BILSTON URBAN VILLAGE

Wolverhampton

Bilston High Street Link Development Brief

Adopted as a Supplementary Planning Document on

January 29th 2010

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 (page 25) 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 site in its current form is shown in figure 1 (page 2) and this shows clearly a number of issues, particularly in relation to poor quality views and indirect access. In contrast, the proposals shown in figure 2 (page 3) demonstrate how the proposed form of development, expanded on in section 7, successfully deals with these problems and provides redevelopment opportunities which will assist in the successful regeneration of the Town Centre.

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.

In brief, the proposals involve the acquisition and demolition of a block of High Street properties and the construction of two new buildings built approximately at right angles to the High Street fronting onto a high quality pedestrian route. This route leads in a southerly direction, across the Black Country Route and between the proposed new Bilston Leisure Centre and the Primary and Community Care Centre. Both buildings will have their main entrances off the boulevard.

Uses of the ground floor of the two new-build blocks will need to provide active frontages and will fall within the following Use Classes (as defined in the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments): A1, A2 and A3 with either residential or office accommodation on first and second floors.

Parts of the site are currently (December 2009) 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 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.
Introduction

Figure 1: Existing constraints
Introduction

Figure 2: Proposed form of development (schematic)
Introduction

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 A 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.

The council and Advantage West Midlands have now selected a lead developer for the main Urban Village development, Places for People Ltd.

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 (page 26).

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.
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.

National 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 Centres” 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 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 under utilised, such as car parks and single storey buildings, which could be redeveloped for multi-storey, mixed-use development. (PPS6 2.52)
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.*

Regional Planning Policy

Now enshrined in the Regional Spatial Strategy (RSS), the primary objective of regional planning policy is to contribute to the sustainable development of the region. The overall vision for the West Midlands is:

*One of an economically successful, outward looking and adaptable region, which is rich in culture and environment, where all people, working together, are able to meet their aspirations and needs without prejudicing the quality of life of future generations.* (RSS; Chapter 2 Towards a More Sustainable Region)

Specifically, the document looks forward to a region where

**Urban renaissance is successfully being achieved;**

and

**Which is recognised for its distinctive, high quality natural and built environment.**

In Chapter 4 of the RSS, Urban Renaissance, the document sets out many policies which are direct relevance to the proposals within the Urban Village generally and the High Street link in particular.

Policy UR3 of the RSS includes provision for:

- Developing strategies to maintain and enhance the underpinning role of all urban centres to serve their local communities in terms of retail provision, access to services and cultural/leisure facilities.
- Identifying and creating opportunities for development, particularly for business, retail, leisure, tourism, cultural, educational and other services which are accessible to all.
- Adopting strategies to encourage more people to live in or close to centres through the reuse of sites, development of mixed use schemes, the conversion of property and initiatives such as ‘living over the shop’.
- Ensuring the highest standards of design are adopted, and building on the existing character and identity of centres.
Policy Context

In terms of the Black Country sub-region the primary objective is to stem population loss from the major urban areas by bringing about a transformation of the existing area and by increasing the range, type and quality of residential development and associated employment, educational, cultural and leisure opportunities.

Bilston Urban Village is very much about finding ways to achieve these objectives and the High Street link is a vital component of this agenda.

Local Planning Policy

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.

Local Development Framework

All relevant policies within the UDP are carried forward into the LDF.

The Bilston Area Action Plan continues to place emphasis on supporting development focussed on existing centres which are highly accessible.

16.1.4

Objective 4 - Improving the linkages

However, there is cause for concern that improved pedestrian links are required between the 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.
3 Background and Context

The proposals for the High Street Link 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 and social care facility
- At least 16,900 sq metres of commercial floorspace
- A new network of open space
- A new Academy school building as part of the council’s Building Schools for the Future (BSF) programme

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.

The relationship between these different, but complementary, aspects of the overall scheme is shown on Plan 3 (page 27). 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 western end of the High Street.
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.

![Seven Stars Public House](image)

Figure 3: Seven Stars Public House
The properties are identified on Plan 4 (page 28).

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 section 8. 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 in figure 4 overleaf and further discussion on archaeological implications is to be found in section 6.

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 on page 29.

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.
### Historical Development

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

<table>
<thead>
<tr>
<th>Date</th>
<th>Former and current site uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>1832 Pre OS Plan</td>
<td>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.</td>
</tr>
<tr>
<td>(Source: WCC Archives)</td>
<td></td>
</tr>
<tr>
<td>1839 Pre OS Plan</td>
<td>A large building is shown in the south eastern corner of the site. The centre of the site appears to be open space.</td>
</tr>
<tr>
<td>(Source: WCC Archives)</td>
<td></td>
</tr>
<tr>
<td>1845 Pre OS Plan</td>
<td>One small building is shown in the western part of the site. Buildings along the High Street and Pinfold Street are not shown.</td>
</tr>
<tr>
<td>(Source: WCC Archives)</td>
<td></td>
</tr>
<tr>
<td>1880s - 1900s Pre OS Plan</td>
<td>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.</td>
</tr>
<tr>
<td>(Source: Envirocheck)</td>
<td></td>
</tr>
<tr>
<td>1920s - 1960s Pre OS Plan</td>
<td>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.</td>
</tr>
<tr>
<td>(Source: Envirocheck)</td>
<td></td>
</tr>
<tr>
<td>1960s - Mid 1970s Pre OS Plan</td>
<td>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.</td>
</tr>
<tr>
<td>(Source: Envirocheck)</td>
<td></td>
</tr>
<tr>
<td>1970s - 1990s Pre OS Plan</td>
<td>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.</td>
</tr>
<tr>
<td>(Source: Envirocheck)</td>
<td></td>
</tr>
<tr>
<td>1990s - Present</td>
<td>No significant change</td>
</tr>
<tr>
<td>(Source: Envirocheck)</td>
<td></td>
</tr>
</tbody>
</table>
## Historical Development

### Adjacent site uses

<table>
<thead>
<tr>
<th>North</th>
<th>Residential and 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 and 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.</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>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.</td>
</tr>
<tr>
<td>South</td>
<td>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.</td>
</tr>
<tr>
<td>West</td>
<td>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.</td>
</tr>
</tbody>
</table>
Figure 4: 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
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 (www.wolverhampton.gov.uk).
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.
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 a key role to play in promoting and delivering sustainable development across the city. In July 2007 the council adopted the West Midlands Sustainable Planning Checklist (www.checklistwestmidlands.co.uk) which identifies a range of different economic, social and environmental sustainability issues:

**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

It is considered that any residential units will reach at least level 4 of the Code for Sustainable Homes with a target of BREEAM very good for office accommodation.

The council has adopted a Climate Change Strategy and Action Plan 2009-2012 which sets out a series of actions to address both mitigation and adaptation issues. For new build developments this will require the following:

- Where appropriate, new developments to report on sustainability via the checklist
- Adaptation to climate change to be a priority objective
- Proposals to incorporate renewable energy production (currently a proposal in the emerging Joint Core Strategy)

At a regional level, all West Midlands local authorities have signed a Collaborative Construction Charter which pledges to develop and promote sustainable solutions in the construction process to reduce the impact of climate change in the region.

Procurement in the design and build process for all new building developments in the city will play an important part in how we reduce our CO₂ emissions. All developers should seek to minimise impacts through the supply chain by sourcing local products and building materials and employing local people wherever possible.
Ground Conditions

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

<table>
<thead>
<tr>
<th>Sustainable Development Aim</th>
<th>Impact of SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- - - 0 ? + +</td>
</tr>
<tr>
<td><strong>1. Environment</strong></td>
<td></td>
</tr>
<tr>
<td>1.1 Make optimum use of land.</td>
<td>✓</td>
</tr>
<tr>
<td>1.2 Reduce traffic congestion and promote sustainable modes of transport into and throughout the city.</td>
<td>✓</td>
</tr>
<tr>
<td>1.3 Protect and enhance the quality of the built environment.</td>
<td>✓</td>
</tr>
<tr>
<td>1.4 Protect and enhance the historic environment.</td>
<td>✓</td>
</tr>
<tr>
<td>1.5 Minimise air, water, soil light and noise pollution levels and create good quality air, water and soils.</td>
<td>✓</td>
</tr>
<tr>
<td>1.6 Protect and enhance water quality and encourage water conservation.</td>
<td>✓</td>
</tr>
<tr>
<td>1.7 Protect flood plains and water courses.</td>
<td>✓</td>
</tr>
<tr>
<td>1.8 Value, maintain, restore and re-create biodiversity.</td>
<td>✓</td>
</tr>
<tr>
<td>1.9 Maximise the efficient use of minerals.</td>
<td>✓</td>
</tr>
<tr>
<td>1.10 Reduce waste and maximise opportunities for recycling and waste management.</td>
<td>✓</td>
</tr>
<tr>
<td>1.11 Plan for the anticipated levels of climate change. (Adapting to expected climate effects.)</td>
<td>✓</td>
</tr>
<tr>
<td>1.12 Minimise the city’s contribution to climate change. (Mitigating against expected climatic effects.)</td>
<td>✓</td>
</tr>
</tbody>
</table>
### Sustainability Matrix

<table>
<thead>
<tr>
<th>Comments</th>
<th>Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site is entirely brownfield and will lead to a more efficient use of land.</td>
<td>Area of land / floorspace brought back into use.</td>
</tr>
<tr>
<td>Town Centre location so development will have good access to public transport.</td>
<td>Number of people arriving at Town Centre destinations by means other than private car.</td>
</tr>
<tr>
<td>The scheme involves the refurbishment of a locally listed building and the creation of new, high quality built development.</td>
<td>Archaeological studies will be reported.</td>
</tr>
<tr>
<td>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.</td>
<td>Design review, BREEAM standards achieved.</td>
</tr>
<tr>
<td>The site is not on a flood plain.</td>
<td>As above.</td>
</tr>
<tr>
<td>Design of the new built environment will take account of both climate change adaptation and mitigation.</td>
<td>As above.</td>
</tr>
</tbody>
</table>
# Sustainability Matrix

<table>
<thead>
<tr>
<th>Sustainable Development Aim</th>
<th>Impact of SPD</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
</tbody>
</table>

## 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. ✓  

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

<table>
<thead>
<tr>
<th>Comments</th>
<th>Indicator</th>
</tr>
</thead>
<tbody>
<tr>
<td>The scheme will enhance community safety through the creation of</td>
<td>Measurement of footfall and reduction in the real and perceived threat of crime.</td>
</tr>
<tr>
<td>high quality pedestrian routes and the increase in footfall.</td>
<td></td>
</tr>
<tr>
<td>The document allows for new residential development, an element of</td>
<td>Number of residential dwellings created.</td>
</tr>
<tr>
<td>which may be affordable.</td>
<td></td>
</tr>
<tr>
<td>The development is within the Town Centre and is therefore close to</td>
<td></td>
</tr>
<tr>
<td>services, facilities and opportunities.</td>
<td></td>
</tr>
<tr>
<td>The scheme involves the removal of derelict properties which have a</td>
<td>Number of people reporting a reduction in real or perceived levels of crime.</td>
</tr>
<tr>
<td>negative impact on perceptions of safety, and the creation of new, high</td>
<td></td>
</tr>
<tr>
<td>quality buildings.</td>
<td></td>
</tr>
<tr>
<td>The scheme has the potential to provide for high quality, town centre</td>
<td>Floorspace of commercial accommodation created.</td>
</tr>
<tr>
<td>based office accommodation.</td>
<td></td>
</tr>
<tr>
<td>As above.</td>
<td></td>
</tr>
<tr>
<td>The project is intended to capture some of the increased investment</td>
<td>Levels of spend in the Town Centre.</td>
</tr>
<tr>
<td>flowing from the Urban Village development.</td>
<td></td>
</tr>
<tr>
<td>As above.</td>
<td></td>
</tr>
</tbody>
</table>
Plan 1: The Site
Plan 2: Delivery Mechanisms
Plan 3: The Landowners’ Masterplan
Plan 4: Identification of Properties

To be refurbished
To be acquired and demolished
To be retained

El Sud

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Plan 5: Approximate Location of National Grid Pipeline
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:

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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.

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Email: planning.policy@wolverhampton.gov.uk
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.