

Advantage West Midlands

Bilston Urban Village

Environmental Statement: Non Technical
Summary

July 2001

Entec UK Limited

Report for

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Advantage West Midlands

Bilston Urban Village

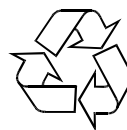
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1. Bilston Urban Village: Environmental Statement Non-Technical Summary

1.1 Introduction

1.1.1 Background

This document is the Non-Technical Summary for the proposed development of an Urban Village on brownfield (or previously developed) land at Bilston in the City of Wolverhampton. The proposed development is seen as a catalyst for improvements within the Black Country, providing housing, employment, recreational and environmental benefits. It is being jointly promoted by Wolverhampton City Council and Advantage West Midlands.

The aim of this document is to summarise in non-technical language the results of an Environmental Impact Assessment (EIA). The detailed report of the EIA, known as an Environmental Statement (ES), has been submitted with the planning application, as has a Planning Supporting Statement that sets out the planning issues in detail.

1.1.2 The Environmental Impact Assessment Process

Environmental Impact Assessment (EIA) is a process that involves collecting information about the existing environment likely to be affected by a project. The nature and scale of the project's effects on the environment are then assessed in an impartial manner and presented in a systematic way. The process is designed to allow environmental concerns and opportunities to be addressed during the planning and design of a project, by incorporating into the proposal measures to mitigate (diminish) adverse effects or enhance beneficial ones. Also critical to the process is that consultation should be carried out at appropriate stages. The findings of the assessment are designed to assist consultees and, ultimately, decision-makers in coming to a view about whether or not, and how, a project should proceed.

The EIA process is controlled by a series of Regulations (Environmental Impact Assessment (England and Wales) Regulations 1999) which relate to the planning control system administered by the Local Planning Authority (LPA). In this case the LPA is Wolverhampton City Council. Department of the Environment, Transport and the Regions (DETR) Circular 02/99 provides guidance on the process of deciding whether an EIA is required (known as a screening opinion). Based on this guidance, it has been concluded that an EIA is required for this development.

Following the screening process, a scoping study was carried out to identify potentially significant environmental effects that could result from the proposed development and to define the scope of the assessments needed to identify these effects. A consultation exercise was undertaken at the scoping stage and the responses of consultees were used to guide and inform the detailed EIA process that followed.

1.1.3 The Method of Assessment

Different methodologies have been used to assess the effects relating to each environmental topic that the scoping study identified as requiring investigation. These methodologies were based on recognised good practice. Each separate assessment was undertaken in relation to the existing or 'baseline' situation. The changes to this baseline caused by building and operating the proposed development were assessed in terms of their significance.

1.2 Description of the Proposed Development

1.2.1 The Location of the Proposed Development

The site of the proposed Urban Village comprises 37.75 hectares (ha) of brownfield land in the industrial heart of the Black Country, approximately 3.4 km to the south east of the centre of Wolverhampton. The north-western boundary is formed by the Black Country Route (A463), with the southern boundary formed by the Bradley Arm of the Birmingham Canal, the north-eastern boundary by the Midland Metro Line 1 and the south-eastern boundary by Highfields Road.

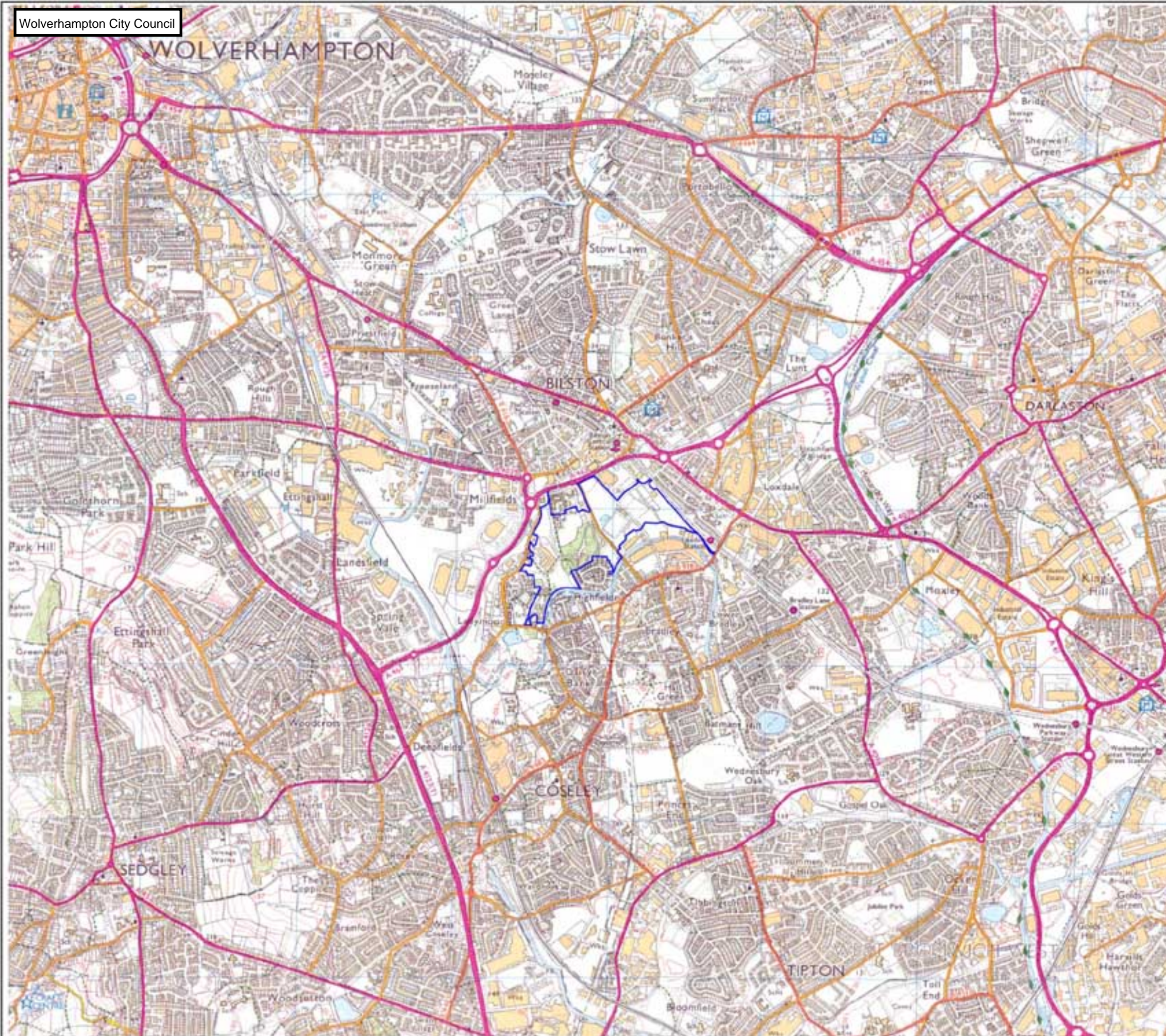
The site and surrounding area forms part of the Black Country, a predominantly urban area with associated housing, industry and infrastructure. Bilston town centre is immediately north of the development area and has seen many improvements over recent years. Major new developments such as Morrison supermarket adjoin the site. Public sector resources have been spent on upgrading the environment and infrastructure of the town. This has highlighted the fact that derelict areas within the proposed development site act as a significant detraction within the wider area.

A site location plan is provided in **Figures 1.1 and 1.2**. Figure 1.2 should be regarded as the definitive plan (or the red line plan) that reflects the application boundary.

1.2.2 A Brief History of the Site

In tandem with much of the surrounding area the site has been the location for a wide range of industrial activities since the late eighteenth century. Industries have included widespread coal mining, iron foundries and steel works. The principal legacy of the former activity is a considerable number of abandoned mineshafts and problems from flooding and seepage. As a consequence of the industrial activity the original Bilston Brook which flows westwards towards the River Tame has been piped beneath the site and remains heavily polluted. More recently portions of the site were used for other heavy manufacturing industries, some of which remain and two former landfill sites that commenced in 1953 and 1963, with both closing in 1983.

The restructuring of the area's economic and industrial base over recent decades has resulted in the abandonment of subsequent dereliction of large parts of the site with demolition works continuing into the 1990s. Only a handful of potentially contaminating activities, such as scrapyards, now remain. Parts of the site are used for formal and informal recreation and the western portion of the site has regenerated into a series of informal grass areas interspersed with regenerating woodland scrub. Nevertheless much of the site shows characteristics frequently associated with derelict brownfield sites such as unnatural landforms, lack of maintenance and flytipping with a subsequent detrimental effect on the surrounding areas.



Site Boundary

**Bilston Urban Village
Non Technical Summary**

**Figure 1.1
Site Location Plan**

Scale: 1: 25,000

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KEY
— Site boundary

Wolverhampton City Council

0 250m

Gross site area (approx.)
37.75 Ha.

Bilston Urban Village
Non Technical Summary

Figure 1.2
Site Boundary and Area



1.2.3 Components of the Proposed Development

A masterplan of the proposed development is shown on **Figure 1.3**. The principal component of the development are set out in Table 1.1

Table 1.1 Principal Components of the Proposed Development

Land Use	Scale of Use	Area (Ha)
Housing	1,300	
Employment (B1,B2,B8)	38,300sqm	
Leisure	5,600sqm	
Community Facilities	4,000sqm	
Local retail (A1-3)	1,100sqm	
Net Development Area		22.90ha
Open Space, pitches and water feature		11.42ha
Pedestrian and traffic movement corridors		3.43ha
Total site area (Gross)		37.75ha

Source: Andrew Wright Associates

1.2.4 Cleaning up the Site

The remediation works will include demolition, cleaning-up and stabilisation of the ground and shallow mine workings, excavation and disposal off site of domestic refuse, land drainage, service diversions, construction of roads and landscaping.

Substantial earthmoving operations will take place across the entire site. Excavation will occur predominantly within the north-west and south-east of the site, reducing levels by between 5 m and 10m. Infilling will occur predominantly within the centre of the site, up to 8 m thick, and within the south-western corner, up to 3m thick. During these operations it will be necessary to manage surface water run off to prevent any contamination of watercourses, and across boundaries to adjacent properties.

All materials generated on site, and suitable for re-use, will be incorporated to avoid the importation of materials.

The landfill area adjacent to Carder Crescent, and potentially the canal basins, contains domestic rubbish. It is proposed to excavate and remove from site domestic rubbish that coincides with development areas. A further area of historic flytipping adjacent to the scrapyards will also be removed from site.

1.2.5 Programme of Works

Cleaning-up and redeveloping the site will take place in consecutive phases over an estimated 16 years (2003-2019). This is summarised in **Table 1.2** and the EIA has used this programme as the basis for its conclusions.

Table 1.2 Key Work Programme Stages

Key Work Programme Stages	Start date	Completion Date
Remediation works - much of remediation works will be over an 18 month period between December 2003 and August 2005. A remaining period has been allowed for landscaping works covering two planting periods.	December 2003	November 2006
Infrastructure provision - e.g. installation of drainage, roads, culverts, etc.	August 2005	June 2006
Construction Residential:		
Phase 1	June 2006	November 2009
Phase 2	November 2009	December 2014
Phase 3	December 2014	March 2019
Construction Commercial:		
Phase 1	June 2006	May 2012
Phase 2	November 2009	May 2015
Phase 3	May 2015	March 2016

Source: Gleeds Management Services

1.3 Environmental Issues

Each topic that was addressed during the Environmental Impact Assessment (EIA) is discussed below in turn. The existing situation (the ‘baseline’) is described and the measures that are proposed to offset the effects of the development described. This is known as a mitigation strategy and it has been designed by the environmental specialist to ensure that the adverse effects of the scheme are minimised and opportunities for enhancement highlighted.

1.3.1 Planning Policy

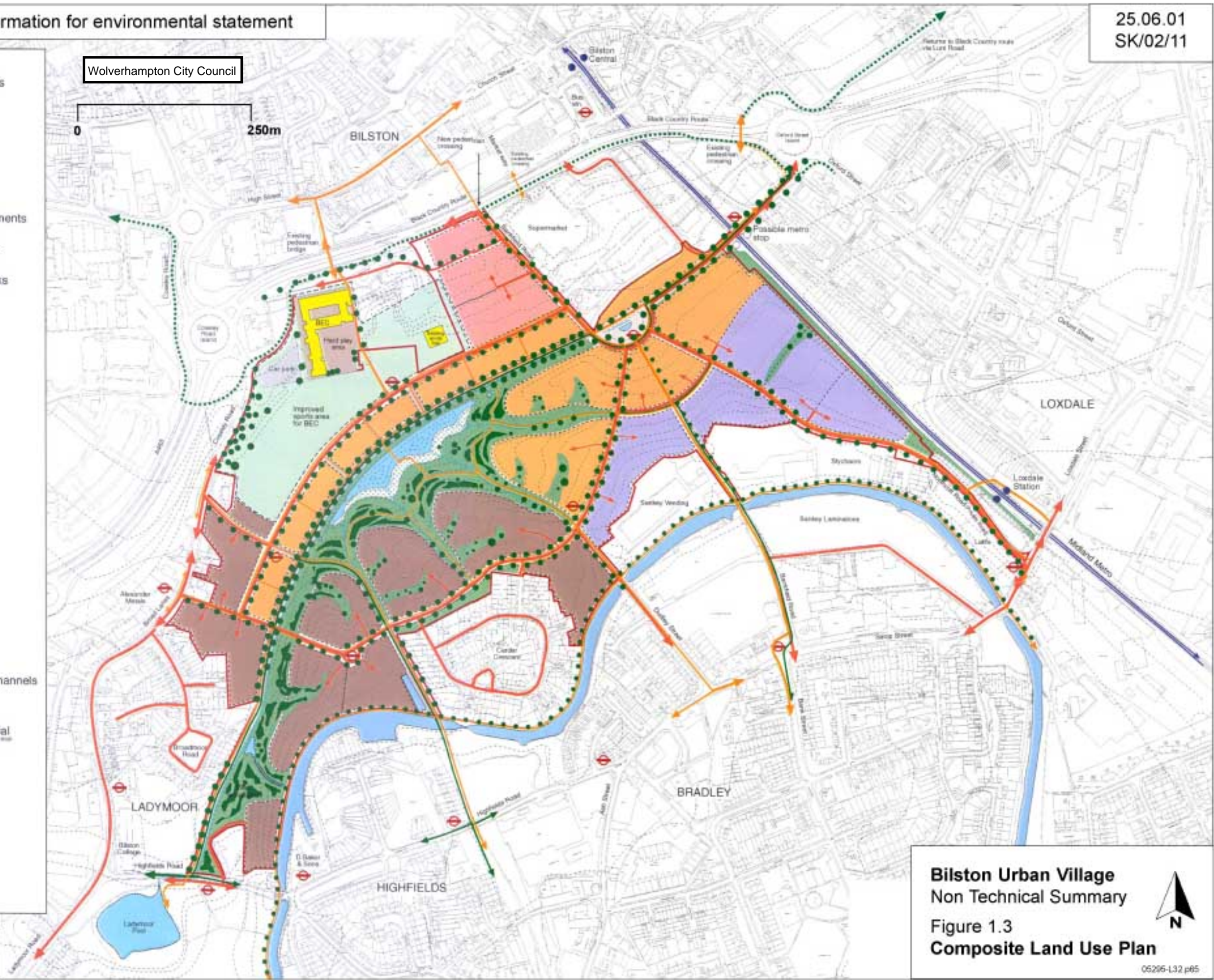
There is a substantial amount of planning policy guidance and policy against which the proposal should be considered. This is issued by national, regional and local government. Of particular importance will be issues concerning housing, employment, nature conservation, transport, leisure and recreation.

The City Council is expected to allocate the area as a major regeneration site for a mix of uses when it publishes the draft version of its new Plan towards the end of the year. The development of the site therefore needs to reflect this in the way in which it is designed and the uses than it will attract.

Wolverhampton City Council

- KEY**
- Contours at 1m intervals
 - Roads and rights of way**
 - Road
 - ↔ The Midland Metro
 - Footpath links rights of way and easements
 - Existing cycle networks
 - Proposed cycle networks
 - Landscape and water**
 - Sports area
 - Landscaped areas
 - Woodland areas
 - Wetland
 - Car park
 - Hard play area
 - Neighbourhood node
 - Formal trees / landscape corridors
 - Ponds and pools
 - Surface water run-off channels
 - Development plots**
 - Predominantly residential
Some plots include small scale factories and shops (see S10/2010)
 - Employment
(see S10/2010)
 - Predominantly leisure
(see S10/2010)
 - Mixed use
(see S10/2010)
 - Existing BEC
(Bilston Education Centre)

0 250m



Bilston Urban Village
Non Technical Summary
Figure 1.3
Composite Land Use Plan

Issues raised by planning policy can also be addressed by providing a good bus and tram service and by ensuring the replacement of recreational facilities and sites of nature value which may be lost. Furthermore it will be necessary to ensure that land is clean enough to be built upon and that during construction local residents are not seriously affected.

1.3.2 Socio-Economic Issues

The site is well located to benefit from good connections throughout the West Midlands and beyond. Wolverhampton experiences higher unemployment than the national average and the area in which the development would take place is one of the poorest in the City.

The development of the Urban Village will create a new community where jobs, housing and leisure facilities will be closely integrated. It is envisaged that companies moving onto the site will create some 1,500 jobs and that their employees will come from both existing and new housing areas. This substantial increase in the number of people employed in Bilston should boost the economy of the exiting town centre.

In order to ensure that the economic potential created as a result of the development is enjoyed by local communities it will be necessary to ensure that construction companies are encouraged to use local labour. A package of training and support facilities should also be in place to enable the longer term unemployed and those engaged in child care to make the most of the employment opportunities that will be created. Bilston should also be promoted as a place in which to do business.

1.3.3 Air Quality

As part of the assessment, information on baseline air quality has been obtained from Wolverhampton City Council. This has shown that Wolverhampton City Council do not anticipate any problems with air quality and the area should meet all the relevant Air Quality Standards.

The cleaning-up / construction stage of the proposed development will have the potential to generate dust. However, the main earthworks are limited to approximately 18 months and throughout this time the use of appropriate mitigation measures will ensure dust is kept to a minimum. Measures will continue to be used throughout the on-going construction stage.

The amount of vehicle exhaust emissions has also been considered for the operational period. These have been shown to be insignificant and would not cause an adverse impact on local air quality. Details of the commercial activities that would form part of the operational site are not known at this stage and cannot be assessed in detail. However, planning controls are available to Wolverhampton City Council to ensure these are satisfactory in terms of air quality.

1.3.4 Noise

The proposed development will potentially generate noise during cleaning-up / construction and to a far lesser extent during operation. The noise assessment has therefore considered this. A number of background noise surveys have been carried out in consultation with Wolverhampton City Council for the closest noise sensitive dwellings and also for various positions within the site. Measurements were taken at various times of the day and night in order to assess the variation in noise over these times.

Noise levels in the area show some variation, depending on how close the locations are to specific sources of noise. These include road and light rail traffic, local industry, etc.. Lowest noise levels typically occurs during the night time which is usual when road traffic levels reduce.

Worst case noise levels have been predicted during the construction stage when a number of activities would be taking place close to the nearest existing dwellings. Levels would potentially be noticeable at times depending on the background noise levels. However, they are typical of construction noise levels in urban areas. Measures to reduce construction noise impacts will be required to be put in place by the contractor.

The operational stage has far less potential to generate noise. This will largely be from road traffic generated by the Urban Village from both residential and commercial uses. However, the predicted increases in traffic flows will not cause a significant increase in noise and any changes are unlikely to be noticeable. Noise from the commercial users within the site will need to be addressed at detailed planning stage. The site layout has been devised to ensure maximum separation of residential areas within the site from existing noise sources. This should ensure an acceptable environment for new residents of the Urban Village.

1.3.5 Traffic and Transport

The proposed Urban Village will involve additional traffic using local roads during the required remediation works, during construction and during the operation of the proposed development. It is also proposed as part of the development to improve public transport, pedestrian facilities and cyclist facilities in the area. This will ensure that there are good amenities within the proposed site and good links with the surrounding areas.

Existing and predicted traffic flows on local roads have been obtained from modelling undertaken by the Joint Data Team (jdt), Mott MacDonald, on behalf of Entec, for the purpose of this EIA and also the Transport Assessment. The traffic flows anticipated to be generated by the proposed development have been ascertained from the jdt, Mott MacDonald database "GENERATE" and these flows used in the modelling work.

The possible changes in traffic flows from the proposed Urban Village have been derived and predictions provided for road link flows around the site for both the AM and PM peak hours for the year 2000 (the existing network), the years 2019 and 2034 "do nothing" network and the years 2019 and 2034 "do something" network. "Do nothing" is the anticipated situation without the development. "Do something" is the anticipated situation with the development.

The year 2019 has been considered as this is the first year of opening of the full development and the year 2034 is fifteen years after this. For the purposes of this EIA these AM and PM peak hours have needed to be converted to represent 24 hour traffic flows. The factors used to calculate the 24 hour flows have been taken from the "25 Point Census Report 1999" prepared by jdt, Mott MacDonald.

During the remediation period of the site the level of traffic movements is not considered likely to result in significant environmental effects given the road infrastructure available in the area and provided the main route used is the A463 Black Country Route and A454 Black Country Spine Road to the M6 motorway. Although details of traffic during the construction period are not known at this stage, it is not considered that the level of traffic during the this period will be any worse than during remediation.

Using a methodology based on the Institute of Environmental Management and Assessment “Guidelines for the Environmental Assessment of Road Traffic”, the change in traffic levels during operation have been assessed. A potential worst case during the operational stage has been assessed as no account has been taken of people shifting from the private car to other forms of transport. The predicted changes in traffic flow are lower than the threshold on all roads except the following:

- Ladymoor Road,
- Ash Street,
- Highfields Road East.

It is recommended that during the construction period, route signing is used for vehicles to prevent large goods vehicles from using local residential roads. During operation it is recommended that consideration be given to traffic management measures on Ladymoor Road, Ash Street and Highfields Road East.

1.3.6 Landscape and Visual

Landscape effects refer to changes in character and quality of the local landscape, whilst visual effects relate to the views of the site available from publicly accessible land and residential dwellings.

The proposed Urban Village has therefore been assessed in terms of its potential effect upon the landscape character of Bilston - Coseley area and the potential effects on the views of the people living, working, carrying out recreational activities and travelling through the area.

The scale and location of the proposed Bilston Urban Village mean that it has the potential to generate considerable landscape and visual impacts that will effect a large number of people in the densely populated surrounding areas. The size and timescale of associated with the development of the proposed Village will lead to considerable variations in the types and levels of landscape and visual impacts and their effects at different times and at different locations.

The present site contains elements that typify the best and worst aspects of post-industrial landscapes in the Black Country. Historically the entire site has been used for a wide variety of dereliction, fly-tipping and disturbance. However other parts of the site are now very attractive with woodland separated by rides and glades for grazing.

The visibility of the site is a key factor in assessing the visual effects of the proposed Urban Village. The relatively flat topography of both the site and the surrounding area, combined with the density of development in the Bilston - Coseley area, restricts views into the site.

For the purposes of this assessment the proposal has been sub-divided into three phases each of which has been assessed separately. The three phases are:

- Remediation (2003 - 2006);
- Construction (2006 -2019); and
- Operational (2019 onwards).

Also the assessment was carried out without all the design details being available. For instance it is not yet known whether or not tree shrub planting will take place at many locations towards

the edge of the Village. It is recognised that detailed aspects of the Village such as the presence or absence of tree planting in a particular location or the appearance of a particular building from a certain viewpoint can have a very strong influence upon the views of some individuals and that this cannot always be accurately predicted. Hence the conclusions of the assessment are broad based.

Taking into account the above caveat, the overall landscape and visual impacts are predicted to be almost universally strongly negative in the remediation phase. This is due to the widespread site clearance works and the subsequent groundworks, including the excavation of previously landfilled material. These levels of negative impacts and their consequent effects will persist into the initial years of the construction period. However precise impacts will be dependent on presently unknown factors such as the specified treatment for remediated sites to be developed later in the construction phase and the amount of existing planting that can be saved around the edges of the site, especially that close to houses such as those in Carder Crescent.

As the construction period continues the number of elements and activities causing negative landscape and visual impacts will gradually reduce and visual benefits will be generated by completed buildings and the maturing tree and shrub planting across the site. At some point towards the middle of the construction period the positive visual impacts will outweigh the visual negative impacts. Nevertheless, it is recognised that for some people in specific locations negative visual effects could still increase if some of the later development leads to the introduction of intrusive features or the obstruction or modification of an existing attractive or important view.

With the commencement of the operational period in 2019 it is predicted that all landscape impacts will be positive with the introduction of a wide range of new landscape elements and that these effects will extend beyond the Urban Village improving the landscape setting of the surrounding areas as well. Present landscape qualities such as post-industrial dereliction, neglect and fragmentation will be replaced with positive qualities such as unity, security and, in some locations, tranquillity. Likewise it is predicted that potentially all local people, both residents and those using the area, could have improvements to their current views.

1.3.7 Cultural Heritage

The site is within an area that has been important in the industrial development of Bilston. There were a number of large ironworks within the site during the nineteenth century, and some of these may have originated in the eighteenth century. There may also have been a watermill alongside Bilston Brook during the Medieval period.

All of the industrial remains have subsequently been demolished and extensive earthmoving and landscaping is likely to have resulted in poor survival of any features. It is, however, possible that there may be some features within the immediate vicinity of the route of Bilston Brook. Given the probable poor state of preservation, it is unlikely that any such remains would be of more than local interest.

In order to determine whether there are any surviving features, and to provide information on the nature and state of preservation of any such features, it is proposed that archaeological investigations are undertaken at two locations within the site. These will be targeted at identifying whether remains of iron furnaces and the Medieval watermill survive.

1.3.8 Water

Water resources within and near the site include:

- the culverted Bilston Brook (running from west to east);
- underlying aquifers (natural reservoirs) both in the near surface Made Ground (i.e. ground resulting from human activities) and the deeper Coal Measures;
- the Bradley arm of the Birmingham to Wolverhampton canal system, which skirts the southern boundary.

Analysis indicates that the Bilston Brook has the capacity to carry high water flows (that are predicted to occur no more often than every 40 years) without flooding occurring. As it is culverted under the site, flood plain issues are not considered an issue.

The underlying aquifers, together with the Bilston Brook are known to have poor water quality characteristics. The Coal Measures aquifer is locally used particularly by British Waterways to provide significant amounts of water to the canal system which in turn affects the water quality in the canals.

The main components of the development which potentially impact on the water environment include:

- the remediation scheme;
- the proposed water feature Scheme;
- site drainage during remediation, construction and operation.

The poor existing water quality in the Bilston Brook and underlying aquifers means that these water environments are not highly sensitive to the proposed scheme. However, all major works require standard mitigation measures both at the design stage and during construction to ensure that risks of pollution to the water environment are minimised. These designs and controls conform with good practice. As a result, no significant effects to the water environment are predicted.

During storms, water from the developed site will drain to the Bilston Brook and this will require control. The precise requirement for control is yet to be established by Wolverhampton City Council and the Environment Agency, but calculations indicate that the most stringent control restrictions can be comfortably accommodated within the proposed Water Feature Scheme.

The proposed Water Feature should be constructed in tandem with the remediation scheme for the site and will incorporate a liner, making it independent from the local existing surface and ground water.

During drought periods it is likely that the water feature will be supplemented by the input of treated water generated on-site, although a number of other potential options exist and this detail will be subject to further consideration of available alternatives.

The final design will pay attention to underground services (both existing and proposed) which may be affected. Relevant to the water environment this includes an extensive network of storm and foul sewers.

Once the development is constructed and becomes operational it is considered likely that the effects of the remediation and water feature schemes will be beneficial to the water environment through a modest improvement to water quality in both the ground and the Bilston Brook.

Another potential gain to the water environment could occur if one of the potential options to supplement the Water Feature was implemented. This concerns the possibility of treating the groundwater fed to the canal system, thus improving the water quality of the canal.

1.3.9 Land use and Contamination

A long history of industry and mining has led to the deposition of the substantial thickness of Made Ground deposits comprised of colliery spoil and containing wastes from iron production. These can be expected to contain a range of Potential Harmful Elements (PHEs) including 'toxic metals' such as arsenic, cadmium, mercury and lead, as well as other types of contamination.

More recent contaminating activities known to have affected the site include at least two former landfill sites, existing scrapyards located off Brook Terrace and fly-tipping.

The site therefore requires cleaning-up (or remediating). This will involve the treatment of contamination on-site wherever possible to reduce lorry movements, although the rubbish in the landfills will have to be removed off-site. This will ensure that a safe environment is created in which to live in and work, as well as providing a stable platform on which to build.

This will be a significant improvement over the current situation and will have consequential beneficial effects upon water quality and ecology, in particular.

1.3.10 Ecology

A survey (known as an extended Phase 1 habitat survey) of the proposed development site was undertaken in mid-March 2001.

The majority of the site comprises species-poor horse-grazed grassland, several blocks of trees of which the majority was planted post-1980 and urban wasteland. Other habitats present are amenity grassland, tall weeds, a small wetland, scrapyards, wasteland and a disused factory. The Bradley Arm of the Birmingham Canal borders the southern edge of the site at various points.

There is one designated site of nature conservation importance located within the proposed development site and five others are located within 500m of the site. The designated site located within the proposed development boundary will be lost as a result of the development. It is predicted that the designated sites located within 500m of the proposed development will not be affected.

Some additional detailed surveys have yet to be undertaken. Hence some uncertainty remains with respect to the nature conservation value of the site and the magnitude and significance of some of the predicted impacts and effects.

Habitats that will be lost as a result of the development comprise: 8 ha of relatively species-poor, generally short, horse-grazed grassland; 2.5 ha of amenity, species-poor grassland; 0.2 ha of wet grassland/wetland; 8 ha of trees; 10 ha of urban wasteland/disturbed ground (including the 5.2 ha Bankfield Road site of local nature conservation importance); 2.3 ha of mainly tall weed vegetation; and a disused factory. Three of these habitats are considered to be of at least local significance. In addition, construction activities may lead to the loss of habitats used by

animals. However, as mentioned above, further detailed surveys have yet to be undertaken and it is therefore not possible at this stage to assign levels of significance to these negative impacts and effects.

The proposed development includes 11 ha of open space. There is a commitment to replace the valuable habitats that will be lost with a greater area that, in time, will be of nature conservation value and that will offset much of the predicted habitat loss. The habitat creation proposals are considered to represent a potentially significant positive effect.

1.3.11 Public Rights of Way and Recreation

The existing site has a number of footpaths that provide access across the area and also into the underused open space within it. There are also recreational facilities provided within the Bilston Education Centre.

The development of this proposal will impact upon the existing provision both during construction and afterwards. This is because the masterplan identifies the construction of new buildings over a number of the rights of way and informal footpaths. In addition it is proposed to build upon much of the open land at the Bilston Education Centre.

During construction steps will need to be taken to ensure that replacement access is provided when land containing footpaths is to be developed. The routes of the formal rights of way will need to be properly amended and any temporary diversions will need to be well signposted. The provision of new recreational facilities should also be phased in to compensate for the loss of existing provision.

The new development will provide a series of new footpaths and cycleways across the site that will be of a better standard than those that exist at present. These routeways will better relate to the needs of their users and they will link the areas of housing and employment with new recreational facilities.

1.4 Summary of Predicted Effects

The EIA Regulations state that **significant** effects should be identified and evaluated. In the Environmental Statement these are classed as effects of **major** significance. However, the ES discussed effects of **minor** and **no significance** as well, in order that consultees and decision-makers have the full picture.

A summary of the predicted significant effects, both adverse and beneficial, are summarised below. Further detail and discussion are contained in the ES.

1.4.1 Significant Adverse Effects

Following the incorporation of mitigation, it is predicted that the only significant adverse effects resulting from the proposed development will relate to landscape and visual factors. In summary the following receptors will experience significant changes in view during site clean-up and construction:

- Carder Crescent Estate
- Broadmoor Road Estate
- Bradley Arm Estate

- Prosser Street
- Properties on Broad Lane
- Station Road Estate
- Users of footpaths across site and the Bradley Arm towpath
- Users of playing fields on Dudley Street and Highfields Road
- Users of Bilston Education Centre.

In the same period significant adverse effect upon the landscape can be expected through removing the majority of the existing landscape features, albeit ones that are a product of the past industrial use.

1.4.2 Significant Positive Effects

There would be a number of significant positive effects of the proposed development that will benefit local residents, the local environment and the socio-economic well-being of the City of Wolverhampton. In summary these are:

1.4.3 Socio-economic factors

The proposed development would have significant socio-economic effects that would benefit the city as well as drawing attention to the forward-thinking image the city is trying to create. These include:

- Provision of employment land that will create both direct and indirect jobs
- Securing significant level of public sector grant aid for Wolverhampton
- Creation of a balanced, socially inclusive community
- Enhancement of remaining public rights of way and provision of a comprehensive system of new pedestrian links
- Enhancement in provision of formal recreational facilities
- Replacement of existing open space with new areas for informal recreation
- Strengthened links into existing communities.

1.4.4 Landscape and Visual Effects

The long-term effects of the proposed development will be significantly beneficial.

It is predicted that this will start to take effect in 2019. In summary the following **people and places** will significantly benefit from the development:

- Broadmoor Road Estate
- Bradley Arm Estate
- Properties on Broad Lane

- Users of the Bradley Arm towpath
- Morrison Supermarket.

There is insufficient detail currently to conclude the significance of effects upon Carder Crescent Estate, Station Road Estate, the users of playing fields on Dudley Street and Highfields Road, or the users of Bilston Education Centre

In terms of **the landscape**, during reclamation the demolition of buildings and the scrapyards on the site can be regarded as a significant beneficial effect. In the operational phase there will be a number of significant beneficial effects that will increase over time as the new landscape matures. In summary these include:

- New housing and apartment blocks that will introduce a variety of units which cumulatively will be a positive landscape resource
- A revitalised canal
- New structure and central spine landscape works that will be the key to determining overall level of significance of positive landscape effects.

1.4.5 Land contamination and the local environment

The cleaning-up of the site will have significant beneficial effects upon land quality, including the removal of contamination, landfilling and fly-tipping. These will have consequential beneficial effects upon water quality and ecology, in particular.

1.4.6 Flora and Fauna

The creation of habitats of nature conservation value, including the new water feature and habitat in mitigation for the loss of Bankfield Road Site of Local Importance for Nature Conservation (SLINC), may well be of significant benefit to the ecology of the area.

1.4.7 Cumulative and Combined Effects

The significance of cumulative effects has been considered within each section, where appropriate. Generally, these are effects that when added together can lead to a greater effect than the sum of the individual effects. Consideration is given to other development projects that are planned to take place in the same period nearby.

The EIA predicts that with the built-in mitigation measures identified and described within the ES, and adherence to the recommended site management practices, there will be no significant cumulative effects. Some people to the south of the proposed development may experience cumulative effects of minor significance (such as noise, dust and visual intrusion) when the works come closest to the site's perimeter.

The cumulative benefits of the scheme may well be significant in terms of the local environment in general. Visible effects, such as the cleaning-up of the site and provision of a well-designed new community should lead to significant cumulative effects. These could include a safe living and working environment, reduction in perception of threat, a general feeling of well-being and increased community integration.

No other developments in the locality have been identified which would, in combination with the proposed scheme, combine to give significant effects.

1.5 Conclusion

The Environmental Impact Assessment has predicted that there will be no significant adverse effects associated with the proposed Bilston Urban Village development other than those associated with landscape and visual impact. In the short term, whilst ground clearance works and remediation is carried out, some local receptors will experience significantly changed views. However, in the long term the overall benefits to local residents in terms of visual improvement and the overall local environment will be significantly greater than the short-term disadvantages experienced during construction.

For other subject areas, mitigation measures can be put in place that will reduce adverse effects.

The proposed development would have significant beneficial socio-economic effects that would benefit the city as a whole. The scheme would lead to the cleaning-up of a contaminated brownfield site, resulting in significant improvements in local land quality, as well as removing areas of dereliction.

The long-term benefits of this development are considered overwhelmingly to outweigh the short-term effects experienced during the construction period. In addition to providing exceptional and stable economic opportunities, the creation of an attractive landscape will form an environment of high quality in which people will be able to live, work and relax.

