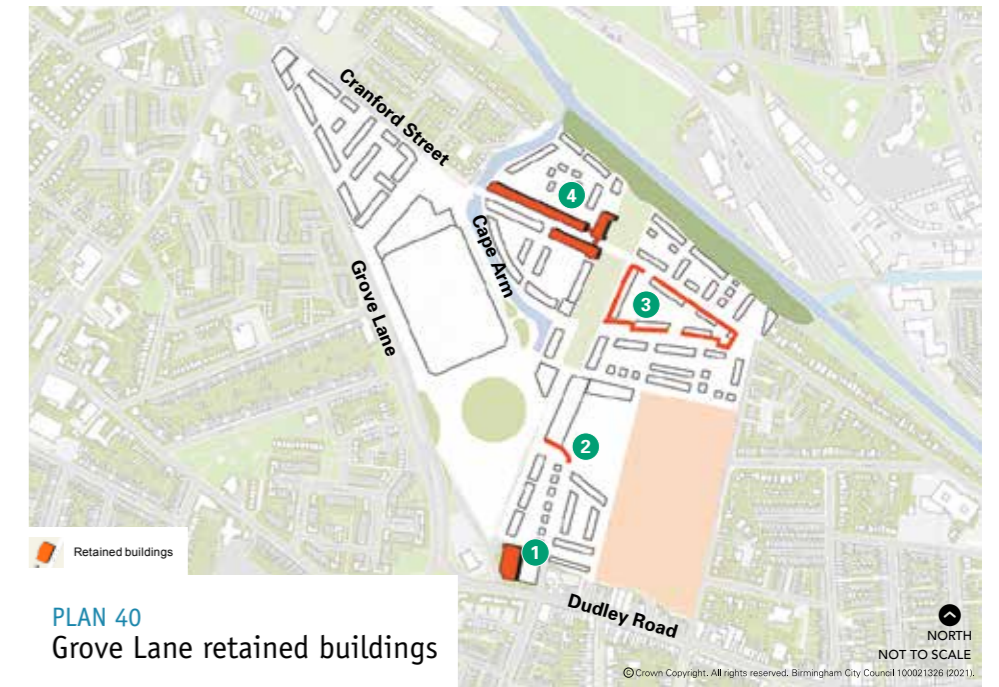
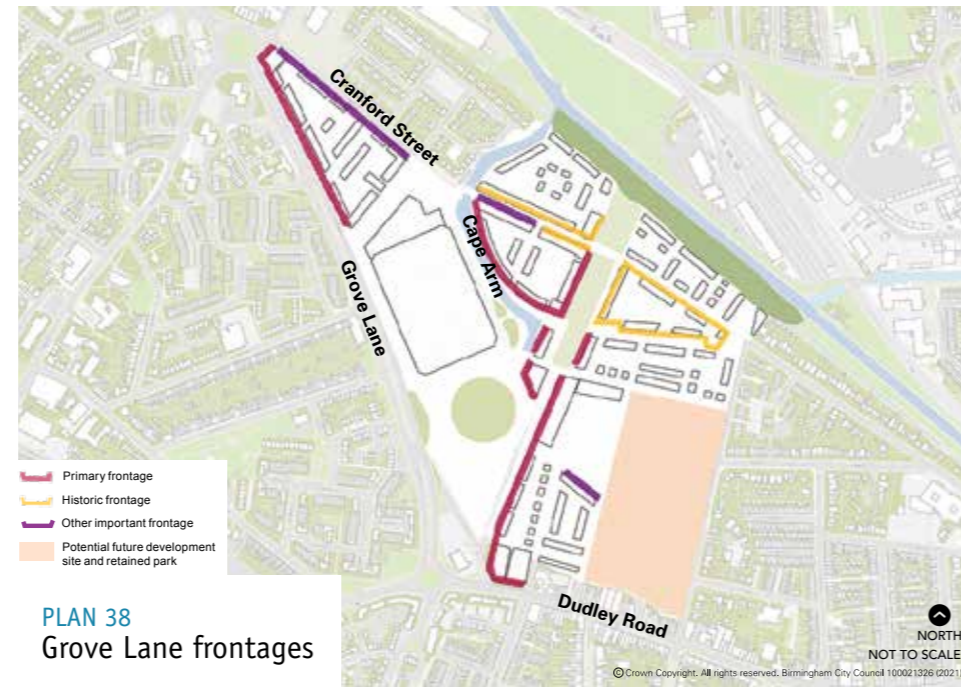
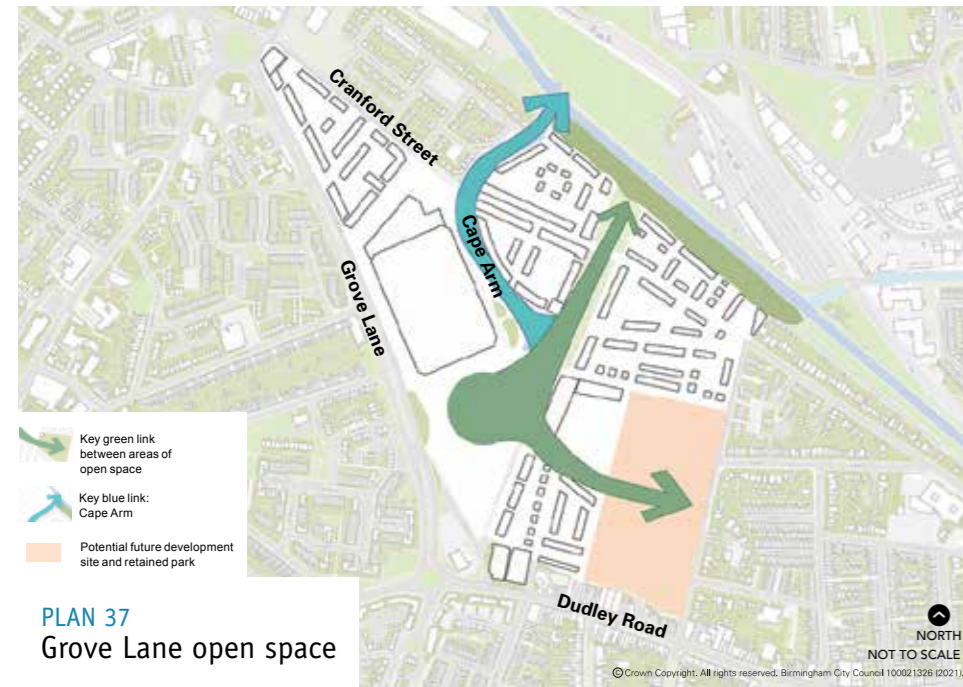
Land use

- MMUH located in the centre of the site, with public realm overlooking Cape Arm to the north.
- Retail and food and beverage outlets retained fronting onto Dudley Road to the south.
- Retained former cinema building to be re-purposed for community use.
- Primary school located adjacent to the key areas of open space.
- Education campus to south west of hospital.

Retained buildings

- 1 Retained former cinema building forms a gateway entrance to the site and could be used for community uses.

- 2 The curved red brick wall that defines the eastern edge of Halberton Street should be partially retained. A sensitively designed opening within the wall could provide a distinctive and attractive gateway through to Moilliett Street Park for pedestrians and cyclists.
- 3 The perimeter wall around this parcel is a distinctive feature within the site. The pitched industrial roofs here and red brick wall should be retained as a facade to new build development, with a series of carefully considered access points into the plot.
- 4 The red brick buildings to the north and south of Cranford Street, including the bridge and canopy between buildings, should be retained if possible, creating a unique setting defined by the sense of enclosure and architectural style that is rooted in the site's history.



GROVE LANE TO CITY HOSPITAL



7

GROVE LANE TO
CITY HOSPITAL

GROVE LANE TO CITY HOSPITAL

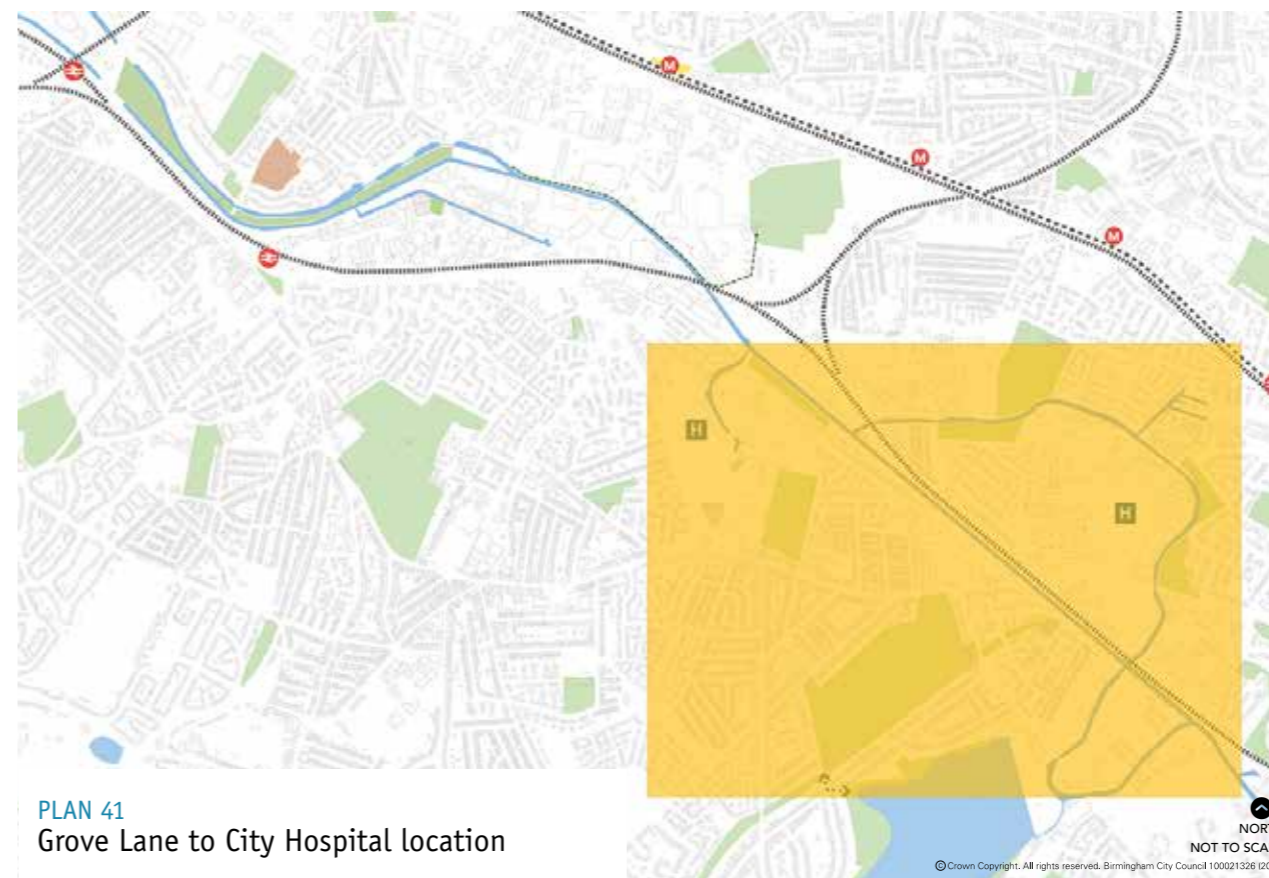
Introduction

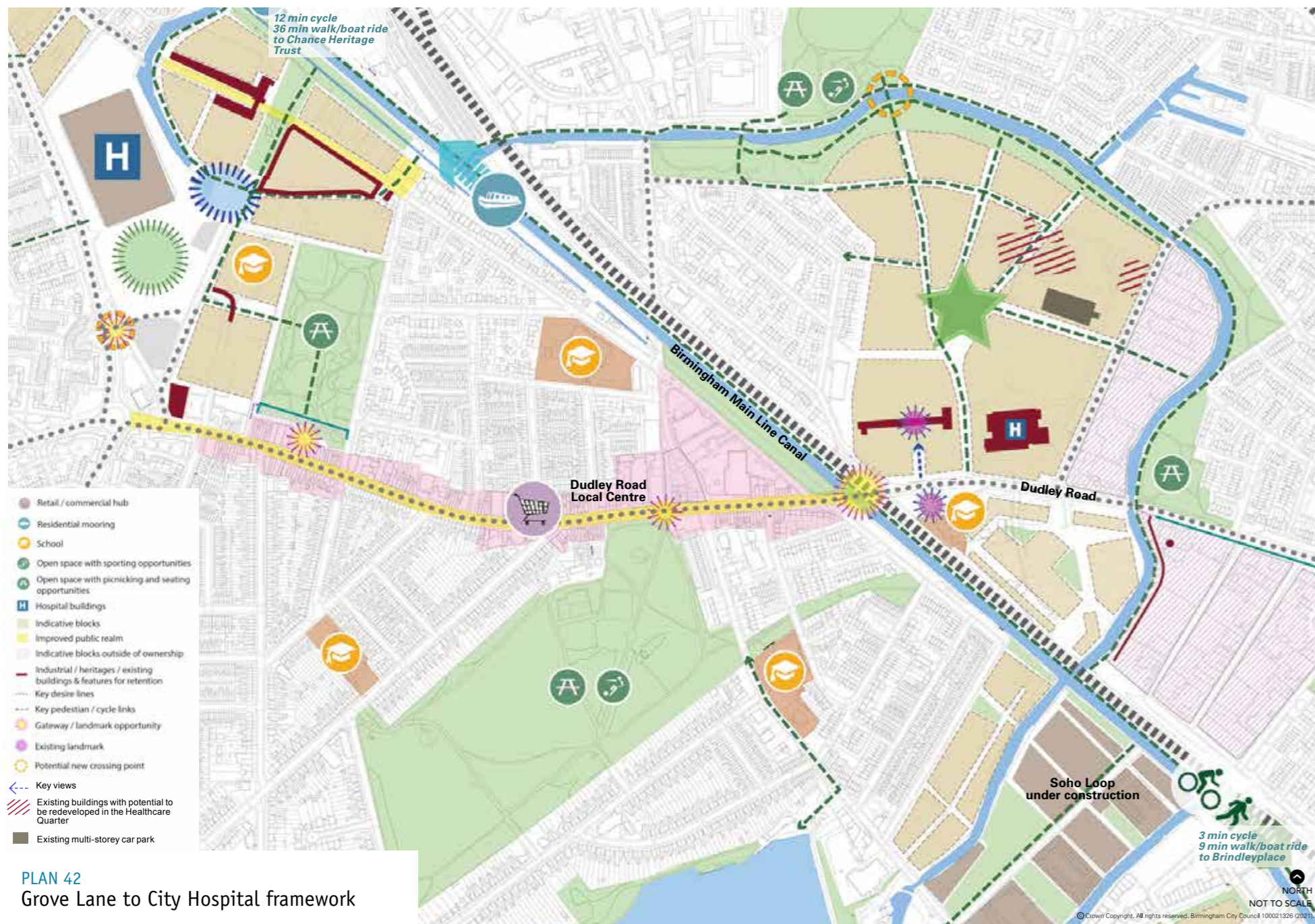
The corridor is wide here, with the Main Line Canal running through the middle of the area, and the Old Line forming a loop around the City Hospital site. To the south of the Main Line, the Soho Loop and Port Loop sites are already coming to fruition in terms of their redevelopment. Summerfield Park and Edgbaston Reservoir are important landmarks and potential assets for the corridor area.

Dudley Road is a busy local centre providing a range of shops and services for the surrounding existing communities. It is very much locally focused, comprising mainly family-owned Asian

and African-Caribbean shops, rather than chains, though it is bookended with a Lidl in the east and a McDonalds in the west. Summerfield Park and Moilliett Park are very nearby public parks, but they would benefit from improvement.

East of the Main Line, several major sites are in the pipeline. Port Loop has started to deliver innovative, modern urban housing in a canal setting with high quality open spaces. Soho Loop, off Spring Hill, will deliver more urban housing in the form of flats and town houses, and part of the City Hospital site will become available in 2022 when the MMUH opens and services relocate.





PLAN 42
Grove Lane to City Hospital framework

Vision/key objectives for the area

Dudley Road local centre

- Use City Council land holdings to improve entrances to Moilliett Street Park.
- Address parking and loading issues on Dudley Road, initially through enforcement and, over the longer term, through a clear parking strategy [John needs to comment/ties in with transport tools].
- Underpin the health of the local centre by improving connections to the centre, enabling communities to reach it easily and safely, particularly by walking and cycling.
- Enhance cross boundary cycling and walking options.
- Enable improved access by public transport.

Heritage

- Seek to reflect historic assets within the redevelopment of the City Hospital.
- Encourage links to the canal pathways and open spaces to enable movement, appreciate the historic context and encourage activity.

Movement networks

- Develop Dudley Road as a means of movement for non-vehicular forms of transport.
- Strengthen links between green and blue infrastructure to ensure people have safe and easy access to a range of open spaces.

Development opportunities

- City Hospital.
- Icknield Square: Icknield Square/Freeth Road is outside of the red line planning application boundary for Port Loop, though is part of the Port Loop site allocation. In phasing terms, it is likely to be a while off, perhaps a continuation phase after the current permission is built out (15 phases at Icknield Loop). Land adjacent to Icknield Square around the Ladywood Leisure Centre could also be considered for redevelopment (see 'Other Corridor Projects Chapter 9).
- A linear strip of land at the southern end of Heath Street which has gone over to scrub with immature trees. The front strip to Heath Street is narrow, and a wall exists to separate the land from the canal, which is set in a cutting beyond the wall (see Other corridor projects Chapter 9).
- Western Road and Spring Hill. The Western Road site (3.4ha) currently comprises industrial buildings in fragmented ownership. It is located opposite from the City Hospital site on the eastern side of Western Road. The Spring Hill site was assessed in the Birmingham SHLAA 2020 as having capacity for up to 360 dwellings. It is also in fragmented ownership and has potential to be contaminated. Both sites are currently protected by policy GA2 of the Birmingham City Plan. Both sites would be difficult to assemble in the short term and would likely need to devise a business relocation strategy along any effort to redevelop them.

A closer look: City Hospital

City Hospital is located on the western side of Birmingham city centre and is currently one of the principal hospitals in the city. It sits on a significant site, north of the Dudley Road (A457) and is located on an island site created by the historic Birmingham Canal Old Line and Main Line. The surrounding context is one of change; land to the south around the canal loop (Soho Loop 750 homes/Port Loop 1,150 homes), is coming forward for residential and industrial areas around Western Road and Spring Hill are identified as possible development sites in recent housing land availability assessments.

City Hospital is a typical established hospital site that has developed over many decades and comprises a mix of buildings dating from the Victorian period through to recent times. Whilst the original Victorian buildings have some merit, they are not listed, and there are no other

designated heritage assets on site. Property within the Homes England landholdings will become redundant when the new hospital opens in 2022.

The Sandwell and West Birmingham Hospitals NHS Trust have retained the Eye Hospital and Treatment Centre on the eastern side of the site. This retained land is closest to Western Road. As the site is within a wider area of redevelopment and regeneration, the City Hospital can contribute to changing perceptions of the area, and it benefits both from the good access to the city centre via the A457, and from the waterfront to the canal on the northern edges.

The Greater Icknield Masterplan (2016) envisages the site coming forward for around 750 dwellings, alongside ancillary retail and commercial uses. More recent estimates may see the whole site achieve up to 1000 new homes but this will be dependent on eventual house types and mix.

Because of the location of the site within easy access of the city centre, there is some potential for higher density and higher rise living. The site is notable for its long frontage (but lack of connection) to the Birmingham Old Line canal, and there is opportunity to front water and to improve movement along the canal corridor and make connections to key sites beyond the canal line, such as All Saints Park.

The site also marks something of a gateway on Dudley Road, marking a transition from the more suburban areas to the west in Smethwick, and the more urban city centre setting to the east, particularly as Dudley Road crosses the canal and railway lines just to the west of the site.

In summary:

- The City Hospital site is a major development opportunity.

- The older buildings are not listed, some have local significance (particularly the Victorian infirmary block) but require technical and financial due diligence to understand their viability as assets capable of being retained and converted.
- Despite the long frontage to the canal, there is no direct connection, and the site is also poorly connected to the east and west of the site.
- The southern eastern extent of the site is being retained for health functions.
- The main access to the site along Western Road has an industrial frontage.
- Context and proximity to services points to potential for a dense, urban type development.

Connections

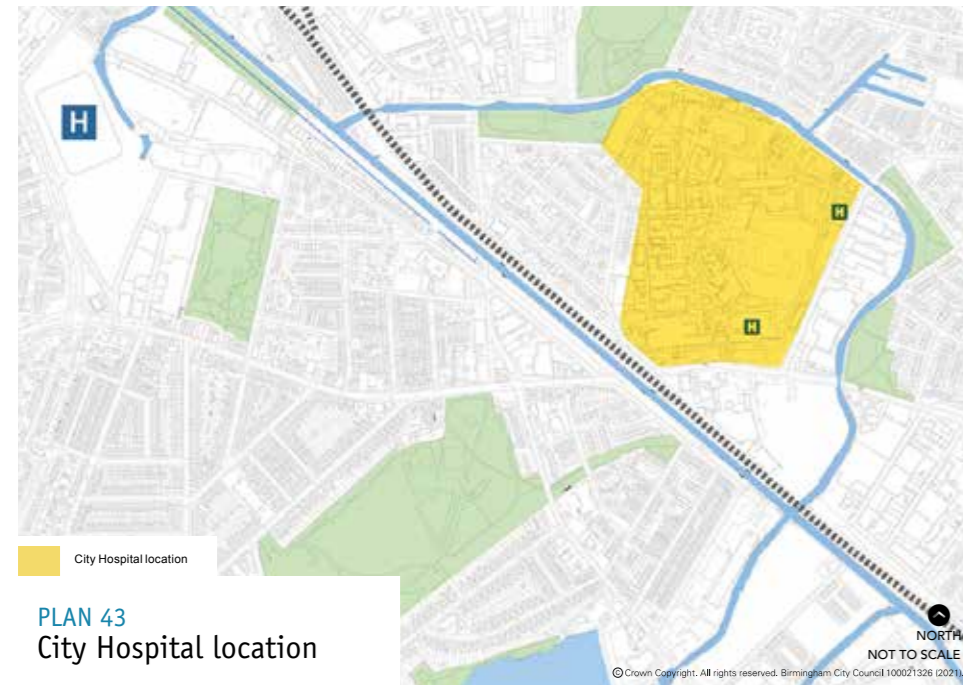
- Redevelopment means the site can be opened to and connected physically with surrounding streets (e.g. Norman Street, Carlisle Street) for the first time.

- Direct physical links to the canal should be explored, including the creation of a new canal bridge linking the site along its northern edge, creating improved connections to All Saints Park, subject to further technical design and delivery agreements.
- Frontages and crossings at Dudley Road to be enhanced for pedestrians.
- Internal connections and pathways based upon links at the edge of the site, to ensure straight routes and clear legibility.

Open space

- Redevelopment allows consideration of existing open spaces within the hospital site, and adjacent spaces to plan a clear open space structure combining blue and green opportunities.

- Creating a focal point and ‘green heart’ to the new residential neighbourhood that is accessible and useable by the whole community.
- Green spaces will play an important role in delivering Sustainable Urban Drainage. This should incorporate swales and basins, particularly on lower lying land in the north of the site, where there is an opportunity to create public green space linked to the canal.
- Significant trees on the site should be retained and protected to contribute to development character and residential amenity.
- Physical and visual connections can take advantage of off-site open spaces (Norman Street Park, All Saints Park, Clissold Passage)



Frontages

- Key frontages to face main routes to ensure clear definition and overlooking.
- Urban block structure, also emphasising open space network and key views/routes.
- Frontages to work with retained buildings within the NHS estate.
- Frontages overlooking the canal. Opportunities for direct waterfront housing should be provided where the development faces New Spring St N to the north east.
- Development adjacent to existing housing must respect the privacy and amenity of these homes by either siding or backing onto their rear property boundaries.

Retained buildings

- It is understood that the Local Planning Authority wishes to see the Gothic Infirmary frontage building facing Dudley Road, which is a local landmark with strong local historic value, retained, clearing away later additions. Retention and conversion will be subject to technical feasibility and financial viability.



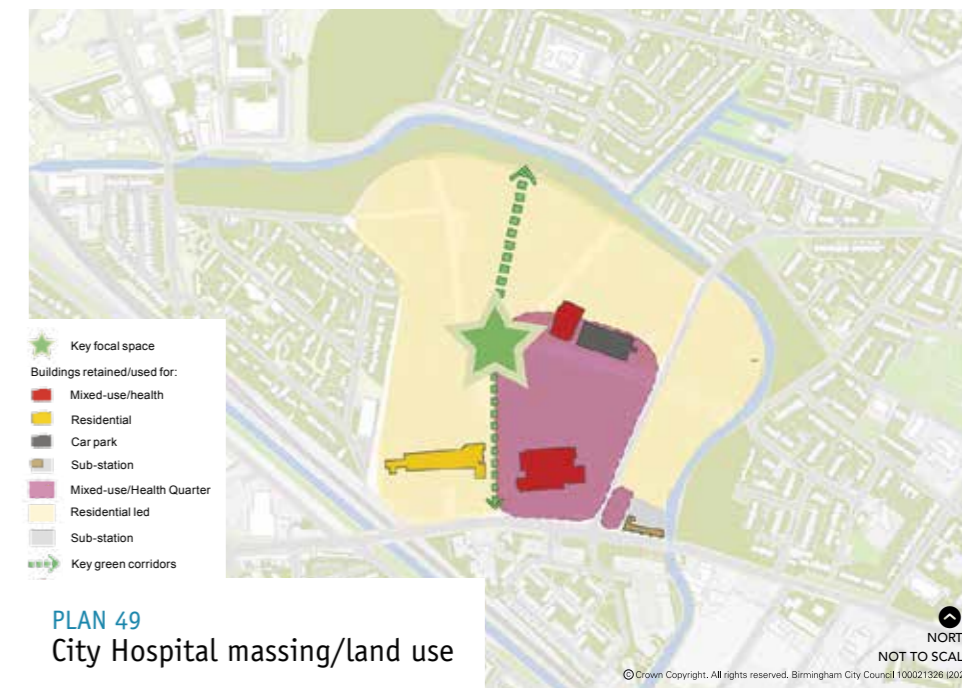
Views

- Emphasis on short and longer views to and through the site, particularly making connections to key buildings and space within and outside the site.
- Glimpsed view of hospital building/health provision from Dudley Road for wayfinding.
- Distinctive views towards St. Patrick's Catholic Church.
- Includes relationships between any retained buildings, views into the site from Spring Hill, views to adjacent spaces and across the canal.



Massing/land use

- The site will comprise a mix of apartment buildings and houses. A graduated approach to density is appropriate.
- Health care uses concentrated in a cluster on the south eastern corner.
- High density residential appropriate surrounding the health care cluster and on the Dudley Road frontage.
- Residential uses to the western and northern edges; higher density around the central core and to the waterfront, facing outward, lower densities moving outwardly to the western edges in light of the scale of neighbouring existing housing.



- Area to the east of Western Road has a longer-term development opportunity for housing but this will need to be managed in such a way not to displace the existing business needs. It is this long-term aspiration that is shown on the principles diagram above.

TRANSPORT STRATEGY



8

TRANSPORT STRATEGY

TRANSPORT STRATEGY

In the context both of the issues relating to the current transport networks in the corridor and of the challenges set out within the many relevant national, regional and local policy documents, it is clear that the Transport Strategy must embrace the widest possible range of schemes and initiatives aimed at enabling a substantial shift in the movement of people and goods to walking, cycling and public transport and away from cars and other motor vehicles.

The scale and urgency of the changes needed are daunting but should also help focus thinking and action in bringing forward a co-ordinated package of measures for implementation over the next 10

years. This challenge is not, of course, restricted to this corridor, and all the work undertaken as part of this strategy will require to be integrated with the wider transport strategies and programmes of TfWM, Sandwell and Birmingham.

The transport strategy recognises that there will be temporary measures implemented in the corridor as part of the 2022 Commonwealth Games Transport Plan. The draft Commonwealth Games Transport Plan, subject to public consultation, sets out transport proposals for access to the Sandwell Aquatics Centre. These include shuttle buses from The Hawthorns rail station and walk routes from Smethwick Rolfe Street and Galton Bridge

stations. There will also be a temporary Games Route Network for travel movements of officials and athletes during the Games.

The Transport Strategy comprises a large number of schemes, most of which are designed to make walking, cycling and public transport significantly more attractive than at present, and thereby both to provide a better level of service to people who already uses these modes and, critically, to make credible the substantial mode shift from car travel (and to a lesser extent from the use of motorised goods vehicles). The full range of schemes proposed is listed in Table 1, with the broad categories of measures summarised as follows.



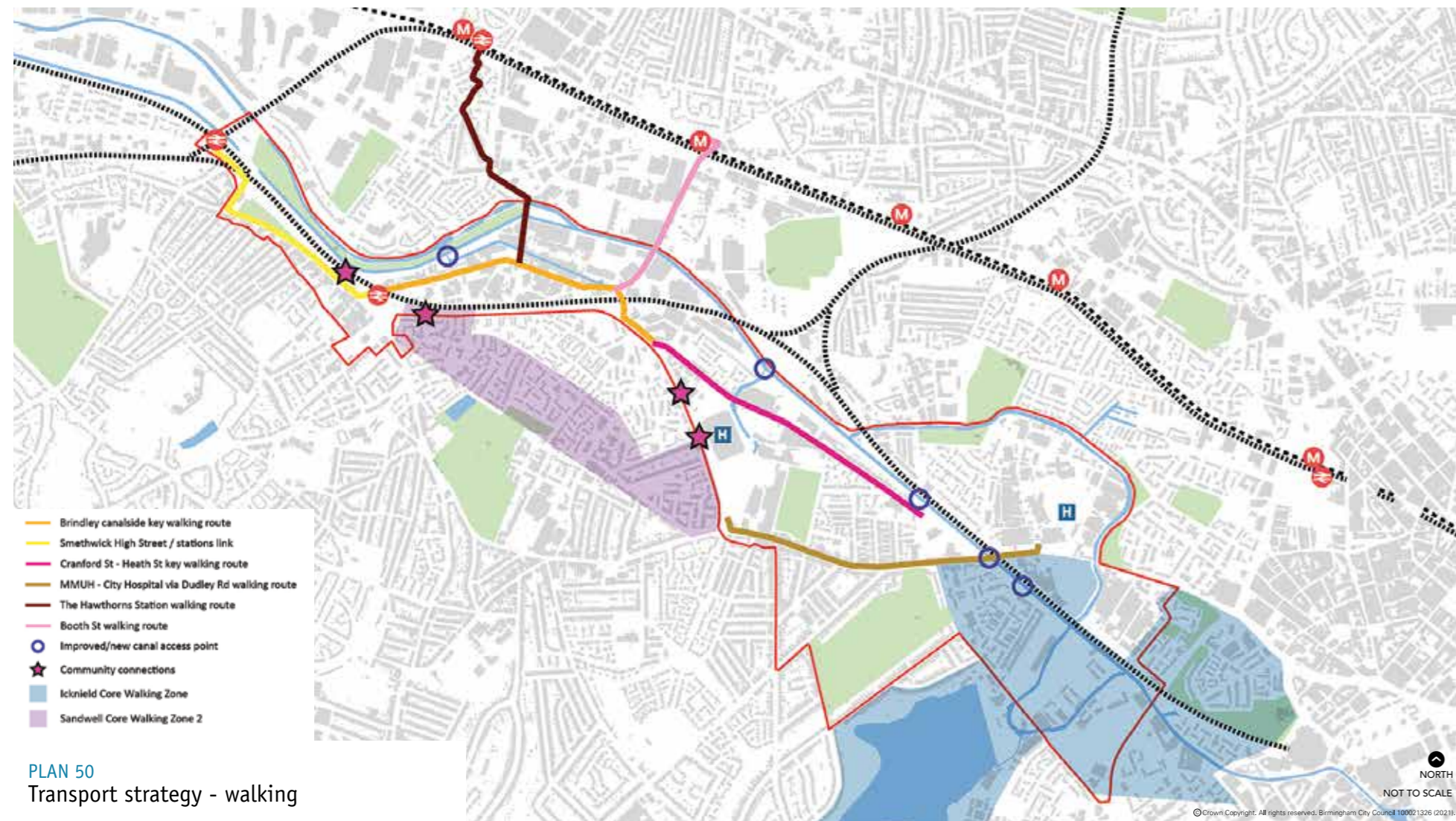
“
The Transport Strategy comprises a large number of schemes, most of which are designed to make walking, cycling and public transport significantly more attractive
 ”



Walking

Packages of measures for identified key routes, as pilots/exemplars/templates for future work throughout the area. Adapted to the local context, these packages will feature most or all of the following.

- Improving footway condition.
- De-cluttering/widening footways.
- Removing footway parking.
- Narrowing bellmouth junctions.
- New 'green man' signal stages.
- New formal/informal crossings.
- Signage/wayfinding measures.

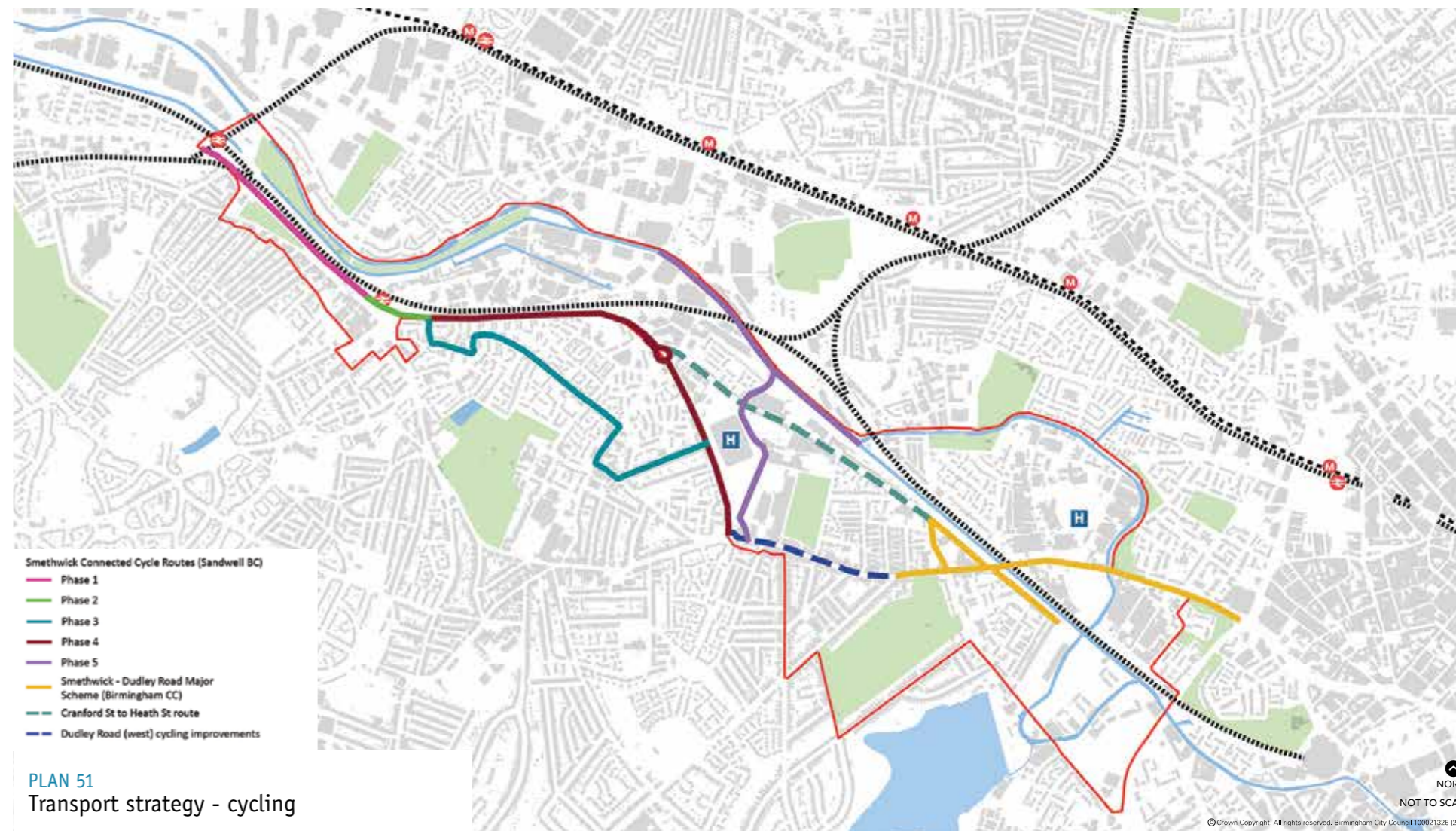


PLAN 50
Transport strategy - walking

Cycling

A focus on new protected cycleways on key routes, with supporting traffic calming and other measures on other roads and local streets. There will also be supporting measures such as secure

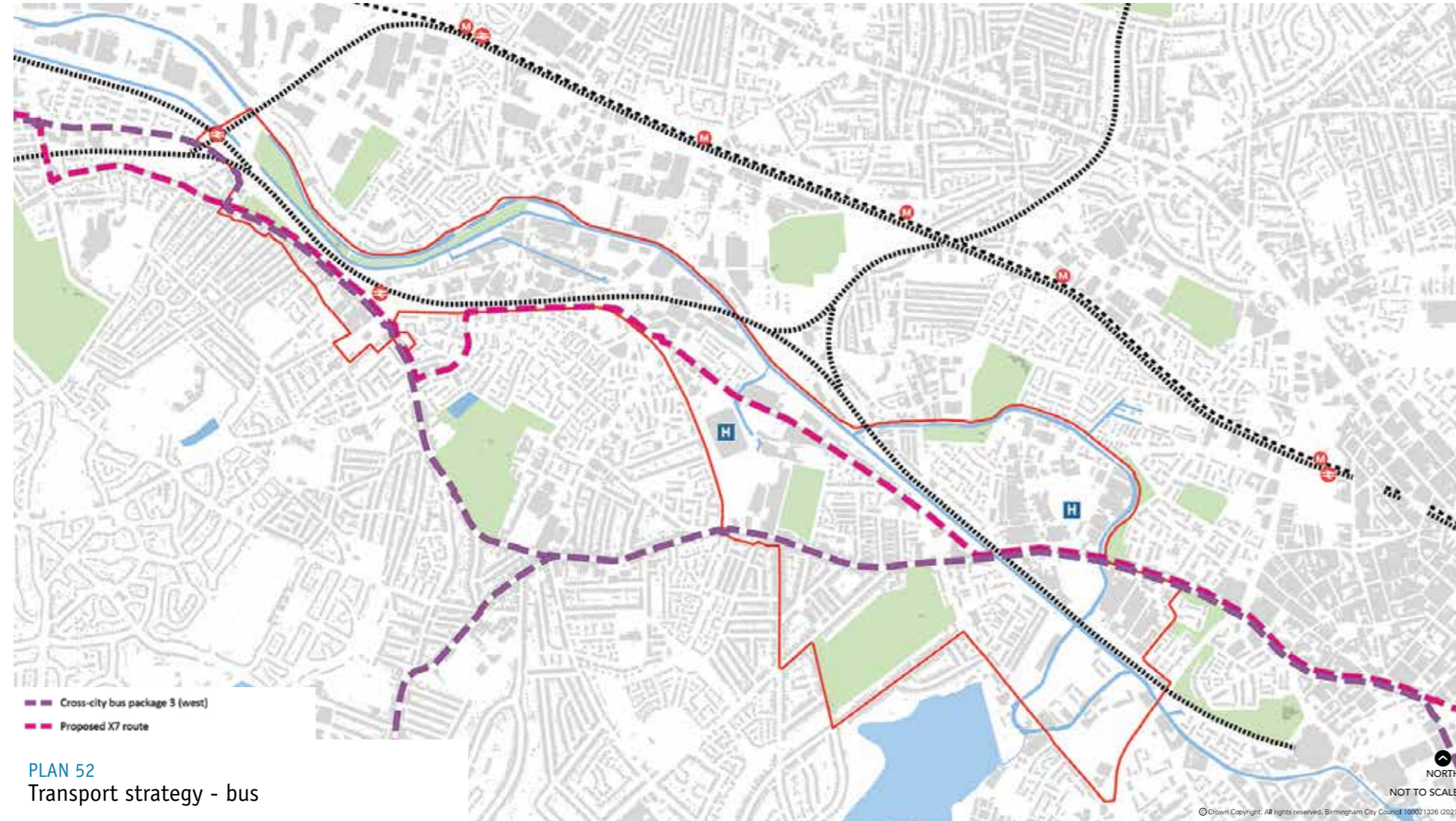
cycle parking and cycle hire. Scheme designs will need to be in accord with new Government design guidance - LTN 1/20.



PLAN 51
Transport strategy - cycling

Bus

Enhanced bus priority on the key routes, along with possible new services and improvements to existing services, such as in connection with MMUH or justified by demand associated with other new development.



PLAN 52
Transport strategy - bus

Metro

Focus on improving walk routes to/from and at-stop-immediate public realm and access improvements.

Rail

Access improvements at Rolfe Street, Galton Bridge and Hawthorns stations, including the station-immediate public realm. Significant changes in local rail capacity in the longer term are subject to review of the current West Midlands Rail Investment Strategy. This review is also considering the potential for new stations across the West Midlands, including the Dudley Road corridor, and will take into account longer-term rail capacity increases.

Highways and parking

The focus of these measures is on management, not the creation of new capacity. Specific congestion management proposals will come through the Key Route Network Action Plan for Route 14, and include the Grove Lane/Soho Way/Cranford Street junction. The management/enforcement of parking in high street locations (Smethwick High Street and Dudley Road) and trials of footway parking exclusion zones are core proposals.

Supporting measures

These include several innovative measures to enable mode shift - for the movement of goods as well as of people - and will often involve working in partnership with third party service providers.

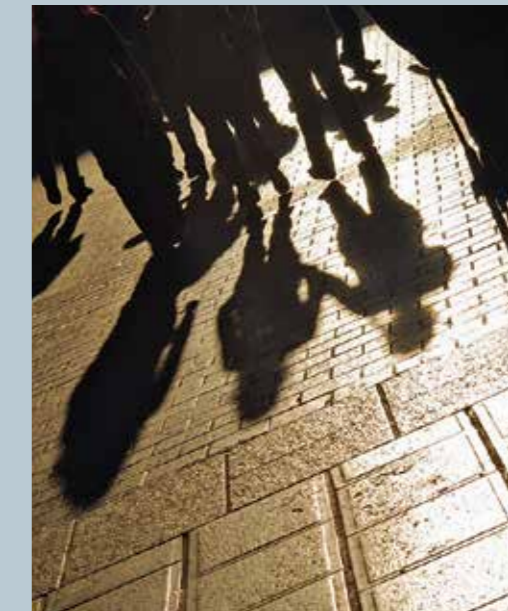


TABLE 1
Smethwick to Birmingham Corridor Transport Schemes

Ref	Mode	Scheme description	Status/Funding/Programme	Link refs
1	W,C	Smethwick Connected Phase 1 (Smethwick High Street)	Near completion (by June 2021)	11
2	W,C	Smethwick Connected Phase 2 (High Street-Rolfe Street link)	TIP-funding confirmed, subject to FBC. Due in 2021/22 FY. But subject to works at Rolfe Street connected with the Commonwealth Games.	
3	W,C	Smethwick Connected Phase 3 (Rolfe Street to MMUH via Windmill Eye)	TIP-funding confirmed. Intended 2022/23	15
4	W,C	Smethwick Connected Phase 4 (to Cape Hill r/a)	TIP-funding confirmed. Intended 2022/24	21
5	W,C	Smethwick Connected Phase 5 (Cape Arm link, MMUH-Mainline)	TIP-funding confirmed. Intended 2024. May be earlier, if CRT can expedite. CRT, SMBC and maybe NHS are the only land-holders.	
6	W,C	BCC Dudley Road Major Scheme	Design development. For LUF funding.	
7	W,C	Cranford Street-Heath Street Cycle Route	SMBC preliminary concept. Concept design development in 21/22 with funding bid for ICTS in 22/23 or after.	8
8	W	Cranford Street-Heath Street Key Walking Route Package (KWRP)	Proposal. Cycling and Walking funding; possibly ICTS.	7
9	W,C	Dudley Road Active Travel Measures Scheme - A457/Cape Hill r/a to A4040	Linked to Cross-City Bus Package 3 (West). Space reallocation and improved management/enforcement of on-street parking. Also related to KRN Route 14 Action Plan.	10, 27, 42
10	W	MMUH to City Hospital via Dudley Road KWRP	Proposal. Cycling and Walking funding; possibly ICTS.	9, 27, 42
11	W	Smethwick High Street: Galton Bridge Station to Rolfe Street Station KWRP	Proposal. Cycling and Walking funding; possibly ICTS.	

Ref	Mode	Scheme description	Status/Funding/Programme	Link refs
12	W	Brindley Canalside: Rolfe Street Station to Grove Lane r/a KWRP	Proposal. Cycling and Walking funding; possibly ICTS.	15
13	W	Brindley Canalside to Hawthorns Station Walking Route Package (SWRP)	Proposal. Cycling and Walking funding; possibly ICTS.	
14	W	MMUH to Handsworth Booth Street SWRP	Proposal. Cycling and Walking funding; possibly ICTS.	
15	W	Sandwell Core Walking Zone 2 (Rolfe Street Station to MMUH direct)	LCWIP/Cycling and Walking funding.	3, 12
16	W	Icknield Core Walking Zone - various local walking route improvements	LCWIP/Cycling and Walking funding; possibly ICTS.	
17	W	Community Connection: New, accessible Smethwick High Street to Brasshouse Lane footbridge	Proposal. Cycling and Walking funding; possibly ICTS.	
18	W,C	Community Connection: Surface crossing of A457 Tollhouse Way between Lynton Ave & Cross St	Proposal. Local funding or part of wider 'Community Connections Programme' funded through Walking and Cycling pot.	
19	W,C	Community Connection: Surface crossing of A457 Grove Lane between MMUH and e.g. Woodlands St	Proposal. See Ref 19.	
20	C	Icknield Area (62) Local Cycle Routes	LCWIP/Cycling and Walking funding.	
21	W,C	Canal towpath improvements, including 'dualling'	CRT Proposal. CRT/NHS/Councils funding.	4, 22
22	W,C	'Heroes Way'	Proposal by partners. Cycling and walking funding.	21
23	W,C	Improved Canal Connection: Winson Green Bridge (Winson Green Rd steps north of Heath St)	Proposal. Walking and Cycling funding in partnership with CRT.	
24	W,C	Improved Canal Connection: Northbrook Street steps/ramps	Proposal. Walking and Cycling funding in partnership with CRT.	

Ref	Mode	Scheme description	Status/Funding/Programme	Link refs
25	W,C	New Canal Connection: Lee Bridge (Dudley Road near Northbrook Street)	Proposal. Walking and Cycling funding in partnership with CRT.	
26	W	New Canal Connection: Engine Arm Aqueduct to Rolfe Street/ Enterprise Centre	Proposal. Walking and Cycling funding in partnership with CRT.	
27	B	Cross-City Bus Package 3 (West) - Routes 82 and 87	Better Deal for Bus users funding; on-site 2022	9, 10, 42
28	B	MMUH Bus Service Modification and Bus Stop Package (Travel Plan)	NHS as developer contributions	30
29	B	X7 Bus via Cranford Street and Heath Street	Proposal. Reinstatement of previous short-lived service. Financial support needed.	28
30	B	Additional/amended services on existing routes (e.g. 80A, 11)	As required	
31	W,M,R	Hawthorns Station public realm scheme	Proposal. ICTS/Walking and Cycling funding.	
32	W,M	Handsworth Booth Street Stop public realm scheme	Proposal. ICTS/Walking and Cycling funding.	
33	W,M	Winson Green Outer Circle Stop public realm scheme	Proposal. ICTS/Walking and Cycling funding.	
34	W,M	Soho Benson Road Stop public realm scheme	Proposal. ICTS/Walking and Cycling funding.	
35	R	Rolfe Street Station Access for All scheme	Committed, funded Network Rail Access for All scheme that will be delivered in 2022.	
36	R	Galton Bridge station improvements	WM Stations Alliance Proposal	
37	R	Train capacity increases: longer trains/platform extensions	2018-47 Rail Investment Strategy (under review)	38
38	R	New Dudley Road railway station	Mayoral proposal.	37
39	MV	A457/B4135/B4136 Grove Lane/Soho Way/ Cranford Street Junction	Options development in progress. HIF funding now lapsed, so ICTS funding.	4
40	MV	Key Route Network 14 Action Plan	In development. ICTS	
41	P	Smethwick High Street parking management scheme	Proposal. SBMC/Walking and Cycling funding	11

Ref	Mode	Scheme description	Status/Funding/Programme	Link refs
42	P	Dudley Road parking management scheme	Proposal. BCC/SMBC funding.	9, 10, 27
43	P	Footway parking management pilot schemes (see Key Walking Route Packages)	Proposal. BCC/SMBC joint approach with TfWM support.	8, 10-14
44	O	Last-mile logistics pilot (MMUH; Smethwick High Street; Dudley Road)	Proposal. To be developed. TfWM lead.	
45	O	EV charging programme	Existing proposal. BCC/SMBC.	
46	O	Rolfe Street Station Mobility Hub	Proposal. SMBC, WMSA, TfWM.	
47	O	Local Mobility Hub Network pilot	Proposal. TfWM lead.	
48	O	Wider E-cycle/scooter share pilot	Proposal. TfWM lead.	
49	O	West Midlands Bike Share	Existing proposal. TfWM lead.	
50	O	Corridor MaaS Pilot Scheme	Proposal, TfWM lead. ICTS.	

OTHER CORRIDOR PROJECTS



9

OTHER CORRIDOR PROJECTS

9

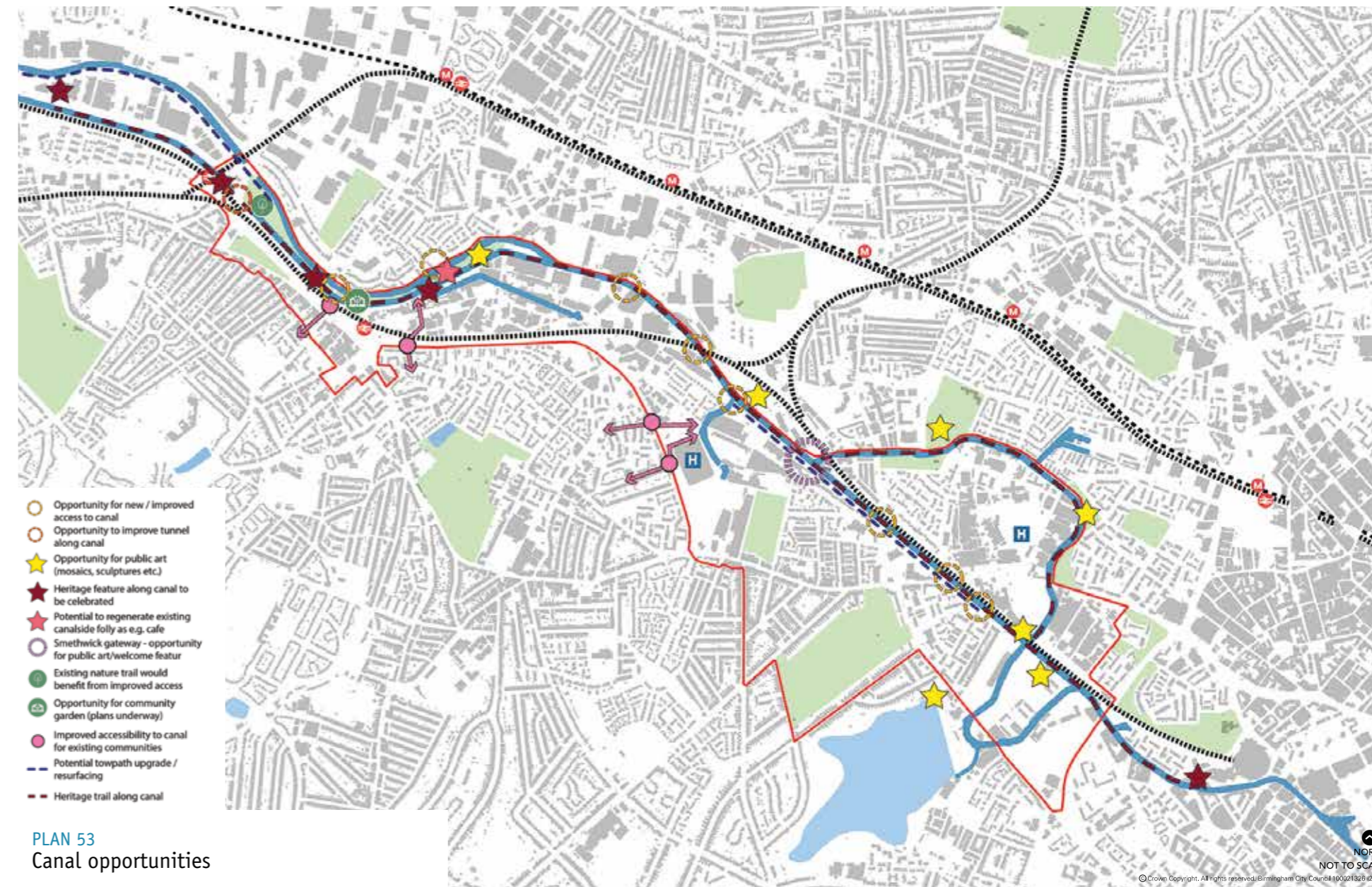
OTHER CORRIDOR PROJECTS

The Canal

The canal is the unifying element of the corridor. The Main Line in particular both enables movement between Smethwick and Birmingham, setting the line for transport infrastructure that has followed, but also frustrates movement across the

corridor. It is a corridor-wide feature that can help to bring the corridor together with its surrounding context. The following development principles will apply to development of the canal and its surroundings.

“
The canal is the unifying element of the corridor
 ”





Access and safety

In order to make the canal work as a unifying element, connectivity to and from the canal is crucial. Currently, connections to and from the canal are unclear and inconsistent. Perceptions of the canal can undermine its use, and safety alongside the canal and activity on it will be crucial to gathering trust in it as a safe place to be and as an effective way of getting to and from places.

Current projects

- Heroes Way - cycle route to serve the Commonwealth Games.
- Revolution Walk - public art trail to interpret and explain historic context.

Actions

- Clear consistent approach to access points; access points are welcoming and obvious.
- Towpaths are easy to use and clear of debris; walkers and cyclists can co-exist.
- Lighting enhances the sense of safety; exit points are clear in case of trouble on the canal.

Celebrating waterfronts

Within Birmingham, Brindleyplace has transformed the way part of the canal network is perceived. High quality architecture and urban design,

combining different uses has attracted people to it and made it a place to go within Birmingham. Other cities, celebrate their waterfront areas through award schemes and festivals, recognising the innovative approach to waterfront development, but also encouraging the better management of waterside space through litter clearance, addressing anti-social behaviour and improving environment.

Actions

- Waterside developments make the most of the waterfront setting as an asset, contributing to its use.
- Public spaces attract people to waterside areas.
- The context for the waterfront areas is respected, particularly the industrial heritage, and this helps to tell a story about the area, celebrating heritage and culture, connecting current generations to past generations.
- Capitalise on existing open spaces alongside the canal, such as Engine Arm Aqueduct, Smethwick Junction and Clissold Place.
- Developments to draw on industrial heritage/ context in schemes (e.g. through use of materials, architectural expression, form and mass).
- Public art strategy.

Involving the community

The canal is often hidden away from surrounding neighbourhoods, or development may turn its back on the canal. Raising the canal's profile may need local people to be involved, highlighting reasons why they do, or do not, engage with the canal. Local people will have a valuable perception, which can help to define actions that can improve the canal for these people. Local people, or organisations they belong to, may wish to be more directly involved in thinking about the canal and how it might be used.

Actions

- Ask local people to define their 'grot-spots' on the canal to enable direct improvements or actions to address these.
- Ask local people to define their favourite canalside locations in order to build a strategy around these spots.
- Consider a role for local people and groups in developing canal actions plans, defining priorities and utilising voluntary action.

Generating activity

Key to attracting people and to making the canal feel safer, is the generation of activity. This will come through a programme of improvements that encourage its use for movement and recreation, but it can be enhanced through other planned activity that uses the water and the towpaths.

The Canal and River Trust already promote the use of the canal for kayaking as a means of exploring the history of the canal and encouraging people to see the place from a different perspective.

The canal varies along its course through the corridor and not everywhere will be suitable for intervention or activity. One approach may be to develop 'packages' of activity and experience along the length, connected by quieter lengths.

The canal should also be thought of as a green corridor for biodiversity, and this type of activity - the encouragement of natural green environment populated by flora and fauna associated with a healthy waterway - may also be a way to bring interest to the canal side

Actions

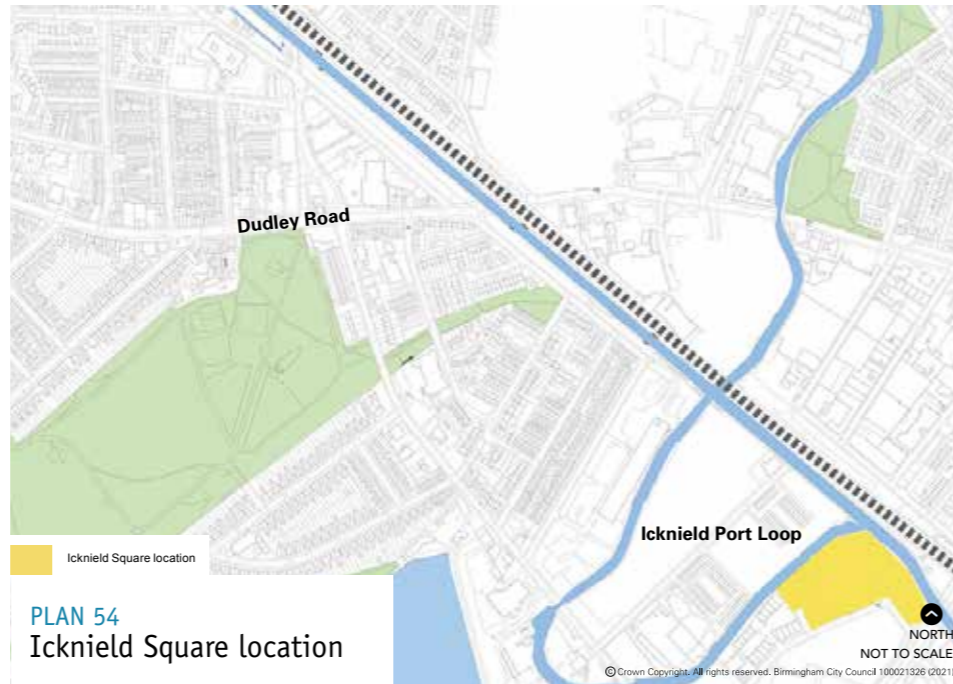
- Consider water-based activities and events; a festival of the canal.
- Utilise water front spaces to allow events and gathering, or to allow casual pauses and observation through seating areas.
- Develop a package of short, medium and long term uses of the canal that can respond to the interests of different groups - visitors, residents, employees, older people, students etc.
- Biodiversity plan.

Ickniel Square

Ickniel Square is located on the eastern edge of the corridor, adjacent to Ladywood and a relatively easy walk from Birmingham City Centre. This site, of around 3ha, is surrounded by the Port Loop development (around 1150 homes and neighbourhood centre). The adjoining land to the south and east are the later phases of the Port Loop development. The site forms part of the wider area of change that includes Soho Loop and City Hospital. The northern and western sides of the site front the Main Line and Old Line canals.

The site is currently occupied by a two small groups of industrial units. The first has four similar small, modern units accessed from Freeth Street on the south side, and the second - an older block of terraced units in the centre of the site - is accessed from an apron fronting Ickniel Square. Whilst much of the waterfront land is currently vacant, the late Victorian Biddle and Webb buildings fronting Ickniel Square have heritage value and significant potential to contribute to place-making, especially when integrated with high quality new architecture.

Given its location and context, a residential-led, mixed use development would be appropriate for this site. The Victorian buildings fronting Ickniel Square would also be suitable for commercial uses.



PLAN 54
Ickniel Square location

Heath Street (south eastern end)

A strip of land exists at the south-eastern end of Heath Street, which may provide an opportunity for development. The strip lies on the northern side of the road and has a boundary with the Main Line Canal.

The land is narrow and linear, like Heath Road further to the north west, though the depth of the plots is narrower, and there is a drop to the canal beyond. The land has gone over to scrub and has several immature trees along its whole length. The nature of the road here, close to the junction with Dudley Road and facing the GP Practice and Lidl, makes it feel somewhat intimidating with the traffic volumes and noise; the area is prone to some fly-tipping and litter nuisance.

Development may be possible to improve the general environment and allow frontage to both the street and the canal. If this was possible, a residential development may be suitable, but the location of the site close to the Dudley Road centre may lend itself to a non-residential use if there was a market.

There is no public access over the site to the canal, but nearby Northbrook Street may offer some inspiration for short term treatment of the strip to either bring environmental improvement or possible access to the towpath to supplement those already at Northbrook Street and at the junction with Winson Green Road to the north west.



PLAN 55
Heath Street location

THE FUTURE CORRIDOR



10

THE FUTURE
CORRIDOR

10

THE FUTURE
CORRIDOR

This development framework covers a wide area with a number of different opportunities within it, and will require a co-ordinated approach to deliver its projects and proposals.

In the north western areas, a number of the sites identified at Rolfe Street are owned by Sandwell Council and redevelopment in this area has gained momentum through the successful Town Investment Fund (TIF) bid. This, and work to improve the High Street in Smethwick, will require the Council to take on a leading role to drive forward proposals and determine a more detailed strategy for transforming the area over the longer term alongside public sector partners and private sector landowners and interests.

At the south eastern end of the corridor, planning consents have been achieved at the Port Loop and Soho Loop, and the delivery strategy has greater clarity. The City Hospital site is in public ownership, and Homes England and Sandwell and West Birmingham Hospitals NHS Trust are developing a detailed masterplan setting out how the site can be redeveloped once parts of the hospital facilities are relocated to the MMUH. The masterplan will support a future planning application for the site

following which Homes England will be seeking to bring forward development of the site with a private sector developer(s).

The Grove Lane Masterplan, which has been prepared alongside this framework, provides a more detailed delivery strategy for this part of the corridor, but will again require the coordination of local authorities and public sector organisations to realise change. The area is on the boundary between local authorities, and Sandwell Council has attracted funding through the TIF to help instigate its redevelopment. The public sector does already have some land ownership within the area; these sites will be instrumental in delivering early phases of development and acting as a catalyst for the wider regeneration of the area.

Delivery of the whole area will take time and, at least in the early stages, will require the joint working of all of the major public bodies that operate across the corridor. The framework and masterplan now provide a coherent and consistent basis for doing this which provides greater clarity and a basis for decision making, alongside providing a tool to engage and collaborate with third party landowners, developers and investors.

Delivering the transport strategy

Implementing the Transport Strategy is critical for delivering the wider vision for the Smethwick to Birmingham Corridor; and funding is critical for implementation.

The number and range of proposed schemes, and the importance of a co-ordinated approach in bringing them forward points to the strong desirability of developing, as far as possible, a single package of proposals for funding through as small a number of large pots as possible. Irrespective of the specific source(s) of funding, it makes sense for TfWM, Sandwell and Birmingham to work together on the business case for a large package of measures, which would then be subject to WMCA's assurance process, rather than for numerous business cases for single schemes or smaller packages to be developed by individual authorities. As part of this approach, all individual Key Walking Route Package schemes and possibly Station Walking Route Package schemes will be considered for development as a phased single Key Walking Routes Programme, as part of this wider corridor approach.

The Transforming Cities Fund (TCF) will continue into 2022/23, but it may now be too late to make new bids for funding from this source. However, 2022/23 is also the year that the five-year Intra-City Transport Settlement (ICTS) becomes active, and it is hoped that this will provide £700m-£1bn of capital funding for transport projects in the West Midlands. Although details of the ICTS process are yet to be clarified by the Treasury/ Department of Transport, the timing gives TfWM, Birmingham and Sandwell enough - but not too much - time to prepare a cohesive package of interventions for the corridor to be implemented prior to 2030. Developing a large package of transport proposals for the study area is also in line with TfWM's current thinking in terms of focusing much transport investment on six Inclusive Growth Corridors, of which Smethwick-Icknield is one.

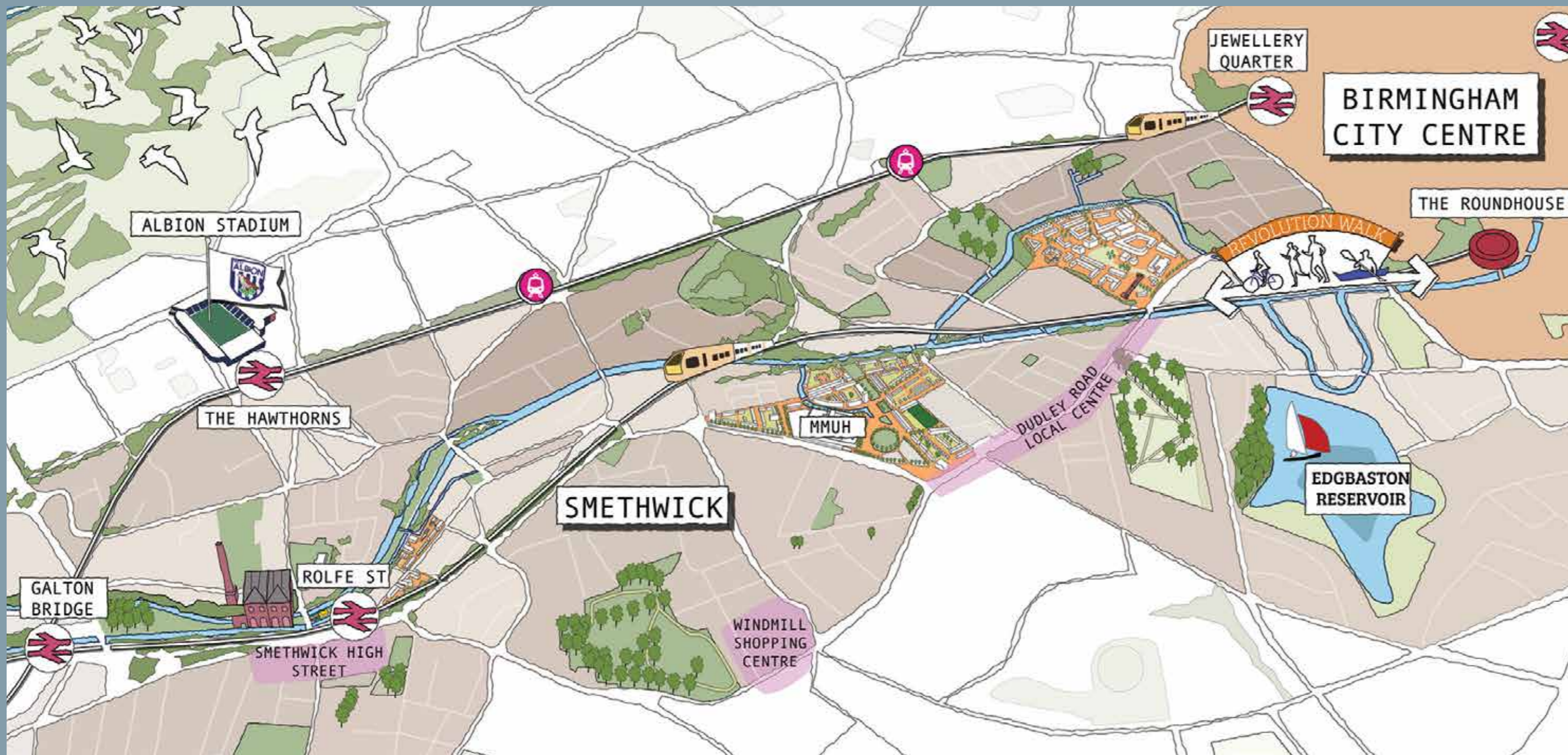
In addition, to the ICTS, it seems likely that additional major funding could also be accessed through the Levelling Up Fund (LUF). The LUF has a focus on regeneration rather than specifically transport, but schemes in high street and employment areas should qualify in principle. Birmingham City Council will bid for LUF for it's Dudley Road Major Scheme.

Other identified funding sources for schemes covered by the Transport Strategy include the government's £2bn Walking and Cycling Investment Strategy, with an announcement on the next tranche of delivery funding expected in June.

In addition to the £20m of government funding that the West Midlands has been allocated for cross-city bus route priority measures, future funding for better bus services should be available through the new National Bus Strategy for England (March 2021). In connection with this, TfWM, Sandwell and Birmingham will need to work together to produce a Bus Service Improvement Plan by October 2021 and have an Enhanced Partnership in place by March 2022. The West Midlands is already close to concluding the details of its Enhanced Partnership, so is ahead of the curve in this regard.

As mentioned above, funding for rail projects will be subject to the review of the West Midlands Rail Investment Strategy.

“
Implementing the
Transport Strategy is
critical for delivering
the wider vision for
the Smethwick to
Birmingham Corridor
”



SMETHWICK TO BIRMINGHAM CORRIDOR

FRAMEWORK DOCUMENT
DRAFT JUNE 2021

CONTACT

Sandwell Borough Council

Web:
www.smethwicktobirminghamcorridor.com

Post:
Regeneration and Growth
Sandwell Council
Oldbury Council House
Freeth Street
Oldbury
B69 3DE

E-mail:
Ldf_planning@sandwell.gov.uk

Telephone:
(0121) 569 4054/4055

Birmingham City Council

Post:
Planning and Development
Inclusive Growth Directorate
Birmingham City Council
PO Box 28
Birmingham
B1 1TU

E-mail:
planningandregenerationenquiries@birmingham.gov.uk

Telephone:
(0121) 303 7874

IMAGE
COPYRIGHTS

Page number:	Project name and location:	Developer:	Local Authority:
p63. Left image.	Wapping Wharf, Bristol.	Alec French Architects/ Gillespies.	Bristol City Council.
p71. Middle left image.	Marmalade Lane, Cambridge.	Mole Architects/ Jamie Buchanan.	Cambridge City Council.
p81. Top right image.	Kings Crescent Estate Phase 3 and 4 or Barley Court, 3 Casbeard Street, London.	Karakusevic Carson Architects/KCA/ Muf architecture/art.	London Borough of Hackney.

SMETHWICK TO
BIRMINGHAM
CORRIDOR

FRAMEWORK DOCUMENT
DRAFT JUNE 2021



SMETHWICK TO BIRMINGHAM CORRIDOR

FRAMEWORK DOCUMENT
DRAFT JUNE 2021

This page is intentionally left blank



SMETHWICK TO BIRMINGHAM

Grove Lane MASTERPLAN
DRAFT DOCUMENT 2021

CONTENTS

	<i>The Delivery Partners</i>	4		
1.	INTRODUCTION	6	5.	CHARACTER AREAS
2.	PURPOSE	10		<i>Character Area 1: Cranford Street / Heath Street / Canal</i>
3.	CONTEXT	14		<i>Character Area 2: Cape Arm</i>
	<i>Site Context</i>	<i>16</i>		<i>Character Area 3: Open Space network</i>
4.	THE MASTERPLAN	24		<i>Character Area 4: Grove Street and Primary School</i>
	<i>The Masterplan</i>	<i>26</i>		<i>Character Area 5: Moilliett Street Park</i>
	<i>Site-wide Principles</i>	<i>30</i>		<i>Character Area 6: Abberley Street / New route</i>
				<i>Character Area 7: Grove Lane / Cranford Street / London Street</i>
			6.	APPENDICES
				<i>Appendix A: Planning Policy & Context</i>
				<i>Appendix B: Grove Lane area - definition of parcels</i>
				<i>Appendix C: Reference image copyrights</i>

The Delivery Partners



Sandwell Council is leading on the preparation of the development framework and the Grove Lane masterplan in collaboration with the other partners. The Council is the largest Black Country authority and is pursuing an ambitious and proactive inclusive growth agenda.



Birmingham City Council is leading of the preparation of the development framework in collaboration with the other partners. Birmingham is the largest local authority in Europe and has an extensive track record of delivering large-scale urban renewal.



West Midlands Combined Authority (WMCA) is the combined authority for the West Midlands. The authority works collaboratively to deliver on its priorities including housing and regeneration, productivity and skills, economy and environment. WMCA is working with partners on the redevelopment of the area around the new Midland Metropolitan University Hospital.



Transport for West Midlands co-ordinates investment to improve the region's transport infrastructure and create a fully integrated, safe and secure network.



Homes England is the government's housing accelerator. It is focussed on making possible the new Homes England needs, helping to improve neighbourhoods and grow communities. Homes England is working with Sandwell and West Birmingham Hospitals NHS Trust to bring forward the redevelopment of the City Hospital.



Sandwell and West Birmingham Hospitals NHS Trust operates City Hospital and its new hospital, the Midland Metropolitan University Hospital, is under construction. The trust is the largest employer in the corridor and is committed to improving the lives of local people, maintaining an outstanding reputation for teaching and education, and to embedding innovation and research.



Canal & River Trust is the charity that looks after and brings life to 2,000 miles of waterways in England and Wales, including the Birmingham Main Line Canal within the corridor. The Trust is working to transform canals into spaces where local people want to spend time and feel better.



Fig. 0.1 - Engine Arm Moorings, Smethwick

INTRODUCTION

Page 152





1

INTRODUCTION

1

INTRODUCTION

Introduction

The Smethwick to Birmingham corridor is Birmingham and Sandwell's historic canal district, stretching from The Roundhouse just west of Brindley Place to Galton Bridge in Smethwick. It is the historic link between Birmingham and the Black Country and a cradle of the industrial revolution. Today the corridor is one of the most significant areas of brownfield urban renewal in Europe.

At the heart of this corridor, the Grove Lane area of Sandwell Council is the location of the new Midland Metropolitan University Hospital (MMUH), which will open in 2022. With the surrounding land, it is one of the major intervention sites in Sandwell. Alongside this masterplan, a high level strategic framework has been prepared to guide development across this area.

The Grove Lane area, which takes in land between Grove Lane, Cranford Street, Heath Street and the Main Line Canal, has been awarded Housing Zone status with potential to deliver approximately 800 new homes over almost 18 ha of brownfield land. Some of these have already been provided with approximately 140 constructed north of Cranford Street.

The development of the land parcels should be comprehensive, creating a people centred neighbourhood that supports existing local centres, provides a new school, connects with the canal and promotes active travel. It is important that development is not purely based on achievable numbers of homes but delivers a quality place that raises aspirations for the regeneration of the wider area.

This masterplan is prepared jointly by Sandwell Council and Birmingham City Council in close collaboration with Homes England, The West Midlands Combined Authority (WMCA), Sandwell and West Birmingham Hospitals NHS Trust and the Canal & River Trust.

What happens next?

We are seeking opinions on this draft masterplan from [date] to [date] 2021. We will reflect on the comments we receive and use them to produce a final version in autumn 2021.

Fig. 1.1 - The new Midland Metropolitan University Hospital (MMUH) is being built at the heart of the Grove Lane area. It is located close to the canal and Moilliett Street Park.



PURPOSE





2

PURPOSE

2

PURPOSE

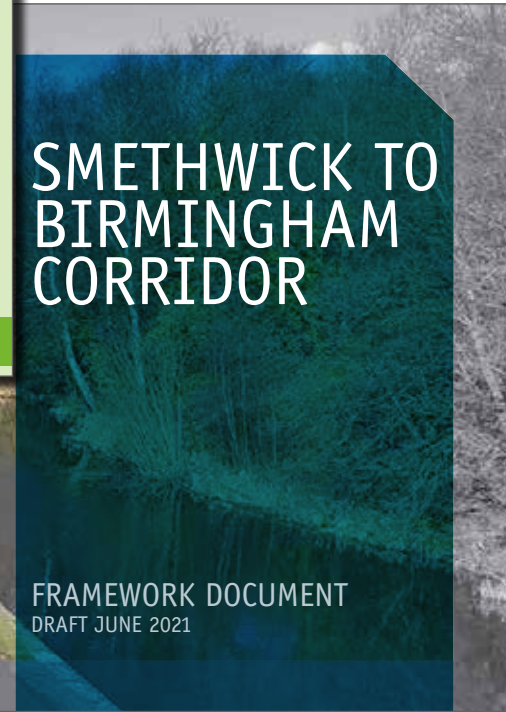
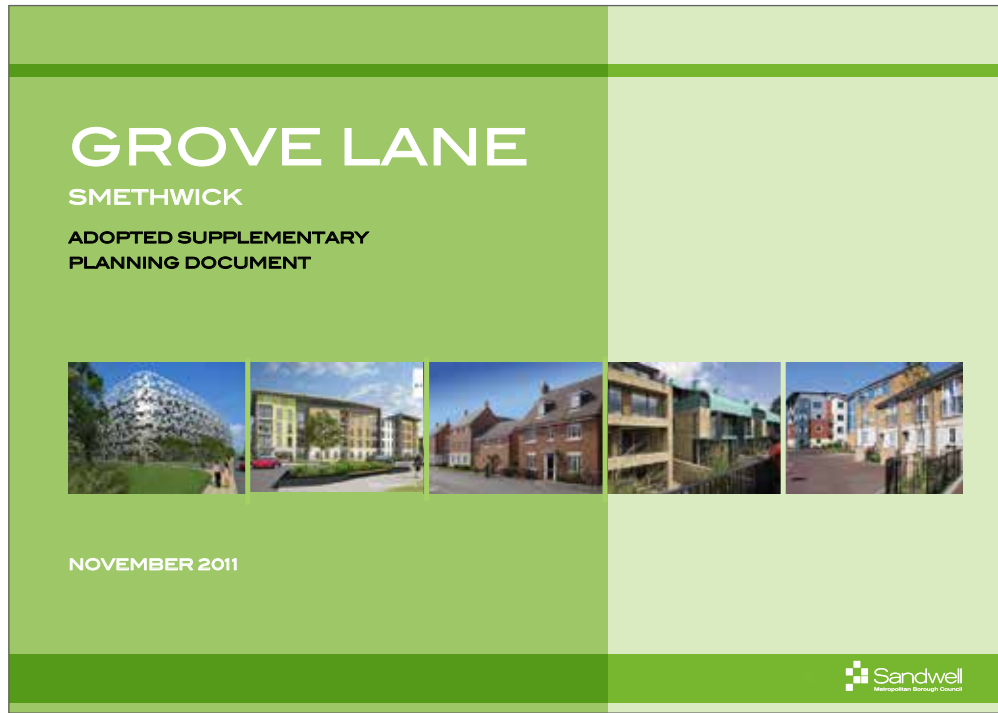
Purpose

A Masterplan & Delivery Strategy document for Grove Lane was produced in 2010 which considered potential development in part of the Grove Lane area, setting out proposed land uses and phasing of development. However, given the passage of time and the adoption of the Sandwell Sites and Delivery DPD, this document is now out of date and a review is required.

The purpose of this document is to prepare an amended masterplan to take account of recent changes and the current context, and to visualise how the area could look and function in the future. The masterplan has considered factors that would influence its viability and delivery, and these provide further grounding for the vision and objectives.

Relationship to the Smethwick to Birmingham Development Framework

The Smethwick to Birmingham Framework sets out a strategic plan for the whole Smethwick to Birmingham corridor. The Grove Lane masterplan builds on the framework and sets out in more detail how the Grove Lane area surrounding the Midland Metropolitan University Hospital can be developed.



...trian/cycle
...s of open

...nly around

...ford Street/
...cycle

...m and

...ndary of
...nity to be
...f the site
...path.
...the
...port

- Address the scale of, and provide connectivity to, the new hospital.
- Reinforce the network of mutually supporting uses required to help the neighbourhood function.
- Overcome land ownership constraints to enable the creation a smooth, unified and seamless network of streets and spaces with an attractive public realm for people to enjoy.
- Convert some existing buildings to maintain an element of history and add variety to the built fabric.
- Establish a mix of houses and flats to offer a range of accommodation to existing and new residents.
- Locate higher buildings at focal points.
- Improve Cranford Street/Heath Street.



Fig. 2.1 (top) - Grove Lane SPD,

Fig. 2.2 (middle), Fig.2.3 (bottom) - Extracts from Corridor Framework

CONTEXT

Page 160





3

CONTEXT

Wider Location

The Grove Lane area sits within the wider Smethwick to Birmingham corridor, which is itself sited on the western side of Birmingham city centre, roughly 2.5km from the main retail and commercial areas.

At this point in the city, the dense urban character of the city centre is beginning to break up, and the corridor represents a transition between the urban and the suburban, with the scale and form of development and the nature of the environment less dense, lower and becoming more spread out.

That said, the corridor was defined during the Industrial Revolution by the Main Line Canal, and was characterised by industrial development, and housing has developed historically around it. The A457 and the main line railway between Birmingham and Wolverhampton all now pass through the corridor, and other radial routes stem from the city centre north and south of this corridor (notably the A41 and Snow Hill railway line to the north, and the A456 Hagley Road to the south).

The corridor remains a place where small and medium industrial interests remain, attracted by competitive and lower property values, and good access to wider transport networks – the M5 is a short drive to the west – and the local labour force. Outside of the corridor area, residential neighbourhoods dominate, the closest of which is the Windmill Eye.

The Grove Lane area has a new prominence in the area because of the construction of the new Midland Metropolitan University Hospital (MMUH).

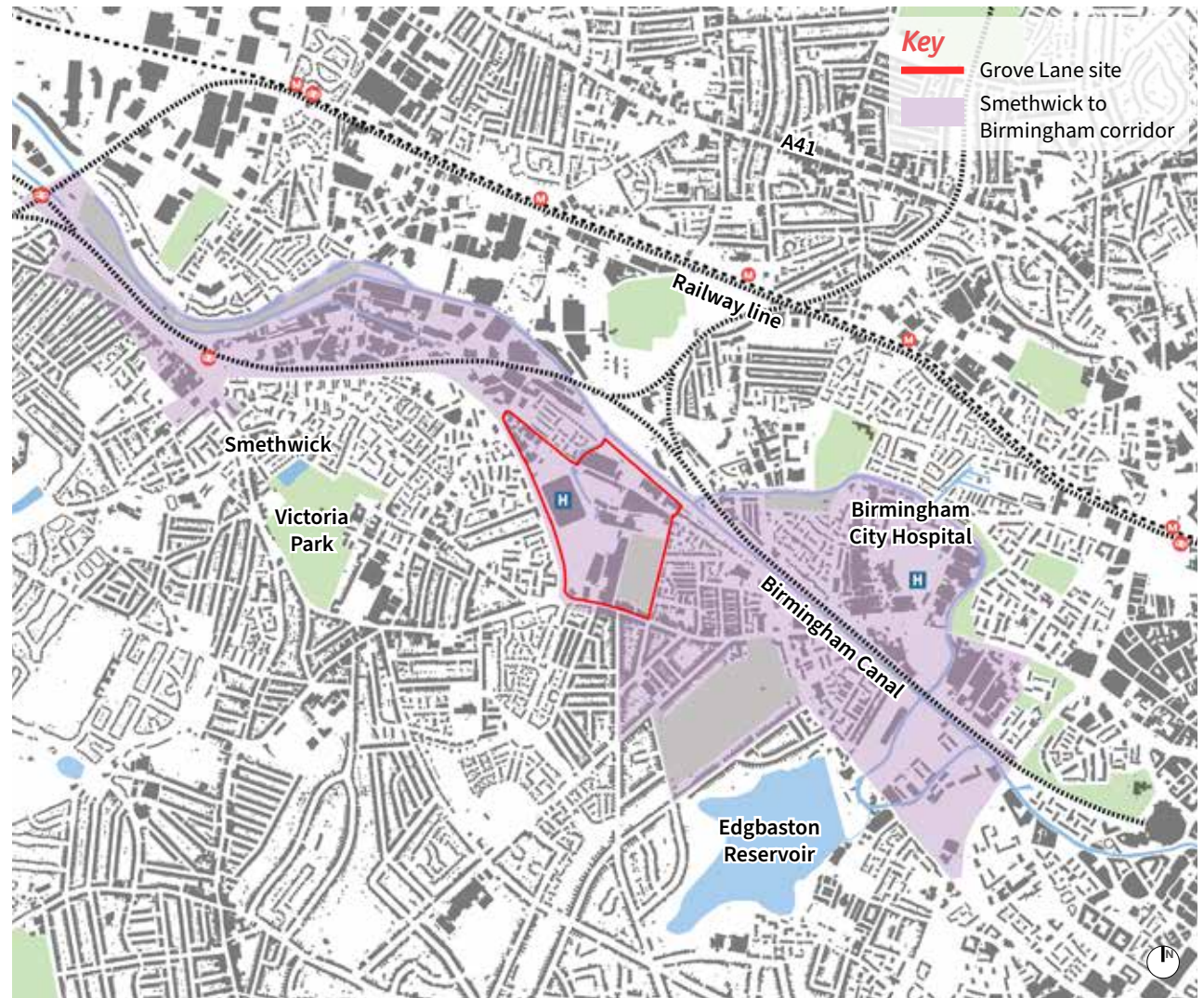


Fig. 3.1 - Location of the Smethwick – Birmingham corridor in the wider context of west Birmingham

It will replace some of the functions that are presently carried out by Sandwell General Hospital in West Bromwich and Birmingham City Hospital which will transfer services from its location a short distance to the east, when the new hospital opens.

The new hospital will transform the area. It will see people coming into this area who have not engaged with it before. This will include professionals, visitors, employees, students and people looking to live in the area. It will mean that current residents will see significant changes over a long period.

The Site

The Grove Lane area comprises land between Grove Lane to the west, Dudley Road to the south, Moilliett Street Park and Winson Street to the east and the Birmingham Canal to the north. The new hospital is located centrally in this area, abutting Grove Lane. A series of sites surround the hospital to the north, east and south.

The hospital itself is a dominating presence; a prominent, tall building that is significantly taller than most of the surrounding development. To the south of the hospital building, a large open space is planned as an entrance point which is intended to be used as a public open space. South of this space, the Hospital Trust have ambitions for a learning campus and for temporary living accommodation (e.g. a hotel).

Much of the surrounding area is occupied by dense, low rise industrial activity and is characterised by warehouses, workshops and surface parking areas. The range of industry is varied, but some of it is noisy and unsightly (e.g. scrap, vehicle storage). Parts of this area have become derelict and underused, particularly around Abberley Street, while other parts have already been redeveloped (Cranford Grange, north of the hospital) or have been the subject of speculative planning applications. Areas left open – such as front yards and service spaces – are often used for parking.

Many of the industrial buildings to the east of the hospital is low rise and over fifty to sixty years old, and much of it seems tired. However, elements speak to the area's history and heritage, and some of the brick patterns and openings have a distinctiveness that is worthy of note in redevelopment ideas. To the west, across Grove Lane, Windmill Eye is a residential neighbourhood that has already seen significant regeneration through funding from the Homes & Communities Agency.

The Cranford Grange development to the north of the hospital is the first area of redevelopment for residential use. The scheme is a suburban style development of two and three storey semi-detached family homes with front and rear gardens and off-street parking.



Fig. 3.2 - Boundary of the Grove Lane masterplan area

Key

— Grove Lane site

Land Ownership

Public ownership in the Grove Lane area around the site of the new hospital is limited. The WMCA have a relatively large land holding on the north side of Abberley Street, and have received a demolition consent for the removal of the current buildings, granted in early 2021. Birmingham City Council owns MoilliettStreet Park; the Council is considering development of part of the park to support improvements to the park.

There are significant private landholdings in and around the Grove Lane area, which are characterised by their industrial and commercial uses. The history of the area as a focus for industry and its transport routes contribute to the area remaining a relatively successful location for commercial and industrial activity, albeit characterised by older, smaller and lower quality stock. This also contributes to a fragmented land ownership picture, which makes land assembly and redevelopment in Grove Lane more difficult.

Within this general picture, there are larger sites in single ownerships and this includes key sites north and south of Cranford Street immediately east of the Cape Arm canal branch .

Sites around Halberton Street and to the north of the hospital are both within multiple ownerships, and some include long term leaseholders.

Land Parcels

The masterplan addresses the Grove Lane area holistically, but with the definition of the Housing Zones, the mix of land ownerships, development planning activity and the nature of physical characteristics, the area can be seen as a series of parcels. In practice, these factors will influence the masterplan, particularly through the phasing and delivery. Initial activity on delivering the new neighbourhood will be driven by those characteristics of each part of the area that makes delivery easier, or more complex.

The parcels that have provided a structure for the masterplan proposals is set out at Appendix B.

Opportunities

The masterplan responds to a number of opportunities that will enable it to contribute to the regeneration of the wider Smethwick to Birmingham corridor and benefit existing communities. These are:

- Integrating the area with the Dudley Road high street;
- Incorporating the Cape Arm canal into the design strategy;
- Reconnecting Cranford Street/Heath Street with Dudley Road;
- Replacing a large industrial employment site with a predominantly residential neighbourhood (element of mixed use/education campus/school);
- Addressing the scale of, and provide connectivity to, the new hospital;
- Reinforcing the network of mutually supporting uses required to help the neighbourhood function;
- Overcoming land ownership constraints to enable the creation of a smooth, unified and seamless network of streets and spaces with an attractive public realm for people to enjoy;
- Converting some existing buildings to maintain an element of history and add variety to the built fabric;
- Establishing a mix of houses and flats to offer a range of accommodation to existing and new residents;
- Enabling the creation of green and blue open space network as a structure to the neighbourhood and to meet recreational demands, including improvements to Moilliett Street Park;
- Distributing scale and density to reflect a changing character; and
- Locating higher buildings at focal points.

Characteristics of the Grove Lane Area

Connections

The site is well defined by Grove Lane and Dudley Road, and by the canal. The internal connections are defined by Cranford Street and Heath Street – which connects the Soho Way roundabout and the east end of Dudley Road – and the streets coming off this north – south, which include London Street and Winson Street. Internal connections will be improved by the development of the hospital, particularly around its entrance, and the Cape Arm, which currently has no access for boats or pedestrians, also offers the opportunity for a distinctive connection to the canal.

Connections beyond the site are more difficult. Grove Lane is a wide, busy dual carriageway with limited crossing points to and from Windmill Eye, and connections to Dudley Road – particularly Halberton Street and Dugdale Street – are compromised by the industrial environment and the poor quality of Moilliett Street Park as an open space. Whilst the canal is just to the north, there are no connections to it which limits pedestrian and cycle access to the areas to the north. Notwithstanding the width of Grove Lane, walking routes to Cape Hill are relatively straightforward.

Grove Lane and Dudley Road offer public transport routes, which can only improve as the hospital opens. They are both part of the A457, a significant route into Birmingham and the primary link between the MMUH and the City Hospital site. This route is part of the key route network, along with Cranford Street / Heath Street. This latter connection provides an alternative to the Grove Lane / Dudley Road, which has made it something of a rat-run; this will need to be addressed sensitively if it is to see its context change markedly from industrial to residential.

Open spaces

The principal open space in the area is Moilliett Street Park. The park was created from slum clearance in the 1970s. It has a regular shape and provides play space and neighbourhood green space for the residential areas around, which are principally to the east. The space is largely grass, but has some trees and is open on all sides.

The park is compromised by being surrounded on two sides by industrial land, and the Dugdale Street frontage is entirely blank. The park has had issues with anti-social behaviour, which is longstanding and perpetuates the perception that the park is not fulfilling a purpose.

There are no other open spaces within the Grove Lane area, though the canal network offers potential if a connection can be made. The space in front of the hospital is intended to form a new public space with a community function and promises to be well managed. It could form the basis of an open space structure if combined with Moilliett Street Park and the canal.



Fig. 3.3 - The hospital is nearing completion, and has a prominent frontage on to Grove Lane



Fig. 3.4 - The canal corridor close to Grove Lane, though connections to and from it are limited



Fig. 3.5 - Moilliett Street Park

Massing and built form

The Grove Lane area is a traditional industrial area, and has been dominated by low rise, small scale traditional industrial buildings, which still cluster around the eastern side of the new hospital on Cranford Street, Halberton Street, Heath Street and Abberley Street. Where newer industrial buildings have appeared in the post war period, buildings have tended to maintain the form, mass and height of the area (see Fawdry Street), though more recent warehouses on the north side of Heath Street have introduced a functional form more in tune with modern businesses and the needs of vehicles serving them, notably with buildings set back behind a service apron or parking area.

Cleared land exists behind the frontages to the south side of Cranford Street along Cape Arm, and Abberley Street has also recently been cleared. These are close to the open space of Moilliett Street Park. To the east, low density family housing begins to dominate, mixed in with older terraces.

Nearby Dudley Road is the closest retail and commercial centre, and is dominated by two and three storey terraced units. A former cinema remains on the western end of Dudley Road – currently being used as a kitchen and bathroom showroom -, which has a landmark status through its size, isolation on the plot and its architecture. Dudley Road has a bustling atmosphere, partly on account of it being on the main route to the city centre.

The new hospital has altered the dynamic significantly, bringing in a large building of up to ten storeys, which does allow for an increase in height in redevelopment to echo the new scale in the area.

Grove Lane does border significant areas of residential development as well, especially to the west in Windmill Eye. There are some significant residential buildings of scale here, notably the high-rise flats on the roundabout which do have some impact on the acceptability of scale on the neighbouring Grove Lane/Cranford Street corner.

Heritage

Whilst the canal is within a conservation area further to the west, the stretch of canal closest to Grove Lane is not. There are no listed buildings within the Grove Lane area, though there are industrial buildings of note remaining on Cranford Street, which retain some interesting industrial architecture, including two-tone brick and vertical windows fronting Cranford Street.



Fig. 3.6 - The former cinema at the western end of Dudley Road



Fig. 3.7 - Older industrial buildings fronting Cranford Street, some of which retain interesting architectural features



Fig. 3.8 - Dugdale Street alongside Moilliett Street Park

Strengths and Challenges

As a whole, the area is compact, and has within it a varying urban environment with both strengths and challenges to be considered.

Strengths

- Proximity of the canal; the canal is a potential asset with recreational value and which provides historic context
- Cape Arm branch; the branch off the Main Line provides additional waterfront potential which could be capitalised upon
- Potential for good public realm and spaces around hospital; the scale of the hospital gives it the potential to frame significant public spaces. This could lead to a range of interesting spaces for varied purposes
- Good connections by road; the nearby road network links well to surrounding places of note, particularly radial routes
- Some interesting heritage / older buildings, particularly in Cranford Street
- Proximity to local centres, including Cape Hill and Dudley Road, which offer a diverse set of commercial and retail services

Challenges

- Poor pedestrian and cycling infrastructure; pavements and roads are often narrow and can be compromised by rat-running and heavy traffic. The non-vehicular network is poorly maintained.
- Poor connections to rail-based public transport. Links to the Metro and traditional rail are difficult, and stations are not within easy walking distance.
- The area is dominated by a traditional industrial built environment
- Heavy traffic serving the industrial area
- Pavement parking

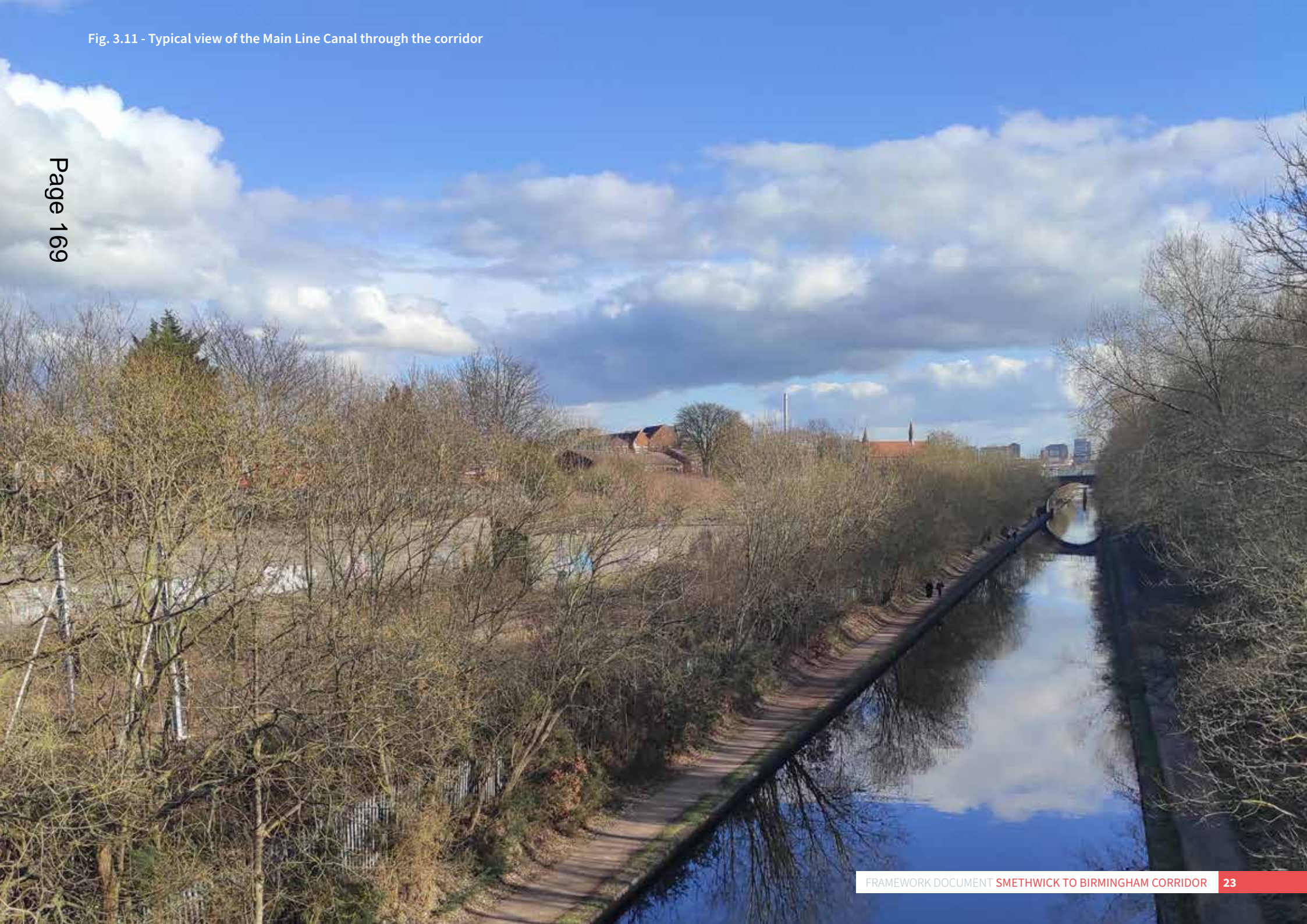


Fig. 3.9 - The Cape Arm branch off the Main Line Canal, with a strong relationship to the hospital



Fig. 3.10 - Typical industrial uses in the Grove Lane area

Fig. 3.11 - Typical view of the Main Line Canal through the corridor



THE MASTERPLAN

Page 170





4

THE MASTERPLAN

The Masterplan

The masterplan relates back to the Smethwick to Birmingham Corridor Development Framework, and our Vision for the wider corridor is:

Making a Healthy Community

The Framework also sets out 5 key principles for the corridor to support this vision, which apply to the development of the Grove Lane area. These principles are:

- Healthy centres: Resilient local centres within walking distance
- Healthy transport: Enabling attractive alternative forms of transport to the private car
- Health workers/returning to health: Integrating the new hospital community
- Healthy families: Nurturing a family neighbourhood
- Healthy outdoor spaces: Valuing green spaces and the connections between them; and
- Healthy Context: Capitalising on the industrial heritage and unique townscape

The Midland Metropolitan University Hospital is a significant catalyst for change; change will happen, and the Smethwick to Birmingham Framework will guide it. The hospital will be integrated effectively into existing communities, whilst acting as an anchor institution for the area's regeneration.

New development will enhance the best of what already exists – in particular the area's historic importance and its diverse population. Existing local centres will continue to be places where people can meet everyday needs and be a focus for community.

The area will accommodate a significant number of new homes alongside improvements to education provision including further and higher education and job creation.

Connected neighbourhoods will encourage active travel and a reduction in car use and traffic dominance. The Corridor will benefit from improved green spaces, with the canal network as a blue and green spine providing the common visual and physical connection.

The masterplan has been developed based on a series of robust urban design principles and in accordance to the objectives for the corridor area set by the delivery partners.

Creating a vision for the site that is shared amongst the whole community and key stakeholders is critical to the long term success and viability of the scheme.

The vision needs to be robust and deliverable and seeks to create a fully integrated mixed use quarter and place that people enjoy to live, work and visit.

The masterplan aims to show a preferred approach to the comprehensive redevelopment of the Grove Lane area over the coming years, which will see a new community develop alongside the exiting community, and integrate the hospital and its community into this part of the city.

(Top) Fig. 4.1, (middle) Fig. 4.2, (bottom) Fig. 4.3 - The Port Loop development to the south east of Grove Lane represents new development of a high quality that has good open spaces and waterfront. The ambition for Grove Lane is one of a coherent community that enjoys living in its neighbourhood.



Brief for the Grove Lane Area

The MMUH sits within the Grove Lane area. It is expected to accommodate around 800 homes alongside a new primary school. The new neighbourhood must encourage active travel and a reduce car use and will benefit from improved green spaces, which includes connections to the canal.

The partners have identified the following objectives for the Corridor which are pertinent for the Grove Lane area and include:

- Housing provision – a mix of good quality housing typologies, tenures and densities that reflect local need, meet design standards, can adapt to changing lifestyles and property market considerations.
- Economic regeneration through construction opportunities and through the expansion of healthcare, research, commerce, environmental science and technology and the enabling of start-up and small businesses
- Active travel and connectivity – prioritise active travel and create ‘20-minute neighbourhoods’ (i.e. the availability of most services or needs within a 20 minute walk or cycle from home)
- Canal network – enhance its recreational and daily commuting role. Create direct and barrier free linkages. Green the canal corridor. Create opportunities for waterside living.
- Place-making people-centred communities and existing local centres. Enhance the existing characteristics of the area as well as creating a distinct identity informed by the historic environment.
- Education – meet defined education needs through provision of a new primary school at Grove Lane. Seek a higher education presence linked to the Midland Metropolitan Hospital.
- Sustainability – reduce air pollution and help de-carbonise transport. Explore opportunities for renewable energy generation, sustainable construction and a heat network.

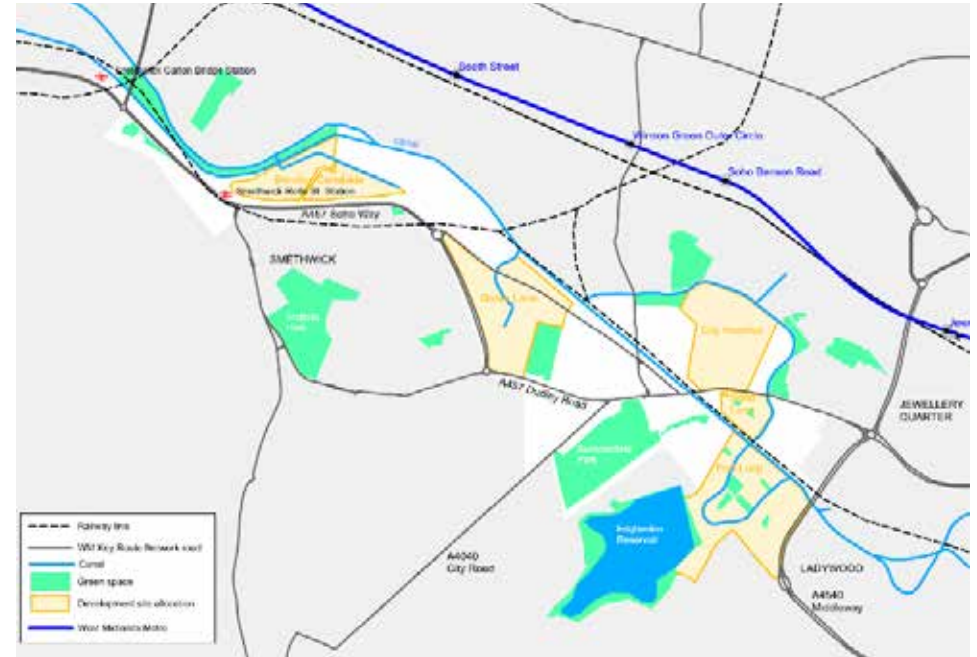


Fig. 4.4 - An overview of the whole of the Smethwick to Birmingham corridor

Purpose of the Masterplan

Based on the assessment of the area, and its existing character and features, the masterplan has established a set of principles for redevelopment.

Purpose

The purpose of the Illustrative Masterplan set out within this document is to set a vision for the area, to provide inspiration for the design of a viable, high-quality place and to raise aspirations for the regeneration of the wider area. The illustrative material is drawn to inspire, and it is acknowledged that in some places it doesn't fully comply with the current policies set out within the Sandwell MBC Residential Design Guide Supplementary Planning Document SPD. Where this occurs, the principles shown within this document have taken inspiration from best practice projects across the country, to demonstrate how the appropriate densities and capacities on the site could be achieved as part of an exciting, forward thinking new development around the major new hospital. This document does not provide a template for a planning application, rather an illustration of the vision for the sustainable and high-quality place that the Partners are looking to deliver.

The illustrative masterplan demonstrates how the agreed objectives can be translated into an environment that:

- Encourages walking and cycling through compact development forms and attractive street environments that prioritise people, such as mews streets;
- Provides access to green space and nature;
- Provides a variety of different housing typologies to enable a mixed community; and
- While meeting local standards, allows future flexibility should the anticipated modal shift towards less car usage be achieved.

Car Parking

The Illustrative Masterplan is based on current best practice parking approaches. This incorporates flexible parking approaches that provide sufficient car parking spaces in line with current standards, but in a way that is in line with the overarching health and wellbeing objectives. The provision of a higher percentage of on-street and shared parking spaces would accommodate a shift change to reduced private car use in the future. Any detailed design will need to take account of local car parking standards.

Residential Design

The Illustrative Masterplan comprises a range of housing typologies that respond to the existing market needs, the predicted future market and the responses received from developers in the local area. This includes family housing in the form of terraces, semi-detached and detached homes alongside town houses and mews typologies. Flat provision is located within the areas of the site most suited to higher density development.

The masterplan is drawn at a high-level and does not drill down into the detail of housing design. At the detailed design stage, the amenity of the existing and new dwellings must be considered not only in terms of back-to-back distances, but with a view to using articulation of rooms and windows to achieve the required privacy levels. The detailed design of specific blocks and buildings will need to consider sun- and day light considerations alongside the aforementioned privacy to protect the amenity of all residents.

Aims and objectives for the area

Based on the assessment of the area, and its existing character and features, the masterplan has established a set of principles for redevelopment.

Layout principles

- Develop clear edges using retained historic buildings where possible, and complementary new buildings, to reflect the historic nature and identity of the area as part of the canal corridor
- Opening up the canal (Cape Arm) creating a public route through and forming a positive relationship with the hospital edge
- Integration of focal buildings and celebration of Smethwick heritage
- Integration of the canal within a design strategy
- Location of new primary school within the heart of the site to be fully integrated within the community
- Introduce a number of housing typologies including an identified need for family housing

Midland Metropolitan University Hospital site

- Integrate the hospital building and grounds into the masterplan to create neighbourhood that responds to its form and size, and also allows the existing neighbourhoods to accept new development
- Improve public realm and walking routes to and around the hospital site, particularly crossings over the A457 to and from Windmill Eye, links to and beyond Cranford Street and Heath Street to the canal and links to Dudley Road
- Create a strong edge on Grove Street to address the hospital in order to help contain the large open space

Heritage

- Recognise the industrial context and buildings on and around the site and consider their re-use where possible and where it enhances the sense of place. Key buildings are located on Cranford Street and Heath Street
- Establish connections to the canal, both through the layout of the built form, and through the connections made from the site to canal access points
- Aim to bring into use the Cape Arm branch, and reflect former canal lines where they cannot be reintroduced

Movement networks

- Enhance canal pathways and open spaces to enable movement and encourage activity (see overarching strategy for canal corridor)
- Enable clearer and safer links between development parcels and nearby centres and facilities (e.g. Dudley Road local centre, Cape Hill, Moilliett Park)

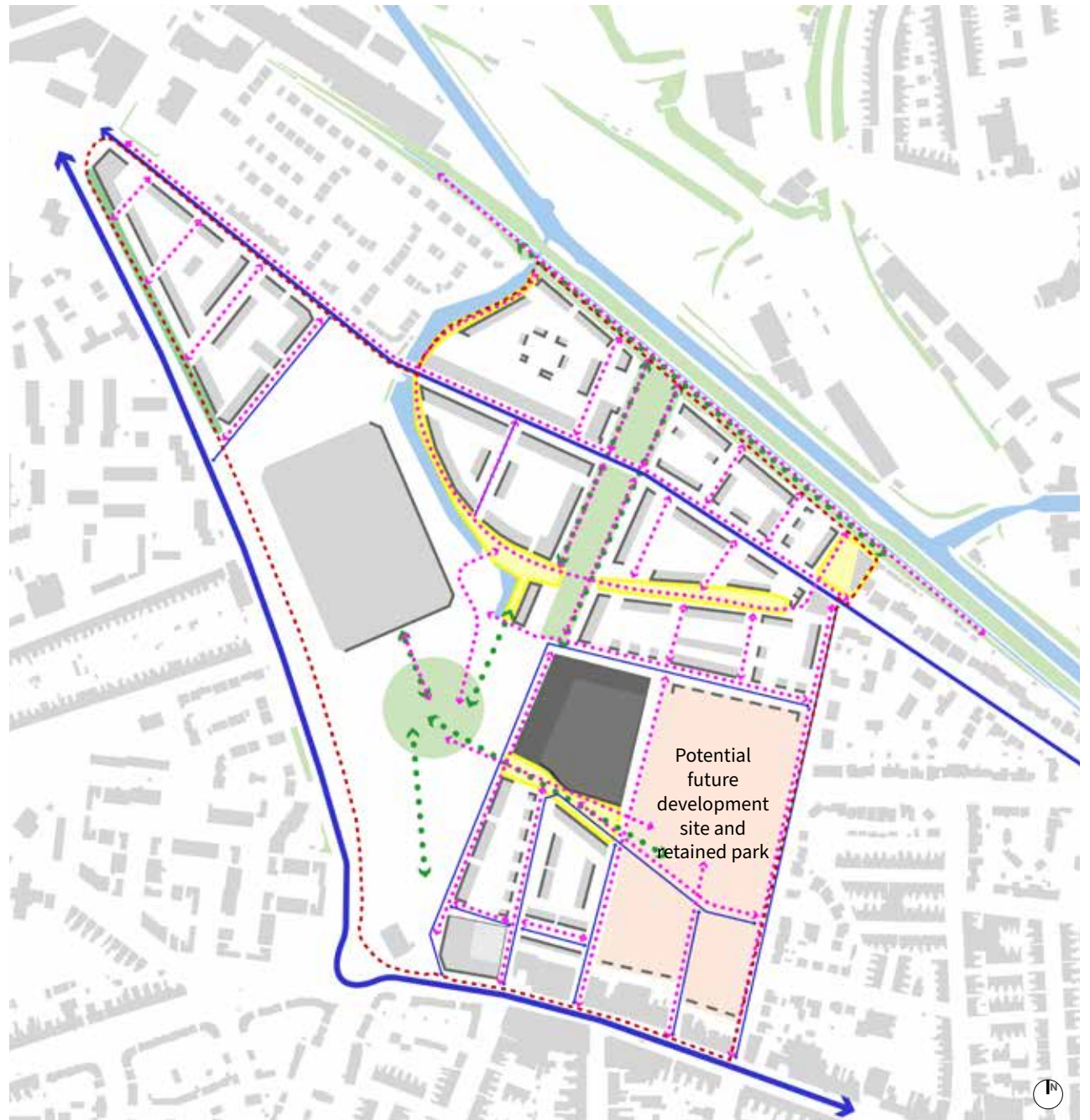
Open Space

- A series of linked high quality open spaces – creating a public route through a series of public spaces, linking the area to the hospital, to the canal basin and to the canal to the north
- Establish a clear structure of green and blue infrastructure within the area that complements the built form, provides connections within and beyond the area, and provides different forms of outdoor recreation for people who engage with the spaces (e.g. play areas, neighbourhood parks, spaces for hospital users)
- Use the internal open space structure to provide pointers to green space beyond the area (such as Summerfield Park) to widen the opportunity to find natural space and recreation
- Maintain and rejuvenate Moilliett Park as a local park

Site-wide Principles

- **Connectivity**
- **A series of linked public spaces**
- **Establish an edge along the canal to create a positive relationship with the water**
- **Integration of primary school**
- **A mix of housing typologies**
- **A future for Moilliett Park**
- **Land Uses**
- **Movement**
- **Retention of heritage buildings - creation of a strong edge along Cranford Street**
- **Tall buildings**
- **Character areas**

- Key**
- - - Site boundary
 - ⋯ Key pedestrian / cycle link
 - Secondary vehicular connection
 - Primary vehicular route
 - Green links and connections to open space
 - ▬ Green buffer
 - ▬ Active frontage
 - ▬ Open spaces
 - ▬ Key areas of public realm
 - Primary School
 - ▬ Potential future development site and retained park



Key Principles

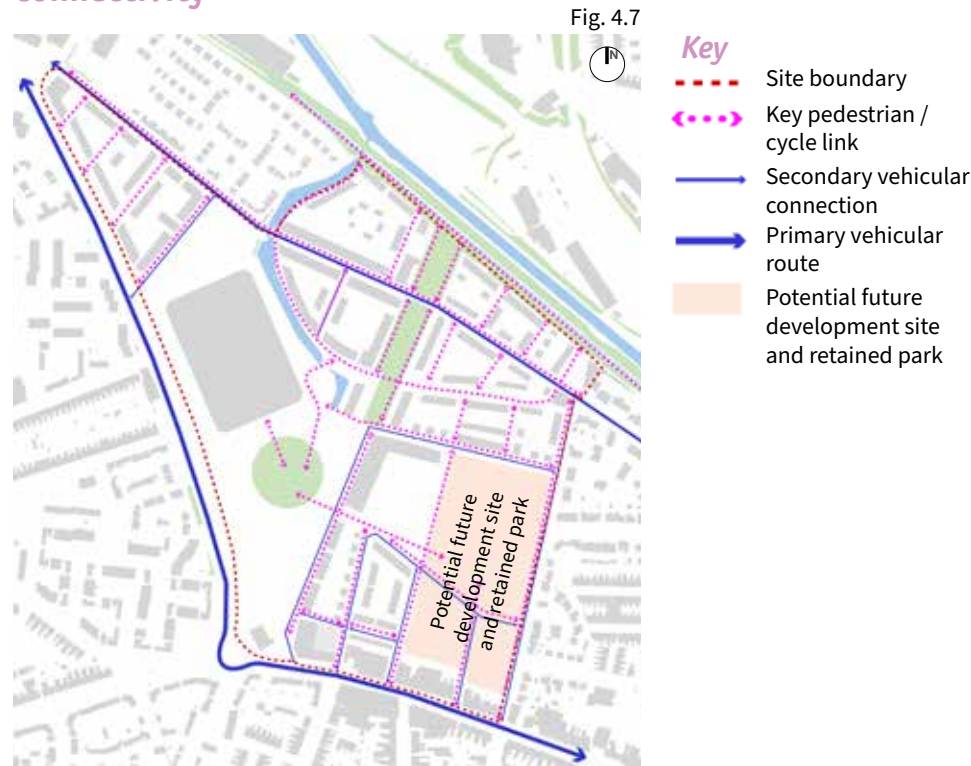
Fig. 4.5 - Site-wide Key principles



Preferred Option

Fig. 4.6 - Preferred option

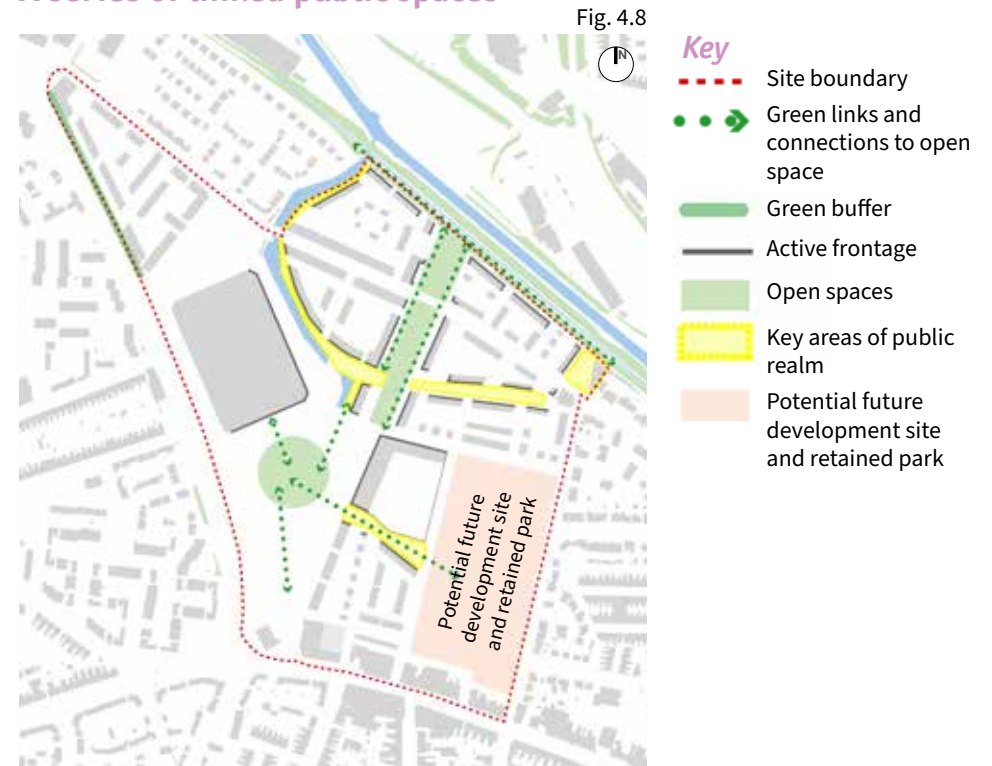
Connectivity



Connectivity

- Proposed and existing – pedestrians, cycles, vehicles
- Streets to end in streets
- Enable movement through and across the site through clear pathways
- Pedestrian focus within development areas, through improved walking environment and external links
- Through traffic encouraged towards A457
- Traffic movement limited on Heath Street
- Bi-directional cycle route on Cranford Street / Heath Street
- Importance of links to Dudley Road Centre, particularly to and from the hospital

A series of linked public spaces

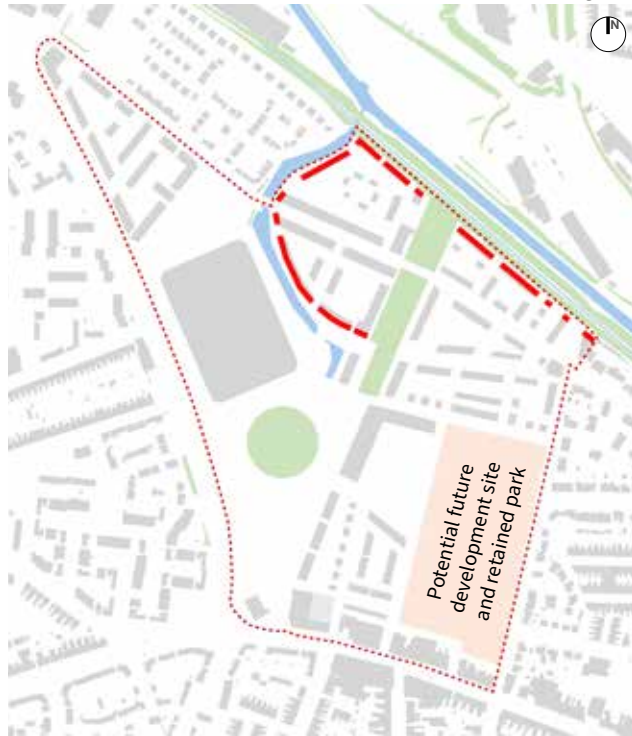


A series of linked public spaces

- Public space to be of varying scale and form, creating a series of destination spaces interlinked with one another
- Key public and community space to the front of the hospital as a focal point and link to Moilliett Street Park and Heath Street
- Importance of high quality linkages between spaces
- Moilliett Street Park as a reimagined neighbourhood park
- School spaces to be secure, but integrated into wider open area
- Green infrastructure to link with the available blue infrastructure

Establish active edge with canal

Fig. 4.9



- Key**
- - - Site boundary
 - Waterside frontage
 - Potential future development site and retained park

Establish an edge along the canal to create a positive relationship with the water

- Buildings to positively address water frontages on Cape Arm
- Frontages to face key features – inc. hospital elevations and waterfront – to help define and enclose public spaces

Integration of primary school

Fig. 4.10



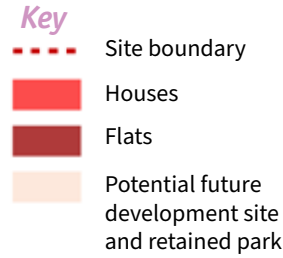
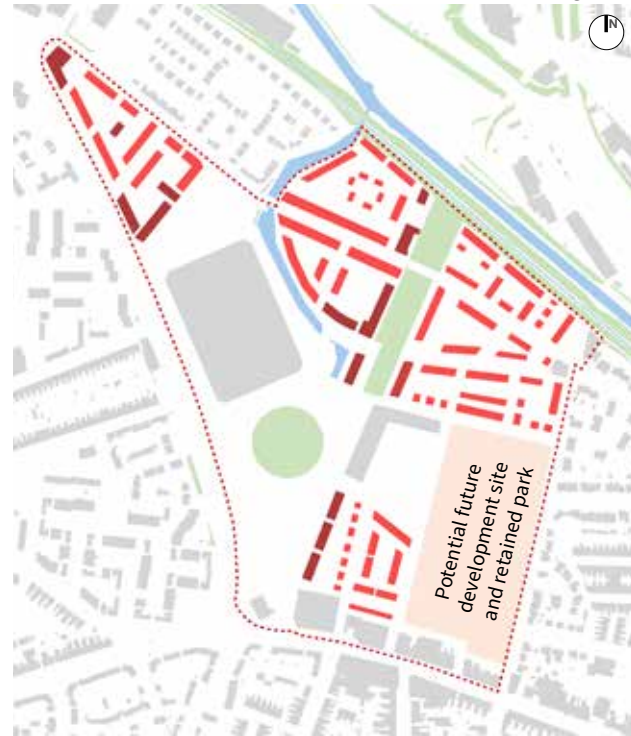
- Key**
- - - Site boundary
 - Primary school
 - Potential future development site and retained park

Integration of primary school

- Provision of a 2FE primary school into the heart of the community, including indoor and outdoor space
- Innovative approach seeks to provide a compact school appropriate to a new urban neighbourhood drawing on good practice
- Safe and secure whilst contributing to the overall townscape
- Seek to include elements of parking, but ensure safe routes for non-vehicular access
- Avoids proximity to busiest roads

A mix of housing typologies

Fig. 4.11

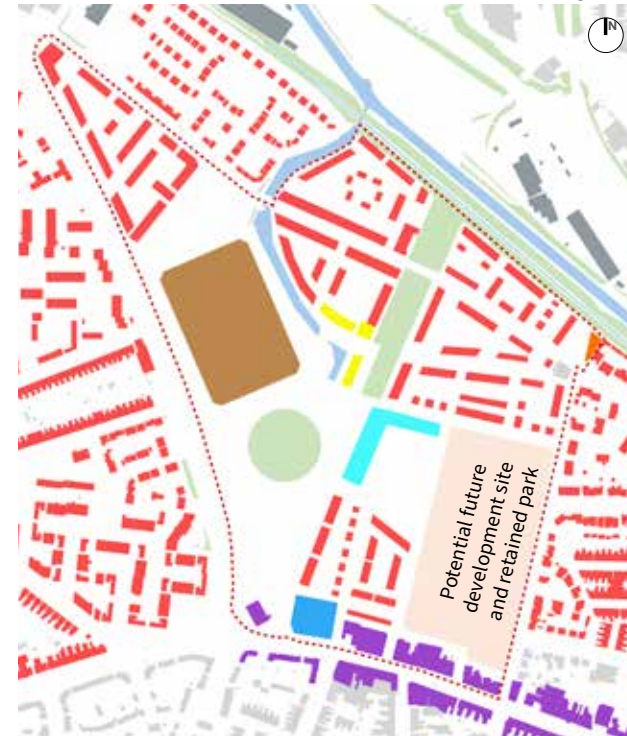


A mix of housing typologies

- Responsiveness to a local need for family housing
- Open to new groups looking for accommodation, drawn by the impact of the hospital (e.g. key workers, professionals, students)
- Reflective of prevailing market conditions
Responsive to the urban nature of the opportunity
- Aim to create critical mass and a place where people want to live, and stay

Land Uses

Fig. 4.12



Land Uses

- Predominantly a new residential area, connecting existing neighbourhoods in Windmill Eye, Cape Hill and Summerfield
- Mix of housing types and forms
- Commercial and community uses in key locations, particularly towards the heart of the neighbourhood
- Primary school located away from main roads and close to family housing
- Focus for retail and commercial services remains Dudley Road

Movement



Fig. 4.13

- Key**
- - - Site boundary
 - - - Tertiary vehicular route
 - Secondary vehicular route
 - Primary vehicular route
 - Potential future development site and retained park

Movement

- Movement is based upon a clear hierarchy of streets and waterways
- Key route network (KRN) for through traffic (Grove Lane and Cranford Street / Heath Street)
- Network of existing roads within the area, particularly London Street, Winson Street and Grove Street
- Series of footways, access roads and servicing links to provide comprehensive connectivity within the housing areas

Retention of heritage buildings

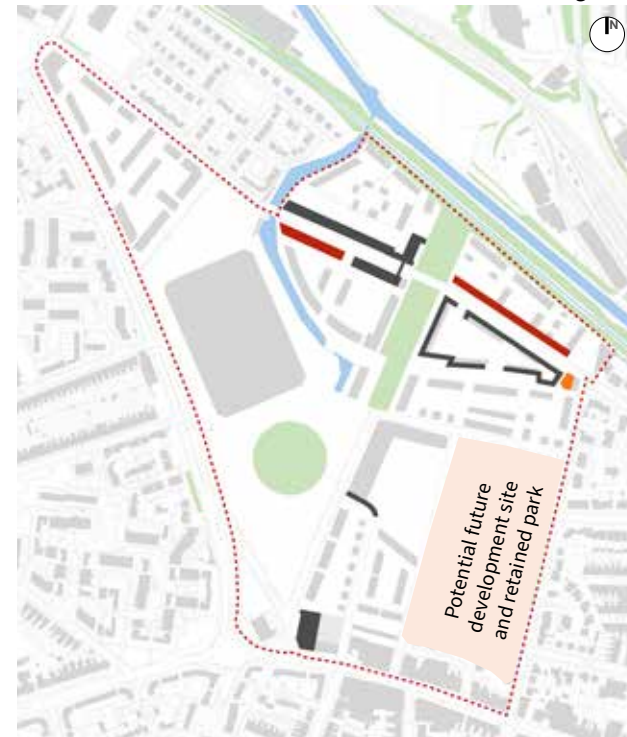


Fig. 4.14

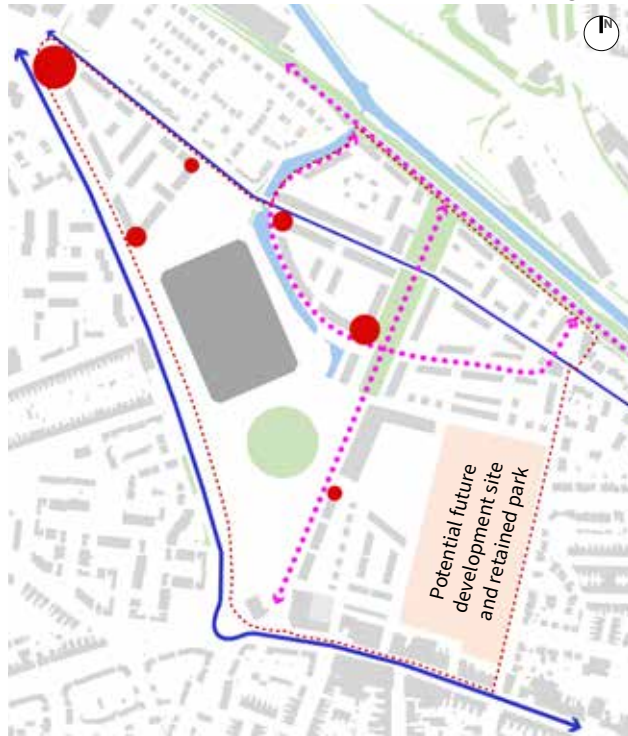
- Key**
- - - Site boundary
 - Removed heritage buildings
 - Retained heritage buildings / façades
 - Other buildings of townscape interest for retention
 - Potential future development site and retained park

Retention of Heritage Buildings – creation of a strong edge along Cranford Street

- Where possible, and supported through technical and financial evidence alongside detailed design strategies for the configuration of buildings, encourage retention and conversion of heritage buildings
- Maintain a strong building line to Cranford Street / Heath Street
- New development to echo existing patterns of built form

Tall buildings

Fig. 4.15



- Key**
- - - Site boundary
 - Taller element
 - ↔ Primary pedestrian/cycle route
 - ➔ Key vehicular links
 - Potential future development site and retained park

Tall buildings

- Taller buildings placed at focal points on Grove Lane, including Soho Way roundabout and London Street
- Opportunity for a focal taller building at canal basin, at the heart of the neighbourhood
- Height used in a way to provide scale around the hospital building, and provide stepped decrease to lower heights and forms in the surrounding context

A future for Moilliett Street Park

- A neighbourhood space at the heart of a community
- Create frontage to the park, enclosing, defining and overlooking
- Enable easy access and routes to and across the park
- Resolve perceptions and issues with the park through thoughtful design response

Parking

- All hospital parking provided within the building
- Public transport and non-vehicular options improved, reducing the need for car travel
- Residential parking provided in a mix of on and off-street locations
- Residential parking off-street in a mix of methods, including integral / undercroft and parking courts
- Parking solutions responsive to housing typologies and context

Improving connections - a transport strategy

The wider corridor framework document proposes a transport strategy based around improving the overall infrastructure for walking and cycling, and encouraging that shift from an area dominated by cars and car use, to one where other options are more practical and positive. The Grove Lane area is an important area for this change, and to achieve a coherent and connected community, the Grove Lane area needs to see the delivery of a package of improvements that will feature:

- Improving footway condition
- De-cluttering/widening footways
- Removing footway parking
- Narrowing bellmouth junctions
- New 'green man' signal stages
- New formal/informal crossings
- Signage/wayfinding measures
- A focus on new protected cycleways on key routes, with supporting traffic calming and other measures on other roads and local streets

One key element of this is the establishment of a bi-directional cycleway between the Soho Way roundabout and the eastern end of Dudley Road via Cranford Street and Heath Street, which is discussed in more detail in Character Areas 2 and 6.

Landmark Buildings

The use of landmark buildings within the masterplan will help to create a legible urban quarter and will also contribute to reinforcing the distinctiveness of the neighbourhood. The diversity of the different types of landmarks from historic to new build will give a richness to the experience of moving through the area.

The key landmark buildings are:

- The three retained warehouse buildings - symbols of the industrial heritage of the site, refurbished for residential use
- The bridge over Cranford Street and canopy off it - symbols of the industrial heritage of the site
- The taller building on Cape Arm - a visual marker and key node by the canal and open space will create a distinct skyline
- The taller buildings along Grove Lane
- The former cinema at the western end of Dudley Road
- The new MMUH

Within the masterplan the taller elements cited as landmarks within the list above have been appropriately located to address the new and existing townscape within, and around the site. These address the key focal point in the heart of the site, and major gateways into the development. The heights strategy for the wider site adopts a lower scale of development that sensitively weaves the site into its existing urban context. This reduction in scale also provides the opportunity for these taller point blocks to rise above the skyline to create distinctive and legible landmarks.

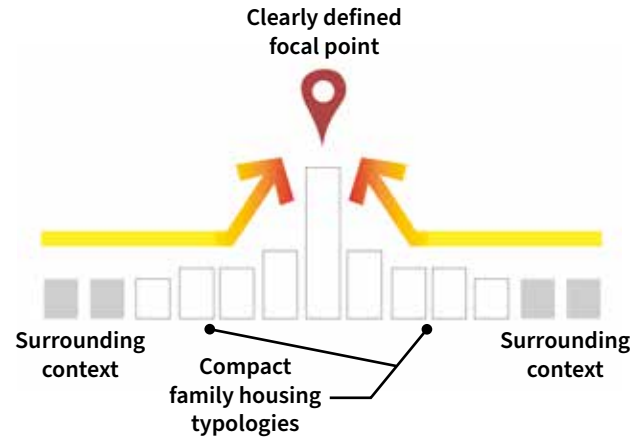


Fig. 4.16 - The heights strategy for the masterplan supports generally lower scale development with strategically placed taller buildings to mark definitive focal points for the site. Make this quite small so it is a thumbnail like others on the spread.

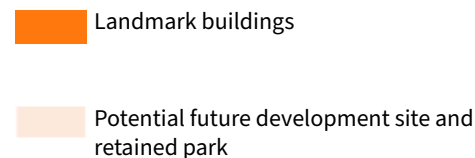


Fig. 4.17 - Illustrative sketch highlighting landmark buildings

Smethwick Heat Network

Sandwell Council is exploring the opportunity for a heat network within the Grove Lane area as part of the regeneration opportunity. The operation of the system – which would utilise heat from a low carbon canal-sourced heat pump system – requires some high-level information from the masterplan about the nature and number of residential units proposed in the area. Whilst no specific site has been identified within the area, the needs of the energy centre can be accommodated without significant impact upon the preferred option. Alternatively, space could be taken within proposed building blocks.

Key points to note:

- the heat network will accommodate potential changes in 2025 restricting the installation of boilers in new build properties;
- provide an opportunity for new homes to be connected to low-carbon alternatives;
- will assist in future-proofing development;
- complement the Climate Change agenda and address fuel poverty currently an issue in Smethwick;
- will require laying on heat pipe work / cabling between an energy centre and each connected property;
- the energy centre will need to be appropriately located, centrally within the development land or potentially built within a property;
- use could be made of the canal subject to Canal & River Trust approval; and
- an additional option is to investigate an extension to an alternative heat source potentially located in West Bromwich.

CHARACTER AREAS

Page 186





5

CHARACTER AREAS

Introduction

Seven character areas are identified within the masterplan area to help define distinctive spaces.

Each one has unique characteristics that respond to specific location on site, to local conditions and to the relationship it has with the external context.

They are all shown on the adjoining map and are:

Cranford Street / Heath Street / Canal

Cape Arm

The Open Space network

Grove Street / MMUH / School

Moilliett Street Park

Abberley Street

Grove Lane / Cranford Street / London Street

Each character area has a mood board that comprises aspirational images for the area. These mood boards are intended to communicate a 'feel' for the required character. The intention is not that these images are prescriptive in design terms.

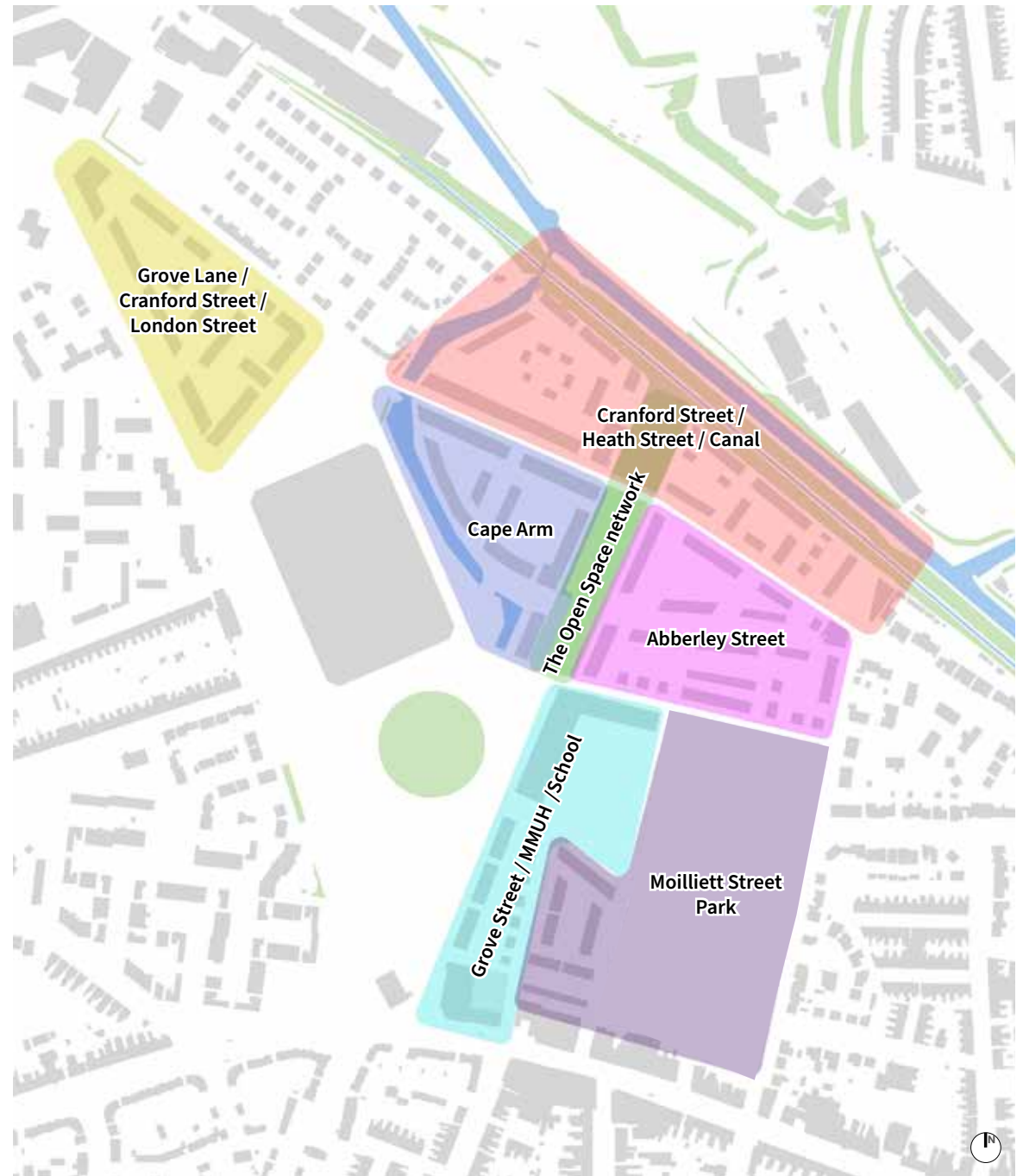


Fig. 5.1 - Character areas plan

Cranford Street / Heath Street / Canal sits between Cranford Street and the canal in the north of the Grove Lane area. The masterplan envisages some retention of the existing buildings to Cranford Street and a mix of housing typologies that can provide a frontage to the Canal feeder. A new north-south public space would connect Cranford Street to the northern boundary.

Cape Arm sits within the boundary formed by the canal branch and Cranford Street. The masterplan envisages a development that can sit alongside the scale of the hospital, perhaps providing a landmark building on the canal basin. Public space along the canal front / towpath can create a public space that animates the waterside space.

The Open Space network provides some structure for the Grove Lane area, enabling movement between different spaces and beyond the site to adjoining areas. The spaces are of different scales, character and function, related to their immediate context.

Grove Street / Hospital / School is an important area between two key community functions required in the area, and the form of Grove Street needs to enclose the space and enable a link across the character area to Moilliett Street Park and beyond to Dudley Road. Residential blocks will be higher, closer to the hospital. The school will front Grove Street.

Moilliett Street Park is the heart of the residential neighbourhood, and the reimagined park will be a central feature. The current park is not well used, and a smaller park, framed by surrounding and new development, with clear paths to and through it, should enable the space to function more effectively and become an asset for residents.

Abberley Street is central to the residential neighbourhood, but also an important link between the north-south open space and Heath Street. The western end has a relationship with the canal basin, and will be an important point both on this and on the proposed north-south link.

Grove Lane / Cranford Street / London Street is a more isolated triangular island of mixed use, compromised to some extent by the tapering nature of the northern end and the proximity to the roundabout and the road junctions. It is, however, a prominent site on the main road and can take taller buildings as a focal point and pointer along the strategic road network and within the heart of the corridor itself. The site could take a mix of housing typologies across its area.

Character Area 1: Cranford Street / Heath Street / Canal

Residential neighbourhood with a strong relationship to the waterways, with an urban structure that maximises views and fosters connections towards the canal and Cape Arm.

Indicative capacity:

Density: Up to 38 dwellings per hectare (dph)

Residential dwellings: Approx. 100-115 no.

A long, narrow site fronting Cranford Street and backing onto the canal, this area has potential to deliver a mix of housing types across its tapering area.

Structurally, the site is split into two halves by the north-south open space that seeks to make that connection between the canal basin / hospital and the canal to the north east, over the raised canal feeder.

The western half is characterised by the long industrial building that fronts Cranford Street and is to be retained, if possible, and converted to a residential use, maintaining the two-tone brickwork of the front. A second existing building, which is currently connected to the bridge over Cranford Street, is also sought to be retained, and marks the southern edge of the site.

The masterplan foresees a residential development to the rear of the site, making the most of the frontage to the Cape Arm – enabling access to a new towpath and making a connection at the Cranford Street Bridge – and also fronting the canal to the east. Three storey housing at the canal boundary would have a view over the canal feeder embankment to the canal beyond.

Parking provision can be made on the site through integrated and surface parking. A mix of houses and flats can be provided, with a balance in favour of houses, suggesting a relatively low rise, lower density quarter of the overall area.

The eastern half has a longer frontage to Heath Street, but becomes narrower in depth as it gets closer to Winson Street. The masterplan again proposes a residential mix of houses and flats, with a strong balance towards houses, and parking

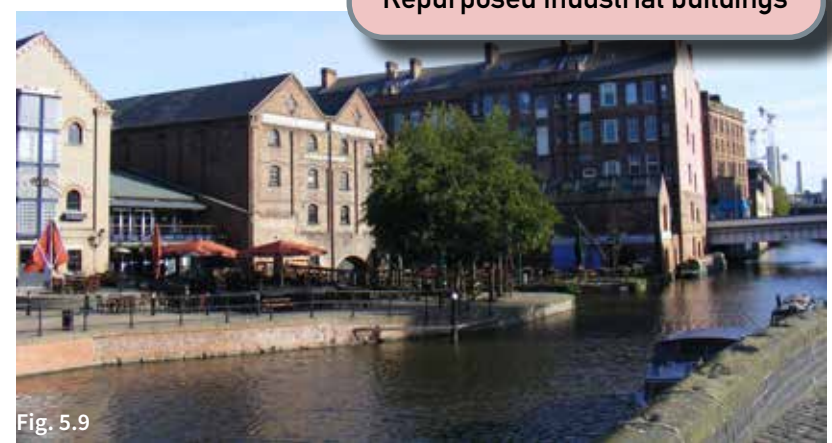
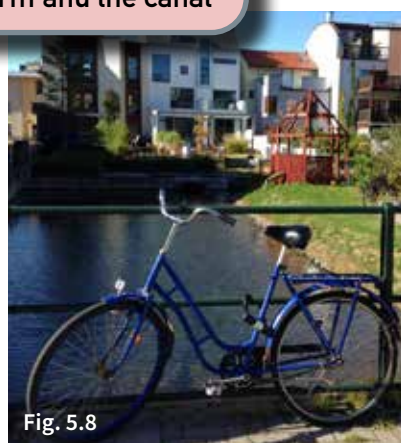
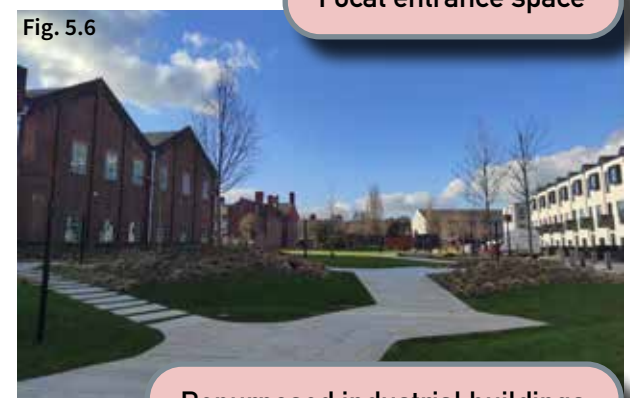
provided within the site. Whilst some frontage can be maintained to Heath Street, orientations may need to be varied to maximise the potential of the site. The masterplan provides for a small commercial block at the southern end, where the site is narrowest.



Fig. 5.2 - Cranford Street / Heath Street / Canal: Extract from Illustrative masterplan



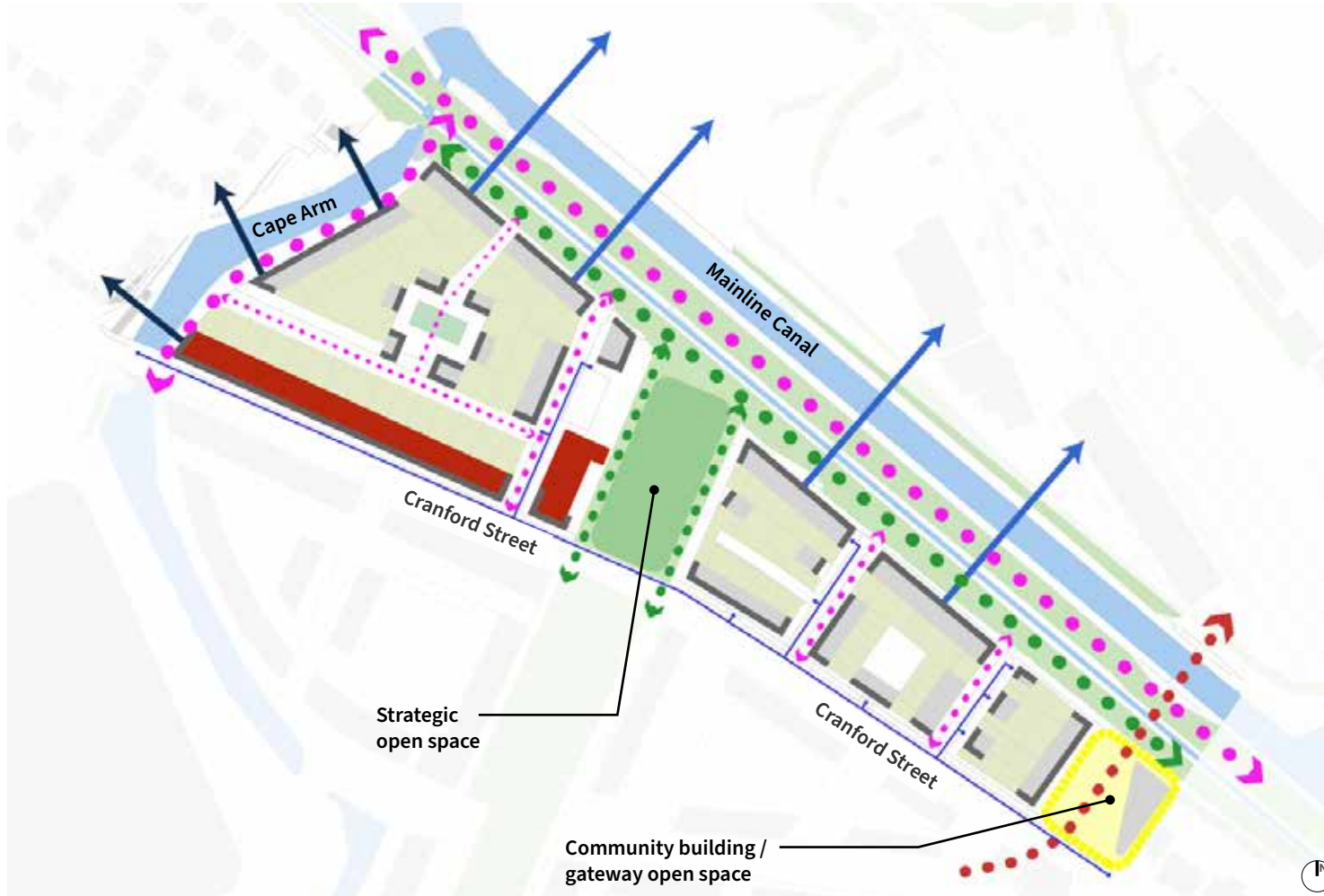
Fig. 5.3 - Character Area Extent



Strong connections to Cape Arm and the canal

Key Principles:

1. **Existing industrial buildings** - retained refurbished and converted into residential use offering a special type of architecture and materiality
2. **Positive relationship with the feeder canal edge** – three storey family houses will form a continuous built edge opposite the raised feeder canal with a new public pedestrian/ cycle shared surface route running along allowing limited car access for residents and servicing
3. **Building form to create visual interest and respect the retained historic buildings** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm scale and enclosure
4. **Visual and physical links to the canal** – a continuous 2-3m wide public towpath will provide access to pedestrians and cyclists at all times as well as connecting to the wider network beyond
5. **Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
6. **Strong urban form to the canal edge** – three storey family townhouses will form the new edge on to the canal providing an appropriate scale next to the retained two storey industrial building.
7. **New public space forming a gateway to the canal crossing** – a small square forms a setting for a pavilion structure with community uses. The space acts as a key link to the areas east of the canal and the new hospital on Grove St and the areas across the canal. Depending on the detailed design of this north eastern gateway, the pavilion could be replaced by public art or a landscaped gateway space, for example with education boards linking to the canal heritage trail.
8. **Landscaping** – the landscape design must take into consideration the direct relationship of the site with the feeder canal embankment as well as the open space creating a seamless visual and physical connection between the two.
9. **Direct connection across to the canal from the Grove Lane** – direct physical and visual connections from the existing residential neighbourhoods in the southwest
10. **Parking** – access is directly off Cranford Street and parking accommodated in a number of ways, either within the building footprint, in external garages or in parking courts where they will be fully integrated within the overall landscape strategy



Key













-  Active frontages
-  Public space connection
-  Green connection
-  Pedestrian connection (line thickness denotes hierarchy of routes)
-  Canal high-level view
-  Canal view
-  Car access
-  Public space
-  Green open space
-  Heritage buildings
-  Proposed buildings
-  Private residential gardens

Fig. 5.10 - Key principles diagram

This page illustrates how the preferred option of the masterplan could be designed to achieve the design principles set out for this character area.

1. The retention of the industrial buildings will positively contribute to their surroundings by providing strong edges along Cranford Street, the public open space and the residential neighbourhood
2. The introduction of a public space and community pavilion at the intersection of the new public route through the masterplan and Winson street will mark and celebrate the only canal crossing within the vicinity and create the opportunity to learn about the history of the site.
3. Three storey houses will form interface with the feeder canal. Viewing balconies at the upper levels will allow views across to the Mainline canal and beyond.

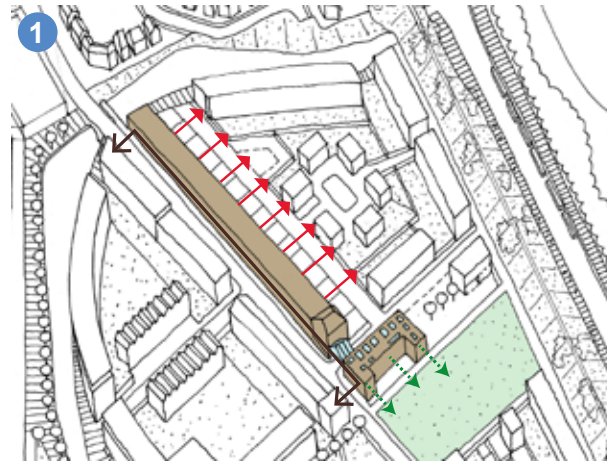


Fig. 5.11 - Retained industrial building



Fig. 5.12 - Public space and potential community pavilion

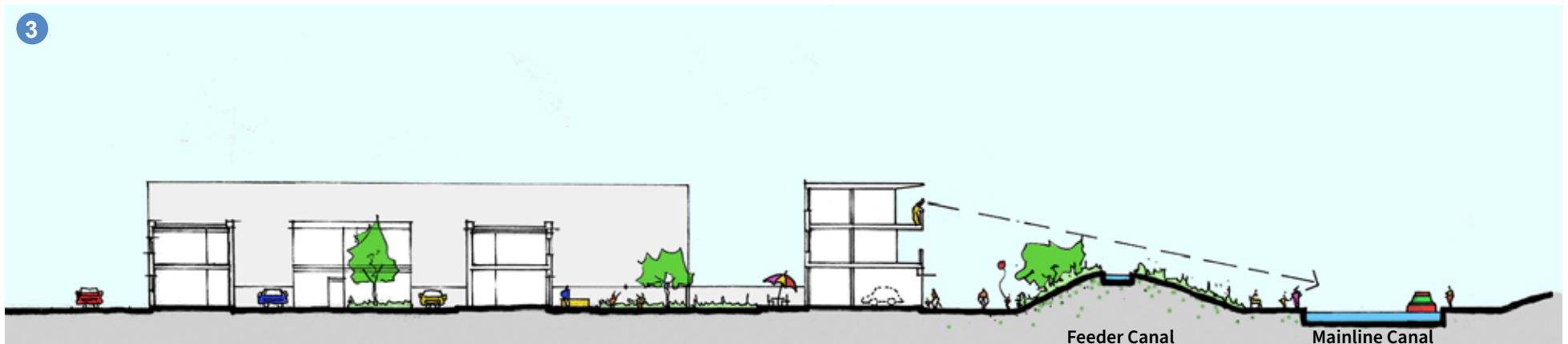


Fig. 5.13 - Interface with Mainline Canal

This page is intentionally blank

Character Area 2: Cape Arm

Formal urban structure with waterfront frontages within the heart of the development.

Indicative capacity:

Density: Up to 80 dph

Residential dwellings: Approx. 160-170 no.

Cape Arm is a crucial part of the site, centrally located and adjacent to both the water and the hospital. The masterplan proposes the retention of an industrial building (with conversion to residential) on the southern side of Cranford Street if possible, although other potential proposals such as the bi-directional cycle route which requires road widening may alter this (see below).

New development would be primarily for residential use. There is scope for taller buildings along the waterfront, both to define the public realm along the waterfront, and to reflect the height of the hospital on the southern side.

The ground floor of the waterfront development lends itself to commercial development because it is alongside key public spaces and close to the heart of this new community – both the hospital community and new residents. This location also lends itself to a focal building. High quality public spaces and good connectivity with help to animate the public realm. Apartments are favoured on the

landmark blocks over the ground floor commercial uses, with houses on the remainder of the site; the balance between houses and flats is more equal. The commercial offer will need to reflect the requirements of the local catchment and be in line with local planning policy thresholds.

Development on all sides frames public space, and strong frontages are required; this applies to the north-south open space on the south side of this plot.

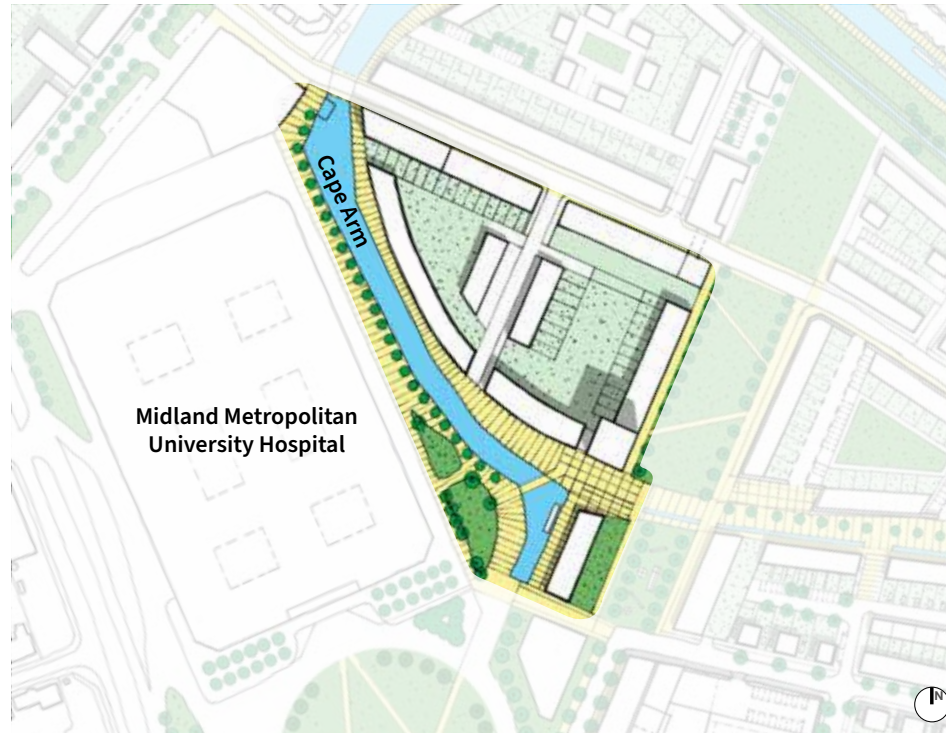


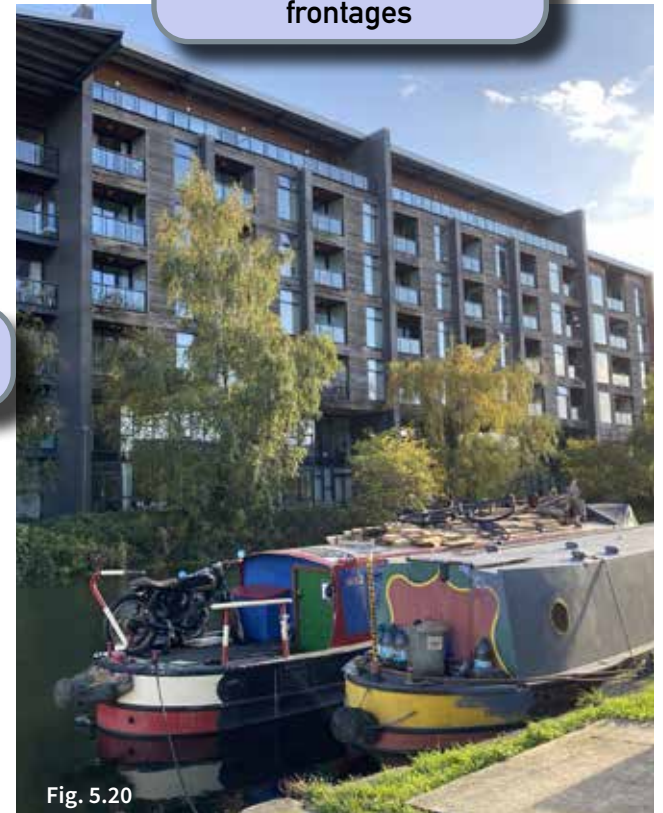
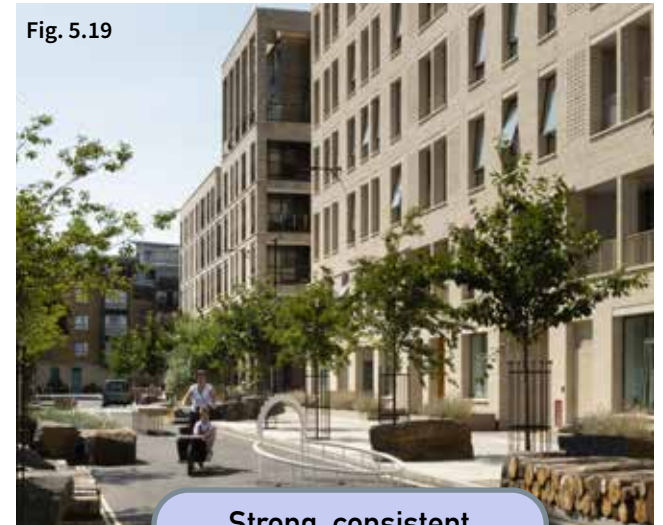
Fig. 5.13 - Cape Arm: Extract from Illustrative masterplan

Learning campus

The NHS are considering developing the second phase of their learning campus within this Cape Arm character area, and is seeking to acquire a small landholding within this area to help enable this (the first phase would take place on land close to Dudley Road). The Trust would require up to 5,000sqm of space, either as a standalone building or as space shared with another use. This requirement would be for simple classrooms and community / administrative space. A design exercise for this facility will take place during Summer 2021.



Fig. 5.15 - Character Area Extent



Key Principles:

1. **Strong urban form** – clearly defined perimeter blocks of minimum three to five storeys with raised courtyards. The blocks will form a strong edge facing the public realm
2. **Existing industrial building** - retained refurbished and converted into residential use offering a special type of architecture and materiality
3. **Positive relationship with canal edge** – four storey townhouses will form a continuous built edge along the canal opposite the hospital
4. **Five storey apartment block** – will front the canal side stepping up from the 4st townhouses culminating in a 10 st tall building
5. **10 storey residential tower of landmark status** – the canal and open space together will form the setting for a tall building at this key junction. This is the hinge point where the two public routes meet
6. **Building form to create visual interest and respect the retained historic buildings** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm scale and enclosure
7. **Positive relationship with the open space** – 4 storey townhouses will form a continuous built edge along the open space
8. **Visual and physical links to the canal** – a continuous 2-3m wide public towpath will provide access to pedestrians and cyclists at all times connecting to the wider network beyond
9. **Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
10. **Strong urban form to the canal edge** – four storey family townhouses will form the new edge on to the canal stepping up to 5 storey apartment block and the landmark building to provide an appropriate scale to the open spaces and hospital across the canal building.
11. **Landscaping** – the landscape design must take into consideration the direct relationship of the site with the canal as well as the open space creating a seamless visual and physical connection between the two.
12. **Direct connection** across the canal to the hospital
13. **Parking** – access is directly off Cranford street and parking accommodated within an undercroft arrangement with raised residential courtyards.

The tallest point of the masterplan is within the Cape Arm area, where the canal branch terminates in the main open space. This point, close to the adjacent hospital, is at the heart of the area and can provide a focal point and a landmark for the neighbourhood. It also provides an important connection between the Cape Arm waterside and the principal open space, enabling movement, connection and orientation.

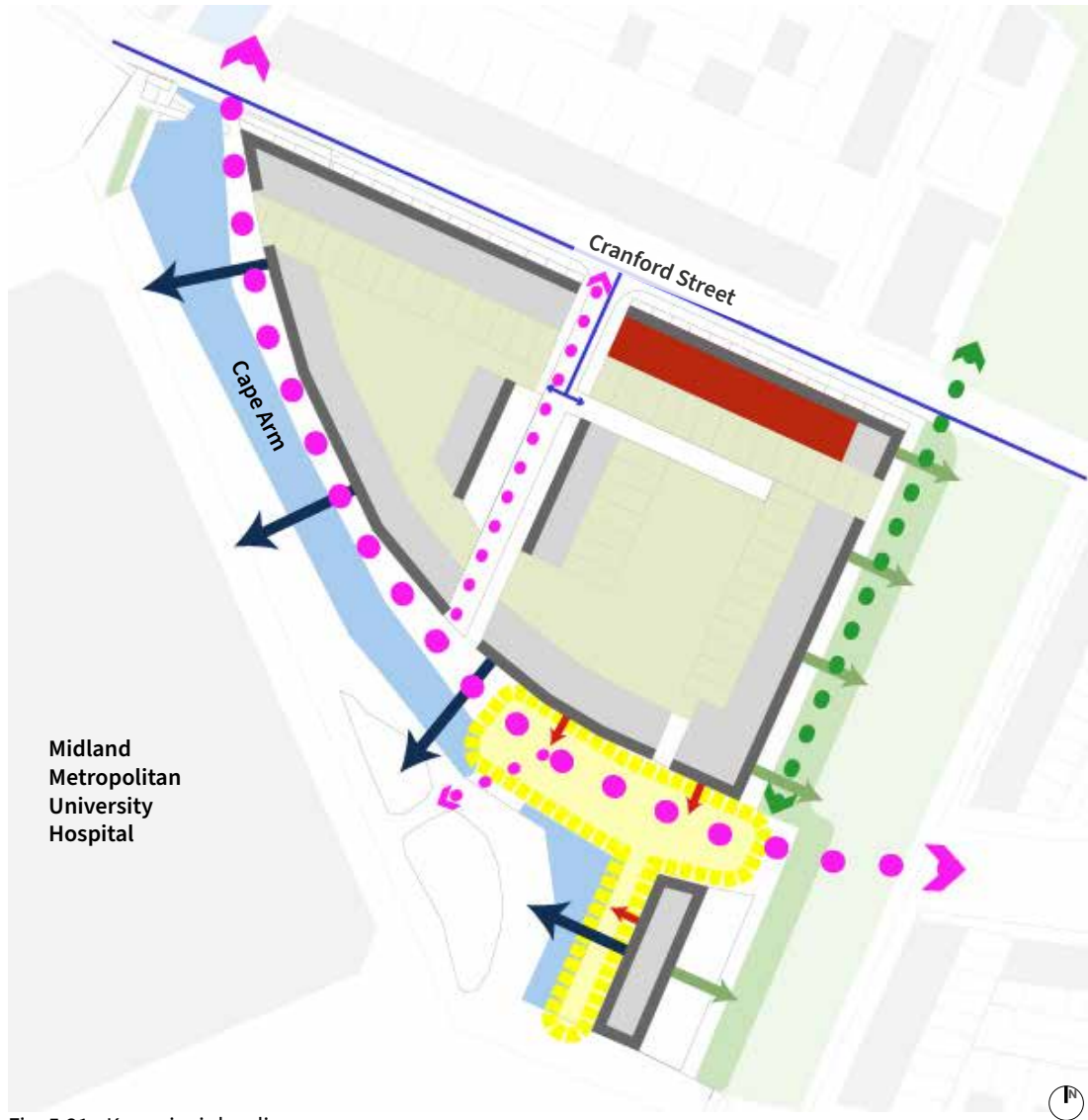


Fig. 5.21 - Key principles diagram

- Key**
- Active frontages
 - Green connection
 - Pedestrian connection
 - Canal view
 - Green space view
 - Public space view
 - Car access
 - Public space
 - Green open space
 - Heritage buildings
 - Proposed buildings
 - Private residential gardens

Cranford Street highway widening

The proposed Birmingham to Oldbury cycle path has a missing link which runs along Cranford Street. Sandwell Council has plans to widen the highway between Cape Arm and Winson Street, which would require the removal of all existing buildings on the southern side of Cranford Street (see also Abberley Street character area). The current carriageway would remain the same, but the bi-directional cycleway would be added to a minimum width footway. These plans are at an early stage, and further work will be required to understand the full extent of the impact on adjacent land.

The masterplan seeks the retention of some historic buildings to both give character to the new development by drawing on the past, and to reflect the industrial nature of the area, which is so important to its identity.

A solution to these two positive elements may require a compromise. The retention of the buildings would require a different traffic solution to this stretch of Cranford Street or the building's loss will have to be accepted. However, any radical solution may undermine its role on the key route network. The masterplan presents the two options to help develop the thinking in this area.

Fig. 5.22: Section location plan

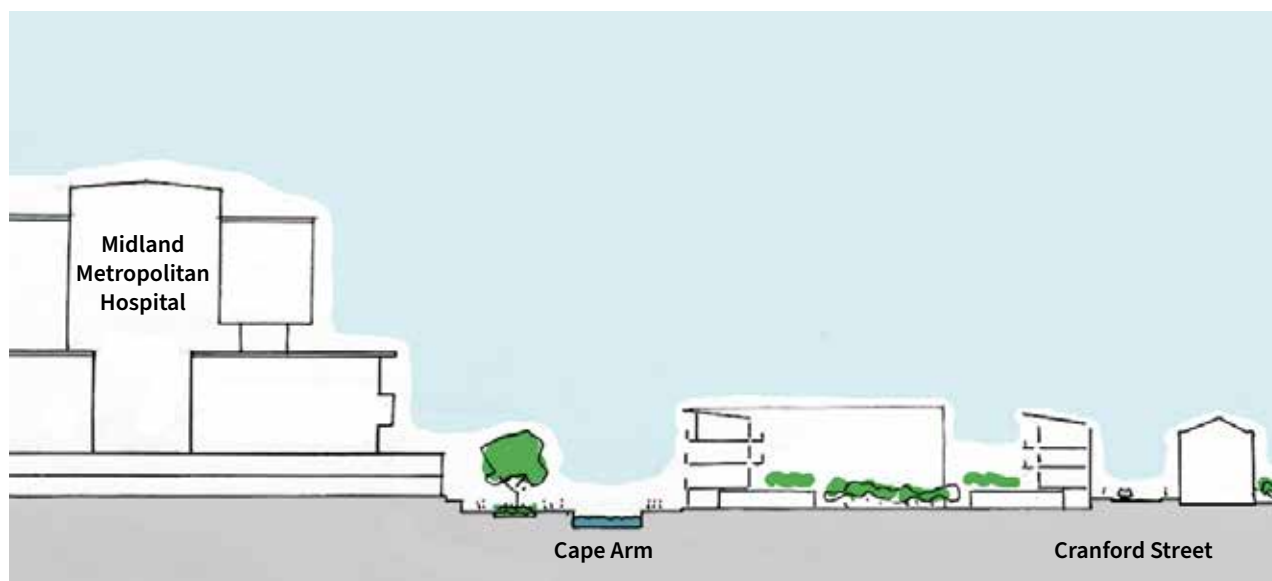


Fig. 5.23 - Illustrative section showing Cranford Street as existing within the Cape Arm character area.

Proposed cycle route on Cranford Street



Fig. 5.24 - Cranford Street as existing, overlaid on masterplan.



Fig. 5.25 - Cranford Street widened to accommodate the cycle route on its southern side, overlaid on masterplan

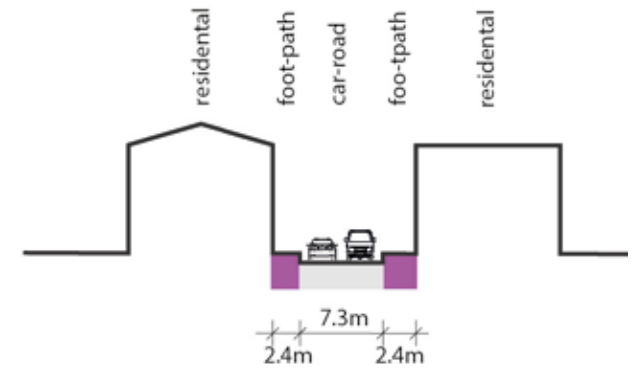


Fig. 5.26 - Section A-A: Cranford Street as existing

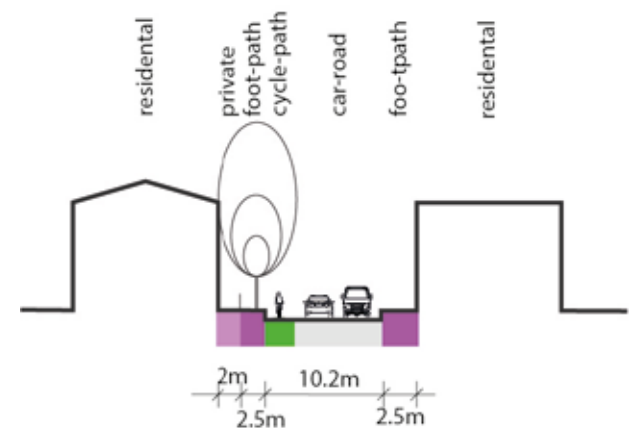


Fig. 5.27 - Section B-B: Cranford Street widening as proposed.

The tallest point of the masterplan is within the Cape Arm area, where the canal branch terminates in the main open space. This point, close to the adjacent hospital, is at the heart of the area and can provide a focal point and a landmark for the neighbourhood. It also provides an important connection between the Cape Arm waterside and the principal open space, enabling movement, connection and orientation.

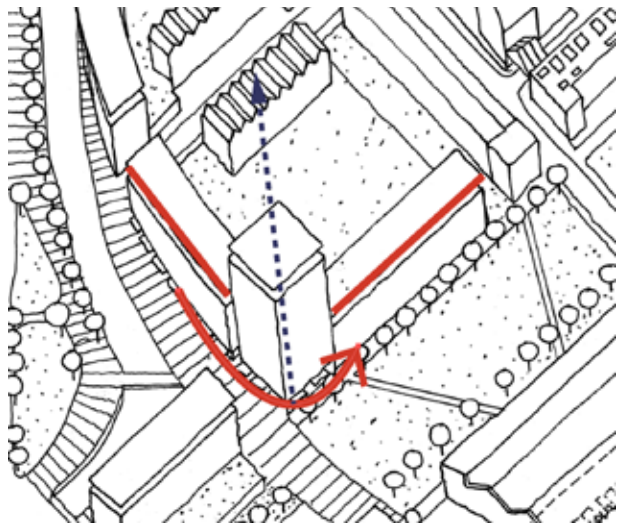


Fig. 5.28 - The focal building provides an important connection between areas of open space

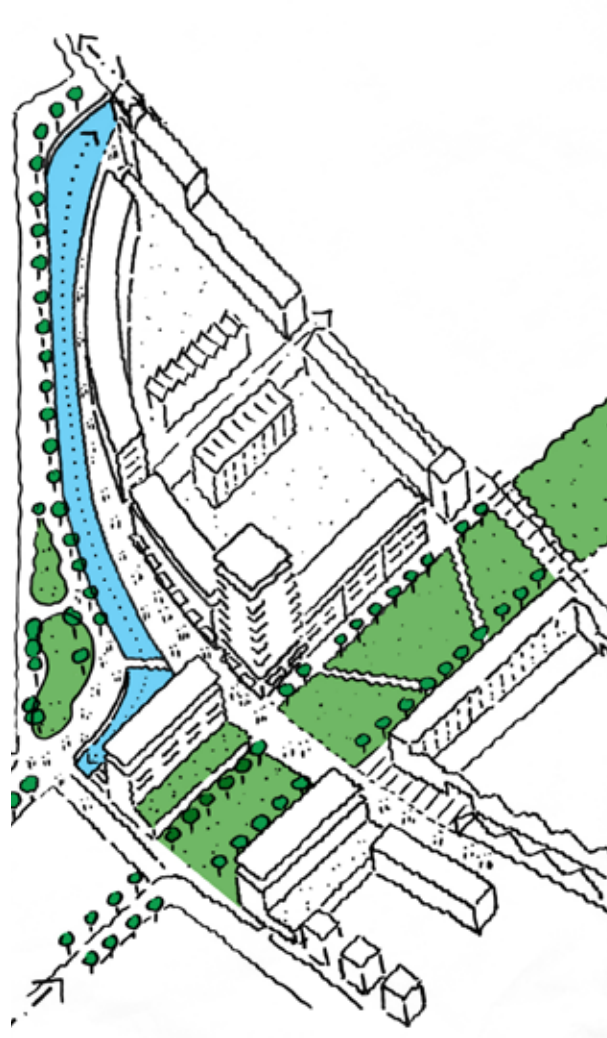


Fig. 5.29 - 3D illustration showing how the tallest element within the masterplan marks the heart of the site where the blue and green network converge.

This page is intentionally blank

Character Area 3: Open Space network

Open space overlooked by strongly defined frontages forming the green spine through the site.

The open space network is crucial to the structure of the new neighbourhood. The large public space is planned and under construction for the front of the hospital, and is designed as a place for all.

Moilliett Street Park is presently an underperforming local park, but the masterplan seeks to allow development on the northern and southern sections of the park to create a higher quality neighbourhood park framed by the community it serves, and overlooked making it feel safer. The connections to and across the park are defined by the streets around it and make connections beyond the Grove Lane area itself – into Dudley Road and across Winson Street to Tudor Street.

From the hospital entrance, a spur of open space drives north towards the canal, seeking to make that connection to the canal – itself an important and underused open space. It is a key structural space, requiring development to frame it, and defining the character areas within the overall scheme.

Whilst not reinstating the canal loop that did exist between the basin and the Winson Street junction with Heath Street, the masterplan acknowledges this route and allows the opportunity for a reinstatement of the canal if this becomes possible in future.

The masterplan allows for a range of types of open space to be provided. This ranges from the expansive formal space provided by the hospital entrance, to the neighbourhood park, which could provide general amenity space alongside children’s play space. More natural space can be provided by the canal corridor, if a link can be created, and the waterfront spaces around the canal arm offer an opportunity for leisurely urban space.

It is vitally important that the structure of the public realm provides easy, clear, safe routes between major public spaces both within the Grove Lane area and beyond it, to spaces such as Summerfield Park and amenity areas in Windmill Eye where new residents may connect with the existing communities.



Fig. 5.30 - Open Space Network: Extract from Illustrative masterplan



Fig. 5.31 - Character Area Extent



Interlinked blue and green network

Fig. 5.32



Fig. 5.33

Variety in character, from formal to more natural



Fig. 5.34

Overlooked by development



Fig. 5.35

Recreation opportunities








Fig. 5.36

Character Area 3: Open Space network

The main linear open space sits within the core of the neighbourhood, and has a role not only in enabling movement between places, but in providing different settings and activities within it. Towards the north, the lower rise buildings make for a more informal setting that feels wide and open and may lend itself to walking, informal activity and reflection.

Towards the south, as the building height and density changes, the space between them feels more contained and more structured, which may allow for greater numbers to gather for events and formal activity, whilst also providing overlooking from the higher buildings.

- Key**
-  Green space view
 -  Active frontages
 -  Green open space
 -  Green connection
 -  Proposed buildings

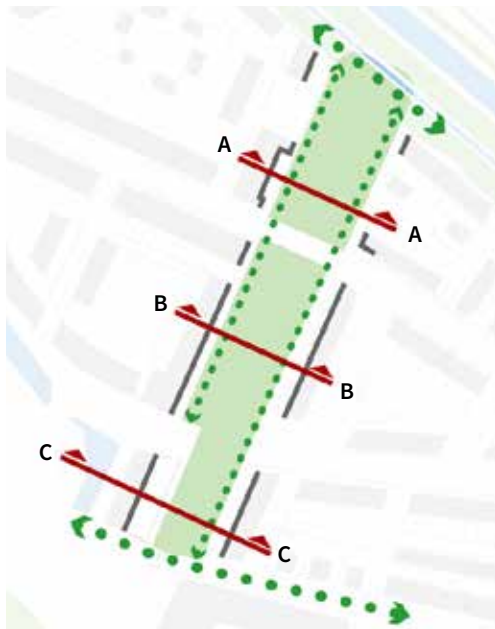


Fig. 5.37 - Section location plan

Type A - Informal

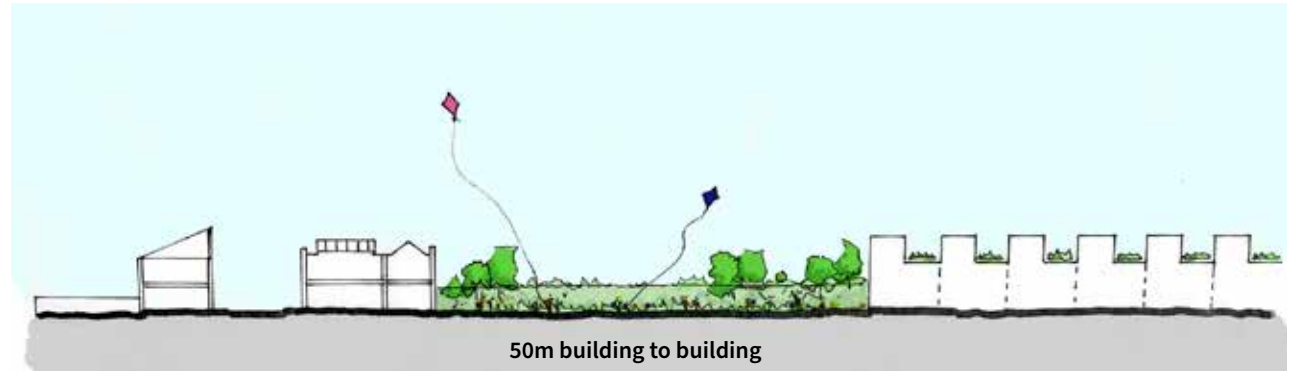


Fig. 5.38 - Illustrative section of informal open space

Type B - Formal

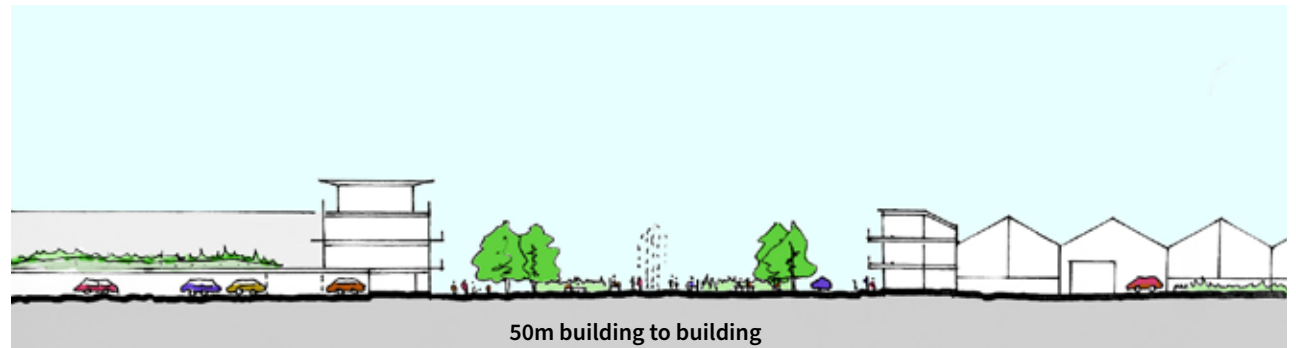


Fig. 5.39 - Illustrative section of formal open space

Type C - Playspace

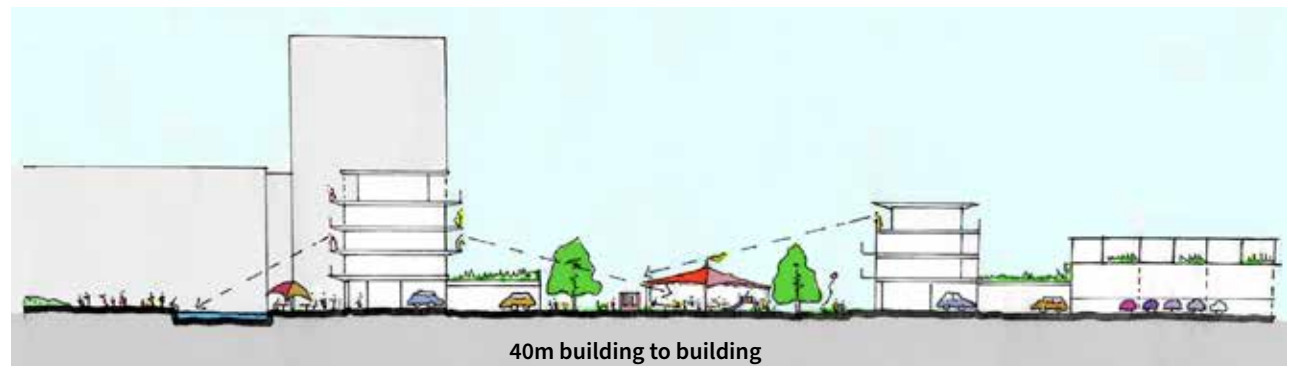


Fig. 5.40 - Illustrative section of playspace

Open Space Standards

Sandwell Council have standards for the provision of open space for new developments, and the standards are set on the basis of an assessment of open space already available in the borough. Open space is defined across a range of different types of space, which includes allotments, amenity space, natural space, children's play areas and parks. Sandwell sets the standard per 1000 people at a rate of 4.42ha across all types of open space.

The masterplan for Grove Lane proposes around 800 new homes, which would imply an overall need for around 9 or 10 hectares dependent on the household size assumption, though the masterplan provides for between 3 to 4 hectares, including the hospital's public space.. This is a significant under provision.

However, consultation with Sandwell officers has clarified that the standards ought not to be regarded as an absolute on quantity; there is a regard to the quality of open space as well. With existing green spaces easily accessible within the vicinity – including Green Flag park, play areas and the canal network - the provision of open space as part of a planned structural network that would enable movement between spaces and to spaces beyond the Grove Lane area is therefore considered to be suitable. If a connection can also be made more directly to the canal, this would be further improved.

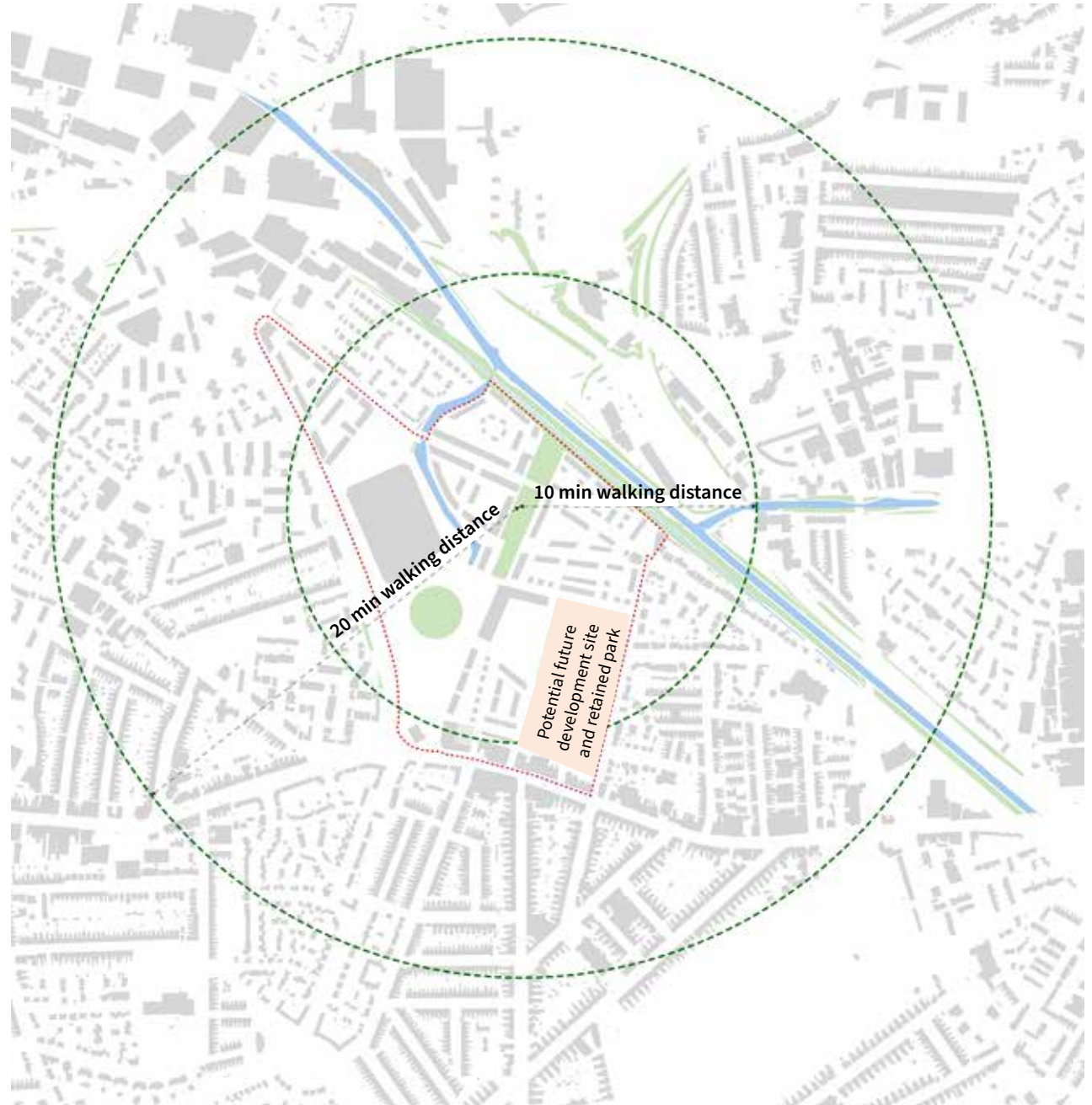


Fig. 5.41 - Grove Lane masterplan - Walking Distances - Central green Wider context

Character Area 4: Grove Street and Primary School

Neighbourhood creating gateway entrance to the site from Grove Lane and a considered transition between the hospital and Moilliett Street Park

Indicative capacity:

Density: Up to 145 dph

Residential dwellings: Approx. 70 - 85 no.

The Grove Street area faces the MMU hospital entrance and its open space and will provide a key access to the preferred school location, which is bounded by Grove Street, Abberley Street and Dugdale Street. In addition, the Grove Street area incorporates an important connection that links two areas of strategic open space: the landscaped area in front of the hospital and Moilliett Park.

In respect of the housing provision on the southern parts of this area, the importance of the frontage needs some height and mass, and the masterplan looks to have five storey buildings on Grove Street, and a housing mix that strongly favours flats and apartments over houses. Houses would front Halberton Street.

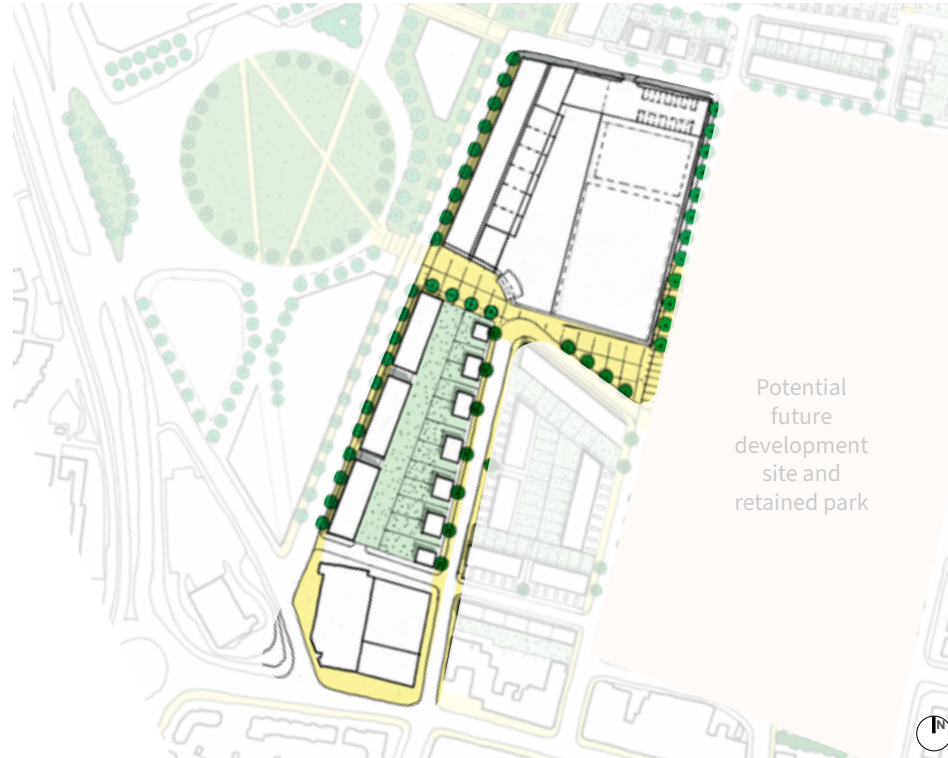


Fig. 5.42 - Grove Street and Primary School: Extract from Illustrative masterplan



Fig. 5.43 - Character Area Extent

Potential future development site and retained park



Key link between strategic areas of open space

Formal building line along Grove Street marking entrance into site

Fig. 5.44



Fig. 5.45



Fig. 5.46



Fig. 5.47



Fig. 5.48

Grove Lane school

The area requires the provision of a 2 form entry primary school to serve the future community. Engagement with the Sandwell Education team set out a preference for:

- A site area of between a minimum 2.3 ha and a maximum of 2.8 ha;
 - both playing fields and hard-standing / playground areas;
 - a securely enclosed playing field that could be made available for public use. There is a statutory requirement to provide 'team game area' (playing field) for children age over 8 years of age for new school developments. Preference for a playing field in school control to overcome continual risk assessment processes.
 - a site exclusively in education use (i.e. the shared shouldn't be shared with other uses, particularly residential use due to safeguarding issues).

The Grove Lane area has few potential sites that might be suitable for a school, but the provision of any site to meet the above expectations would have a significant impact on the overall masterplan. The map, right, shows a red line boundary / shaded area across the preferred site and the adjoining site to the southwest. Assuming this would include playing fields, this level of land take takes 125 units (71 flats and 54 houses) dwellings from the overall capacity of the Grove Lane area, but also compromises the compactness and connectivity of the area as a whole.

The preferred location is between Grove Lane and Heath Street at the northern end of Halberton Street. This location is distant from the main traffic corridors (and so from traffic pollution and noise), is close to the open areas at Moilliett Street Park and the front of the hospital and would be at the heart of the family housing in the new neighbourhood. A compact site central to the community encourages walking and cycling.

At the detailed design stage, the school boundaries must be secure, yet attractive. The boundary treatment may be a hedge and railing – continuous solid fences or galvanised security fencing should not be promoted. Railings should be painted or powder coated to appear painted. Where fences are unavoidable alongside streets, these should be designed to be attractive and make a positive contribution, by for example integrating art work or hedges.

The preferred masterplan has drawn on examples of urban schools within Sandwell and Birmingham and in other parts of the country where a smaller land provision is required. By providing a two-storey building with innovative use of available surfaces (including roof space) a compact facility can be provided that provides safety and security in a modern, stimulating environment and maintains other elements of the masterplan that are important, including sustainability, connectivity and a healthy neighbourhood.



Fig. 5.49 - Existing land take for school (1.1ha)

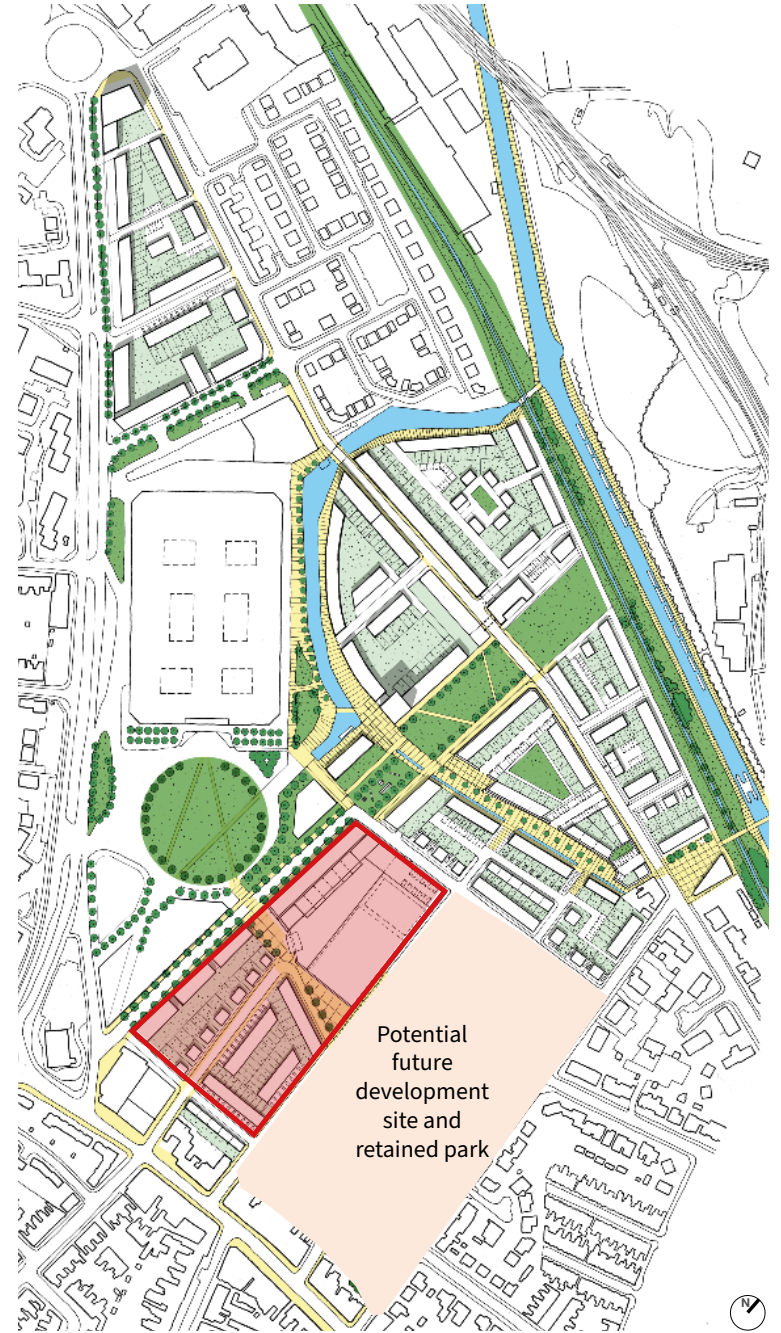


Fig. 5.50 - Larger school site (2.6ha)

Key Principles:

- 1. Strong urban form onto Grove Street** – five storey apartment block will form a new edge on this primary route into the site and opposite the hospital
- 2. Location of Primary school** – will form a strong presence along the main route with its entrance along the key connecting route between the hospital and Moilliett Street Park
- 3. Retained historic curved wall** – this is an important urban fabric with a distinct form that needs to be retained and incorporated within the school design strategy if feasible to do so.
- 4. A safe and attractive environment** – the tree lined street is the main route into the site and will form an important part of the public realm and must be of the highest quality. The key pedestrian and cycle connection that passes the school to the south and provides the link between the hospital and Moilliett Park must be designed to be multifunctional. This space, or series of spaces, should provide some enclosure to create variety and interest when moving between the two larger areas of open space at its eastern and western end. This should be designed to accommodate urban landscaping, spaces for people to sit, waiting space for parents outside of the school and opportunities for play
- 5. Views** to the Hospital landscaped grounds
- 6. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 7. Scale** - Three storey family houses on Halberton Street will step down from the taller block fronting Grove Street and form a new residential edge and appropriate scale within the residential neighbourhood
- 8. Gateway** – retained art deco cinema refurbished and extended to form a cultural quarter at this key location along the high street. This will turn the corner into the site, connecting into both Dudley Road Local Centre and the new development
- 9. Strong visual and physical link** between the hospital landscaped open grounds and Moilliett Street Park
- 10. Parking** – access to the school will be off Abberley street, residential access will be off Grove Street immediately on entering the site thus limiting car movement within the development

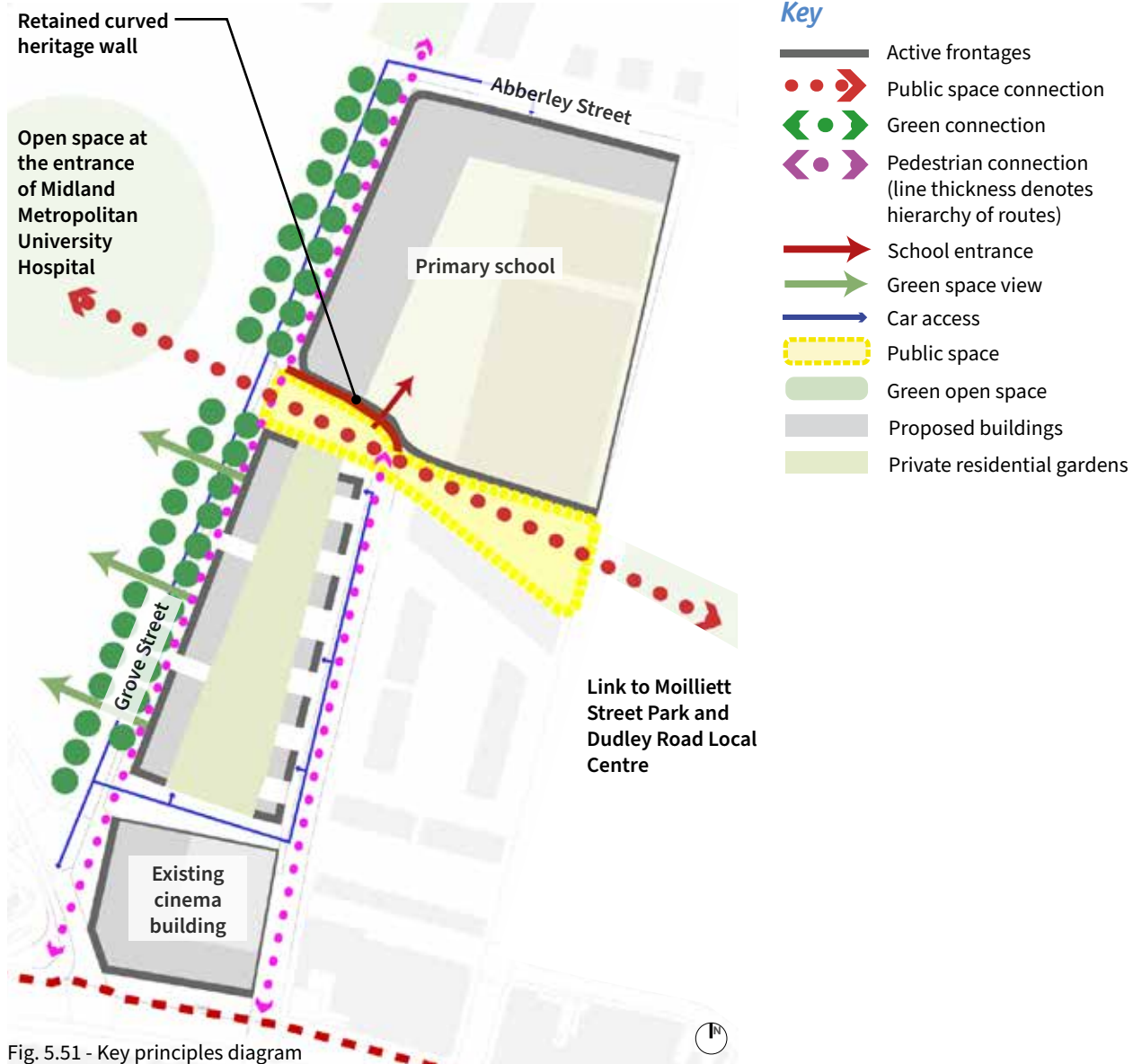


Fig. 5.51 - Key principles diagram

The Grove Street character area has the potential to form the heart of the new community in Grove Lane. Central to the area, and adjacent to some of the taller landmark buildings, it also has a role in providing the primary school and in bringing the scale of the development down from the hospital to the family housing expected to be delivered towards the south and east of the area.

The section, below, shows how development fronting Grove Street plays a role in addressing the public space to the front of the hospital with a higher and denser form, before stepping down toward the lower, family housing which exists beyond Winson Street. The masterplan proposes some development on Moilliett Street Park, and this should reflect the need for family type housing whilst meeting other objectives for this character area. The section also shows how parking and building separation might be achieved, respecting privacy and integrating parking off-street where possible.

Residential development will surround the school, and access to the school by car will be expected, though a Travel Plan should be established to optimise all forms of travel and make walking and cycling attractive. Attention will need to be paid to the accommodation of on-street parking within the public realm.

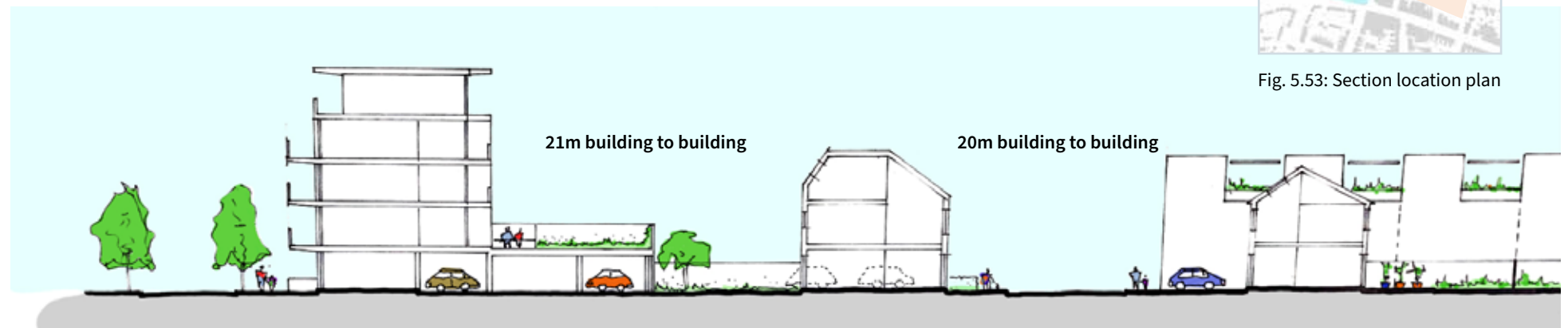


Fig. 5.52 - Illustrative section showing decreasing density from Grove Street towards Moilliett Street Park



Fig. 5.53: Section location plan

This page is intentionally blank

Character Area 5: Moilliett Street Park

Open space well overlooked by development which forms a coherent link between Dudley Street Local Centre, the site and the canal.

Indicative capacity

Density: Up to 43 dph

Residential dwellings: Approx. 100 - 120 no.

Moilliett Street Park is an important green space in the locality, and one of very few amenity spaces in the area. In light of the acknowledged shortage of green space in the area, it should be retained and made to work in an improved way for the community. The park currently suffers from under-use and has associated problems that both contribute to, and result from, this. The masterplan proposes some development within the park to help to frame it, concentrate activity and encourage use.



Fig. 5.54 - Moilliett Street Park

The masterplan proposes a development of houses on the northern and southern parts of the park, framing it, and providing new footpaths across it as part of the open space network. The new route would link Dudley Road to the MMUH. The park would be the heart of the new residential neighbourhood, which would meet a need for family houses in the area. The open space would still have sufficient area to provide family play activities and general amenity space..

Moilliett Street is currently an unattractive street to the rear of properties that front Dudley Road. The

street is not overlooked by buildings and there are problems with littering. The masterplan seeks to address this by providing a new building frontage to the northern side of the street.

A higher quality development could be achieved if the former pub site on Winson Road, and the car park at the north western corner of Moilliett Park, were planned together to achieve a comprehensive approach.

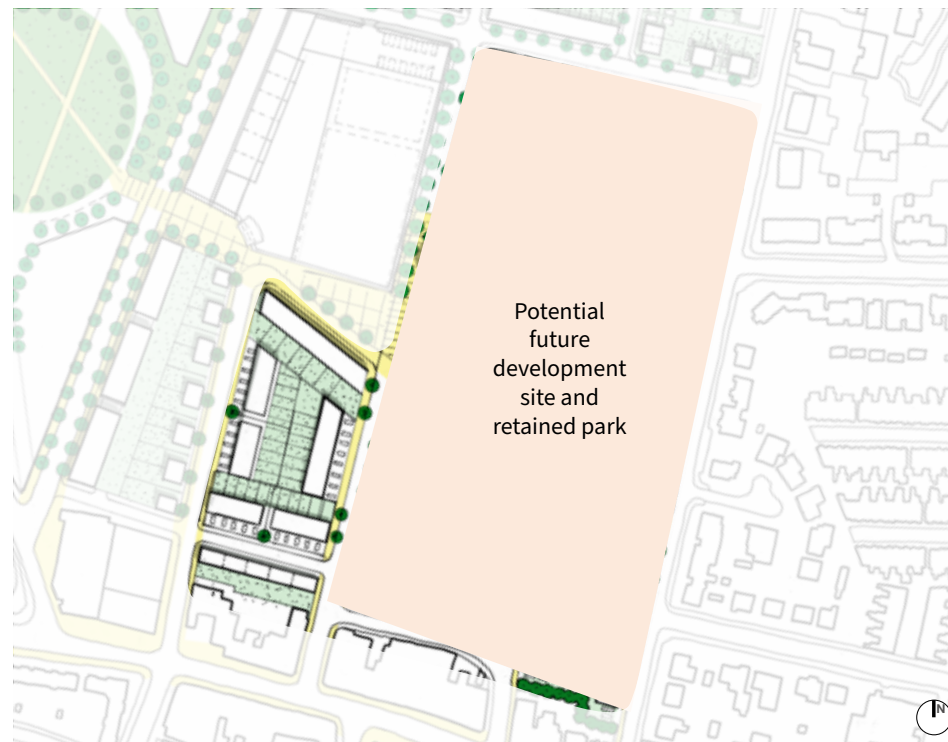


Fig. 5.55 - Moilliett Street Park: Extract from Illustrative masterplan

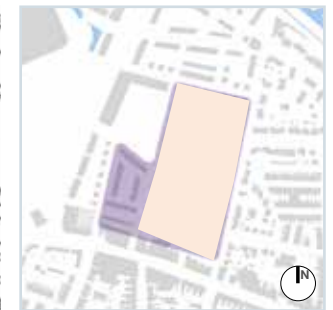


Fig. 5.56 - Character Area Extent

Potential future development site and retained park



Fig. 5.57



Fig. 5.58

Frontages framing Moilliett Street Park



Fig. 5.59



Fig. 5.60

Key Principles:

- 1. Moilliett Street Park** – a reconfigured and redesigned park of good proportions will become the focus for the surrounding residential community on a local and town wide scale. It must be a safe and attractive public space for people to visit and enjoy
- 2. A well defined enclosure** – new buildings forming clearly defined perimeter edges to the north and south of the space will be three storey family houses of a distinct typology to frame the park.
- 3. Active edges** – surrounding the park will be family houses, all frontages active with entrances and windows keeping blank façades to an absolute minimum
- 4. Direct and visual link** to the hospital and to the open space network
- 5. Direct relationship with the school** – opportunity to have direct connections and use of the open space
- 6. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 7. Key view to and from Grove street**
- 8. Key views to and from Dudley Road**
- 9. Routes through** – vehicular/pedestrian/cycle
- 10. A range of housing typologies** of two to three storey dwellings to create variety and interest within the new neighbourhoods north and south of the park
- 11. Landscaping** – a well considered soft landscaped open space providing amenity space for the residents of the immediate and wider area
- 12. Parking** – parking access will be from the surrounding streets and will be accommodated in a variety of ways, either within the building footprint, at the front or sides of the houses or in small parking courts integrated within a landscape strategy

Making an entrance

Birmingham City Council have landholdings on the corner of Dudley Road and Moilliett Street which could allow environmental improvements to be made to the access point into Moilliett Street and the park as part of a connected and comprehensive approach to improving the park, the connections across it and towards the hospital and the environment on Dudley Road itself.



Fig. 5.61 - Dudley Road Local Centre

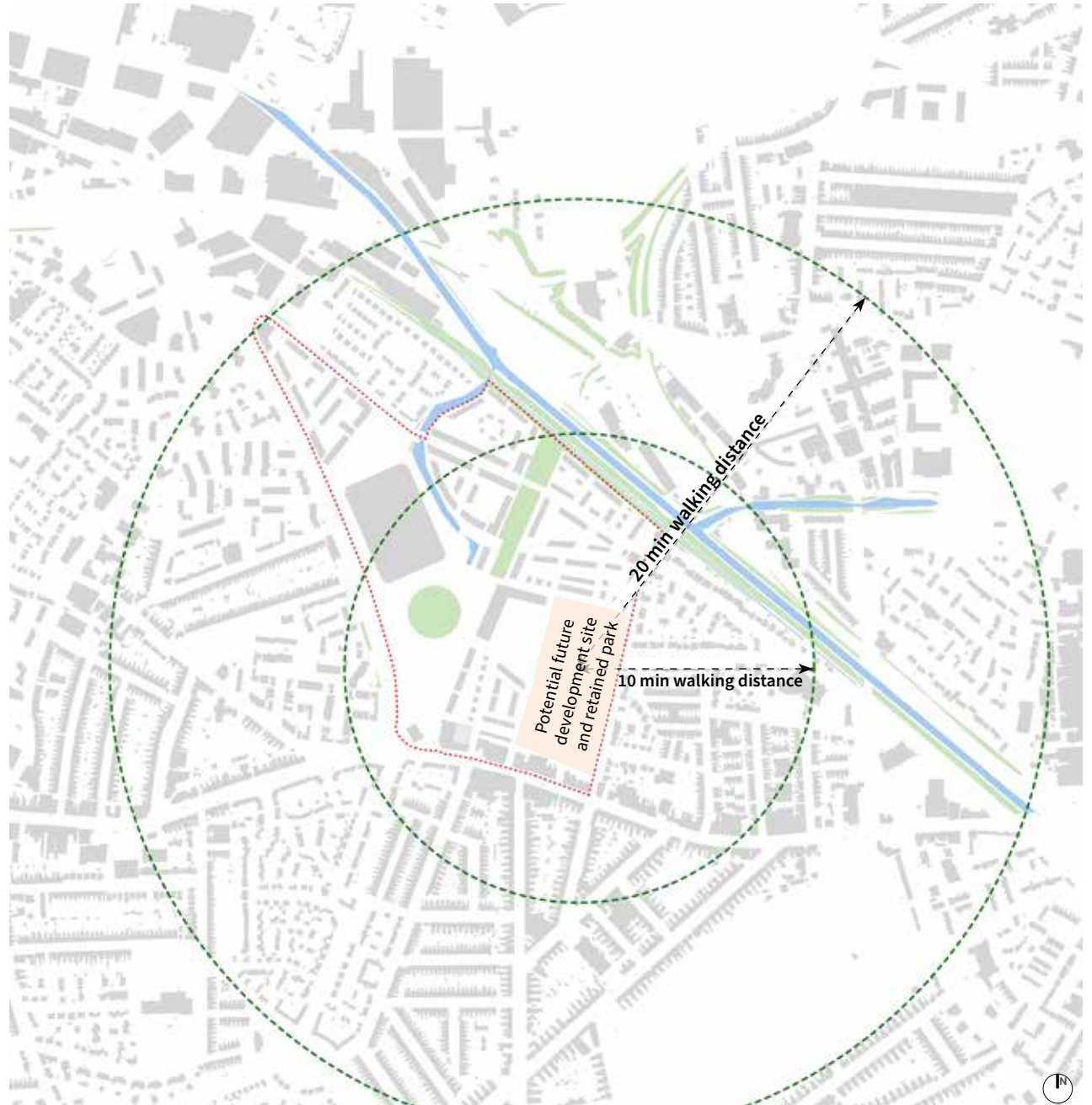


Fig. 5.62 - Moilliett Street Park Walking Distances

Character Area 6: Abberley Street / New route

Residential area creating a key link between Moilliett Park and the strategic green spine through the site

Indicative capacity:

To be determined via more detailed design work.

Abberley Street is at the northern side of Moilliett Street Park, and connects with Grove Street to the west and Winson Street to the east. It is a key part of the movement network.

Development of the site has a number of roles to play, which are important to the success of the whole area. It has to frame the north-south open space at the western end, close to the canal basin; it has to provide a strong relationship to Moilliett Street Park and development that may take place at its northern end, and it needs consider its relationship with the route of the former canal, proposed as part of the movement network.

The masterplan proposes strong frontages to the movement channels and a particular emphasis on the western end of the site.

The preferred approach is set out in the masterplan that aligns with current evidence of need and demand for this area. A higher density solution may also be possible if future demand dictates, subject to also meeting spatial and parking requirements set out in the adopted design guidance.

The warehouse complex to the north – Heath Street Industrial Estate – is a historic element of the area, and the preferred approach of the masterplan has been to maintain this and

convert to residential. This, however, would be dependent upon the introduction of the bi-directional cycleway which would require land alongside the southern edge of Heath Street and would therefore prevent retention of these units. In addition, the masterplan currently retains the former Queens Arm building on the corner of Heath Street / Winson Street. The retention and restoration of this distinctive tiled frontage could form an attractive anchor to this north eastern gateway into the site.

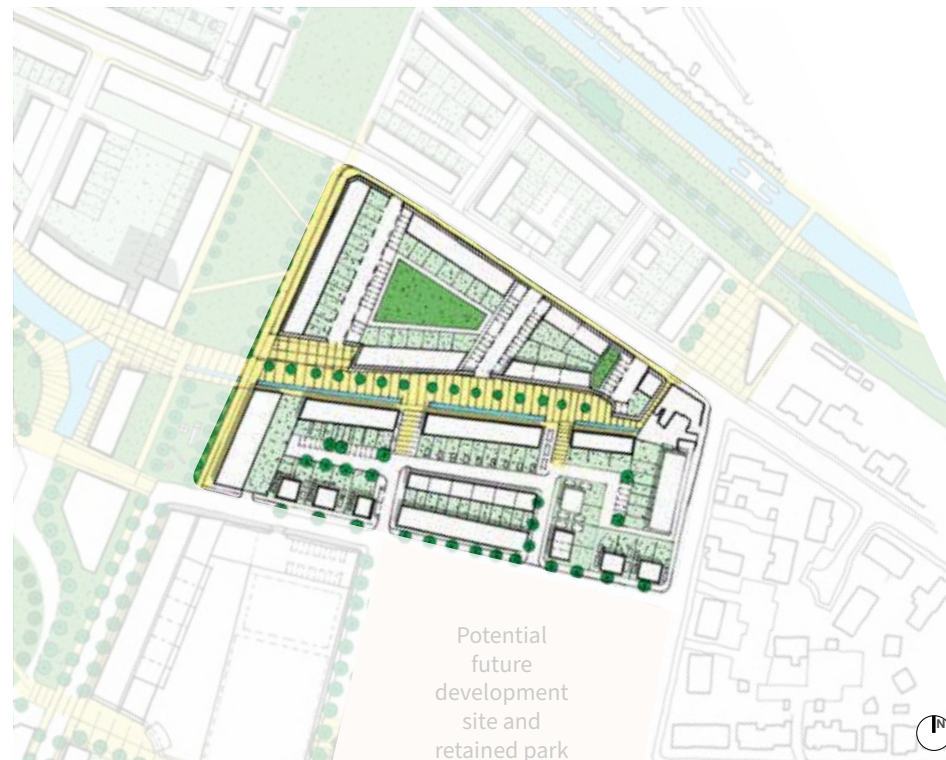


Fig. 5.63 - Abberley Street / New route: Extract from Illustrative masterplan



Fig. 5.64 - Character Area Extent



Fig. 5.65



Fig. 5.66



Fig. 5.67



Fig. 5.68



Fig. 5.69

Key Principles:

1. **Existing industrial building** - retained refurbished and converted into residential use offering a special type of architecture and materiality and will form a continuous edge to the north side of the public route
2. **New pedestrian and cycle route** following the historic route of the canal will provide a direct link to the canal and will add quality and legibility to the place
3. **Proposed southern edge** – a mix of dwelling types will form the southern edge of the new public route facing the retained building, providing an appropriate scale and enclosure to the space
4. **Building form to create visual interest and respect the retained historic building** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm, scale and enclosure
5. **Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
6. **Visual and physical link to the canal basin** - the new route will form an important part of the public realm providing direct views and links and fully integrating with the green open space
7. **Positive relationship with the open space** – the retained and refurbished building and an apartment block will form a continuous built edge along the open space
8. **Landscaping** – the landscape design must take into consideration the direct relationship of the site with the open space creating a seamless visual and physical connection between the two.
9. **Parking** – access is directly off Cranford Street in the north and Abberley Street in the south and parking accommodated in different ways, either within the building footprint, in external garages or in parking courts where they will be fully integrated within the landscape strategy

Cranford Street highway widening

As previously mentioned, whilst the preferred option is to retain some of the heritage buildings along the Cranford Street frontage, both to the north and south of the highway, proposals that assist in promoting more walking and cycling in the area would hinder the retention of the units.

Whilst the carriageway itself would remain as existing, to incorporate a bi-directional cyclepath that connects the cyclepaths both in Birmingham and Sandwell, the footpath itself would require widening, hence this would necessitate some land take on at least one side of Cranford Street.

Two options have therefore been provided to assist in finding a solution that would achieve the best outcome.



Fig. 5.70 - Key principles diagram

The Abberley Street area provides the opportunity to retain existing older buildings, though this would be more limited in the event of land being required on the northern side of the plot for the cycleway. Maintaining the existing façades could both offer a connection to the past and the heritage of the area, whilst also giving a prompt to the form and rhythm of new buildings.

The southern side of the character area forms a missing link between the Cape Arm basin and the Main Line, and could be retained as a focal space

and movement corridor, again reflecting past uses. The masterplan envisages development fronting this space and a link all the way to the canal towpath itself.

The section through this parcel demonstrates the lower nature of the intended built form, with good distances between buildings and parking integrated and provided for off-street where possible.

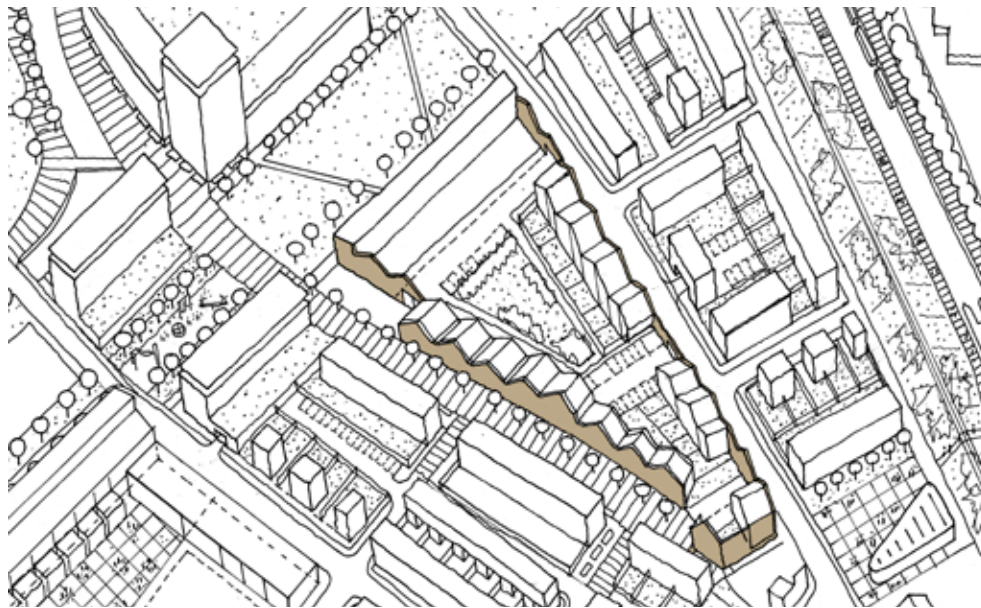


Fig 5.71- Distinct rhythm, scale and enclosure afforded by retaining the facade of the buildings that overlook the route to the north

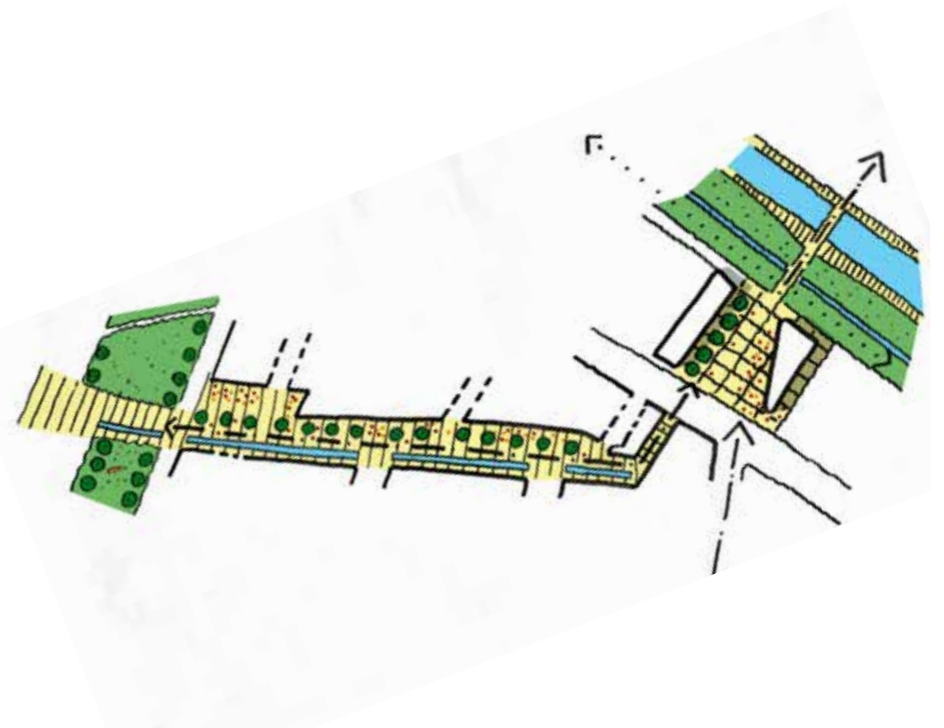


Fig. 5.72 - Key route linking network of open space to the community facility, and onto the canal

This page is intentionally blank

Character Area 7: Grove Lane / Cranford Street / London Street

Formal approach to MMUH from the west, with a landmark corner on Soho Way Roundabout.

Indicative capacity:

Density: Up to 105 dph

Residential dwellings: Approx. 200 220 no.

The triangular site north of the hospital is isolated from the main part of the Grove Lane area, but is linked to the remainder through its close relationship with the hospital.

The hospital is a dominant feature to the south of this site, which along with the heavy road infrastructure to the south, makes taller buildings appropriate here. The masterplan proposes a high proportion of flats against the number of houses (a 70% / 30% split) within this parcel. The site also lends itself to taller buildings as focal points, particularly on the northern edge alongside the Soho Way roundabout, and on the south western corner adjacent to the hospital which may relate to the high storey blocks of flats opposite.

There is a certain urgency to getting this site right, and connecting it to surrounding communities both to the south of it in the Grove Lane area, and to the west in Windmill Eye, partly because it lies to the rear servicing area of the hospital, and it also provides a challenge due to its shape and depth, particularly to the north.

Whilst being at the back of the hospital, this site remains highly visible within the wider corridor and all traffic using the A457 will see it, regardless of whether their journey involves Cranford Street or Grove Lane. It will have a huge impact on the perception of the area. The site context of this character area lends itself to higher density development, to address the scale of the streets to the south and west. Lower scale family housing would be at risk of being overwhelmed by the scale of the surroundings, and would potentially not succeed in providing adequate enclosure or frontage onto the street.

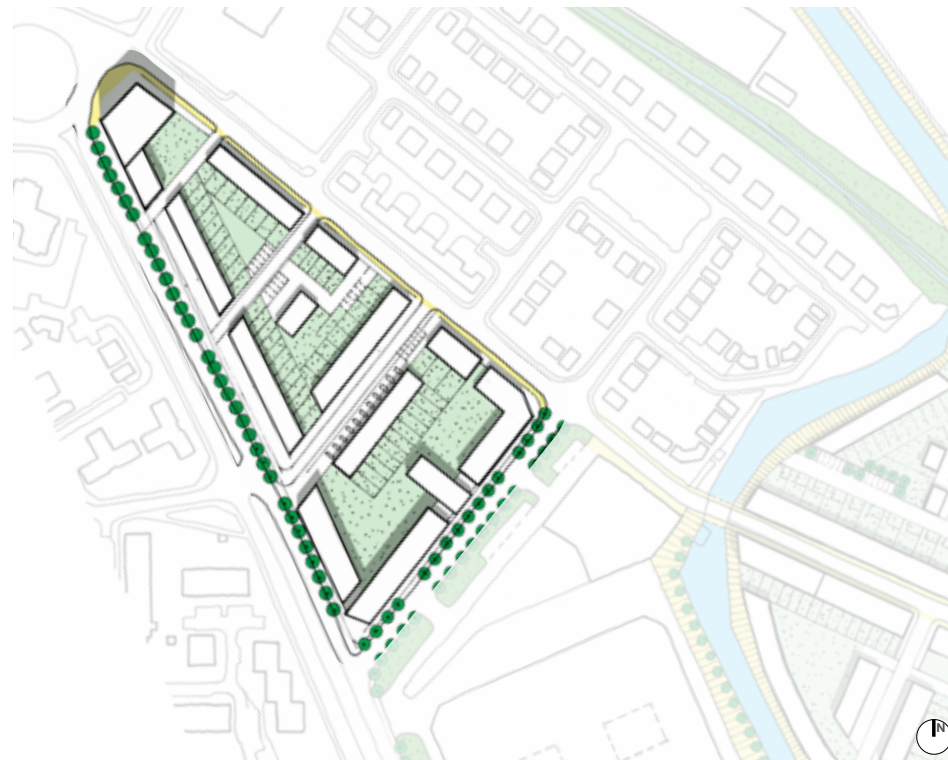
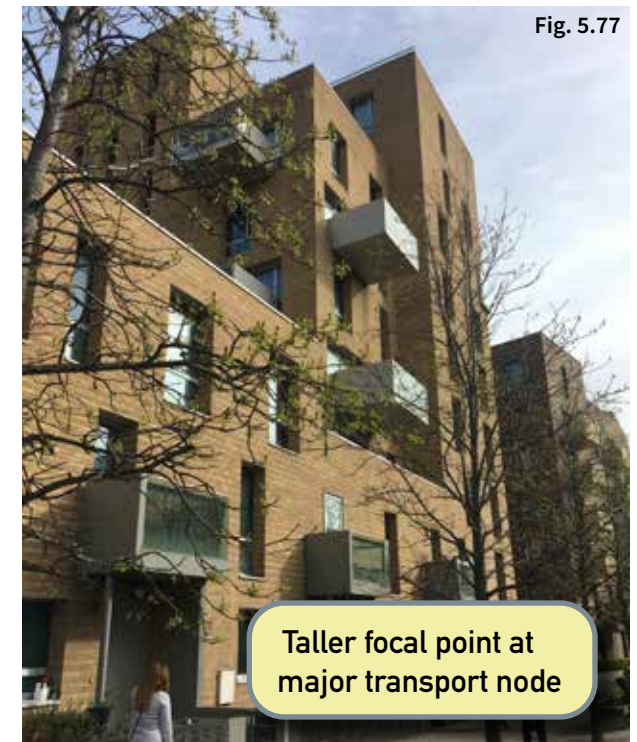


Fig. 5.73 - Grove Lane / Cranford Street / London Street: Extract from Illustrative masterplan



Fig. 5.74 - Character Area Extent



Key Principles:

- 1. A well defined enclosure** – Buildings will line along the perimeter of the plot and clearly define the edge. Three storey houses will line up along Cranford Street rising to four storey town houses along part of London Street then to six storey apartment blocks with a nine storey elevated corner where London St / Grove Lane meet. To the north an eleven storey tall building will face the Soho Way Roundabout and at the western edge three storey houses are accessed via a slip road with parking arranged at the front in order to set back the buildings from the traffic ridden Grove Lane.
- 2. Strong urban form** – the perimeter along this plot is clearly defined by five/six storey apartment blocks on London St and Grove Lane to address the scale of the hospital stepping down to four/three storeys on Cranford Street and responding to the existing context here. The blocks will form a strong edge facing the public realm whereas to the rear a landscaped communal area and some gardens will provide amenity space for the residents.
- 3. Visual interest** created by variation in building form.
- 4. 11 storey residential building of landmark status** – the tall building will mark the entry to the masterplan area from the north. Positioned at this end of the site it will signal arrival and approach to the area creating a distinct landmark against the skyline
- 5. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 6. Private gardens and courtyards** – all houses and apartments will have some form of open space either as individual or shared gardens
- 7. Strong landscape strip** – an appropriate landscape treatment will be required along Grove Lane in order to create an attractive aspect to the new dwellings along the perimeter as well as enhance the current character of the dual carriageway
- 8. Parking** – access is directly off Cranford Street with parking accommodated in a number of different ways. Undercroft parking will serve the apartment blocks whereas the dwellings will either have on plot parking or in parking courts where they will be fully integrated within the landscape strategy



Fig. 5.78 - Key principles diagram

The development heights across the site have been influenced by the scale of the surrounding existing buildings, mainly the new Hospital on London Street in the southern part of the site and the existing tall point blocks of the Cui Road estate in the north. The massing rises up to the south and north with two landmark buildings located at each end relate both to the approach to the site from each direction as well as acting as punctuation points to the lower development that runs through the middle of the site.

The scale of this is influenced by the the 2/3 storey Aurora residential development to the east of Cranford Street.

The use of landmark buildings within the development will help to create a legible urban quarter but also contribute to the image of the 'place'. The sighting of the tall buildings will become markers to the site and act as a point of reference for the area.

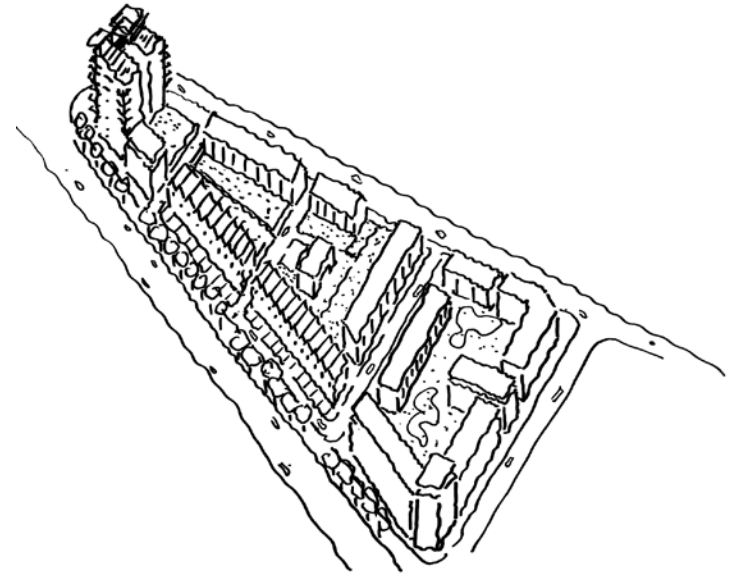


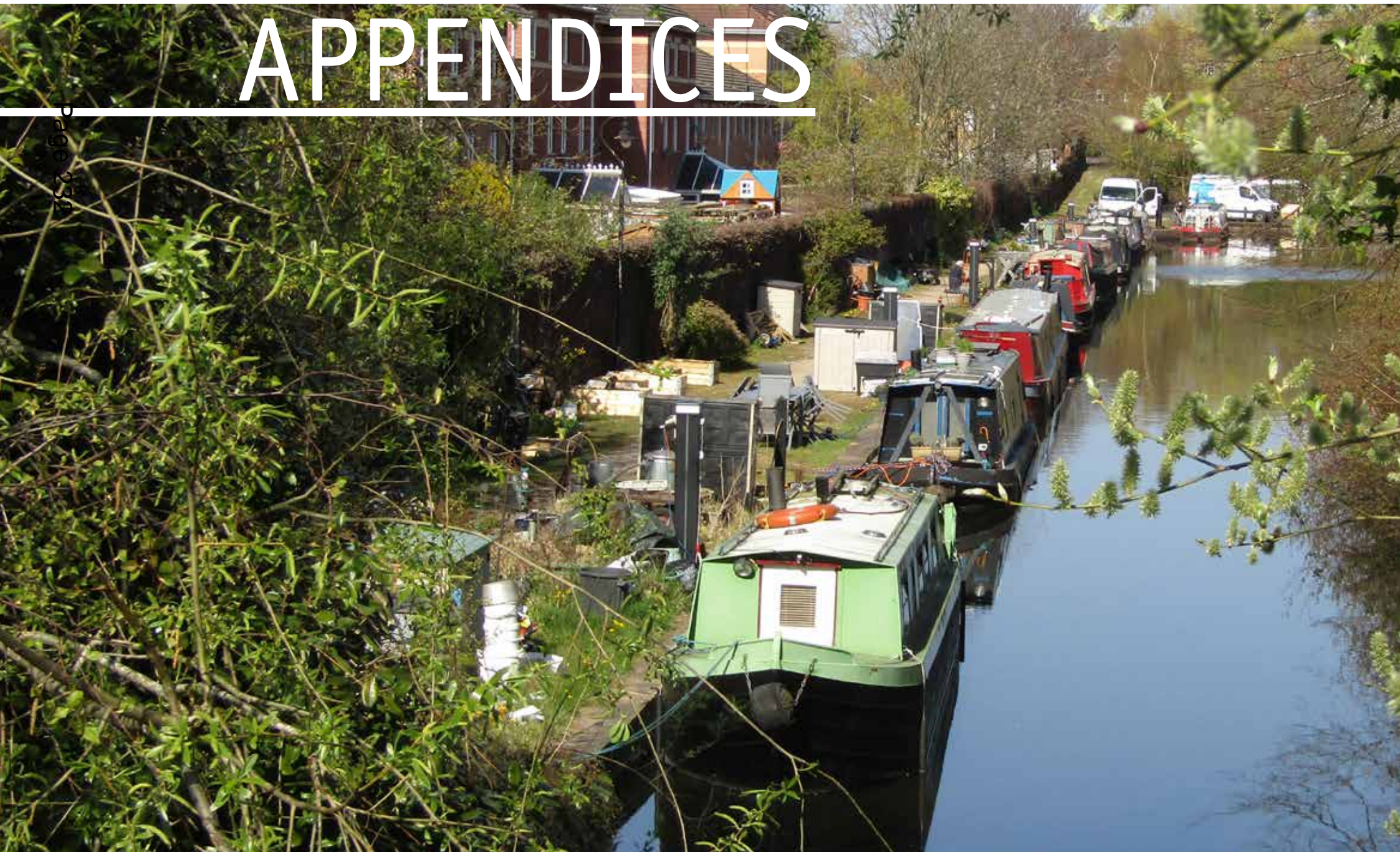
Fig. 5.79 - Illustrative sketch showing focal point marking the western entrance to the site.



Fig. 5.80 - Illustrative section showing massing and landmark building onto Soho Way

This page is intentionally blank

APPENDICES





6

APPENDICES

Appendix A: Planning Policy & Context

The Grove Lane area was included within the Smethwick Area Action Plan as a residential and mixed-use allocation in 2008 but which has since been superseded by the Sandwell Sites and Delivery DPD. It is located on the border with Birmingham City Council and included within the Greater Icknield and Smethwick Housing Growth Area Prospectus produced jointly by the Local Authorities in 2016.

Black Country Core Strategy (2011)

The Core Strategy sets out the spatial vision, objectives and strategy for future development in the Black Country up to 2026. It identifies regeneration corridors of which Oldbury-West Bromwich-Smethwick is one.

Sandwell Site Allocations and Delivery DPD (2012)

The Site Allocations and Delivery DPD (SADDPD) adds further detail to the Core Strategy's regeneration corridors. The plan states that the focus for new housing within the next few years will be within the Smethwick area of the Oldbury-West Bromwich-Smethwick corridor (corridor 12). The plan identifies the following sub-areas within corridor 12 that also lie in part within the Smethwick to Birmingham Corridor: Area 7 Smethwick High Street and Environs, Area 8 North Smethwick Canalside, and Area 9 Cranford Street. Areas 8 and 9 are identified on the policies map as "long term residential".

Area 9 Cranford Street includes two sites which broadly correspond to the Grove Lane site. The policy table says the following of the Grove Lane site: "Masterplan prepared for site to include residential and Business B1 uses. Will need to be done in phased manner. Some occupiers will need relocating.". Area 9 is listed as a housing allocation to which SADDPD Policy SAD1 applies. SAD1 supports residential development and states that other uses appropriate for residential areas, such as health facilities, community facilities and local shops, may be acceptable where there is a gap in service provision and where they can be integrated successfully into the residential environment.

Supplementary planning guidance on residential design (Sandwell Council, 2014)

This guidance on residential design provides detailed design guidance for all aspects of new residential development. The comprehensive policy document sets out detailed design policies on a wide range of subject matter including highway design. It aims to raise residential quality consistently across the borough as well as ensuring that housing environments are attractive, integrated, accessible, flexible, comfortable, safe and identifiable for those people who live in the borough, as well as improve the perception of housing in Sandwell.

The guide is designed as a working document that enables developers, officers and other interested parties to reference detailed design policies linked to Building for Life 12 (BfL12).

Black Country Plan (emerging)

The Black Country Plan, which will replace the Black Country Core Strategy and the Sandwell Site Allocations and Delivery DPD, is currently being prepared. The draft plan (regulation 18) consultation will take place in summer 2021.

Planning applications

The area has not seen any significant change for several years except for the new hospital development and housing off Cranford Street. There have been a few key applications for some of the sites including a block of apartments and a multi-storey car-park, use of buildings for a Community Centre and Prayer Hall and demolition of one major building .

Appendix B: Grove Lane area - definition of parcels

Parcels

There are nine parcels in the Grove Lane area, defined on the basis of ownership and availability. They represent the way in which the pieces of the site may be able to come forward.

These parcels are:

- Parcel A: Heartlands Furniture,
- Parcel B: Heath Street Industrial Estate (north side of Heath Street)
- Parcel C: Pall Mall site
- Parcel D: Heath Street Industrial Estate (south side of Heath Street)
- Parcel E: Grove Street / Abberley Street (split into E1 (owned by the WMCA) and E2)
- Parcel F1: Eastern side of Halberton Street
- Parcel H: Western side of Halberton Street
- Parcel J: London Street

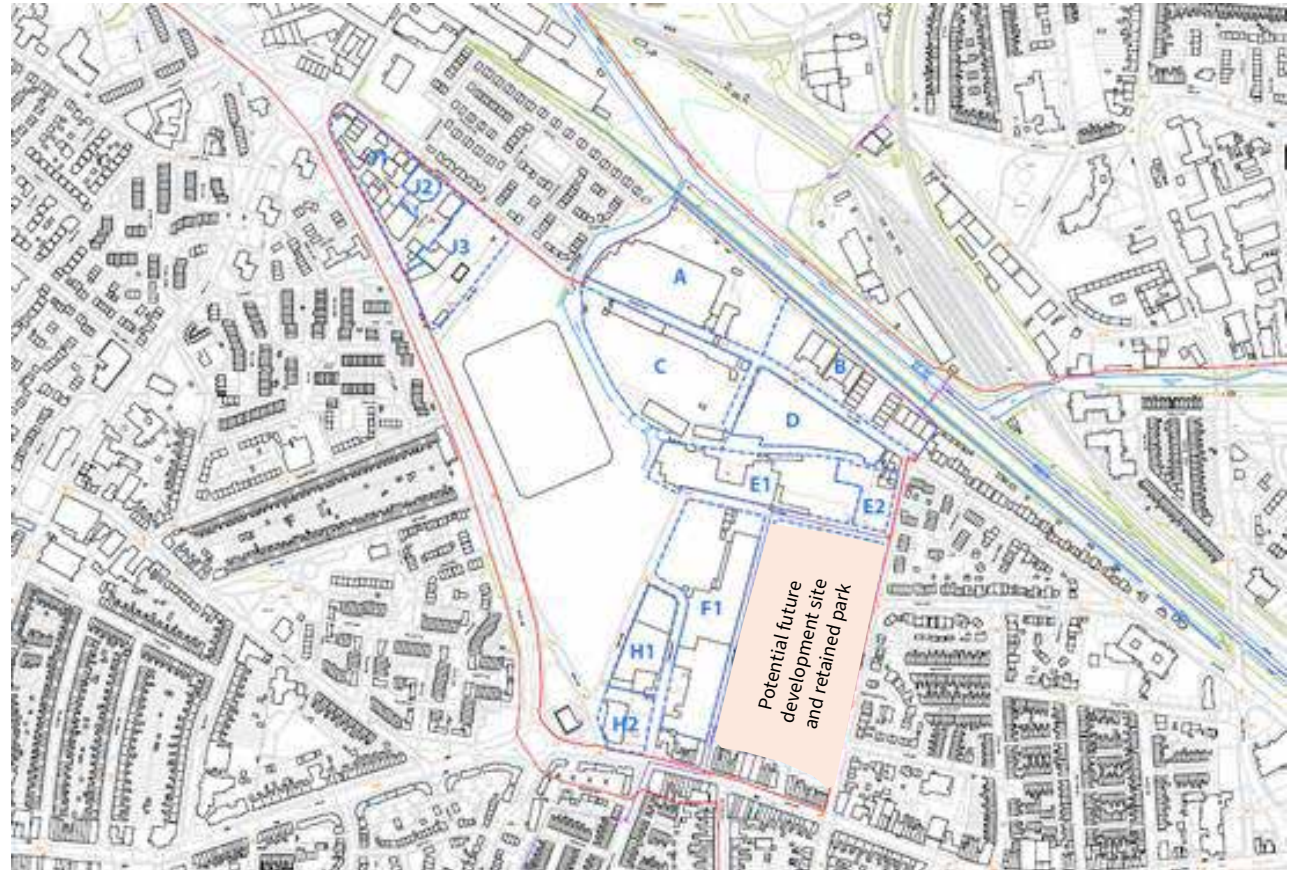


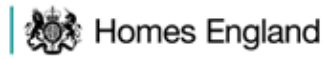
Fig. 6.1 - Land parcels plan

Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)	Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)
Parcel A: Heartlands Furniture, north side of Cranford Street	Site bounded by the old canal to the north and Cranford Street to the south and occupied by two storey red brick industrial warehouses.		Parcel E: Grove Street / Abberley Street (1.3ha) Status: north of Abberley Street owned by WMCA	[E1] The site ownership extends to the full length of Abberley Street, and to the line of the former canal on the northern side. No planning application has been submitted. The site gained demolition consent on 1 February 2021. [E2] The eastern end of the parcel is outside of the ownership of WMCA	
Parcel B: Heath Street Industrial Estate (north side of Heath Street)	Site bounded by Heath Street to the south and the canal to the north and occupied by a series of warehouses in industrial use		Parcel F1: Eastern side of Halberton Street	Site occupied by a series of larger commercial and industrial uses, including Orbit International, Golden Foods and open storage for Thandi Coaches. Dominated by large, low rise warehouses and industrial buildings. Little frontage to Moilliett Street Park.	
Parcel C: Pall Mall site	Site bounded by Cranford Street to the north and Cape Arm / the former canal line to the south. Occupied by former industrial buildings to the north, and parking to the inner areas. Site appears to house the project office and parking for the hospital project. Frontage to the remaining canal arm to the west.		Parcel H: Western side of Halberton Street	[H1] Site occupied by various industries in low rise industrial buildings. [H2] Former cinema located on Dudley Road frontage in a prominent position now used for worship, surrounded by hardstanding used for parking and storage / metal recycling.	
Parcel D: Heath Street Industrial Estate (south side of Heath Street)	Site bounded by Heath Street to the north and by the access road to the south (the access road comes off Abberley Street). Occupied by densely packed light industrial warehouses				

Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)
<p>Parcel J: London Street</p>	<p>Triangle of land in mixed industrial use that includes car sales, van hire and a petrol station. Opposite the Aurora development, and adjacent to the major roundabout to the north on the A457.</p> <p>[J1] Small area bounded by Grove Lane and Cranford Street with a mix of industrial, commercial and retail uses</p> <p>[J2] Building on Cranford Way owned by WMCA, who have ambitions to develop residential block on the site, preferably as part of a wider approach.</p> <p>[J3] Southern side (between Fawdry Street and London Street) has a planning application pending.</p>	<p>[J3] Proposed erection of a multi-storey car park and a mixed-use building of between 6 and 9 storeys to include 201 dwellings and commercial floorspace (flexible within Use Classes A1 (shops), A2 (financial and professional), A3 (restaurants), A4 (drinking establishments), A5 (hot food takeaways), D2 (assembly and leisure) or mix thereof), office (Use Class B1) plus associated amenity space and demolition of existing buildings].</p>

Appendix C: Reference image copyrights

<i>Page no.</i>	<i>Project name and location</i>	<i>Developer</i>	<i>Architect / Landscape architect</i>	<i>Local authority</i>	<i>Image credit</i>
Page 51, fig. 5.19 Page 81, fig. 5.75	Kings Crescent Estate Phase 3 & 4 or Barley Court, 3 Casbeard Street, London N4 2GD	-	Karakusevic Carson Architects / KCA / Muf architecture/art	The London Borough of Hackney	Photograph © Jim Stephenson



Report to Cabinet

16 June 2021

Subject:	Re-commissioning Sandwell Stop Smoking Service
Cabinet Member:	Cabinet Member for Living and Ageing Well Cllr Hartwell
Director:	Dr Lisa McNally Director of Public Health
Key Decision:	Yes An executive decision which is likely to incur significant expenditure or have a significant effect on the community
Contact Officer:	Mary Bailey Addictive Behaviours Programme Manager mary_bailey@sandwell.gov.uk



1 Recommendations



- 1.1 That the Director of Public Health be authorised to re-commission Sandwell Stop Smoking Service provision ensuring future delivery of support for Sandwell smokers.
- 1.2 That the Director of Public Health be authorised to commence a procurement process for the provision of Stop Smoking Service to commence on 1st April 2022 for a period of 2 years with the option to extend for up to 1 year at a budget of £450,000 per annum.
- 1.3 That the Director of Public Health be authorised to enter into a contract with the successful bidder, in consultation with the Cabinet Member for Living and Ageing Well, for the provision of Stop Smoking Service to commence on 1 April 2022 for a period of 2 years to 31 March 2024 with the option to extend up to a further 1 Year (31 March 2025).
- 1.4 That an exemption be made to rule 8.7 of the Procurement and Contract Procedure Rules 2018/19 to allow a contract to be awarded to a successful tenderer in the event that the required minimum number of tenders are not received.
- 1.5 That Cabinet also approve Variations to the Contract up to a maximum of 10% of the Contract value, should they be necessitated, and that authority to approve such Variations be delegated to the Director of Public Health in consultation with the Cabinet Member for Living and Ageing Well.
- 1.6 That the Director of Law and Governance execute any documentation necessary to give effect to 1.2-1.5 above for the provision of a Stop Smoking Service.




2 Reasons for Recommendations

- 2.1 To allow the procurement of Stop Smoking Service provision. This will ensure that support for Sandwell smokers continues to be available beyond the currently commissioned service which is due to end 31st March 2022.

3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people:</p> <p>Smoking is the biggest modifiable risk factor for infant mortality and low birth weight. Sandwell currently has the second highest Infant Mortality Rate in the country</p> <p>Children whose parents smoke have significantly higher risks of health problems (e.g. asthma). These health problems are likely to negatively impact on children’s school attendance and therefore educational attainment. These children are also more likely to become smokers themselves compared to children whose parents are not smokers. Reducing the exposure of children to smoking by reducing the level of smoking in our population is bound to impact positively on giving our young ones the best start in life as well as improving their school attendance</p>
	<p>People live well and age well:</p> <p>Quitting smoking is a key factor in increasing population life expectancy as well as healthy life expectancy. This is because smoking is directly responsible for many acute and chronic illnesses that reduce life expectancy and healthy life expectancy</p>



	<p>Strong resilient communities</p> <p>Smokers make more demands on health and social care services and efforts to reduce the level of smoking in any population are bound to have positive effects. Furthermore, the proposed model with a focus on hard to reach populations will ensure delivery for our most vulnerable residents thereby reducing health inequalities within our local population</p>
---	---

4 Context and Key Issues

4. Background

- 4.1 Smoking is uniquely harmful, causing damage not only to smokers themselves but also to the people around them. Smoking is one of the main causes of health inequalities in England, with the harm concentrated in more disadvantaged communities and groups. Whilst the level of smoking in Sandwell has substantially reduced (from 23.7% in 2011 to 15.3% in 2019) it continues to remain above the national average with an estimated 37,750 smokers locally.
- 4.2 Furthermore, the impact from smoking in Sandwell is particularly pronounced compared to regional and national levels of harm: Sandwell has a higher than national rate of smoking related deaths (313.9 versus 250.2 deaths per 100,000 population), as well as faring worse across a number of other smoking related measures including smoking attributable hospital admissions and emergency admissions for COPD¹



4.3 The landscape for smoking cessation service delivery has also changed due to a number of factors including the Covid pandemic (impacting on service delivery methods as well as smoking behaviours during lockdown); increasing use of electronic cigarettes as a harm reduction /smoking cessation aid as well as other system-wide developments and learning as follows:

4.3.1 Changes to service delivery during Covid have not only seen remote support provision through telephone and videoconferencing as a viable delivery mechanism but have also increased residents' confidence in accessing support that is not always through face-to-face physical appointments. This offers potential for more varied and cost-effective delivery options to help smokers with access to such resources.

4.3.2 Increasing use and accessibility of electronic cigarettes (with an established evidence base as a harm reduction and cessation aid) also offers the potential to engage more smokers who may struggle with more traditional quit-aids and offer potential for more self-help options

4.3.3 The NHS Long Term Plan has prioritised preventative action and sets out intentions for the NHS contribution to tackling tobacco dependence for hospital inpatients, pregnant women and long-term users of mental health services commencing 2021/22. Collaboration between Public Health and the NHS around service provision must be responsive and flexible to system-wide developments



- 4.3.4 The current model of provision has been subject to on-going remedial contractual management given under-performance and in particular, its lack of engagement with high-prevalence smoker groups (who tend to be concentrated in more disadvantaged groups). The current service payment model has acted to increase health inequalities, to quash flexibility and innovation in referral generation efforts with only 14% of referrals from targeted/ high prevalence populations²
- 4.4 The combined impacts of changes in intervention delivery methods due to Covid; changes in smoking behaviours due to Covid and increasing use of electronic cigarettes; the still higher than average level of smoking; and the concentration of smoking in certain groups of our population as well as the inflexibility of the current service model, together with system-wide opportunities afforded by NHS LTP intentions, necessitate the need for a new model of service delivery.
- 4.5 **Current Position**
- 4.6 Current smoking cessation support is delivered by Everyone Health Ltd. The service is now delivering into its permissible one-year extension period which ends 31st March 2022. The current service delivery model is largely universal in approach seeing very few smokers from more disadvantaged/high-prevalence groups and delivered wholly via trained specialists
- 4.7 The current model does not take into account that some smokers may not need full specialist support to quit. It also does not take fully into account the increasing use of electronic cigarettes which have an established evidence base as a harm reduction/quit aid



- 4.8 The current service model has an annual maximum budget of £450,000 with the payment model consisting of a combination of block payment (30%), and payment by result (70%) for every 12-week quit achieved. Expenditure against the budget for 2020/21 was £273,801.90
- 4.9 Having consulted with residents and partners about future smoking delivery, there is an ask to continue specialist support provision -in particular for those harder to reach/vulnerable smokers, but also an ask to provide more self-help options for the wider population. Respondents felt that smokers should be able to move between the varying levels of support as they see fit/ progress on their quit journey.
- 4.10 In mirroring national ambition, a focus on reducing smoking prevalence reduction is essential, requiring the need to work with and across the system (including statutory, non-statutory, community organisations and residents). It is therefore felt that a service model is needed that is flexible both in terms of its methods and approaches to reach (previously missed target group) smokers, as well as flexible in terms of how service users can access support. Towards this, a model with two distinct elements is proposed:
- Specialist service (covering all pharmacological and behavioural support intervention delivery management as well as smoking cessation training to a range of stakeholders). This element will ensure a focus on harder to reach populations.
 - Self-help option (resource efficient -directed at those already inclined to quit and with the necessary access/resource to do so)

Electronic cigarette access is to be developed and supported across both elements



- 4.11 The budget for the proposed model will be £450,000 maximum per annum with an element of Payment by Results for each quit successfully achieved. It is proposed that the service commence on 1st April 2022 for a period of 2 years with the option to extend for up to 1 year at a budget of £450,000 per annum with a 50:50 split between block contract and payment by results in order to ensure a good mix between quantity of smokers treated and quality of development and engagement work. This would mean a maximum total amount of £1,350,000.00
- 4.12 The contract target will require a minimum of 5% of the smoking population to be treated as recommended by NICE, however more importantly, is who those smokers are – smokers from harder to reach/ vulnerable groups are likely to need more intensive and sustained support. Targets stipulating who the service engages will be just as important as the total numbers engaged
- 4.13 Bids from providers will be assessed according to structured criteria weighted on the basis of a 60:40 quality to price ratio

5 Alternative Options

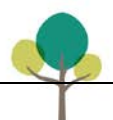
- 5.1 Do not approve the procurement of smoking support provision beyond 31st March 2022. This will impact health outcomes (not just of the smokers themselves but the health of others through secondary smoke harms) and further exacerbate health inequalities for our most disadvantaged groups within the borough. This would be premature given current levels of harm and that specialist support has been the mainstay of provision options / not having transitioned the population towards more self-help options



5.2 Recommission only the specialist support element – in effect commissioning a similar model of provision again. Whilst this can work well if appropriately targeted towards our harder to reach smokers, it does not help deliver /transition the wider population towards more personal ownership and empowerment over their quit journey – potentially leaving us in a continuing position of predominantly specialist provision commissioning.

6 Implications

<p>Resources:</p>	<p>Financial, staffing, land/building implications:</p> <p>Financial resource is to be sourced from the Public Health Grant.</p> <p>The budget for the proposed model will be £450,000 maximum per annum with an element of Payment by Results to help minimise any financial impact of under-performance on Council resource.</p> <p>The service would commence on 1st April 2022 for a period of 2 years with the option to extend for up to 1 year at a budget of £450,000 per annum. This would mean a maximum total amount of £1,350,000.00</p>
<p>Legal and Governance</p>	<p>Legal implications including regulations/law under which proposals are required/permitted and constitutional provisions:</p> <p>Under the Health & Social Care Act 2012, Sandwell Council (Public Health team) has undertaken responsibility for commissioning the Stop Smoking Service since 2013</p> <p>Under various enabling legislation, including Section 1 of the Local Government (Contracts) Act 1997, the Local Authority has power to enter into contracts for the purposes of or in connection with the discharge of its functions.</p> <p>The procurement process is governed by the Public Contracts Regulations 2015</p>



	Bids from providers will be assessed according to structured criteria weighted on the basis of a 60:40 quality to price ratio
Risk:	<p>Risk implications, including any mitigating measures planned/taken, health and safety, insurance implications:</p> <p>The corporate risk management strategy has been complied with to identify and assess the risks associated with the decisions being sought.</p> <p>Risk in respect of continuity of stop smoking service provision from 1st April 2022 has been identified should there be no approval to re-procure.</p> <p>There will be further consideration given to risk management as part of the contractual management with the future service provider.</p>
Equality:	<p>Implications for equality (all aspects and characteristics) including how meeting Equality Duty, equality impact assessments:</p> <p>An Equality Impact Assessment has been conducted and the proposal would have no negative impact on protected groups. In fact, the proposal ensures that the boroughs more vulnerable individuals are supported thereby working to reduce health inequalities</p> <p>Please see Appendix A for a copy of the Equality Impact Assessment</p>



<p>Health and Wellbeing:</p>	<p>Implications of the proposals on health and wellbeing of our communities:</p> <p>This proposal would result in positive implications for health and well-being. Should the proposal not be accepted, and smoking support is no longer available, there is very likely to be an escalation in smoking related harms where individuals are unable to access support resulting in hospital admissions, emergency admissions and long-term health morbidities. Not only impacting the health and wellbeing of smokers themselves, but others through secondary smoke harms and continuing visibility of smoking behaviours to future generations</p>
<p>Social Value</p>	<p>Implications for social value and how the proposals are meeting this (for e.g. employment of local traders, young people):</p> <p>Tendering organisations will be required to identify how their organisation creates social value as part of the procurement process, (for example local volunteering and employment opportunities) and this will be one of the criteria for assessing the bids. We would particularly looking at potential providers' commitment to employing local people to deliver services.</p>

7. Appendices

Appendix A -Equality Impact Assessment



FIA SmokinaP

8. Background Papers

NICE guidelines:

<https://www.nice.org.uk/guidance/ng92/chapter/Recommendations#commissioning-and-providing-stop-smoking-interventions-and-services-to-meet-local-needs>



NHS Long Term Plan: Smoking:

<https://www.longtermplan.nhs.uk/online-version/chapter-2-more-nhs-action-on-prevention-and-health-inequalities/smoking/>

Department of Health (2017) Towards a Smokefree Generation: A Tobacco Control Plan for England. Available from:

<https://www.gov.uk/government/publications/towards-a-smoke-free-generation-tobaccocontrol-plan-for-england>

NICE guidelines CG92: Stop smoking support services and interventions: including advice on e-cigarettes (section 1.5):

<https://www.nice.org.uk/guidance/ng92>

¹ All referenced statistics and analysis on the impact and prevalence of smoking in Sandwell is available via:

<https://fingertips.phe.org.uk/profile/tobacco-control>

² Local smoking service performance statistics covering 2019/20 financial year period



Report to Cabinet

16 June 2021

Subject:	Sandwell Universal Allocation Grant: Enhanced Drug Treatment Provision
Cabinet Member:	Cabinet Member for Living and Ageing Well Cllr Hartwell
Director:	Dr Lisa McNally Director of Public Health
Key Decision:	Yes An executive decision which is likely to incur significant expenditure or have a significant effect on the community
Contact Officer:	Mary Bailey Addictive Behaviours Programme Manager mary_bailey@sandwell.gov.uk

1 Recommendations

- 1.1 That approval be given to a variation to the current Adult Alcohol and Drug Service Contract to fund additional enhanced provision totalling £260,053



- 1.2 That the Director of Public Health, in consultation with the Director of Law and Governance and Monitoring Officer, be authorised to vary the existing Adult Alcohol and Drug Service contract allowing the additional enhanced provision for a period of 12 months.



2 Reasons for Recommendations

- 2.1 Following a national review of drug treatment delivery and funding, the government has provided an additional £80million funding for drug treatment services to be spent in 2021/22. Sandwell's allocated amount for the period is £407,000 and is additional to existing Public Health grant expenditure on drug treatment services. The funding must be spent on a specific menu of interventions focused on reducing drug related crime and reducing drug related deaths.
- 2.2 The expectation from government is that the additional enhanced delivery commences as early into Quarter 1 of 2021/22 as possible for a period of 12 months. Given the timescales (local areas were only notified of their allocated amounts mid-March 2021) the government recognises the need to accommodate local approval processes and has subsequently allowed some activity to fall within Quarter 1 of the following financial year 2022/23.
- 2.3 Many of the permissible spend interventions can only be delivered by our existing drug treatment provider, for example, expansion of pharmacological and psychosocial intervention capacity. To not have these delivered by our existing drug treatment services could compromise drug client experience and continuity of provision. Other proposed elements within the variation amount could fully integrate into existing commissioned provision within a minimal timescale, subject to recruitment.



2.4 We therefore propose to secure approval to allow a variation of the current Adult Alcohol and Drug Service Contract value to fund additional enhanced provision totalling £260,953 for a period of 12 months.

3 How does this deliver objectives of the Corporate Plan?

	<p>Best start in life for children and young people:</p> <p>Maximising access and engagement with substance misuse support enables people (including those affected by someone else's use such as children, family members and the wider community) to benefit</p> <p>Parental substance misuse can have a negative impact on children and young people. Evidence suggests that in Sandwell over 500 adults with an opiate dependency live with children, of these 48% accessed treatment.¹</p>
	<p>People live well and age well:</p> <p>Problematic substance misuse can cause ill health and impact on mortality rates. Ensuring engagement and support with drug treatment, will help individuals live longer and enjoy a better quality of life – <i>adding years to life and life to years</i>.</p> <p>Enhanced delivery capacity and treatment options afforded from the Universal Allocation grant monies will ensure increased health outcomes as follows:</p> <ul style="list-style-type: none"> • Increasing the range of long acting opioid substitute medications (Buvidal) available is particularly suited to people for whom there are concerns about the safety of medicines stored at home or for people who have difficulties adhering to daily supervised opioid substitution medication². • Enhancing needle/syringe packs through the addition of foil will help reduce the harms of heroin use by encouraging smoking rather than injecting, thus reducing the risk of fatal overdose and the transmission of blood borne viruses. The provision of



	<p>foil is exempt from the Misuse of Drug Act 1971 and therefore permissible in law³</p> <ul style="list-style-type: none"> • Expanding the provision of the overdose reversal medication Naloxone through a peer to peer distribution scheme will reduce drug related deaths by ensuring it gets to those who need it most. Local drug related death findings showed 43% of those who died from an opiate overdose did not have naloxone. Naloxone can be given out by people employed or engaged in the provision of drug treatment services (including volunteers) without the need for a prescription. • Employing a small number of Referral Generation workers who will work across the system to increase referrals into treatment by working across a range of partners including children and family services, criminal justice agencies, job centre plus and primary care. This will ensure a greater number of individuals benefit from accessing drug treatment • Employing an additional Drug Treatment Worker to increase treatment capacity meaning more individuals benefit from accessing drug treatment and its range of benefits including reduced crime, reduced drug-related deaths, improved health and social functioning
--	--



Strong resilient communities

It is estimated that around 45% of acquisitive crime is committed by heroin and/or crack cocaine users in order to fund their dependency. Evidence suggests that in 2016/17 substance misuse treatment helped to prevent 4.4 million crimes⁴.

Crime can have a significant impact on communities; people may feel less safe, home insurance can increase, property prices can be affected and businesses may avoid the area.

The proposals aim to increase the number of drug dependent people accessing treatment which is likely to reduce crime.



4 Context and Key Issues

Background

- 4.1 Additional government funding is being made available to Local Authority Public Health teams to bolster their local drug treatment response. The announcement of an additional £80m (termed the 'Universal Allocation Grant') across England is following the Dame Carol Black review which evidences year on year funding cuts to local drug treatment services, combined with increases in adverse health and social impacts for this client cohort.
- 4.2 Sandwell's Universal Allocation Grant amount notification of £407,000 was received on 12th March 2021. The funding is to allow for 12 months of activity commencing as early as possible in Quarter 1 of 2021/22 (with permissible spend into Quarter 1 of the subsequent financial year 2022/23). The funding will be made available through Section 31 grant provisions
Please see Appendix 1 for a copy of Sandwell's Universal Allocation Grant Award letter and associated list of permissible spend interventions
- 4.3 The funding must be spent on interventions that help reduce drug related harms. A list of permissible spend options include:
- offering more treatment places
 - increased usage of residential rehabilitation
 - expanding needle and syringe programmes to reduce blood-borne viruses
 - providing more naloxone to prevent overdose deaths
 - improving treatment pathways from the criminal justice system including courts, prisons and police custody
 - other interventions (subject to approval from the national team)



4.4 In order to ensure local proposed spend fulfilled national requirements as well as benefitting local drug treatment provision, consultation with partners was conducted throughout the week commencing 15th March 2021. Partners including members of the local Strategic Drug & Alcohol Partnership (SDAP), local treatment service providers including acute sector and CCG, and regional Public Health colleagues were all consulted. The achievability of intended aims, feasibility, additionality to existing provision as well as likely effectiveness given the backdrop of Covid informed spend proposals.

Please see Appendix 2 for a full list of proposed spend options submitted to the national team 26th March 2021

4.5 Current Position

4.6 The proposed spend options include a number of elements that are best delivered by our currently commissioned drug treatment provider, Cranstoun, e.g. expansion of pharmacological and psychosocial intervention capacity. To not have these delivered by our existing drug treatment services could compromise client experience and continuity of provision. Other proposed elements within the variation amount could fully integrate into existing commissioned provision within a minimal timescale, subject to recruitment.

4.7 Proposed variation interventions and amount: Table 1:

Intervention	Descriptor/Rationale	Amount
Enhanced Harm Reduction: Peer-to-peer naloxone provision	400 additional naloxone kits and 0.5 FTE peer co-ordinator post to ensure overdose reversal medication gets to those who need it	£27,853



Enhanced Harm Reduction: Foil in Needle Syringe Packs	Enhance current Needle pack kits with addition of foil: replace usual purchase of kits to kits containing foil - 1000 packs at a cost of £1 per pack	£1,000
More Treatment Options: Novel Long Acting Opioid Substitution Therapy (OST) provision :Buvidal	Cost of £3100 OST per individual per annum: additional cost to existing provision £1852 per individual -allowing an additional 20 people in receipt of Buvidal	£37,100
Increased Integration and Improved Care Pathways: 4 FTE Referral Generation Workers	Posts will work across the system to increase referrals into treatment by working across a range of partners including children and family services, criminal justice agencies, job centre plus and primary care.	£156,000
Increased Treatment Capacity: 1 FTE Drug Treatment Worker	Worker to provide additional capacity and interventions for those referred via Out of Court Disposals	£39,000
TOTAL		£260,953.00

4.8 The proposed additional interventions would add value to the existing drug treatment contract through increased integration and improved care pathways, additional treatment capacity, enhanced harm reduction and the expansion of options in relation to opiate substitution therapy (in line with current NICE guidance). Furthermore, Cranstoun, the current provider of adult drug treatment services is performing to a satisfactory standard and could fully integrate the additional services into existing provision within a minimal timescale, subject to recruitment



4.9 The proposed variation amount, aggregated with previous variation amounts made to the contract with Cranstoun would mean that the light touch OJEU threshold will be exceeded. A VEAT notice to utilise Regulation 72 is therefore required. For further details please see Legal & Governance implications in section 6

5 Alternative Options

5.1 Do not approve the variation. An alternative method of delivery of the proposed variation interventions would be to secure provision through a competitive tender process. Risks with this option are as follows:

- There is no guarantee providers would be forthcoming given the contract length would be for 12 months only.
- Both the procurement exercise and lead-in time mean that activity would be unable to commence until at least the latter half of Q2 2021/22. This means there is a risk that we would be unable to make use of all the funding.
- This would delay the commencement of interventions that would be of benefit to Sandwell residents.
- If the proposed interventions are delivered by a different provider it could result in the fragmentation of services and care pathways into treatment

5.2 Do not approve the variation and not utilise the additional funding but simply return the monies to government

6 Implications

<p>Resources:</p>	<p>Financial, staffing, land/building implications:</p> <p>Sandwell has been allocated a total of £407,000 from Central Government to be spent on enhancing existing drug treatment provision. The money has been transferred by government and can only be spent on drug treatment services in line with a specific menu of interventions.</p>
--------------------------	---



	<p>The funding will be made available from Government through Section 31 grant provisions and the Section 151 Officer will need to confirm that spending has been on additional services.</p> <p>Of the total £407,000 Sandwell allocation amount, the proposed variation to the current commissioned adult drug treatment contract is £260,953.</p>
<p>Legal and Governance</p>	<p>Legal implications including regulations/law under which proposals are required/permitted and constitutional provisions:</p> <p>With regards to the variation to the main Alcohol & Drug Treatment Contract, the contract for this service was awarded for three years with a reducing annual budget of £3.1 million 2018/19, £2.8 million in 2019/20 and £2.5 million in 2020/21 with an option to extend the contract for two years at £2.5 million per annum. The total value of the contract across the 5 years including the approved permissible 2-year extension period is £13,152,031. Under the Public Contract Regulations 2015, Regulation 72(5) (b) allows for modifications to a contract as long as the modification does not alter the nature of the contract and falls below the relevant procurement threshold and 10% of the aggregated contract value.</p> <p>This variation amount, aggregated with previous variation amounts made to the contract would mean that the light touch OJEU threshold will be exceeded. A VEAT notice has been published, to utilise Regulation 72 (1) (C), which allows for modified without a new procurement procedure where all of the following conditions are fulfilled:—</p> <ul style="list-style-type: none"> (i)the need for modification has been brought about by circumstances which a diligent contracting authority could not have foreseen; (ii)the modification does not alter the overall nature of the contract. (iii)any increase in price does not exceed 50% of the value of the original contract or framework agreement.



	<p>Due to the timescales associated with this funding and following approval from Cllr Hartwell, Cabinet Member for Public Health, this notice has been published in advance of this Cabinet variation request.</p>
<p>Risk:</p>	<p>Risk implications, including any mitigating measures planned/taken, health and safety, insurance implications:</p> <p>A risk assessment exercise has been undertaken in line with Council policy. Risks identified along with mitigations to manage the risk to acceptable levels are as follows:</p> <p>A risk associated with making the variation for the amount of £260,952 (and therefore taking us over the OJEU threshold) is challenge to the VEAT notification. This could delay the process further and mean we are unable to utilise the full 12 months of funding. Such a challenge however is unlikely given we have followed internal and national procurement approval processes for contract delivery to date.</p> <p>The additional funding is for one year only with the final payment at the end of quarter 1 2022/23. This means that the proposed interventions would be withdrawn at this point unless additional funding is found, or a subsequent round of funding is made available from national government again. To mitigate risk where possible, sustainability of approaches (particularly those such as the system-wide referral generation work) will focus on embedding and changing workforce practice and culture towards the client group</p>
<p>Equality:</p>	<p>Implications for equality (all aspects and characteristics) including how meeting Equality Duty, equality impact assessments:</p> <p>An Equality Impact Assessment has been conducted and the proposal would have no negative impact on protected groups. The proposal ensures that some of the boroughs most vulnerable individuals are supported.</p> <p>For further details please see Appendix 3 – Equality Impact Assessment</p>



<p>Health and Wellbeing:</p>	<p>Implications of the proposals on health and wellbeing of our communities:</p> <p>This proposal would result in positive implications for health and well-being. Should the proposal not be accepted, and the additional interventions are not delivered through the proposed variation with our existing Drug Treatment contract, this would delay the commencement of interventions that would be of benefit to Sandwell residents. It may also mean that, if the proposed interventions are delivered by a different provider, it could result in the fragmentation of services and care pathways into treatment.</p>
<p>Social Value</p>	<p>Implications for social value and how the proposals are meeting this (for e.g. employment of local traders, young people):</p> <p>The proposals will result in the creation of additional posts at Cranstoun Sandwell which will provide employment opportunities for suitably qualified Sandwell residents (subject to application process).</p> <p>The proposal aims to develop peer-to-peer naloxone provision which provides opportunities and skills for those in recovery.</p>

7. Appendices

Appendix 1 – letter of allocation amount and menu of interventions



210310 Universal -



210310 Universal -



210310 Universal -



20210310 -

menu of interventions menu of interventions draft grant agreement Universal Letter - San

Appendix 2 – Proposed spend submission to national team



Universal - proposal
templateMaryBSandw



Appendix 3 – Equality Impact Assessment



EIA_Template -
Universal Grant Allo

8. Background Papers

Dame Carol Black Review:

<https://www.gov.uk/government/collections/independent-review-of-drugs-by-professor-dame-carol-black>

9 Information references:

¹ <https://www.gov.uk/government/publications/parental-alcohol-and-drug-use-understanding-the-problem>

² <https://www.nice.org.uk/advice/es19/chapter/Key-messages>

³

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/564151/monitoring-legal-provision-foil-heroin-users-horr92.pdf

⁴ <https://app.box.com/s/p52mrjh78yryshd9smogm350s7ougg1>



Report to Cabinet

16 June 2021

Subject:	Extension of existing contracts for Carriageway Resurfacing and Carriageway Surface Treatments
Cabinet Member:	Cllr Jackie Taylor – Cabinet Member for Connected and Accessible Sandwell
Director:	Tammy Stokes – Interim Director Regeneration & Growth
Key Decision:	Yes
Contact Officer:	Robin Weare - Highway Services Manager Robin.Weare@sandwell.gov.uk

1 Recommendations

That Cabinet:





- 1.1 Authorise the Interim Director – Regeneration and Growth, in consultation with Cabinet Member for Connected and Accessible Sandwell, to extend the existing contracts for carriageway resurfacing and carriageway surface treatments.
- 1.2 Authorise the Director of Law and Governance – Monitoring Officer to execute any documentation necessary to enable the course of action referred to in 1.1 above.
- 1.3 That any necessary exemptions be made to the Council's Procurement and Contract Procedure Rules to enable the course of action referred to in 1.1 above to proceed.




2 Reasons for Recommendations

- 2.1 Authority is sought to authorise the Interim Director – Regeneration and Growth, to extend the existing contracts for carriageway resurfacing and carriageway surface treatments.
- 2.2 The council has a statutory duty as the Highway Authority to maintain carriageways in a safe and useable condition.
- 2.3 Our local highways play a vital role as the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world. They enable economic growth, social mobility and are important in ensuring good health outcomes.
- 2.4 Access to specialist contractors to deliver preventative maintenance work to our highway network is delivered through a collaborative framework agreement with Dudley Metropolitan Borough Council (MBC).
- 2.5 The current framework contracts expire on 31st March and 30th April 2021.

3 How does this deliver objectives of the Corporate Plan

	<p>Best start in life for children and young people: Good, well maintained highway infrastructure will encourage more walking and cycling among our younger people increasing their wellbeing, improving road safety and air quality.</p>
	<p>People live well and age well: The Highway environment plays an important role in the life of the community, particularly the positive opportunities that they can bring from social inclusion and interaction. Well maintained highways make it much more likely that older people will go for a walk.</p>
	<p>Strong resilient communities: Good quality Highways infrastructure will make our communities feel safe, more protected and confident in their homes and neighbourhoods.</p>
	<p>A strong and inclusive economy: Our local highways are the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world.</p>



	They enable economic growth, social mobility and are vital in ensuring good health outcomes.
	A connected and accessible Sandwell: Our residents will have excellent public transport that connects them to jobs in Birmingham, Wolverhampton, the airport and the wider West Midlands.

4 Context and Key Issues

- 4.1 Cabinet approval is sought for delegated authority to approve the extension of the existing contracts which are in collaboration with Dudley MBC for a period of up 12 months.
- 4.2 The current contract for the surface treatments expires on 31st March 2021.
- 4.3 The current contract for carriageway resurfacing expires on 30th April 2021.
- 4.4 These extensions will enable Sandwell to continue to be able to access specialist highway maintenance contractors for work on footways and carriageways, helping us ensure our highways remain in a safe and useable condition for the benefit our residents and all those who use our roads and footways, whilst we work with Dudley MBC on new competitive tender arrangements to be put in place later this year.
- 4.5 The extension has been agreed by the contract lead authority in this instance Dudley MBC. The impact of Covid 19 and resource constraints has prompted Dudley to extend these existing contracts for 12 months prior to undertaking a competitive tender exercise.
- 4.6 Sandwell would expect to spend c£3,000,000 per year under these frameworks.



5 Alternative Options

- 5.1 Without specialist suppliers, we will have to utilise elements of a civil engineering framework contract for urgent service provision, which is not recommended for this specialist area of work or considered to provide best value.

6 Implications

<p>Resources:</p>	<p>The Maintenance service is funded from the capital and revenue budgets set within the overall Highways Maintenance budget.</p> <p>A key service risk relates to third party liability claims arising from accident and injury due to condition of the highway or non-compliance with statutory obligations. The duty is not absolute, but decisions must be taken on reasonable grounds with due care and regard to relevant considerations as set out in best practice guidance 'Well-managed Highway Infrastructure'.</p>
<p>Legal and Governance:</p>	<p>The principal legal statutory duties imposed on highway authorities to maintain the highway structures are set out in the Highways Act 1980.</p> <p>Section 41 (1) of the Highways Act, provides that a highway authority is under a duty to maintain those highways in the area for which it is responsible.</p> <p>Section 130 of the highway Act, provides for protection of public rights. It is the duty of the highway authority to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority.</p> <p>The Council also has legal statutory duties to manage day-to-day operational use of its highways to 'keep traffic moving' under The Traffic Management Act 2004.</p>



Risk:	<p>Highway maintainable at public expense. This will help deliver the aims and objectives as set out in the Corporate Asset Management Plan and The Highway Asset Management Plan aimed at ensuring the safety of the highway network.</p> <p>The council has a duty to meet its legal obligations to mitigate service risks related to third party liability claims arising from accident and injury due to condition of the highway.</p>
Equality:	<p>An equality impact assessment has not been carried as maintaining the highway infrastructure maintainable at public expense is not believed to impact significantly against the protected characteristics.</p>
Health and Wellbeing:	<p>The extension of the carriageway surface treatment and carriageway resurfacing contracts will support Vision 2030 Ambitions 2, 5, 6 and 9 in keeping the roads operating safely and efficiently.</p>
Social Value	<p>Continued participation in this framework provides us the opportunity to share best practice, improve our performance and make efficiency savings by working collaboratively together with other members.</p> <p>Sandwell believes that the effective use of local, smaller or medium sized contractors unlocks significant benefits for the residents of Sandwell that goes beyond the first-order project derived Value For Money benefits, by making more holistic use of the economic funds available to us to compliment The Council's wider drivers to tackle poverty, inequality and lack of opportunities within the Borough.</p> <p>The successful supplier's offerings in respect of Social Value will be assessed as part of the Tender Appraisal stage of this framework. The successful suppliers tend to be local businesses, supplying employment opportunities for local people. We will be working with Dudley MBC to develop appropriate quantitative and measures on employment of local people, work placements and mentoring, working with local schools and community groups etc.</p>



8. Background Papers

8.1 Well-managed Highway Infrastructure – Code of Practice Last updated October 2016



Report to Cabinet

16th June 2021

Subject:	Provision of Annual Gas Safety Inspections
Cabinet Member:	Cabinet Member for Quality Homes and Thriving Neighbourhoods, Councillor Zahoor Ahmed
Director:	Interim Director of Housing Katharine Willmette
Key Decision:	Yes Above £250,000.00 threshold.
Contact Officers:	Jonathan Rawlins, Business Manager 0121 569 5045. Jonathan_rawlins@sandwell.gov.uk Wendy Jones, Procurement Officer 0121 569 6098. Wendy_jones@sandwell.gov.uk

1 Recommendations

- 1.1 That approval be given to award contracts for the delivery of Gas Safety Inspections to: -
- 1.1.1 Aaron Services Limited, for the sum of approximately £1,700,000 and for a period of 4 years, from 1st August 2021 to 31st July 2025.
- 1.1.2 Pheonix Gas Services Limited, for the sum of approximately £1,700,000 and for a period of 4 years, from 1st August 2021 to 31st July 2025.
- 1.1.3 J Tomlinson Limited, for the sum of approximately £1,700,000 and for a period of 4 years, from 1st August 2021 to 31st July 2025.




1.2 That the Director – Law and Governance and Monitoring Officer be authorised to enter into appropriate contracts for Gas Safety Inspections with Aaron Services Limited, Pheonix Gas Services Limited and J Tomlinson Limited.

2 Reasons for Recommendations

2.1 The Council is obliged by statute to undertake gas safety inspections and servicing to its properties as a landlord.

2.2 This report seeks approval to award the contract for the provision of Annual Gas Safety inspections.

3 How does this deliver objectives of the Corporate Plan?

	<p>Quality homes in thriving neighbourhoods, this contract is required to allow Sandwell MBC to continue to maintain and upgrade its housing stock as and when required.</p>
	<p>Ambition 5: Our communities are built on mutual respect and taking care of each other, supported by all the agencies that ensure we feel safe and protected in our homes and local neighbourhoods.</p>

4 Context and Key Issues

4.1 Sandwell Council is responsible for the risk and maintenance of gas appliances under Landlords responsibility which encompasses approximately 26,000 serviceable properties and over 60,000 gas fitments.

4.2 The Council is seeking to appoint three Contractors to assist the Council's in-house Gas Section to undertake the Annual Gas Safety checks in our Council Properties, for a contract period of four years, from 1st August 2021 to 31st July 2025.

4.3 The current contract expires on the 31st July 2021.



- 4.4 Five compliant tenders were returned by the deadline of 9th April 2021.
- 4.5 The five compliant tenders received have been evaluated in accordance with the criteria stipulated within the tender documentation, 70% Price and 30% Quality.
- 4.6 The Contractors with the winning submissions are Aaron Services Limited, Pheonix Gas Services Limited and J Tomlinson Limited.
- 4.7 The anticipated value of the contract is in the region of £5,100,000, (£1.275,000 per annum) for a period of four years from 1st August 2021 to 31st July 2025.
- 4.8 The contract has been divided into three geographical areas, with each of the successful contractors to be allocated to only one area.

Area 1 - Tipton and Wednesbury
Area 2 - West Bromwich and Smethwick
Area 3 - Oldbury and Rowley Regis

- 4.9 Tenderers were afforded the opportunity of applying for one, two or all three areas but would not be awarded more than one. The Council will award each area to the contractors that offer Sandwell the most economically advantageous package overall. Should a Contractor be the most economically advantageous tender in all areas, then the second and third most economically advantageous tender are to be appointed.
- 4.10 The most economically advantageous tender of Aaron Services Limited will be appointed to Area 2 West Bromwich and Smethwick.
- 4.11 The 2nd most economically advantageous tender of Pheonix Gas Services Limited will be appointed to Area 1 Tipton and Wednesbury.
- 4.12 The 3rd most economically advantageous tender of J Tomlinson Limited will be appointed to Area 3 Oldbury and Rowley Regis.

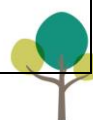


5 Alternative Options

- 5.1 There are no other options available, this contract is required in order for Sandwell MBC to be able to maintain its current housing stock and fulfil its landlord obligations.
- 5.2 The Council is obliged by statute to undertake gas safety inspections and servicing.

6 Implications

Resources:	The proposed contract £5,100,000 (£1,275,000 per annum) for provision of Annual Gas Safety Inspections is included within approved Housing Revenue Account.
Legal and Governance:	The contract will be awarded in accordance with the council's Procurement and Contract Procedure Rules and the Public Contracts Regulations 2015.
Risk:	No Risks
Equality:	An Equality Impact Assessment was not undertaken as this is a renewal of an existing contractual arrangement. The contract will be monitored to ensure compliance.
Health and Wellbeing:	This Contract is required for Sandwell MBC to undertake its Landlords Duty in ensuring that gas safety inspection, service and associated repair works for all gas pipework, appliances and fittings owned by Sandwell MBC are carried out within statutory timescale. The carbon monoxide and smoke alarms are also checked and replaced where necessary.
Social Value	Social Value will be achieved through the inclusion of an Employment and Skills Plan (ESP) contained within the formal contract with Aaron Services Limited, Pheonix Gas Services Limited and J Tomlinson Limited. The plan includes contractual performance indicators such as work experience placements, apprenticeships in addition to school engagement and community activities.



Aaron Services Limited, through their tender submission, have committed to support a full range of local opportunities for this SMBC contract, as detailed within the ESP. Specifically, for this contract they'll support social value and local integration within key areas by ensuring:

Jobs: They'll offer 100% new roles arising as part of this contract to SMBC residents as priority,

innovation: holding accredited Employment Support Sessions, through Sandwell recruitment team.

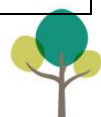
Apprenticeships: All apprentices will be offered a permanent, sustained job upon training completion.

Local Schools: They'll work closely with local schools to promote opportunities within Aaron Services/ the industry attending events/ offering career/ interview/ CV guidance.

Pheonix Gas Services Limited, through their tender submission, is committed to supporting clients and the local communities in which we work. In the current economic climate, they understand that delivering added value is a must and social value is no different. They will endeavour to work with Sandwell MBC on a partnership basis that is customer focused and supports your Vision 2030 policy to make Sandwell a thriving, optimistic & resilient community.

They have committed to investing in the Borough of Sandwell over the last 5 years, this includes:

- Purchasing office accommodation in Oldbury as a long-term investment.
- Setting up procurement deals with local suppliers including materials, vans, plant, administration supplies and cleaners.
- Having a local branch and suppliers reduces the environmental impact on the area our business would otherwise create.
- Providing employment for local labour, both direct and subcontract.
- Offering work placements, volunteering and training to local residents.
- Employing apprentices from the local area to improve the skill set of young people in the community.



- Working with Sandwell Area Employment officers to advertise jobs and recruit apprentices through the Sandwell Guarantee scheme.
- Community support and education initiatives
- Charitable work
- Ensuring the health of operatives and the tenants we look after is prioritised at all times, having strict codes of conduct and policies for working through COVID 19 has been a testament to this.
- Continued investment in the area, the re-secure of this contract would see a second office purchased in the area creating further employment opportunities

J Tomlinson Limited, through their tender submission, have committed to supporting the Council in our journey to Sandwell 2030 via: -

Jobs and apprentices

- Support 1 apprentice onto further NVQ/T Level
- 2 weeks work experience placement (unpaid)
- 1 employment support workshop (CV guidance, mock interviews)

School and community support

- 1 school engagement activity

Promoting environmental awareness

- Energy efficiency handbook for all residents visited
- Volunteering to reduce crime

Recycling and carbon reduction

- 1 roadshow explaining low-carbon technology to customers
- Promotion of Sandwell campaigns via Marketing division
- Engineers provide customers with technical support
- Target 98% waste diverted from landfill

Local SMEs and supply chain

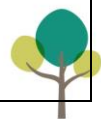
- 1 meet the buyer event
- £62,500 spend within local supply chain (estimated)
- £50,000 spend with local SMEs (estimated)

Improving staff wellbeing

- All contract staff have access to multi-dimensional wellbeing programme

Volunteering

- 1-day volunteering for contract staff



	<p>Donations</p> <ul style="list-style-type: none"> ▪ £1,000 to Sandwell charities ▪ £1 donated for each first-time access
--	---

7. Background Papers

None

8. Appendices

Tender results: -

Area 1 Tipton and Wednesbury				
	Price Score	Quality Score	Total	Rank
Contractor A	70.00	30.00	100.00	1 st
Pheonix Gas Services Ltd	67.82	28.80	96.62	2 nd
Contractor C	61.14	28.80	89.94	3 rd
Contractor D	61.91	23.45	85.36	4 th
Contractor E	55.93	21.98	77.90	5 th

Area 2 West Bromwich and Smethwick				
	Price Score	Quality Score	Total	Rank
Aaron Services Ltd	70.00	30.00	100.00	1 st
Contractor B	66.17	28.80	94.97	2 nd
Contractor C	59.42	28.80	88.22	3 rd
Contractor D	60.65	23.45	84.10	4 th
Contractor E	54.86	21.98	76.84	5 th



Area 3 Oldbury and Rowley Regis				
	Price Score	Quality Score	Total	Rank
Contractor A	70.00	30.00	100.00	1 st
Contractor B	68.28	28.80	97.08	2 nd
J Tomlinson Ltd	61.56	28.80	90.36	3 rd
Contractor D	62.33	23.45	85.78	4 th
Contractor E	56.32	21.98	78.29	5 th



By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank