

BILSTON URBAN VILLAGE

Wolverhampton



High Street Link Draft Development Brief

July 2008

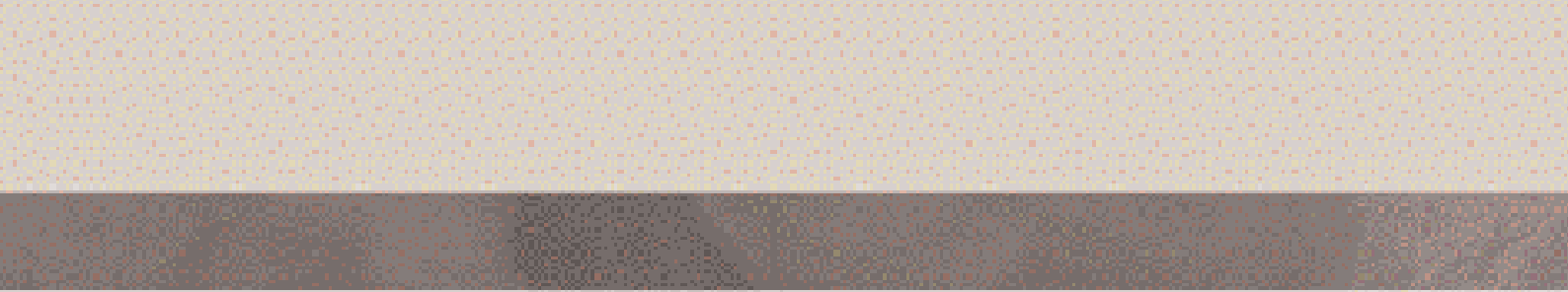
**B I L S T O N U R B A N
V I L L A G E**

W o l v e r h a m p t o n

**H i g h S t r e e t L i n k
D r a f t D e v e l o p m e n t B r i e f**

Approved on 27 August 2008 for public consultation

Wolverhampton City Council



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The purpose of this development brief is to outline the objectives of the City Council and Advantage West Midlands in bringing forward the site, shown on Plan 1, which will form the northern end of the High Street link. This link will form a prestigious pedestrian route between the proposed Urban Village development south of the Black Country Route and the heart of the Town Centre to support and enhance the economic vitality of the main retail and commercial centre. The brief is also intended to set out the form of development required, identify any constraints and generally ensure that the proposals are deliverable. The document shall be used both as a planning and marketing tool.

The aim of the Council is to bring forward the conditions to create a high quality sustainable development which is both safe and pleasant for communities to use and where residents, employees and visitors can enjoy an improved quality of life and economic opportunities.

Parts of the site are currently (April 2008) occupied by buildings (details of which are set out in section 4) and the Council, at a meeting of Cabinet on December 5th 2007, resolved to proceed to the making of a compulsory purchase order, in the event that the land cannot be acquired by voluntary agreement, to acquire private interests in the buildings and areas of the site where ownership is currently unknown.

Furthermore, the production of this brief is intended to demonstrate, should the need arise by way of a Public Inquiry, that there is no planning impediment to the development and that the acquisition of private interests within the site is unquestionably in the public interest.

As such, the Supplementary Planning Document (when adopted) is intended to support the case the Council is making to the Secretary of State that there is a compelling case for the confirmation of the compulsory purchase order. Indeed, this document will form the basis of the Council's Statement of Reasons to support the compulsory purchase order process.

The site is already covered by the existing outline planning consent (05/1892) which Planning Committee resolved to grant on March 14 2006 and which is subject only to the signing of the s106 Agreement, this having been delayed by the selection of a lead developer for the Urban Village. The resolution to grant consent is attached as Appendix 1 of this document.

The land required for the development of the wider urban village site is now within the ownership of either the Council or Advantage West Midlands and a Legal Agreement is in place between these two organisations governing the delivery of the project. This follows the confirmation of a previous compulsory purchase order which principally covered areas of the site used for scrapyards and other parcels of land in unknown ownership.

For the avoidance of doubt, the lead developer will be responsible for the delivery of the site marked "Lead Developer", the public sector for the delivery of the sites marked as "Plot A" and BSF (Building Schools for the Future) and a developer, yet to be appointed, will build out the site which is the subject of this brief, marked on the plan as "Plot P" (i.e. the High Street Link), all shown on Plan 2.

Introduction

It is the intention that this brief be adopted by the City Council as a Supplementary Planning Document following a period of public consultation.

The principal reasons for preparing a Development Brief for this site are therefore:

- To set out in an unambiguous way the vision for the site.
- To identify the principal opportunities and constraints which exist.
- To provide information regarding the potential uses which would be appropriate.
- To give information on existing ownerships, uses and other rights affecting the site.
- To provide an overall context for the development site including potential future phases.
- To demonstrate that there are no substantive planning impediments to development and to demonstrate that the development will contribute to the promotion or improvement of the economic, social or environmental well-being of the area.

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Policy Context

The Council is of the view that the proposals contained within this draft development brief are entirely consistent with National, Regional and Local planning policy.

At a National level the Government's Planning Policy Statement 1 (PPS1) "Delivering Sustainable Development", Planning Policy Statement 6 (PPS6) "Planning for Town Centre" and Planning Policy Guidance 13 (PPG13) "Transport" are considered to be the most relevant.

PPS1 states that local authorities have a role (under the Planning and Compulsory Purchase Act 2004) in **"facilitating and promoting the implementation of good quality development"** and that **"Planning is a tool for local authorities to use in establishing and taking forward the vision for their areas"**.

The proposals contained in this development brief aim to ensure the delivery of a scheme which is in accordance with the general approach and principles of sustainable development. In particular, it has the aim of promoting urban regeneration **"to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places"** (PPS1 27(ii))

In terms of PPS6 the proposals are in accordance with the general presumption that growth and change within existing centres **"should be accommodated by more efficient use of land and buildings"** (PPS6 2.4)

Furthermore, this should be achieved by policies "which encourage well designed, and, where appropriate, higher-density, multi-storey development within and around existing centres, including the promotion of mixed-use development and mixed use areas" and that "residential or office development should be encouraged as appropriate uses above ground floor retail...within centres". (PPS6 2.20/2.21)

This development brief is part of a series of pro-active measures to bring about positive change within the existing Bilston Town Centre. It is entirely consistent with the approach advocated within paragraph 2.52 which encourages local authorities **"to consider the scope for effective site assembly using their compulsory purchase powers, to ensure that suitable sites within or on the edge-of-centres are brought forward for development, including sites that are underutilised, such as car parks and single storey buildings, which could be redeveloped for multistorey, mixed-use development."**

Policy Context

The proposals contained within this draft development brief are also entirely in accordance with PPG13 Transport.

The guidance refers to **“actively managing the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town and district centres”**. (PPG13 6.1)

Under “Key Sites” the guidance states that **“Local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges. These opportunities may be scarce. They should be proactive in promoting intensive development in these areas and on such sites. They should develop a clear vision for development of these areas, prepare site briefs and, where appropriate, consider using compulsory purchase powers to bring development forward.”**

The brief is entirely in accordance with the adopted Unitary Development Plan of the council.

The Bilston Town Centre chapter, in particular, anticipates the need to provide for a strong link between the existing retail centre and the Urban Village development. The following extracts are of relevance:

16.1.2 The principal findings of an environmental audit of the Town Centre carried out by the Council’s consultants Taylor Young in Autumn 2000, highlighted that:

1. The town centre has a strong east-west axis but north-south links are more fragmented.
 2. The Black Country Route forms a strong edge to the south which constrains movements to/from the proposed urban village.
 7. Quality of frontages varies considerably through the centre.
 8. The environment of parts of the centre suffers from a lack of investment.
- 16.1.3 The urban village will be close enough to the Town Centre for there to be close integration between the two, and with improved linkages to surrounding communities, for the additional catchments of residents and business employees to bring major commercial benefits to the Town Centre.

Policy Context

16.1.4

Objective 4 - Improving the linkages

However, there is cause for concern that improved pedestrian links are required between High Street the Markets, Morrison's foodstore and the proposed urban village.

Objective 6 - Changing perception of environment and image

Whilst parts of Bilston have been significantly improved, most notably following the pedestrianisation of Church Street / High Street there remain some areas where run down buildings and sites detract from the attractiveness of the Town Centre, and others where the prospect of decline could detract in the foreseeable future. Furthermore the external perception of the town is not as positive as it could be and action is needed to attract visitors who may otherwise pass by.

Policy BTC1: A detailed strategy will be developed in particular to:

- i) Improve linkages between character areas and between 'gateways' and destinations
- iv) Identification of residential development and 'Living over the Shop' initiatives.

16.2.5 ...It will be important to achieve a balance between parking requirements of town centre users and the strategic development potential of the town. This is emphasised by the fact that the Black Country Route and proposed development to the south of the town means that what were rear servicing and parking areas are now prominent main road frontages.

16.5.6 This redesigned axis will also provide a link into the town centre from the proposed urban village - in turn this requires the design of layout and land use in the northern part of the urban village to be orientated towards the principal crossing points on the Black Country Route.

In addition Policy SH6 within the Shopping and the Role of Centres chapter calls for enhanced linkages

Between the town centre and the retail markets and between the town centre / retail markets and the... Bilston Urban Village area.

The Council's proposals are therefore entirely in accordance with existing policies and will enable the transformational change brought about by the Urban Village development to benefit the existing Town Centre.

The proposals for Plot P of the Urban Village should be seen in the context of the overall development which is intended to provide

- Around 1000 new homes
- A new Leisure Centre
- A major new health facility
- At least 16,900 sq metres of commercial floorspace
- A new network of open space
- The creation of an Academy school as part of the Council's Building Schools for the Future (BSF) programme

The relationship between these different, but complementary, aspects of the overall scheme is shown on Plan 3. This is the landowners' Masterplan which forms the basis of the existing resolution to grant outline consent.

In addition the formation of the link from the High Street complements the existing Town Centre strategy. The site is within the prime shopping area (although close to the western edge of it) and the new retail provision will help to strengthen the core area by providing new floorspace which can more readily meet occupiers' requirements. It will also help to revitalise the western gateway area by increasing footfall at the eastern end of the High Street.

At the time of writing, the Council and AWM are jointly working to select a preferred developer to build out the substantive urban village scheme.

Confidence in the delivery of Plot A (Leisure and Health) and Plot P (the High Street Link) is crucial to a successful and timely build out of the main scheme.

Although the delivery mechanism is different it is important that the different elements of the scheme support and add value to each other.

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The Site and its Surroundings

In its current configuration the site is broadly divided into two elements, separated on an east-west axis by Pinfold Street.

To the north of Pinfold Street is a block of properties forming nos. 2-22 High Street (evens). These properties are, generally speaking, in a poor state of repair and from the south particularly, provide a very negative impression of Bilston. The properties face directly onto the High Street which is, at this point, pedestrianised with access only for service vehicles at certain times. The area of this site is approximately 0.285 hectares

Nos 2, 4 and 6 High Street comprise a fish and chip shop, with residential over, and an electrical goods retailer, with office accommodation on the first floor. The shops appear to be trading well. The intention is that these properties are retained and integrated with the proposed development solution. To the side of No 2 High Street is a part of Pinfold Street which is available as a pedestrian route to the car park but is blocked at the High Street end for vehicular traffic.

Nos 8-20 High Street are generally in poor condition with nos 10 and 12 being in a particularly poor state of repair. All these properties are to be acquired by the Council, either through negotiation or by compulsory purchase, and then demolished.

No 22, a former public house (The Seven Stars), appears on the Council's local list of buildings of special character, design or historic interest and will be acquired by the Council to be retained and refurbished as part of the redevelopment proposals. The building currently on site was built in 1934 and replaced an earlier building, also called The Seven Stars. It operated as a public house until the mid 1970s. The building is currently used on the ground floor selling nursery goods. The upper floors are believed to be vacant. The photograph below shows the building as it appeared shortly after construction in the 1930s.



The Site and its Surroundings

The properties are identified on Plan 4.

Pinfold Street runs along the rear of these properties and gives access to the existing surface car park to the south and to the service area for the Markets, properties in Market Way and properties in Church Street. It is an absolute requirement that vehicular access is maintained to this servicing area and this is discussed in more detail elsewhere in this document. The area of that part of Pinfold Street which is within the site is approximately 0.056 hectares.

To the south of Pinfold Street is a Council owned surface car park, which currently enjoys the benefit of a Safer Car Parks Award. The proposed pedestrian boulevard will run through the car park to link the High Street with the Urban Village development. The car park is on a site previously occupied by St Luke's Church and Churchyard, a school and various small buildings. Historic maps are shown below and further discussion on archaeological implications is to be found elsewhere in the document.

A National Grid gas pipe has been recently laid in an east west direction towards the southern edge of the car park, close to the boundary with the Black Country Route. It is considered unlikely that this pipeline will act as a constraint to the development. Its approximate position is shown on plan 5.

An electricity sub station exists in the north-eastern corner of the car park. It is not currently envisaged that this would need to be relocated, although access to it will need to be maintained at all times.

The site is bounded to the south by the A463 Black Country Route which effectively forms the current southern boundary to the Town Centre at this point.

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Historical Development

Former and current land uses of the site include the following:

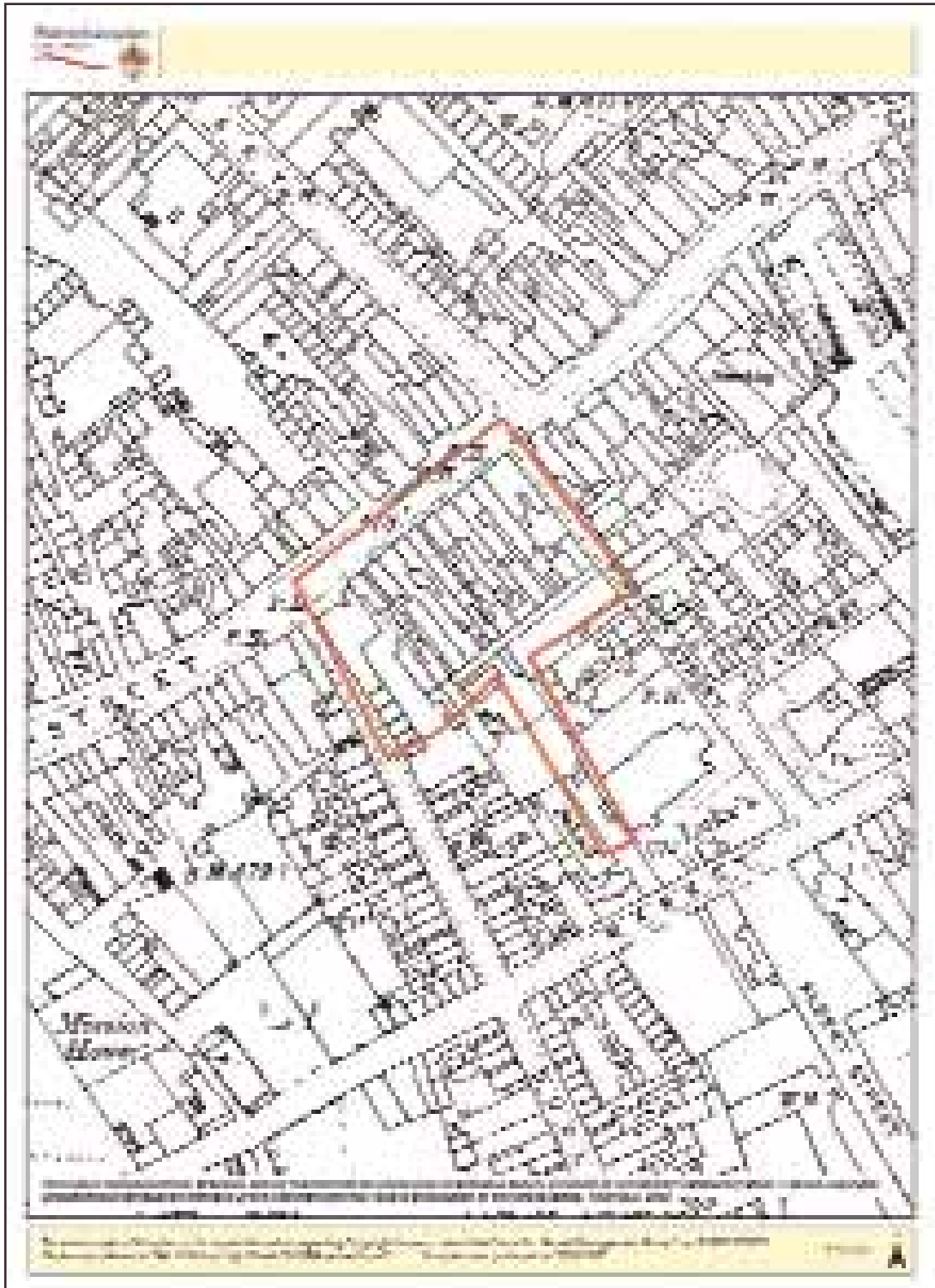
Date	Former and current site uses
1832 Pre OS Plan (Source: WCC Archives)	Pinfold Street runs north - south in the eastern part of the Site. Residential / Commercial buildings are present along the High Street in the north of the Site and on either side of Pinfold Street on the eastern boundary
1839 Pre OS Plan (Source: WCC Archives)	A large building is shown in the south eastern corner of the Site. The centre of the Site appears to be open space
1845 Pre OS Plan (Source: WCC Archives)	One small building is shown in the western part of the Site. Buildings along the High Street and Pinfold Street are not shown
1880s - 1900s Pre OS Plan (Source: Envirocheck)	Residential / commercial buildings and several public houses are present across the Site. School present on the south western part of the Site St Luke's Church (understood to be built in 1852) partly present in the south eastern part of the Site.
1920s - 1960s Pre OS Plan (Source: Envirocheck)	Graveyard indicated partly on the south eastern part of the Site Ram way shown to run along the High Street in the northern part of the Site between the 1920s and 1940s.
1960s - Mid 1970s Pre OS Plan (Source: Envirocheck)	School has been replaced by a Church Hall Car park is shown in the south east (to the north of St Luke's Church) Warehouse and an unspecified Works are present to the east partly on the Site.
1970s - 1990s Pre OS Plan (Source: Envirocheck)	Pinfold Street now shown to run east - west through the centre of the Site. St Luke's Church, the Church Hall and all other residential buildings and public houses to the south of the newly aligned Pinfold Street have been replaced by a car park. Public houses to the north of the newly aligned Pinfold Street no longer shown Electricity substation is shown along the eastern boundary present partly on the Site. Warehouse and unspecified Works to the east are no longer shown.
1990s - Present (Source: Envirocheck)	No significant change

Historical Development

Adjacent site uses	
North	Residential & commercial buildings present in the late 1880s, Railway line approximately 250m north east and several shafts and colliery's present within 1km of the Site. Early 1900s an Enamel Works is shown around 150m north west of the Site boundary. A lot of the residential & commercial buildings have been demolished and are shown as open space and car parks in the mid 1970s. By the 1980s, the area shows a lot of residential development and unspecified Works within the 250m of the Site boundary,
East	There are residential and commercial properties and a market place present in the late 1880s. In the early 1900s a fire station and a vicarage are shown within 250m of the Site which are replaced by a Market Place in the early 1960s. The residential and commercial properties are shown as open space and car parks in the mid 1970s. By the 1980s, the area has been redeveloped.
South	St Luke's Church in the south western part of the Site from the 1880s to the 1970s. A graveyard is shown from the 1920s to the 1940s. There is a school to the south east from the 1920s to the 1970s. There are several collieries and shafts present within 1km of the southern boundary. Industrial buildings for the iron and steel industry are shown between the 1880s and the 1950s across the area.
West	Mostly residential and commercial property present within 250m of the Site between the 1880s and the 1970s. Collieries, foundries and shafts are shown within 1km of the Site up to the 1990s. The 1970s shows a reduction in buildings which are redeveloped in the 1980s.

Historical Development

The 1884 Ordnance Survey Plan with the site superimposed is shown below.



Bilston is one of Wolverhampton's most important and interesting historic centres. The town centre link area, particularly the High Street frontage which is likely to have been settled from at least the 12th century, is an area of great archaeological interest as it lies on the edge of Bilston's historic core. Hence there is the possibility of buried archaeological deposits in this area though to what extent they have survived later activity is uncertain. Some of the present buildings may also be of sufficient interest to require recording ahead of demolition. In addition the 19th century church of St Luke's formerly lay in the south-east corner of the area. This would need recording during any development. The churchyard lay to the south of the church in the area now occupied by the Black Country Route. Nevertheless the possibility of the discovery of stray burials associated with the church should also be borne in mind.

Accordingly there are no major archaeological constraints to development in this area but a programme of archaeological works is required ahead of and during any development.

The programme should be divided into six stages:

- (1) Archaeological Desk-Based Assessment to determine:
 - The history of the site, including the church and any burial records
 - Which of the current buildings require recording ahead of demolition or alteration
 - The likelihood of survival of buried archaeological deposits
 - The likelihood of the location of burials
- (2) Recording of any standing buildings deemed worthy of detailed recording
- (3) Archaeological evaluation to determine:
 - Presence, depth of burial, date, importance and state of survival of archaeological deposits
 - Their vulnerability to development proposals
- (4) Archaeological excavation of any archaeological deposits affected by the development proposals as determined by Stages 1 and 3
- (5) Watching Brief during development in case any unexpected archaeological discoveries are made (including burials)
- (6) Analysis of the results and finds from the work and production of a report summarising the findings

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Form of the Development

There are a number of over-riding objectives which the Council wish to see achieved through the redevelopment of the site:

- The continuation of the pedestrian boulevard north of the Black Country Route, through the site, to meet the High Street.
- The provision of high quality buildings providing retail on the ground floor fronting both the boulevard and the High Street and either residential or office use on the upper floors.
- A development which has architectural quality throughout and a prominence visible from the Black Country Route.
- A reorganisation of Pinfold Street car park to maximise the capacity whilst achieving the other objectives.

The form and scale of the development should respect the massing of the High Street and should form an extension to it, rather than introducing a large single use, monolithic form. This will result in a development of predominantly three stories, although some variation in building height may be appropriate.

The new build element will form a seamless link with the remaining buildings in the block. In other words there must be no gap between those buildings which remain and the new development. Whether or not they are structurally linked in any way will be for the developer to determine.

The boulevard will work within the existing grain of the Town Centre, introducing a strong north / south link from the existing High Street

/ Church Street axis. It is considered appropriate for the boulevard to be around 10-12 metres wide. This will work well with the scale of proposed buildings whilst allowing plots of sufficient depth.

In terms of building materials, these should work to complement the existing palette in the vicinity, though a modern interpretation of the traditional high street form would be welcomed. This may be particularly appropriate given the possible form of the large public buildings to be constructed south of the Black Country Route.

In urban design terms the link will act as a transition between the established style of development within the town centre and a new idiom south of the Black Country Route. The temptation to see the Black Country Route as the break between old and new should be resisted. An approach which takes control of the way in which the transition is effected would be particularly welcomed.

The buildings which form the corners of the new development should be given particular attention and will need to form an entrance of note at each end. At the High Street end this could involve the projection of the building at first and second floor level to increase its prominence as a gateway in the street scene.

Care should be taken to plan in the need for security measures. External roller shutters will not be acceptable in this location. Further advice on this subject is given in the Supplementary Planning Guidance on Shopfront Design, available on the Council's website.

Form of the Development

Spanning of the boulevard may be appropriate but particular attention will need to be given to the effect this would have on the sight lines. It is likely that spanning the boulevard at anything below third floor level will not be acceptable. Rising to four storeys in order to join both sides of the boulevard may provide a solution, subject to ensuring that issues of massing and the potential ground instability can be overcome.

It is desirable that long views through the development are created to ensure a visual link between Bilston town centre and the new development, particularly the Leisure and health facilities south of the Black Country Route.

Ground floor uses of all new units should be retail (Use Class A1 or A3). The Council will respond favourably either to residential or office uses (B1) on first and second floors (or indeed, a combination of the two) providing that issues of car parking, amenity, servicing and overlooking are dealt with satisfactorily. It would be desirable to achieve at least an element of residential to provide passive surveillance at night and to avoid pressure for the link to be gated at each end for security reasons. It is the Council's intention that the boulevard is available along its entire length for public access at all times of the day and night.

The rear aspect and elevation of the new properties will need to be well designed and integrated into the street scene. One of the objectives of the Council and AWM in bringing forward this site for redevelopment is to avoid poor quality rear elevations of buildings being prominently visible. Good quality boundary treatments will be required, including walls, gates, and appropriate lighting schemes to aid security.

Opportunities for the introduction of natural landscapes should be maximised, including street trees and green roofs.

The materials used to form the boulevard itself will need to be agreed with the Council and will be expected to match the approach taken elsewhere along the link. Developers will need to refer to the specification of the boulevard prepared by the Council and AWM.

Lighting will be important, both across the current car park and between the new build development. A consistent approach to the design of the lighting will be required although lighting through the "arcaded" part of the link could be freestanding or suspended or attached to the buildings.

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Transportation, Access and Parking

The site, being within the defined core area of the Town Centre, is considered to be excellently situated in terms of public transport access. Both the bus station and the Bilston Central metro stop are within 350 metres of the proposed boulevard.

Whether the upper floors of the development are used for residential or office use the Council will not require specific provision of car parking for the development.

Adequate secure cycle parking should be provided for residential accommodation.

Access to the servicing yard for the markets and properties in Market Way and Church Street will need to be maintained. The easiest solution would be to retain Pinfold Street along its existing alignment although if an alternative solution provides for a better scheme then this would be acceptable. Because Pinfold Street (or any other means of access to the service yard) will inevitably cross the boulevard some

form of control will need to be introduced. This may be in the form of automatic bollards or barriers, but the design will need to be given careful consideration to minimise its impact on the street scene. On street parking, which currently occurs along Pinfold Street will need to be designed out. On the eastern side of the access control this should not be a problem but measures such as railings might need to be introduced elsewhere to discourage indiscriminate parking.

Careful thought will need to be given to the future arrangement of Pinfold Street car park, particularly on the eastern side of the boulevard where traffic crossing the pedestrian route will need to be minimised. The developer will need to liaise closely with the Council's highways section to produce a workable solution.

Access will also need to be maintained to the rear service yard of nos. 4 & 6 High Street which trades as an electrical store and which utilises the yard for the parking of vans.

The Council has recently adopted a Supplementary Planning Document on the subject of Sustainable Communities and this forms the over arching context for development within the City. One of its key requirements is the undertaking of a Sustainability Checklist which covers the following topics:

Climate Change and Energy;-

renewable energy, water efficiency, sustainable drainage,

Community ;-

community involvement with proposals, ensuring that new communities are fully aware of local facilities,

Placemaking and design;-

the influence of urban design factors on the creation of communities with a sense of local distinctiveness,

Transportation;-

ensuring that new development minimises the need to travel, particularly by car, and reduces the impact of the car on new development,

Ecology;-

protecting and enhancing local biodiversity as an integral part of any new development,

Resources;-

waste management during construction, facilities for waste storage, use of local materials and labour,

Business & Economy;-

encouraging the creation and retention of local business and the creation of a diverse economy,

Buildings;-

compliance with the Code for Sustainable Homes/Ecohomes

The developer of the High Street link will be expected to use the checklist to demonstrate that sustainability issues have been considered throughout the design and development process.

It is considered that any residential units will reach at least level 3 of the Code for Sustainable homes with a target of BREEAM very good for office accommodation.

The Council commissioned a desk study for the entire site which was completed in March 2007 by Waterman Civils and this included information obtained from intrusive ground investigation works carried out during the previous year on the open car park area of the site. This investigation comprised:

- 1 no. Cable Percussion borehole to 9.9m depth
- 1 no. Rotary Open Hole to 45.0 m depth
- 5 no. Window Sample Holes to between 3.4m and 5.0m depth
- Sampling of soil and groundwater
- Laboratory testing of geotechnical properties of soil samples
- Laboratory chemical analysis of soil, soil leachate and groundwater
- Site monitoring of ground gas concentrations and groundwater levels

The findings of the Report are summarised below:

- There is generally up to 2.0m of Made Ground present across the area, however, there may be areas of demolition rubble and buried structures present in parts of the Site due to historical demolition.
- The Site lies in close proximity of an extensive coal mined area.
- The mining of the Thick Coal Seam underlying the area is likely to pose a potential risk to future development.

- 1No. unrecorded shaft was discovered in the northern part of the Site, 27.0m deep with a 2.0m diameter - this shaft was stabilised and capped in 1991.
- Following the treatment of the mineshaft, a shop extension was constructed over the fully stabilised mineshaft.
- Stabilisation of mineworkings was also undertaken in the area of the shop extension.
- Other unrecorded shafts may be present across the Site
- Further investigation work and mine workings treatment work is likely to be required prior to future development across the Site.

Further details on ground conditions can be made available to prospective developers.

Who to Contact

11

The City Council's Regeneration and Environment Service operates a project management system for significant projects. This provides a single initial point of contact for all technical and design aspects of the development process.

The Project Officer for this Development Brief is:

Simon Lucas

Regeneration and Environment
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Development Briefs are co-ordinated and managed by the Planning Policy and Urban Design Group of the Regeneration and Environment Service.

Further details are available from:

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Wolverhampton
WV1 1RP

Telephone: 01902 554007

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Table 1 - Sustainability Appraisal Matrix for Bilston High Street Link Supplementary Planning Document

Sustainable Development Aim	Impact of SPD					
	--	-	0	?	+	++
1. Environment						
1.1 Make optimum use of land.						✓
1.2 Reduce traffic congestion and promote sustainable modes of transport into and throughout the City.			✓			
1.3 Protect and enhance the quality of the built environment.					✓	
1.4 Protect and enhance the historic environment.				✓		
1.5 Minimise air, water, soil light and noise pollution levels and create good quality air, water and soils.			✓			
1.6 Protect and enhance water quality and encourage water conservation.			✓			
1.7 Protect flood plains and water courses.			✓			
1.8 Value, maintain, restore and re-create biodiversity.			✓			
1.9 Maximise the efficient use of minerals.			✓			
1.10 Reduce waste and maximise opportunities for recycling and waste management.			✓			

Sustainability Matrix

Comments	Indicator
Site is entirely brownfield and will lead to a more efficient use of land.	Area of land / floorspace brought back into use.
Town Centre location so development will have good access to public transport.	Number of people arriving at Town Centre destinations by means other than private car.
The scheme involves the refurbishment of a locally listed building and the creation of new, high quality built development.	
A new pattern of development will be created. An element of the historic pattern of development on the High Street will be to some extent lost.	Archaeological studies will be reported.
The site is not on a flood plain.	

Sustainability Matrix

Sustainable Development Aim	Impact of SPD					
	--	-	0	?	+	++
1.11 Plan for the anticipated levels of climate change. (Adapting to expected climate effects.)					✓	
1.12 Minimise the City's contribution to climate change. (Mitigating against expected climatic effects.)					✓	
2. People and Society						
2.1 To safeguard and improve community health, safety and well being.					✓	
2.2 Enhance education opportunities for all.			✓			
2.3 Encourage the provision of environmentally sound, affordable housing for all.					✓	
2.4 Ensure easy and equitable access to services, facilities and opportunities.					✓	
2.5 Maintain and improve safety, perception of safety and community well being.					✓	
3. Economic Wellbeing						
3.1 Supporting and growing local economy by fostering an advanced manufacturing sector with a competitive services sector.					✓	

Sustainability Matrix

Comments

Indicator

Design of the new built environment will take account of the both climate change adaptation and mitigation.

Design review, BREEAM standards achieved.

As above.

As above.

The scheme will enhance community safety through the creation of high quality pedestrian routes and the increase in footfall.

Measurement of footfall and reduction in the real and perceived threat of crime.

The document allows for new residential development, an element of which may be affordable.

Number of residential dwellings created.

The development is within the Town Centre and is therefore close to services, facilities and opportunities.

The scheme involves the removal of derelict properties which have a negative impact on perceptions of safety, and the creation of new, high quality buildings.

Number of people reporting a reduction in real or perceived levels of crime.

The scheme has the potential to provide for high quality, town centre based office accommodation.

Floorspace of commercial accommodation created.

Sustainability Matrix

Sustainable Development Aim	Impact of SPD					
	--	-	0	?	+	++
3.2 Support a stable and growing regional economy and regeneration initiatives.					✓	
3.3 Encourage sustainable industries.			✓			
3.4 Enhance social inclusion and develop a more equitable balance of prosperity across the city.					✓	
3.5 To reduce poverty, crime and social deprivation, and secure economic inclusion. (Equality)					✓	

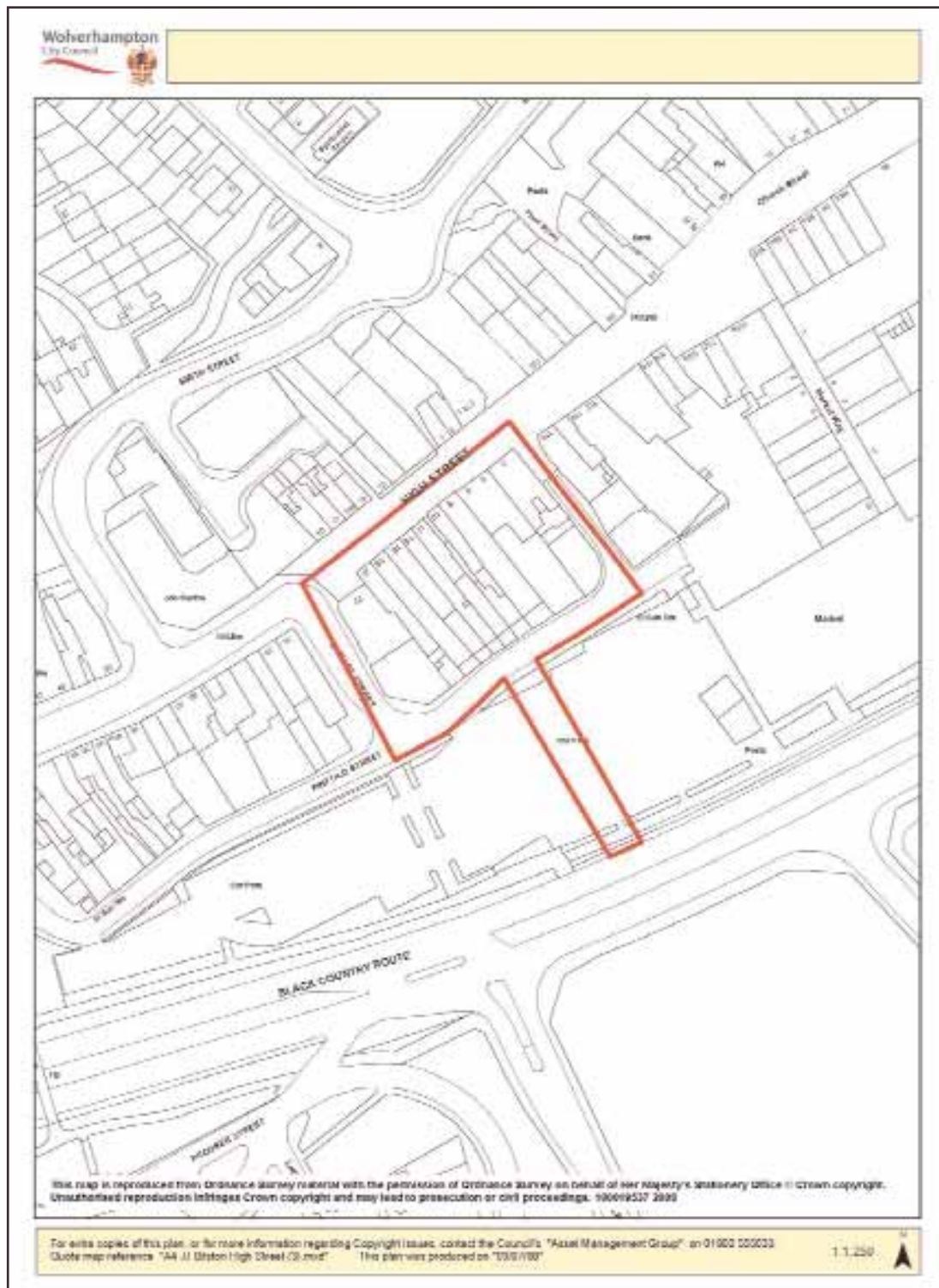
Sustainability Matrix

Comments	Indicator
As above.	As above. Extent to which local people have been able to take advantage of employment opportunities.
The project is intended to capture some of the increased investment flowing from the Urban Village development.	Levels of spend in the Town Centre.
As above.	

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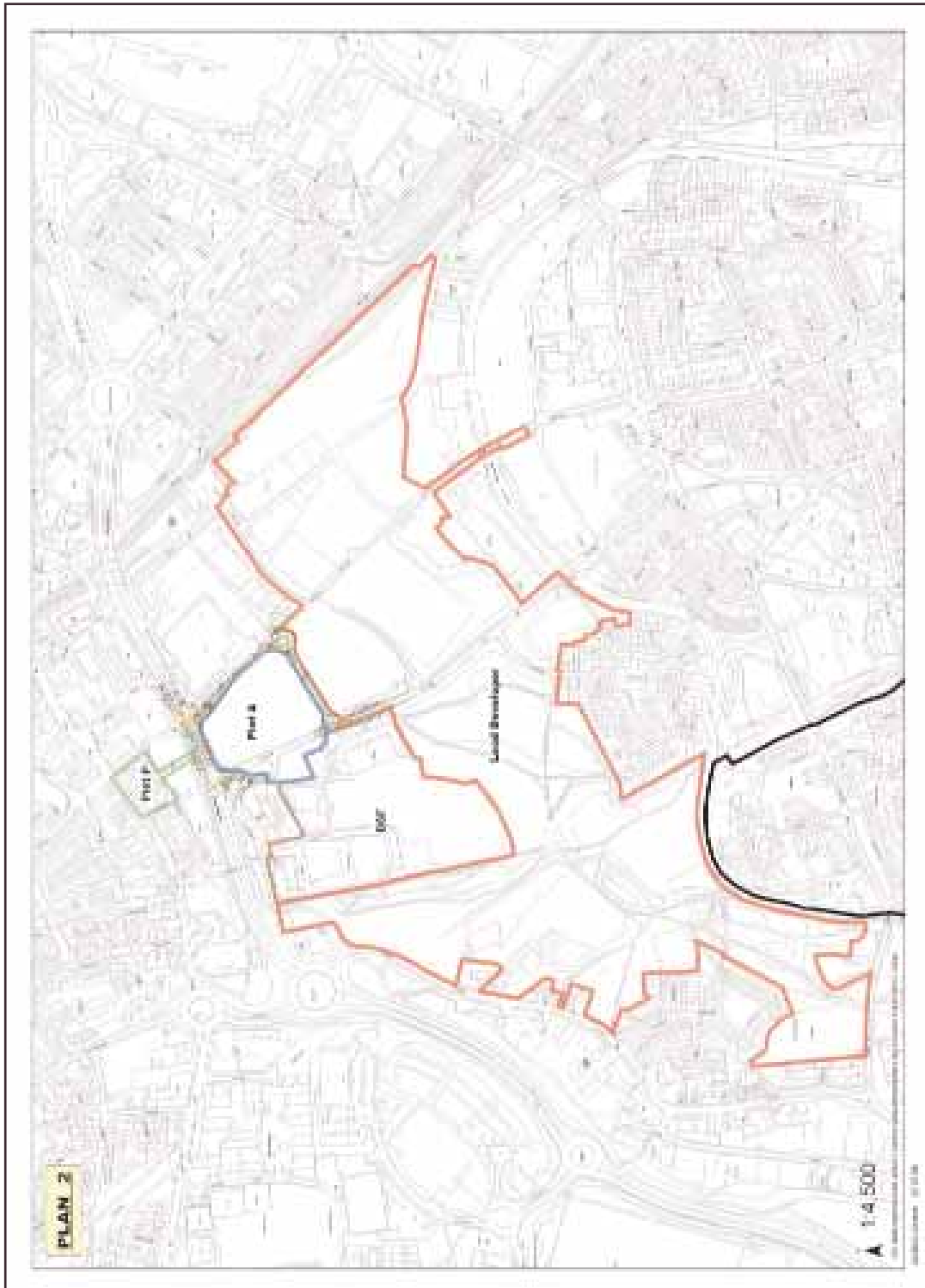
Plans

Plan 1: The Site



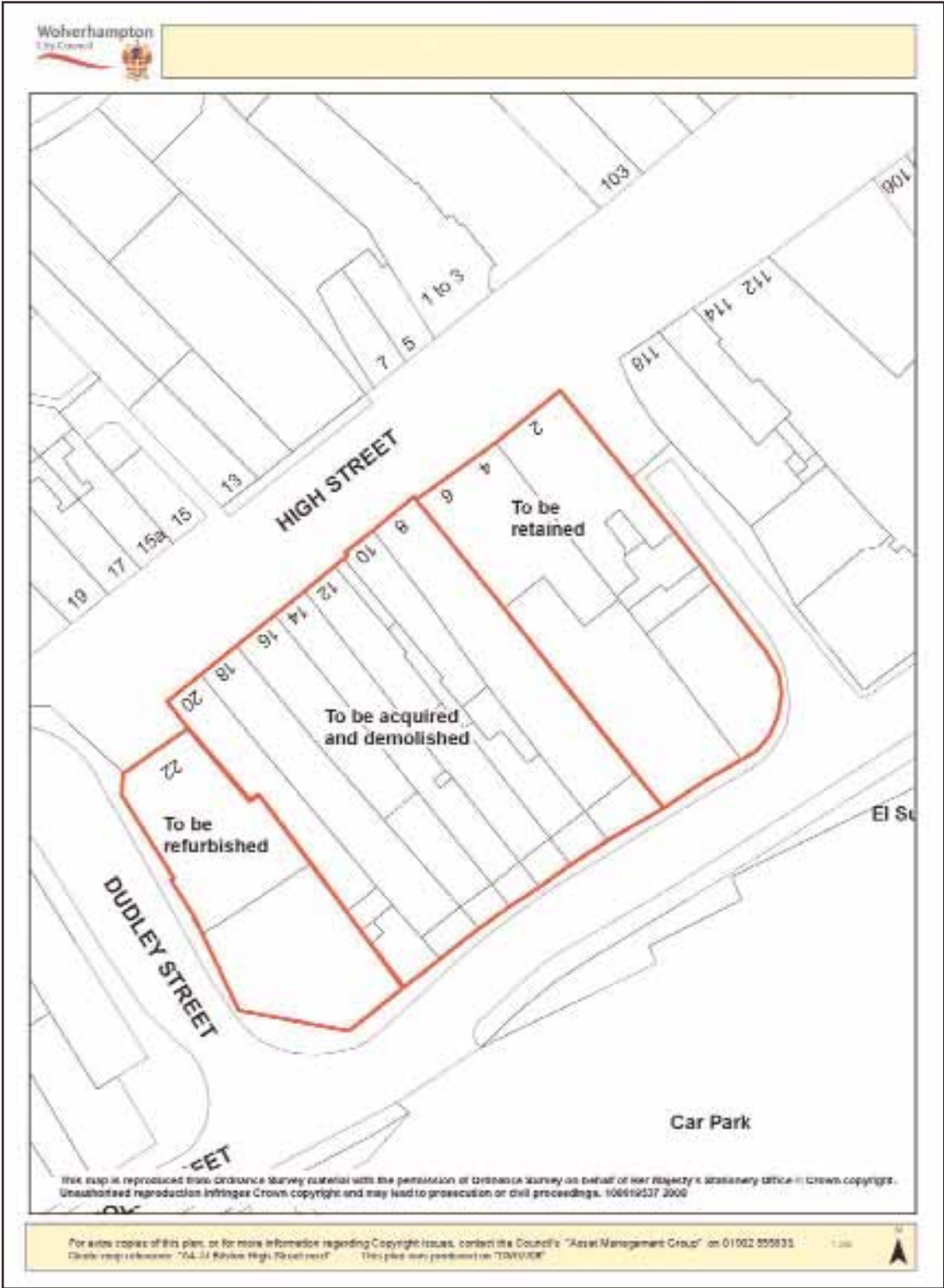
Plans

Plan 2 : Delivery Mechanisms



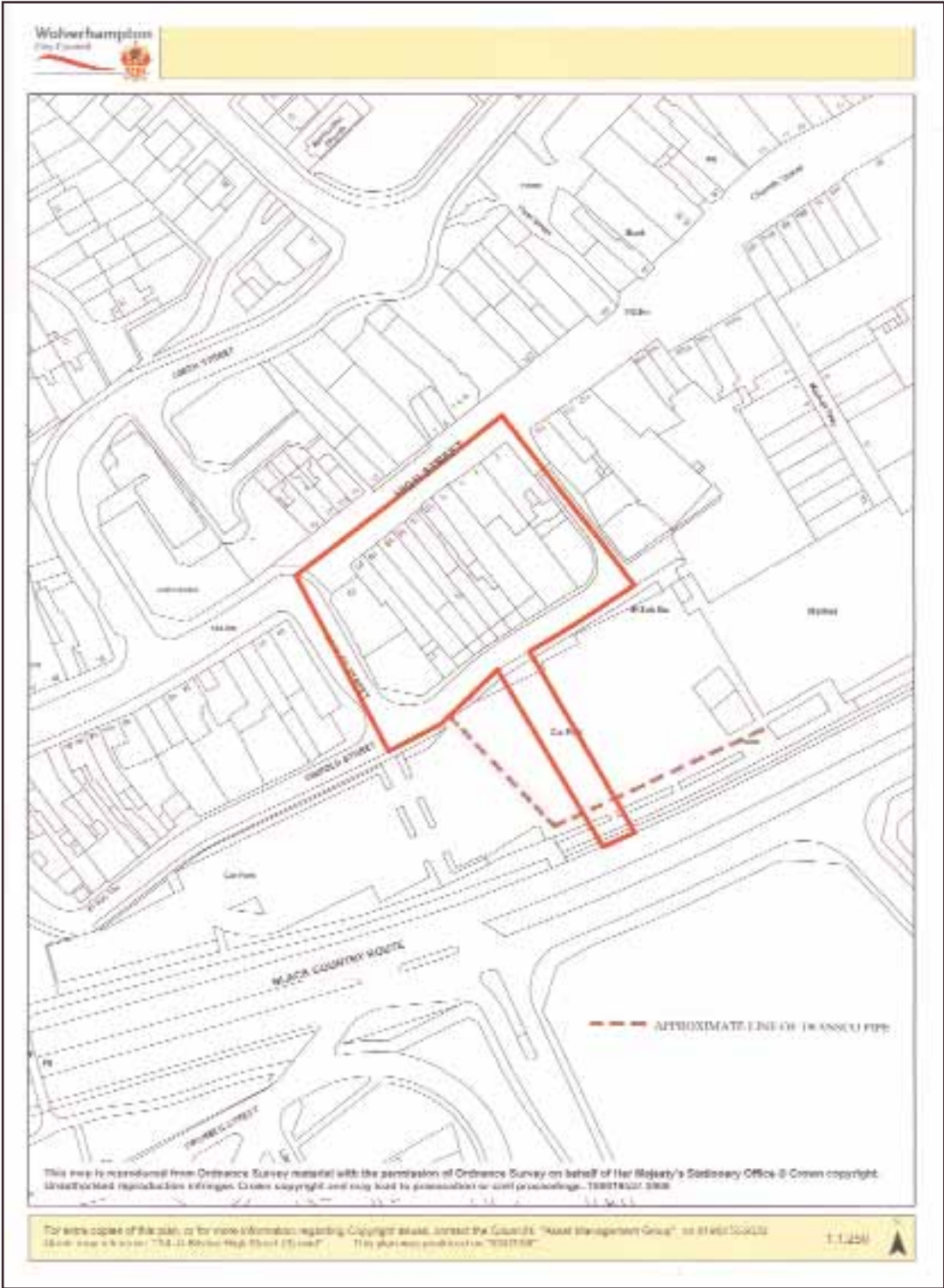
Plans

Plan 4: Identification of Properties



Plans

Plan 5: Approximate Location of National Grid Pipeline



Appendix A: Resolution to Grant Outline Consent for Bilston Urban Village

Bilston Urban Village - Planning Application 05/1892/OP/M (Appendix 1/78)

The Acting Assistant Head of Development Control gave a comprehensive overview including background information to the proposals in relation to the exciting and unprecedented major scheme which would form the long awaited Bilston Urban Village. He updated Members on various aspects of the scheme including comments in respect of highways and transportation issues, the car park travel plan and mitigation works. Whilst some comments had been received and had been incorporated into the report, he explained that there were still outstanding issues to be resolved, as well as comments still awaited and that there was still a lot of work to be done and conditions to be outlined as part of the Section 106 Legal agreement for the scheme.

Members were unanimous in welcoming such a groundbreaking and important scheme for Bilston, and with it an investment of £176 million which would provide many benefits including much needed housing and leisure facilities, employment opportunities and jobs for local people. They placed on record their appreciation to Alan Murphy and Simon Lucas for their hard work in bringing this scheme to fruition.

Whilst supporting the scheme, Members were mindful of potential problems which may arise as development work commences and unfolds, particularly transport related issues and pockets

of wasteland appearing between sections of the development. In order to avoid such pitfalls, Members urged officers to ensure that once the development works commence, each part of the scheme is closely monitored and properly phased in line with the Masterplan and that the Planning Committee is updated on progress on a regular basis.

246 Resolved:-

- (a) That the Chief Planning and Highways Officer in consultation with the Chair be authorised to forward planning application 05/1892/OP/M to the Secretary of State as a major departure from the Unitary Development Plan with a recommendation that outline consent be granted in respect of planning application 05/1892/OP subject to (i) the conditions and (b) Section 106 Agreement terms recommended, once the additional information and other outstanding matters referred to under the various headings in the report, have been satisfactorily provided and resolved and Sport England have withdrawn their holding objection to the application.
- (b) That subject to the Secretary of State indicating that he has no wish to intervene, the Chief Planning and Highways Officer in consultation with the Chair be authorised to approve outline planning consent subject to the recommended conditions, once the Section 106 Agreement, on the terms set out in the report have been entered into.

Appendix B

Appendix B: Environmental Impact Assessment, Non-Technical Summary



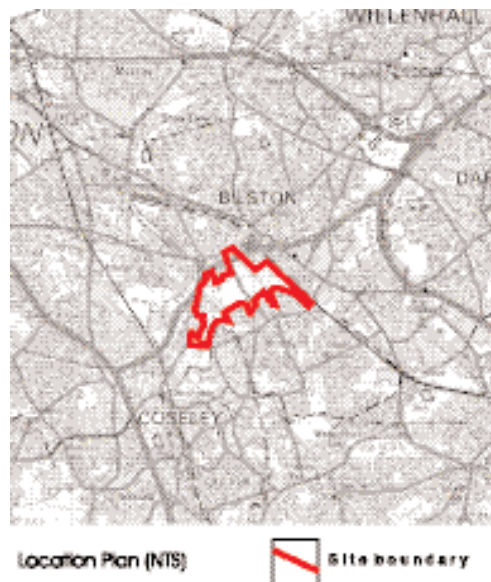
Non Technical Summary October 2005



Appendix B

1.0 INTRODUCTION

- 1.1 This document is the Non Technical Summary of the Environmental Statement that accompanies the planning application for the mixed use development at Bilston, Wolverhampton
- 1.2 The full Environmental Statement (ES) has been prepared on behalf of Wolverhampton City Council and Advantage West Midlands to accompany the planning application. Relevant matters of environmental sensitivity have been examined as part of the Environmental Impact Assessment (EIA) of the proposed scheme. Effective mitigation measures have, where appropriate, been identified and incorporated into the design of the proposals.



2.0 DEVELOPMENT PROPOSALS

2.1 Site Location and Context

The location and context of Bilston Urban Village is shown to the right. The site is less than 1km south of Bilston High Street, which forms the heart of the community, and some 4km from Wolverhampton City Centre. It already benefits from excellent public transport links, being adjacent to the Midland Metro Line / and the Black Country Route (A463).



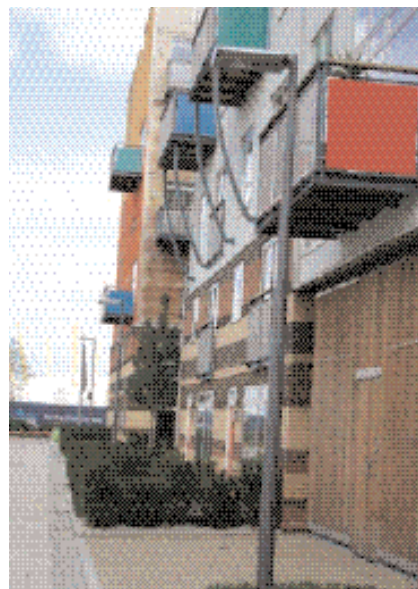
- 2.2 The site currently consists of approximately 43 hectares of largely derelict land, the legacy of Bilston's heritage as a centre for coal mining and iron manufacturing. The upheaval associated with these industrial processes has resulted in a disrupted artificial landform with significant areas of fill material. Partial restoration occurred on parts of the site in the late 20th century, but a sense of neglect and decay still pervades the area.

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2.3 Description of Development

In summary the Masterplan provides for a fully sustainable mixed use development, encompassing the following elements;

- **Housing**
Up to 1040 dwellings of mixed density and size
- **Employment**
16,900 m2 of employment, workshops and offices. Located in two gateway areas.
- **Leisure**
5,600 sq mts leisure facilities in close proximity to Bilston Town Centre and Bilston High School.
- **Community Facilities**
4,500 sq m local healthcare centre in close proximity to Bilston Town Centre together with other appropriate community uses.
- **Retail Facilities**
2,260 sqm retail facilities. 1,160 sq m will be located along the high street link within Bilston Town Centre.
- **Formal Sport Provision**
The existing Bilston High School sports ground will be refurbished and enhanced with upgraded pitches, upgraded tennis courts, and a new play area.
- **Neighbourhood Park**
The central spine Neighbourhood Park will provide areas of informal recreation such as seating areas and grass areas to play informal games, or performance areas for local outdoor events and will be available to the wider community.
- **Nature Reserve & Habitat Creation**
Existing areas of wildlife interest including the newt pond and trees adjacent to the canal corridor can be retained and enhanced as the basis of the green infrastructure. New habitat / wildlife areas will be included within the neighbourhood park.



Appendix B



Development Framework



Illustrative Masterplan

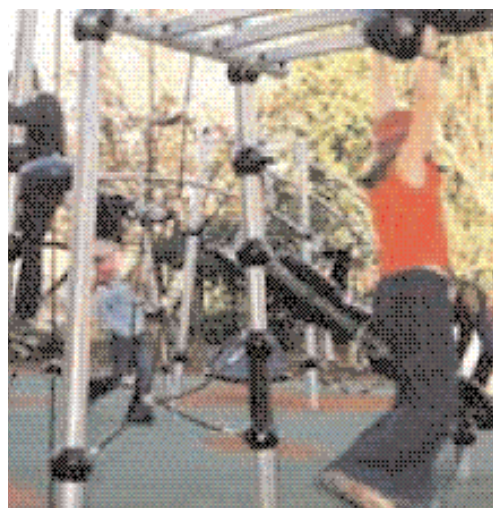
Appendix B

3.0 PLANNING POLICY

It is considered that the proposed development fully embraces the National, Regional, Strategic and local planning framework. It embraces the principles of sustainable development and regeneration of land, providing a clear vision in which to satisfy key planning objectives

4.0 SOCIO-ECONOMIC EFFECTS

The proposed development forms part of the balance of new housing and employment growth set out in Wolverhampton City Council UDP. No adverse socio-economic impacts are predicted, and the proposed development is an important component in the current and proposed future growth of the local economy. The proposed development will significantly improve leisure and community facilities and will revitalise the Bilston Area, serving as a vital catalyst in the long term regeneration of the local area.



5.0 TOWNSCAPE & VISUAL EFFECTS

5.1 At present, the site has a major detrimental effect upon Bilston's townscape. It sits within a character area of low sensitivity, which creates a particularly poor impression for any visitors to the town. It also creates an unsafe and unusable area for local residents. There is a lack of connection between the site and the High Street to the north and a lack of use of the potentially attractive canal corridor.



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5.2 The proposed re-generation of the site provides an important opportunity to substantially enhance the townscape character and visual amenity within the area. The new proposals will be of high architectural and urban design quality, and will create a regeneration focus at the heart of Bilston. The creation of active street frontages, in particular to the canal towpaths, and the existing streets and footpaths, will significantly enhance the safety and appearance of the site.



5.3 Great care has been taken with the masterplan to ensure that its scale and massing is in harmony with existing settlement characteristics and development on the site would have only positive effects upon the townscape character. FPCR's analysis has demonstrated that the current proposal would substantially enhance townscape in a manner which is consistent with the thrust of government regeneration policy.

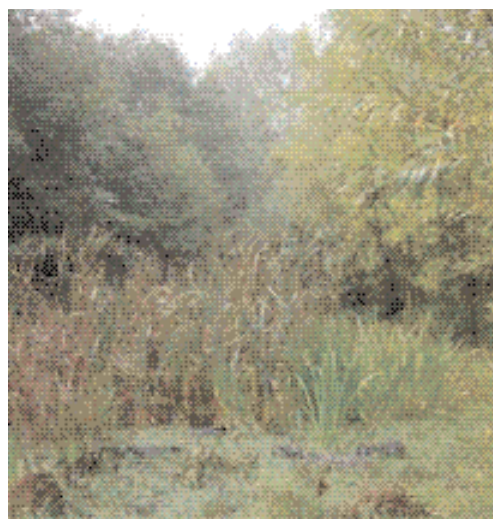


5.4 The consequences of the redevelopment will be wholly beneficial, contributing vitality and a 'sense of place' to Bilston. It will provide a clear symbol of dynamic contemporary regeneration at the heart of the town and there will be no conflict with the character and amenity of the local area.

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6.0 ECOLOGY & NATURE CONSERVATION

6.1 The site supports a mix of habitats including ephemeral / short perennial and ruderal vegetation, hard standing, semi improved grassland, amenity grassland, scrub, semi-mature trees and standing open water. No statutory protected sites are present within, immediately adjacent to or within 2km of the site. One non-statutory local wildlife site is located within the site. This is currently degraded but will be lost to the development. Mitigation for loss of this site includes creation of a mix of new habitats.



6.2 Badger is the only fully protected species present on the site, the extent of use of the sett within this area is low. No European protected species were recorded as resident in any areas to be lost. Common pipistrelle bat, a species protected under British and European legislation has been recorded using the site to move and forage across. New habitat links will be created to provide flyways and foraging for this species.



6.3 A number of red BoCC list bird species have been recorded using the site. The majority of habitats used by these species will be lost. New habitats will be created in compensation for this loss.



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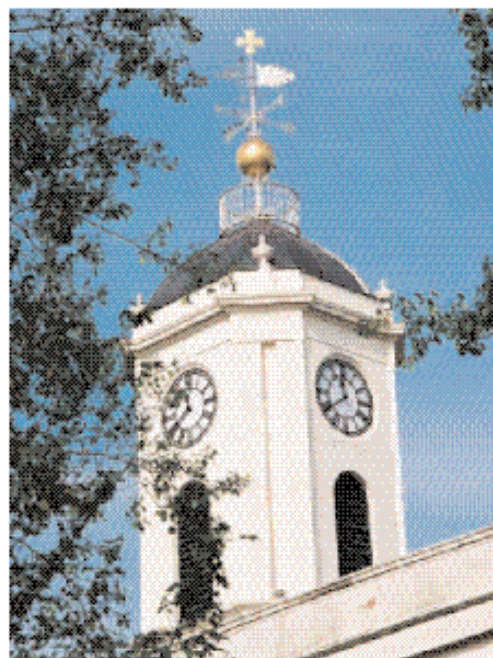
6.4 The most important habitats on the site are the semi improved grassland, ephemeral short perennial vegetation and pond, these areas support a diverse flora and several nationally scarce invertebrates. The majority of these habitats will be lost. Compensation for loss of these habitats includes creation of new areas of open water, open grassland, bare ground, scattered scrub, standard trees and varied topography. Residual impacts on invertebrates after mitigation for loss of these habitats are considered to be moderate.

6.5 Japanese knotweed is present across large areas of the site. This species is currently being eradicated from the site. Impacts are considered to be positive.

6.6 The majority of impacts after mitigation are considered to be minor negative or minor positive. The only moderate impacts are the loss of the SLINC and the regionally important habitats as referred to above which are not locally designated sites but are of importance because of their nationally scarce invertebrate species.

7.0 HERITAGE & ARCHAEOLOGY

7.1 The assessment highlighted the importance both historically and archaeologically of the area surrounding the historic core of Bilston, from the early industrial sites of the medieval period through to the massive expansion and development of the iron and coal industries during the post medieval period.



Appendix B

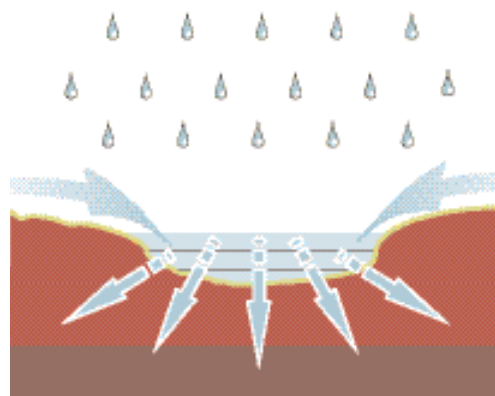
7.2 Due to substantial 'made ground' across much of the proposed development site, the development proposals will not significantly affect archaeological deposits. The assessment highlighted less 'made ground' close to the canal at the site of the Capponfield furnaces and recommended that an archaeological watching brief will be required in this area on intrusive works.



7.3 The limiting of any further archaeological investigation to monitoring during construction activity is indicative of the absence of any significant impacts on archaeology resulting from the proposals.

8.0 WATER & HYDROLOGY

8.1 The impact of the BUV should not have any detrimental effect on the hydrogeology or the surface water of the site. The adoption of SUDs principals as a method of draining the site will contribute to the sustainability of the aquifer and also reduce the contaminants entering this system. SUDs will also help reduce and control the volume of discharge entering the existing sewer system and help contribute to the environmental setting of the BUV.



8.2 The ESI report, 'Bilston Urban Village: Ground Water Abstraction' dated September 2005 has concluded that the abstraction rate proposed can be sustained without having detrimental effects on other water features in the vicinity.

8.3 The Bilston Brook is a culverted watercourse therefore flooding should not be an issue. Recent hydraulic models completed by Severn Trent Water also predict that the proposed runoff from the site will not cause flooding up to a 1 in 100 event.



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9.0 GEOLOGY & CONTAMINATED LAND

- 9.1 The former industrial activities on the site have resulted in a number of different materials underling the site. Many boreholes and trial pits have been dug at the site to investigate the soil and rock, and to determine what needs to be done to the ground topeka it suitable for development.
- 9.2 Some contamination was found in the man-made soils and in the water within the soil and rock. These will be remediated safely by treating on site, where possible, at an early stage of construction, which would mean that the site is safe to develop while minimising removal of material from site.
- 9.3 Many mine shafts on the site have already been treated by infilling and capping. However the remainder of the mine shafts will be treated to make sure the site is safe for development. In addition, some of the old mine workings below the site have potential to cause damaging subsidence. These workings will be treated as part of the construction. Gases from man-made soils and coal seams are a potential hazard and will need to be assessed after remediation of the soils and treatment of the mine shafts and mine workings to ensure that subsequent development is safe. Japanese Knotweed, an invasive plant.

10.9 NOISE & VIBRATION

- 10.9.1 The proposed BUV development will potentially generate noise during cleaning-up / construction and to a far lesser extent during operation. On the basis of the definitions given in PPG24 NCE, noise levels that fall into categories A or B are considered suitable for residential development. Based on predicted noise calculations for the BUV the site is classified as category B.
- 10.9.2 The noise calculations show that there will be a small increase in noise largely from road traffic generated from the Urban Village. The increase in traffic flow and subsequent minor increase in noise will be spread over a 10 year construction period. Therefore the change in noise level year on-year is unlikely to be noticeable.
- 10.9.3 The site layout will be devised to ensure maximum separation of residential areas from noise sources. This should ensure an acceptable environment for new residents of the BUV. This will be achieved to a large extent by the green corridor that runs adjacent to the central spine road. This corridor will provide a buffer zone between residential properties and traffic noise. Specific environment assessments will be required for commercial developments on the site if they are adjacent to residential properties.

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11.0 AIR QUALITY

- 11.1 Road proposals as part of a major development are often perceived as having a negative effect on air quality. However, on balance, considering all peak periods across the whole study area, the proposed off-site highway works will result in an overall improvement in the operation of the existing highway network on and around the BUV. This will result in improved traffic flows which will relieve congestion, resulting in improved operation of vehicles that will produce less emissions and reduce overall vehicle pollution levels.
- 11.2 The transport related benefits of the BUV proposals will further reduce local dependency on the car. This includes particular emphasis on improving local bus services and providing safe and secure pedestrian and cycle links both within the site and connecting to the central area of Bilston and the nearby public transport interchange. There exists the further possibility of providing a dedicated Metro station for BUV thus providing for longer distance travel to complement existing rail services. These measures will further encourage a lesser dependency on the car.
- 11.3 Finally, the mixed residential and employment uses proposed on the site will help to minimise carborne trips on the adjacent highway network by providing the opportunity for employees to live close to their place of work. In addition, the new local community and retail facilities to be provided to serve the new residential dwellings will further help to minimise car-borne trips. Predictions of NO₂ concentrations show that it is likely that the introduction of the scheme will result in Government National Air Quality Objective level of 40ug/m³ being met in the opening year.

12.0 TRAFFIC & TRANSPORT

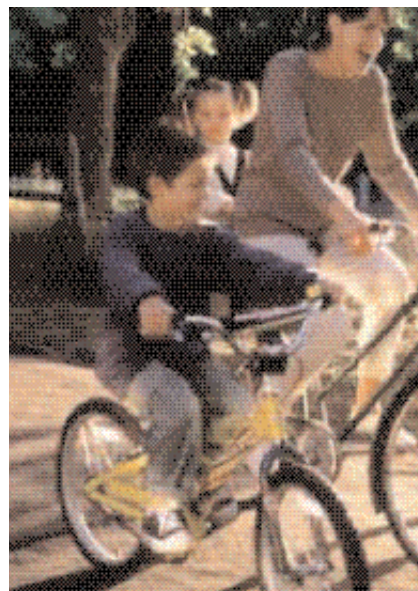
- 12.1 A series of key off site highway transport improvements are proposed adjacent to Bilston Urban Village. To complement these highway improvements, provision will be made for enhanced access to BUV by a variety of alternative modes. there will be a particular emphasis on improving local bus services and providing safe and secure pedestrian and cycle links both within the site and connecting to the central area of Bilston and the nearby public transport interchange. There exists the further possibility of providing a dedicated Metro station for BUV thus providing for longer distance travel to complement existing rail services.
- 12.2 In short, it is concluded that the proposed development will result in significant transport-related benefits not just for BUV but for the wider area. Subject to the provision of the proposed package of off-site highway improvements, it is envisaged that all potential traffic arising from the development will be safely accommodated on the local road network.

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13.0 CLIMATE CHANGE

13.1 The design of the scheme is responsive to the current guidelines on sustainability in its broadest sense and will consequently make a positive contribution to climate change. The mitigation proposed within the development can be summarised as:

- Providing a sustainable, mixed use development that encourages pedestrian, cycle and public transport alternatives to the private vehicle.
- Creating higher density development adjacent to Bilston Town Centre and close to public routes
- Connecting street networks to provide clear and direct routes, particular for pedestrians and cyclists
- Providing a range of community facilities that are easily accessible by the local community by foot and cycle
- Providing a network of open space and nature conservation areas that are tolerant to potential climate change
- High energy efficiency and performance in the new buildings
- Ensuring profiles, groundworks and primary infrastructure are designed to be resilient to climate change
- Creating a SUDs network that will minimise the quantity and improve the quality of water before it is discharged from the development, helping to prevent flooding and pollution.



Appendix B

13.0 CONCLUSION

From the above summary of the assessment sections, it can be seen that none of the individual impacts were assessed as being of major negative significance, whilst some, such as socio-economic, townscape, traffic, air quality and climate change will ultimately be beneficial. Overall, the cumulative environmental impact arising from Bilston Urban Village will be substantially outweighed by the collective benefits generated by a well designed sustainable urban village.



Notes

Notes

Wolverhampton City Council
Regeneration & Transportation
Civic Centre
St. Peter's Square
Wolverhampton
WV1 1RP

