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ENVIRONMENTAL PLANNING

Phoenix 10
Walsall

EIA SCOPING REPORT

ENVIRONMENTAL PLANNING

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EIA SCOPING REPORT

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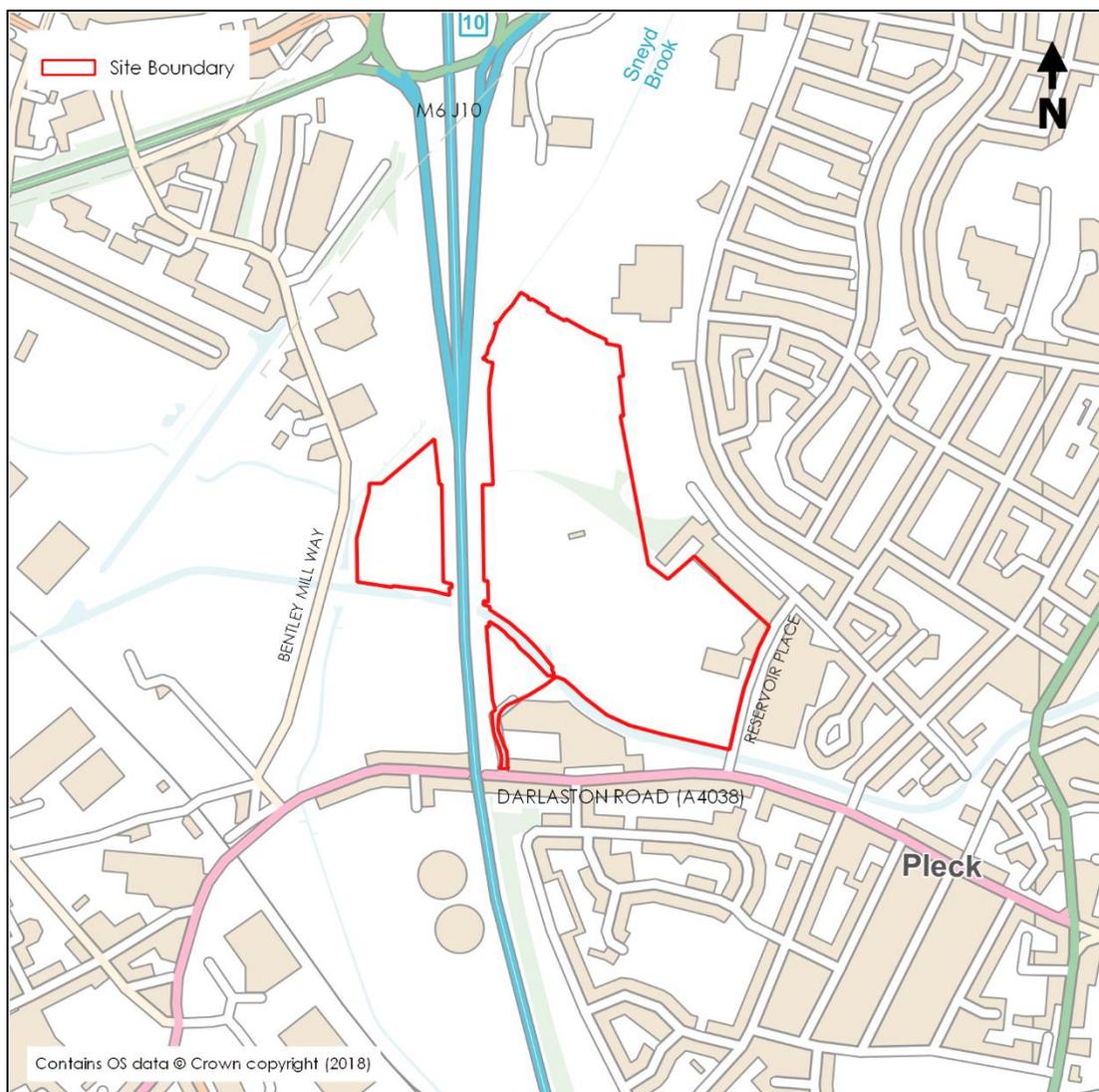
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1.0 INTRODUCTION

- 1.1 This document forms an Environmental Impact Assessment (EIA) Scoping Report, which has been produced on behalf of Henry Boot Developments Ltd (HBDL) (the 'Applicant') to clarify the scope and approach of the EIA that will be submitted in support of a forthcoming hybrid planning application for employment development Phoenix 10 (the 'proposed development'). The application site will comprise approximately 17 hectares (Ha) of land ('the site') within the administrative boundary of Walsall Council (WC) the Local planning Authority, (LPA). As shown in **Figure 1.1**, the site is located west of Walsall town centre, immediately east of the M6 between junctions 9 and 10, centred on National Grid Reference SO993977.
- 1.2 The Phoenix 10 site is a Black Country Enterprise Zone site and is allocated for employment use. The site was subject to a previous request for a screening opinion (Application No: 14/1902/SCRE) for surfacing works and capping barrier and erection of pallsade fencing.

Figure 1.1: Site Location



EIA Requirement

- 1.3 Applications for development that are subject to the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 ('EIA Regulations') are termed 'EIA Developments'. The requirement is either mandatory or conditional, depending on the classification of the proposed development and the likelihood of significant effects arising. EIA applications are divided into 'Schedule 1 Developments' (major developments) and 'Schedule 2 Developments' (other developments) under the EIA Regulations, which govern all planning applications subsequent to August 2011.
- 1.4 Schedule 1 developments constitute those that are likely to have significant effects where an EIA is automatically required, such as major chemical or petrochemical projects and construction of ground or air transport infrastructure. For all other developments, which fall under Schedule 2, the need for an EIA is determined on the basis of set criteria as follows:
- The development falls within one of the classes of development stated in Schedule 2; AND
 - EITHER it exceeds the size threshold for that class of development in Schedule 2;
 - OR it is in a sensitive area; AND
 - It is likely to have significant effects on the environment.
- 1.5 The proposed development is an 'Industrial Estate Development project' and falls under Schedule 2 (10a) of the 2017 EIA Regulations. The threshold for Industrial Estate development projects as stated in Schedule 2 (10a) of the EIA Regulations is:
- (a) The area of the development exceeds 0.5 hectare.

A screening opinion on the need for EIA has not been requested from the LPA. Instead, the Applicant has committed to undertaking an EIA voluntarily and an ES will therefore accompany the planning application.

Purpose of Scoping

- 1.6 Scoping forms an early stage of the EIA process allowing for the assessment of likely significant environmental effects arising from a development, both adverse and beneficial. This approach enables development designs to respond in an iterative manner to the environmental conditions and constraints. This ensures that all practical measures are taken to avoid, reduce, and where possible, offset any potentially significant adverse environmental effects. Furthermore, the EIA process aims to ensure that the potentially beneficial effects of development proposals are maximised.
- 1.7 The process includes reviewing any key environmental studies and data available and identifying those environmental aspects that may be significantly affected by a proposed development and therefore the potential significance of effects is defined and set out in the ES.
- 1.8 This Scoping Report describes the scope and methodology of the technical studies to be undertaken in order to provide a comprehensive assessment of significant effects likely to arise and to determine suitable mitigation measures for the construction and operational phases of the proposed development.
- 1.9 It also identifies the third party cumulative schemes that should be taken into account in the EIA and seeks confirmation of these.

1.10 In accordance with Regulation 15 of the EIA Regulations, this EIA Scoping Report is issued with a request for a formal Scoping Opinion on behalf of the Applicant within 5 weeks from the date of submission which will then provide an agreed framework within which the EIA will be undertaken. In forming their Scoping Opinion, the Applicant should also take in to account the view of Statutory Consultees to understand what topics are scoped in and out of the ES and to ensure the content of the ES is based on the formal scoping opinion received from the LPA.

The ES will be completed by competent experts as indicated by the project team detailed below in Table 1.1.

Table 1.1- Project Team

Organisation	Project Role/EIA Input
BWB Consulting Ltd	<ul style="list-style-type: none"> - EIA Coordination; - Geotechnical Input; - Air Quality; - Transport and Access; and - Human Health - Cumulative Developments
Quod	<ul style="list-style-type: none"> - Planning Application; - Development Management; - Planning Policy
AJA Architects	<ul style="list-style-type: none"> - Lead Architects
Turley	<ul style="list-style-type: none"> - Socio-Economics
SLR Consulting	<ul style="list-style-type: none"> - Contaminated Land, - Contaminated Groundwater

2.0 THE SITE AND PROPOSED DEVELOPMENT

Site Description and Environment

- 2.1 The site is divided into two parcels of land either side of the M6 Motorway. The parcel to the east is further divided into two named plots, namely the Alumwell plot (northern extent) and the James Bridge Plot (southern extent). As shown in **Figure 2.1**.
- 2.2 The eastern portion of the site is bounded by West Walsall Academy to the North Primley Park extends along the north eastern and eastern boundary until it meets Woodwards Road. The remaining north eastern boundary then comprises the remaining light industrial units. Reservoir Place forms the eastern boundary. The Walsall canal bounds the southern extent of the site with the M6 situated along the western boundary.
- 2.3 The western portion of the site will be subject to the remedial works for the site. However, no development is proposed on this land parcel under this application. This element of the site is bound to the east by the M6 motorway, the south by the Walsall Canal, the north by the Sneyd Brook and the west by the River Tame. The western portion of the site is connected to the eastern portion of the site via underpass.

Figure 2.1. Site Plot Breakdown and Ownership



- 2.4 The light industrial building on the eastern boundary of the site will be demolished as part of the proposed development.
- 2.5 The site can be currently accessed via Reservoir Place which would form the main entrance as well as an entrance on the southern extent that is via the Darlaston Road.
- 2.6 Topographically the sites lowest point is located at the junction entrance on the Darlaston Road to the south (120m AOD) serving the southern parcel of the site. Overall the main area of the site falls from the south to the north with heights ranging between 129m AOD in the south and 125m AOD in the north.

Surrounding Environment

- 2.7 The key surrounding environmental considerations are as follows:
- The surrounding land uses of the site are dominated by surrounding industrial units and a small number of residential dwellings. As well as Primley Park which is located to the north and east of the site.
 - Land contamination within the site may potentially result in wider impacts.
 - The traffic, air quality and noise impacts of the M6 which comprises the site's western boundary.
 - The site is located predominantly in Flood Zone 1, a small proportion of the site's north western edge is located in Flood Zone 3;
 - The nearest surface water bodies comprise the Walsall Canal immediately south and the Sneyd Brook which runs north to south and lies immediately north west of the sites northern extent. Both water bodies discharge into the River Tame which is located approximately 150m west of the site.
 - Rough Hill Wood Chase, a Local Nature Reserve is located 2km north.
 - The nearest Site of Special Scientific Interest is Hay Head Quarry situated 5km east of the site. The site itself does not lie within a SSSI or within any SSSI Impact Risk Zones.
 - The nearest listed assets from the site are Walsall Canal James Bridge Aqueduct Bentley (Grade II Listed) 215m west of the site and The Globe Inn, (Grade II listed) 145m to the west. Neither listed asset has intervisibility with the proposed site.

Sensitive Receptors and Environmental Constraints

- 2.8 A review of the site and its surroundings has identified a range of potentially sensitive receptors and/or environmental constraints, which could be sensitive to effects associated with the construction and operation phases of the completed development. Potential sensitive receptors and environmental constraints are detailed in **Table 2.1** and shown on **Figure 2.2**.

Table 2.1: Sensitive Receptors and Environmental Constraints

Topic	Sensitive Receptors and Environmental Constraints
Air Quality	<ul style="list-style-type: none"> - Existing residential areas located to the north east, east, south east and south of the redline boundary, with the closest residential properties approximately 3m from the boundary. Such as residential properties on the Darlaston Road and along Primley Avenue. - James Bridge Copper Social Club;

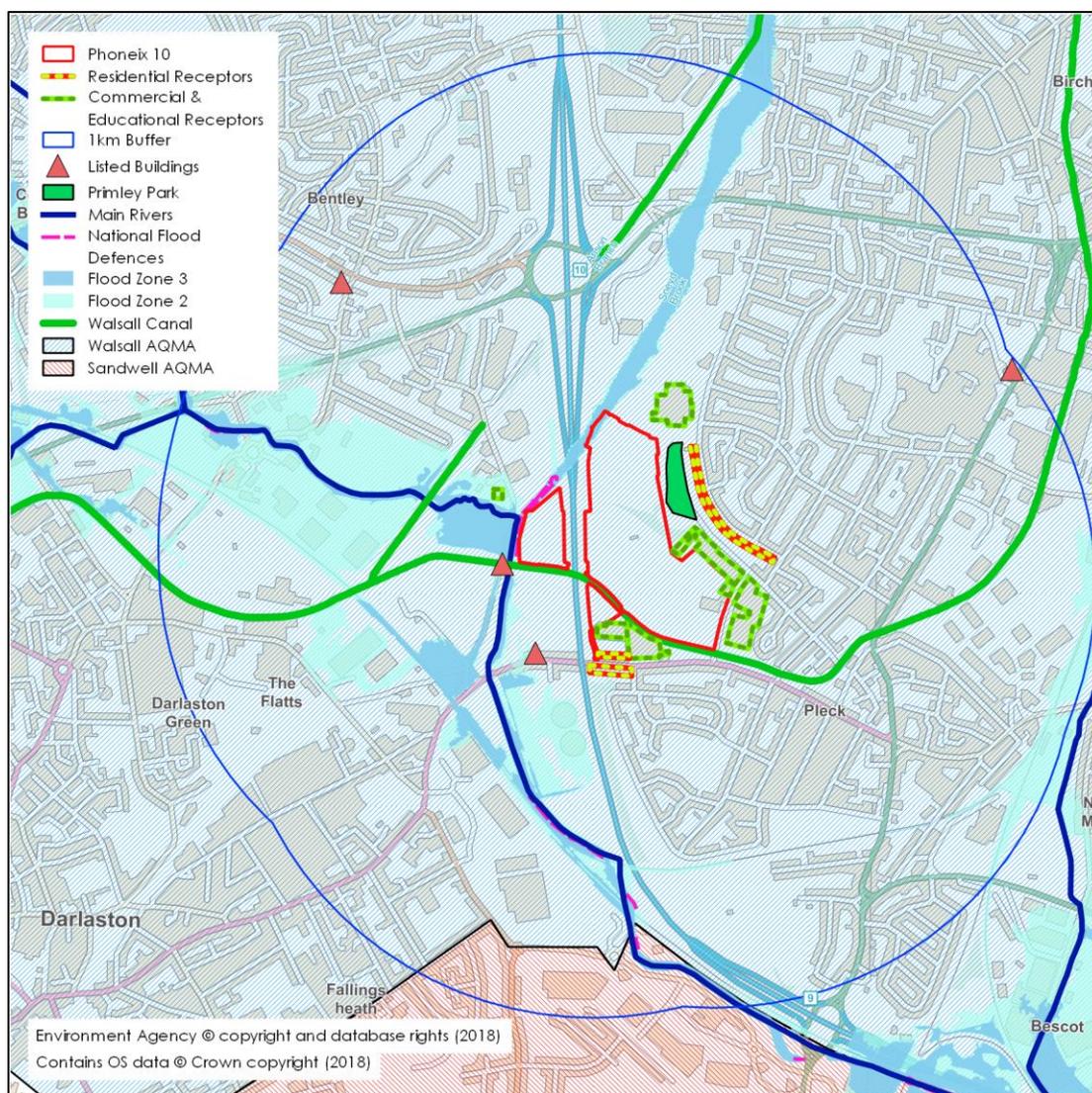
Topic	Sensitive Receptors and Environmental Constraints
	<ul style="list-style-type: none"> - Commercial and educational receptors such as European Food Brokers Ltd and the Walsall Academy; - Construction workers; - The site is located within the Walsall AQMA; - Located north of the Sandwell AQMA; and - Future users of the development
Noise and Vibration	<ul style="list-style-type: none"> - Nearby residential receptors; - Nearby commercial and educational receptors; - Construction workers
Cultural Heritage	<ul style="list-style-type: none"> - Walsall Canal James Bridge Aqueduct Bentley (Grade II Listed) 215m west of the site; and - The Globe Inn, (Grade II listed) 145m west of the site;
Ecology & Biodiversity	<ul style="list-style-type: none"> - Non-statutory designated sites - Habitat loss - Nesting birds - Bats; and - Riparian mammals
Highways and Transport	<ul style="list-style-type: none"> - Receptors of greatest sensitivity to traffic flow: e.g. schools, colleges, playgrounds, accident black spots, retirement homes, urban/residential roads without footways that are used by pedestrians - Traffic flow sensitive receptors e.g. congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, un-segregated cycleways, community centres, parks, recreation facilities. - Receptors with some sensitivity to traffic flow: e.g. residential areas with adequate footway provision; and - Receptors with low sensitivity to traffic flows and those sufficiently distant from affected roads and junctions
Contaminated Land, Groundwater and Ground Condition	<ul style="list-style-type: none"> - Groundwater within Coal Measures, Superficial Alluvial Deposit, Glacial Deposits including potentially the pro-Tame channel, Lord Bradford Discharge (to surface water); - Surface waters in the River Tame, Sneyd Brook and Walsall Canal; - Nearby residential properties and occupiers/users (Primley Avenue); - Nearby commercial properties and occupiers/users (Reservoir Place, Woodward's Road and Bentley Mill Way); - Recreational users of the Walsall canal; and - M6 Motorway.
Landscape/ Townscape and Visual Impact	<ul style="list-style-type: none"> - Existing residents and users of the proposed development; - Users of nearby public amenity, open spaces including Primley Park, users of the Walsall Canal and users of local highway.
Flood Risk and Drainage	<ul style="list-style-type: none"> - Walsall Canal forms much of the southern site boundary; and - Sneyd Brook forms part of the north-western boundary, an area of Flood Zone 2 & 3 is associated with this however only slightly encroaches onto the site within the proposed vegetated area;
Socio-economics	<ul style="list-style-type: none"> - Nearby residential properties and occupiers/users (Primley Avenue and Darlaston Road); - Users of the proposed development; - Local Businesses; - Users of nearby public open spaces including Primley Park.; and

Topic	Sensitive Receptors and Environmental Constraints
	<ul style="list-style-type: none"> - The wider economy
Human Health	<ul style="list-style-type: none"> - Nearby residential properties and occupiers/users (Primley Avenue and Darlaston Road); - Businesses and user of the proposed development; - Construction workers - Educational receptors; and - Users of nearby public open spaces including Primley Park.
Climate Change	<ul style="list-style-type: none"> - Nearby residential properties and occupiers/users (Primley Avenue and Darlaston Road); - Users of the proposed development; - Local businesses; - Commercial and educational receptors; and - Users of nearby public open spaces including Primley Park
Sunlight and Overshadowing	<ul style="list-style-type: none"> - Nearby residential properties and occupiers/users (Primley Avenue and Darlaston Road); - Users of nearby amenity and public open spaces including Primley Park.

2.9 The sensitive receptors identified in Table 2.1. have been visualised in Figure 2.2 to understand their spatial relationship with the Application Site. A 1 Km buffer has been used to capture constraints and has been deemed appropriate based on professional judgement and the likely zone of influence the proposed development will have on surrounding receptors given the urban context of the proposals.

2.10 Any sensitive receptors not show on this figure and deemed to be appropriate by the Local Planning Authority, (LPA) can be illustrated upon request.

Figure 2.2: Designations and Sensitive Receptors within 1Km



The Proposed Development

2.11 The proposed development description is as follows:

Hybrid (part full and part outline) application for:

- (1) *Full – Demolition of existing buildings, site remediation and creation of development platforms; and*
- (2) *Outline (all matters reserved except for access) – Development of B1, B2 and B8 (Use Classes) employment buildings, including landscaping and open space; internal roads and footways, parking and service areas; balancing ponds; and associated utilities and infrastructure.*

2.12 It should be noted that because the development proposals are at an early stage of design and will be developed following further technical analysis as part of the EIA process, that the description of the proposed development is only indicative at this

stage. Likewise, the description would be subject to change once public consultation and consultation with LPA and relevant stakeholders has taken place. The current development description does however present sufficient information to be able to understand the likelihood for significant effects for the purposes of scoping.

- 2.13 The development description provides flexibility of uses to ensure the project achieves an outline permission that allows the proposed development to maintain a competitive presence within the market place. The EIA will incorporate sensitivity testing to assess a range of floorspace mixes. This will allow any difference in impacts to be identified based on the proposed mix of uses.
- 2.14 While specific use mixes to be considered within the ES are yet to be defined at this scoping stage we would assess the following aspects as part of the sensitivity test for this EIA application:
- A maximum employment floorspace of 57,000sqm; and
 - Maximum parameters of the proposed buildings on the site.
- 2.15 In accordance with Schedule 4 of the EIA Regulations 2017, the ES will include “a description of the development, including in particular:
- A description of the location of the development;
 - A description of the physical characteristics of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land-use requirements during the construction and operational phases;
 - A description of the main characteristics of the operational phase of the development (in particular any production process), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used;
 - An estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation and quantities and types of waste produced during the construction and operation phases.”

3.0 CONSULTATION

- 3.1 In the lead up to the planning application and throughout the development design, a programme of consultation has and will continue to be undertaken with statutory and non-statutory consultees. Statutory consultees will be given an opportunity to comment upon the scope of this EIA.
- 3.2 To date an initial meeting has been held between the LPA, Quod and BWB (on the 17/07/2017) to have an initial discussion regarding scope of the ES and to understand the key potential environmental considerations for the application. The outcome for this meeting was to informally agree the scope with the LPA, which has subsequently been used to inform this Scoping Report.
- 3.3 Consultation is an essential part of the EIA scoping, as it provides an opportunity to seek views from a range of organisations, known as statutory consultees. In this case it is envisaged that they will include the following:
- Walsall Council;
 - Environment Agency;
 - Natural England;
 - Historic England;
 - Highways England;
 - Coal Authority; and
 - Canal and River Trust
- 3.4 Details of any relevant consultation will be provided within the relevant ES chapter.

4.0 EIA GUIDANCE, LEGISLATION AND POLICY BACKGROUND

EIA Statutory Requirements and Guidance

- 4.1 The ES will be prepared in accordance with legislative requirements and current guidance for EIA. In particular, the ES will be prepared with due consideration to:
- The Town and Country Planning (Environmental Impact Assessment) Regulations 2017;
 - Environmental Impact Assessment (EIA) Directive (2014/52/EU); and
 - The Ministry of Housing, Communities and Local Government Planning Practice Guidance on EIA updated on 28th July 2017 available at: <https://www.gov.uk/guidance/environmental-impact-assessment>.

Planning Policy Context

- 4.2 Each of the technical chapters contained within the ES will include reference to relevant national, regional and local planning policy, a summary of which is given below.

National Planning Policy Guidance

- 4.3 The ES will have regard to the National Planning Policy Framework (NPPF) (2012), which replaces the previous suite of national Planning Policy Statements and Planning Policy Guidance documents and should be read alongside the national Planning Practice Guidance (PPG) online resource.
- 4.4 The policies contained within the NPPF articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.

Regional/Local Planning Policy and Guidance

- 4.5 The following is a list of relevant regional planning policies and guidance. The list is not exhaustive but the most pertinent planning policies and guidance has been included:
- Black Country Core Strategy- February 2011, (currently being reviewed);
 - Walsall Site Allocation Document expected for adoption in winter 2018;
 - Saved Policies within the Walsall Unitary Development Plan (UDP) 2005;
 - The Revised Designing Walsall and Natural Environment Supplementary Planning Documents, specifically the Air Quality and Urban Open Space SPD's;
 - Walsall- Local Development Framework- Statement of Community Involvement, 2012; and
 - Walsall Green Space Strategy 2012-2017.

5.0 GENERAL APPROACH TO THE EIA

Introduction

- 5.1 The ES will be prepared in compliance with the EIA Regulations and guidance set out previously and taking into consideration the views of those consulted.
- 5.2 The EIA will consider the likely significant environmental effects of the proposed development, utilising current knowledge of the site and surrounding environment. Based on the findings of the studies undertaken as part of the EIA, methods of preventing, reducing, or offsetting significant adverse effects (collectively known as 'mitigation measures'), and methods to enhance any beneficial effects, will be set out in each relevant technical chapter of the ES.

Structure of the Technical Chapters

- 5.3 Each environmental issue scoped into the EIA (identified in Section 6 of this Scoping Report) will be discussed in a separate technical chapter of the ES. Each of these technical chapters will define the specific study area their topic assessment relates to and be structured as follows.

Introduction

- 5.4 The introduction details the authorship of the technical assessment chapters, provides a summary of what is considered in the chapter, whether it is supported by appendices and provides any relevant background information with regard to the environmental considerations of that topic area.

Legislation, Guidance and Planning Policy Context

- 5.5 This section summarises the key legislation and national, regional and local planning policies that are relevant technical assessment. Where relevant, appropriate guidance will also be summarised.

Consultation

- 5.6 This section will provide tabulated information within each chapter detailing what consultation took place and when, and with who. The outcome of the consultation will also be detailed.

Assessment Methodology and Significance Criteria

- 5.7 This describes any assumptions made within the development description chapter or assessment limitation, as well as the methods used to carry out the technical study. It will also include an outline of the approach used to define the significance of effects with reference to published standards, guidelines, best practice and relevant significant criteria.
- 5.8 Where a detailed methodological description is required, this will be provided in the appropriate technical appendix.

Baseline Conditions

- 5.9 The baseline conditions of the existing site and surrounding areas (in the absence of the proposed development) will be described for the environmental issue being considered. A 'future baseline' may also be appropriate to describe in some cases, such as where the construction would be completed at a point of several years in the future.
- 5.10 The baseline conditions will not only describe the receptors or resources that could be impacted by the construction or operation of the proposed development but will normally state the relative sensitivity or importance of these. Together, this will provide the context against which the likely significant environmental effects of the development will be assessed.

Incorporated Mitigation

- 5.11 This section is provided before the assessment section to show that the team / scheme has 'designed in' standard / best case mitigation (such as a Construction Environmental Management Plan). As such, the 'assessment of effects' will be done on the basis that committed measures are already built in.

Assessment of Effects

- 5.12 This section considers the potential significant and non-significant environmental impacts resulting from the proposed development during the site preparation, construction and operational phases unless a particular phase has been excluded from the scope of the ES. The impacts taking into account any incorporated mitigation, will be stated in the context of the identified receptor sensitivity (specified in the baseline section) to enable their significance to be determined.

Mitigation Measures, Residual Effects and Monitoring

- 5.13 Should there be any adverse effects identified (particularly significant effects), this section will (if required) describe further mitigation measures that will be committed to by the Applicant to reduce or offset this. These measures may relate to design, construction or operational management activities.
- 5.14 This section will also identify the remaining residual effects of the proposed development, assuming implementation of the proposed mitigation measures, and state whether any are still significant.

Cumulative Effects

- 5.15 This section will assess the combined effect of both the construction and operational phases of the environmental topic alongside other identified third-party developments.

Summary and Conclusions

- 5.16 A summary of key effects of the proposed development prior to and post mitigation will be detailed.

References

- 5.17 References will be documented in full at the end of each chapter.

Significance Criteria

- 5.18 The significance of residual effects will be evaluated with reference to legislation, definitive standards, and accepted criteria relevant to the individual technical studies. Where it has not been possible to quantify effects, qualitative assessments have been carried out, based on available knowledge and professional judgement. Where uncertainty exists, this has been noted in the relevant assessment section of the technical study.
- 5.19 The significance criteria generally lead to a common outcome of classifying the significance of effects as major, moderate, minor or negligible. Effects are also described according to whether they are considered to be adverse, neutral or beneficial. Methodologies and criteria definitions necessarily differ between the different technical studies, but where possible the same language is used, such that the significance of the residual effects can be compared.
- 5.20 Specific significance criteria for effects have been developed, giving due regard to the following:
- Extent and magnitude of the impact;
 - Effect duration (whether short, medium or long-term);
 - Effect nature (whether direct or indirect, temporary or permanent);
 - Whether the effects occur in isolation or are cumulative;
 - Performance against environmental quality standards;
 - Sensitivity of the receptor; and
 - Compatibility with environmental policies.
- 5.21 For effects where definitive quality standards do not exist, significance has been based on the:
- Local, regional or national scale of the effect;
 - Effect nature in relation to established quality standards, laws or guidelines;
 - Number of receptors affected;
 - Sensitivity of these receptors;
 - Duration of the effect; and
 - Professional experience and judgement of the assessor.
- 2.1.1 In order to provide a consistent approach to the treatment of different technical effects, the following terminology will be used in the ES to define residual effects:
- **Adverse** - Detrimental or negative effects to an environmental resource or receptor; and
 - **Beneficial** - Advantageous or positive effect to an environmental resource or receptor.
- 2.1.2 Where adverse or beneficial effects have been identified, these generally have been assessed against the following scale:

- **Negligible** - Imperceptible effects to an environmental resource or receptor;
- **Minor** - Slight, very short or highly localised effect;
- **Moderate** - Limited effect (by extent, duration or magnitude); and
- **Major** - Considerable effect (by extent, duration or magnitude) of more than local scale or in breach of recognised acceptability, legislation, policy or standards.

5.22 The following matrix in **Table 5.1**. when determining the significance of effect will generally be used.

Table 5.1- Significance of Effect Matrix

Magnitude of Impact	Significance / Importance of Receptor			
	High	Medium	Low	Very Low
High	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Negligible
Low	Moderate	Minor	Negligible	Negligible
Very Low	Minor	Negligible	Negligible	Negligible

5.23 Each of the technical chapters provide details of the significance criteria used for quantifying residual effects, including data sources and justifications. Where possible, this has been based upon quantitative and accepted criteria (for example, noise assessment guidelines), together with the use of value judgement and expert interpretation to establish to what extent an effect is significant. Potential interactive and in-combination effects have been considered as appropriate (e.g. the effect of traffic upon noise effects).

5.24 In the context of the proposed development, short term effects are considered to be those associated with the Site preparation and construction phase and permanent effects extend into the post-operational phase.

Alternative Options Assessment

5.25 The EIA process provides an opportunity to consider alternative development options with their respective environmental impacts before a final decision is taken on the design. In accordance with the EIA Regulations and statutory guidance, the ES will describe those reasonable alternatives that were considered by the Applicant, project team and architects, including:

- “Do minimum scenario” - the consequences of no redevelopment taking place on the site and monitoring business as usual.
- “Alternative designs” - the ES will summarise the evolution of the design parameters and mix of the proposed development; the modifications which have taken place to date and the environmental considerations which have led to those modifications. A summary of the main alternatives considered, such as alternative use combinations, floor heights, massing, and materials used will be presented together with a justification for the final design.

5.26 In this instance the design alternatives are limited to the nature of the sites allocation and therefore the likely mix of development uses to be built on the site. The assessment of alternative design options will reflect this within the EIA submission.

Cumulative Schemes

5.27 In accordance with the EIA Regulations, the EIA will consider both construction and operational phase 'cumulative impacts'. For the cumulative assessment, it is proposed to consider Type 2, inter project impacts defined as- the combined impacts of the proposed development with other nearby submitted, consented or under construction development schemes, which may, on an individual basis be insignificant but, cumulatively, have a likely significant effect.

5.28 Schemes that will be considered within the 'additive' cumulative assessment comprise those which:

- Are submitted, with planning permission (or with a resolution to grant consent) and those under construction;
- Sites allocated and/or with Local Development Orders that have sufficient information available to assess them;
- Are located within 1km of the site proposed by using professional judgement and the likely zone of influence of the development within an urban context;
- Are major projects, and either subject to EIA themselves, or result in an increase of more than 150 residential units or 10,000m² Gross External Area in the floor area;

5.29 Additional schemes, not meeting these criteria or deemed to introduce sensitive receptors within close proximity of the site may be considered by exception and if requested by statutory consultees.

5.30 **Table 5.2** sets out the provisional list of schemes to be considered within the additive cumulative impact assessment. The locations of these cumulative schemes are illustrated in Figure 5.1.

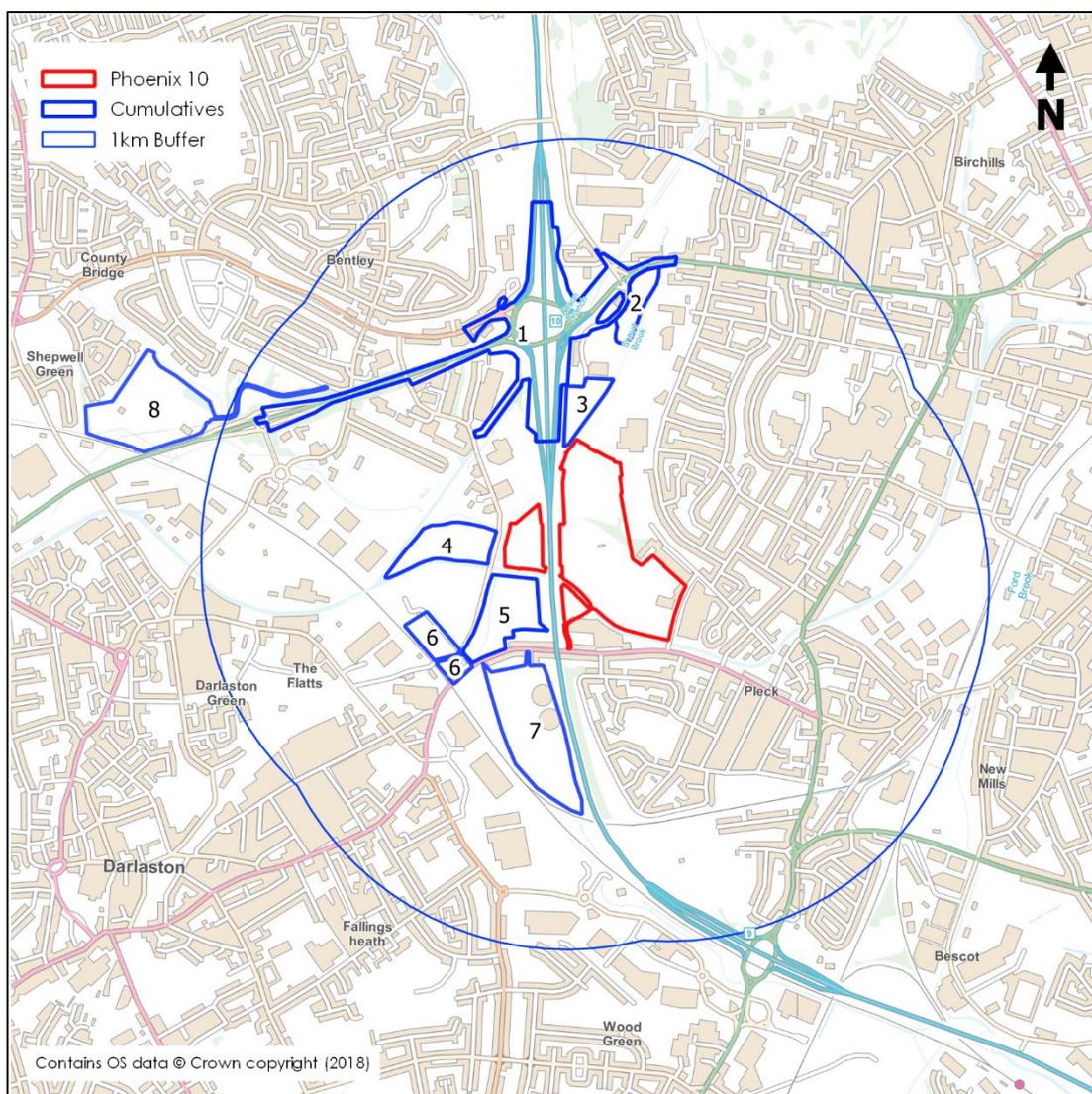
Table 5.2: Details of proposed cumulative schemes for assessment within 1Km

Ref	Site	Application Ref	Description	Planning Status
1.	Junction 10 Improvement Works	17/0870	Planning application for two replacement wider bridges over the M6 Motorway and a package of highway improvements comprising, enhanced motorway slip roads, installation of traffic signals, widening of the Junction of A454 and Tempus Drive Bloxwich Lane, modifications to the Black Country Route, landscape works and associated infrastructure and engineering works.	Resolved for Approval
2.	Tempus 10 Onyx	n/a	Allocated for 5000sqm if B1c, B2 and B8 uses	Proposed allocation within Walsall Sites Allocation Document

Ref	Site	Application Ref	Description	Planning Status
3.	Tempus 10 Opal	n/a	Allocated for 5,000sqm of B1c, B2 and B8 uses.	Proposed allocation within Walsall Sites Allocation Document
4.	Aspect 2000	n/a	Allocated for 9,438sqm B1c, B2 and B8 uses.	Proposed allocation within Walsall Sites Allocation Document
5.	Parallel 9/10	n/a	Allocated for 9,500sqm of B1c, B2 and B8 uses.	Proposed allocation within Walsall Sites Allocation Document
6.	Bentley Point	n/a	Allocated for 5,000sqm of B1 (b), B1 (c), B2 and B8 uses.	Proposed allocation within Walsall Sites Allocation Document
7.	Gas Holders	n/a	Allocated for 20,568sqm of B1c, B2 and B8 uses.	Proposed allocation within Walsall Sites Allocation Document
8.	Anson Road-Willenhall	n/a	8Ha development opportunity for employment uses on the site of a former sewage works.	Proposed allocation within Walsall Sites Allocation Document

5.31 We would invite the LPA's views on the acceptability of the cumulative developments listed above and welcome any feedback for further inclusion of any specific committed developments within the cumulative assessment scope.

Figure 5.1: Proposed Cumulative Developments for Assessment within 1Km



6.0 TOPICS WITH THE POTENTIAL FOR LIKELY SIGNIFICANT EFFECTS

Air Quality

Overview of Baseline Conditions

- 6.1 The development site is located within an existing AQMA which has been designated by the LPA for the potential exceedance of the annual mean and 1-hour nitrogen dioxide (NO₂) air quality objectives.
- 6.2 Traffic emissions from the local and strategic road network are likely to be the most significant source of air pollution at, and in the vicinity of the site.
- 6.3 Existing sensitive receptor locations are situated in close proximity of the site. Existing residential areas are located to the north east, east, south east and south of the redline boundary, with the closest residential properties approximately 3m from the boundary.
- 6.4 No statutory designated ecological designations are located in close proximity of the proposed development site.
- 6.5 Background concentrations of NO₂ and particulate matter (PM₁₀ and PM_{2.5}) have been obtained for the proposed development site from the Defra background maps. Predicted 2018 concentrations are:
- NO₂ – 24.61µg.m-3;
 - PM₁₀ – 17.81µg.m-3; and
 - PM_{2.5} – 11.66µg.m-3.
- 6.6 Existing background pollutant concentrations at the proposed development site are 'well below' the relevant air quality objectives.
- 6.7 Air Quality Objectives to be considered within the ES air quality chapter are detailed below:
- 6.8 Nitrogen dioxide:
- Annual mean objective 40µg.m-3
 - Short term 1-hour objective 200µg.m-3 not to be exceeded more than 18 times per year.
- 6.9 Particulate Matter (PM₁₀):
- Annual mean objective 40µg.m-3
 - Short term 24-hour objective 50µg.m-3 not to be exceeded more than 35 times per year.
- 6.10 Particulate Matter (PM_{2.5}):
- Limit value 25µg.m-3

Sensitive Receptors

- 6.11 The following details potentially sensitive receptors identified at this stage following a review of available information collated:
- Existing residential areas are located to the north east, east, south east and south of the redline boundary, with the closest residential properties approximately 3m from the boundary:

Proposed Methodology for Assessment

- 6.12 A detailed air quality assessment will be undertaken, and an air quality chapter will be included within the Environmental Statement.
- 6.13 The assessment will focus on the consideration of construction phase dust emissions, construction phase road traffic emissions and operational phase road traffic emissions as it is likely that dust emissions during construction and road traffic emissions during construction and operation will be the primary impacts of the proposed development.

Construction Phase

- 6.14 A qualitative construction phase dust assessment will be undertaken in accordance with Institute of Air Quality Management document 'Guidance on the Assessment of Dust from Demolition and Construction, (2014)'. This will consider the impact of construction phase dust emissions on local air quality. Mitigation measures will be recommended as necessary to minimise the generation of dust during the construction phase of the development. The assessment will not consider the wider impact of any contaminated emissions from the site and this will be considered as part of the remedial strategy for the site and enforced via a conditioned CEMP for example.
- 6.15 Consideration of construction phase road traffic emissions will be undertaken. The two-stage approach, provided by the Institute of Air Quality Management and Environmental Protection UK in the guidance document 'Land-Use Planning & Development Control: Planning for Air Quality, January 2017, will be utilised to screen the average construction phase vehicle movements. Should the recommended thresholds be exceeded and detailed assessment be required, this would be undertaken using the dispersion model ADMS-Roads to quantify the impact of emissions from additional construction phase vehicle movements on local air quality.

Operational Phase

- 6.16 A detailed operational phase road traffic emissions assessment will be undertaken using the dispersion model ADMS-Roads. The assessment will consider the impact of any additional operational phase traffic, generated by the proposed development, on local air quality at identified existing receptor locations. Changes in concentrations of NO₂, PM₁₀ and PM_{2.5}, resulting from development-generated traffic, will be predicted and compared to significance criteria provided by the Institute of Air Quality Management and Environmental Protection UK in the guidance document 'Land-Use Planning & Development Control: Planning for Air Quality, January 2017.
- 6.17 Consideration will also be given to the West Midlands Low Emissions Strategy and the requirement to classify the development accordingly and recommend mitigation.

Potential Effects and Need for Further Mitigation

- 6.18 The construction phase dust assessment will identify the measures required to mitigate airborne emissions from the site during the construction phase. These measures will be commensurate with the level of risk identified and could be included within a Dust Management Plan (DMP) or Construction Environmental Management Plan (CEMP) if required.
- 6.19 The construction and operational phase road traffic emissions assessments will identify any mitigation measures required to minimise road traffic emissions. Any measures included within the Travel Plan to encourage sustainable transport use are likely to also benefit air quality.

Human Health

- 6.20 The 2017 EIA Regulations introduced a requirement to consider the potential effects on 'population and human health'. A human's health can be affected by a wide range of 'determinants' which can include their individual characteristics (e.g. age, gender, genetics), their lifestyle (e.g. exercise, diet, drug use), social aspects (e.g. family and friends), economic aspects (e.g. disposable income, unemployment) and environmental aspects (e.g. air pollution, traffic, clean water). As each individual can be affected very differently, the assessment of health impacts therefore focuses on a more community level to allow broader trends to be established.

Overview of Baseline Conditions

- 6.21 The neighbouring communities to the site comprise the Lower Super Output Areas (LSOAs) of Walsall 026B, 026C (that the site falls within), 026D, 031B, 031D, 031E and 033A. The most recent data from 2010 shows that most of these LSOAs are within the most deprived areas, as measured by the Index of Multiple Deprivation.
- 6.22 Furthermore, the site is known to contain substantial amounts of contaminated land and is surrounded by a large amount of light industrial uses and a network of major roads, including the M6 motorway and A4038 (Darlaston Road). The Walsall Canal and Primley Avenue Park are also (although not in their entirety) within the site and offer walking and cycling opportunities and open space amenity.

Sensitive Receptors

- 6.23 The potentially sensitive receptors identified at this stage following a review of available information collated:
- Local communities and the abovementioned LSOAs;
 - Future workforce associated with the operation of the proposed development; and
 - It is not considered necessary to include construction workers as sensitive receptors, as it is assumed that appropriate health and safety regulations will be followed, such as methods of work and personal protective equipment (PPE) to mitigate any risks.

Proposed Methodology for Assessment

- 6.24 The assessment would initially develop a Community Profile, which will use publicly available data (e.g. Census 2011) and socio-economic baseline research to understand the key health and wellbeing issues in the local area (focussing on the LSOAs identified above), as well as likely reasons underpinning them and possible opportunities for the proposed development to improve the situation.
- 6.25 An assessment will be made following the health determinant categories set out in the Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment Tool (April 2017), as follows:
- Housing quality and design (although not applicable to the proposed development);
 - Access to healthcare services and other social infrastructure;
 - Access to open space and nature;
 - Air quality, noise and neighbourhood amenity;
 - Accessibility and active travel;
 - Crime reduction and community safety;
 - Access to healthy food;
 - Access to work and training;
 - Social cohesion and lifetime neighbourhoods;
 - Minimising the use of resources; and
 - Climate change.

Potential Effects and Need for Further Mitigation

- 6.26 As the site is highly contaminated, and the proposal may lead to a substantial amount of additional traffic, these will form the main focus of the assessment and build upon the corresponding ES assessments. There are also other aspects such as provision of employment (direct and supply chain), development upon open space, and opportunities for environmental enhancements, all of which could influence the health (and wellbeing) of future employees and nearby residents. Therefore, the ES will make particular reference to how these determinants can avoid leading to significant effects, and how enhancement measures can be incorporated within the design.
- 6.27 Significance of effect will be assessed using professional judgement, but in common with standard EIA methodology will take into account the relative sensitivity of the human receptors and the magnitude (i.e. spatial extent and acuteness) of the impacts. An evidence base for these health impacts and interventions will be provided.

Contaminated Land, Groundwater and Ground Condition

Overview of Baseline Conditions

- 6.28 The application site divided into three named plots, namely the Alumwell plot, James Bridge Plot and the IMI repository.

Baseline Alumwell and James Bridge

- 6.29 The Alumwell portion of the site is essentially an area of infilling that varies in depth between 2 and 12m. The waste material comprises a mixture of 1960s domestic refuse; reworked mudstone/clay with some ash and demolition materials; and ash, clinker, slag and demolition waste. Some 85% of the material is however regarded as 'soil'. The chemical quality of soil/Made Ground is variable but chemical impacts (from heavy metals, hydrocarbons, cyanides and asbestos) in excess of those permitted for commercial/industrial end use is confined to isolated 'hotspots'. Similarly, soils have not shown to represent a risk from on-going leaching and significant groundwater impacts have therefore not been noted.
- 6.30 The James Bridge plot also has a number of deeper areas of Made Ground, which largely comprise of slag and ash materials, which are waste materials from the former refinery operations. The deepest area of infilling, and which is also of a similar depth, lies adjacent to the Alumwell site. As at the Alumwell site, the chemical quality of soil/Made Ground is variable with chemical contamination largely confined to 'hotspots' in the central portion of the area rather than being widespread across the entire footprint. The extent of these 'hotspots' is greater at James Bridge.
- 6.31 Elevated groundwater impacts from heavy metals exists, and previous investigation has identified two separate layers of 'worked-out' coal seams where the impacts are greatest. The upper seam is broadly at a depth of between 9 and 15m below the surface and the lower seam is broadly at a depth of between 20m and 25m below the surface.
- 6.32 The characteristics of ground gas has not been well-assessed although based on previous data from some 10-years ago and the nature of the deposited materials (1960s waste), development constraints from ground gas is not anticipated to be an issue.
- 6.33 Groundwater monitoring since closure of the metal refinery has however shown an improving trend in groundwater quality although this situation now appears to have stabilised but remains elevated.

Baseline- Former Storage Lagoon (Western Portion)

- 6.34 To the west of the M6 is the IMI Repository, again an area of infilling but with waste materials from the former works itself. The repository comprises a landfill that is up to 11m in depth with the waste comprising canteen wastes, slag, sludge, pressed effluent and sludge, asbestos-cement and scrap rubber. It is located adjacent to, and raised at a higher elevation than, a surface water course (River Tame) and has an overflow discharge to this water course. In addition, there is a redundant toe drain that runs parallel with the watercourse and historically was used to control leachate emerging from the face of the repository. The toe drain is no longer operational.
- 6.35 Groundwater beneath the repository is impacted within both the superficial river valley deposits and in the Coal Measures and this is reported in previous investigations as representing an on-going risk to surface water quality. There is however no current evidence to suggest that the water course is being significantly impacted.

Provisional Remediation Strategy

- 6.36 A provisional remediation strategy has been discussed with Walsall Council that aligns with the need for ground/geotechnical improvements to allow development. Although the precise details have not been developed it will likely involve the excavation of Soil/Made Ground to a suitable level to allow for delineation of former coal mine entries and associated remediation of such mine entries and shallow coal workings. Excavated soils will be screened, crushed and reused in accordance with a Materials Management Plan (under the CL:AIRE Definition of Waste: Development Industry Code of Practice) and replaced in accordance with the requirements of the geotechnical solution which at this stage will likely involve the development of a suitably designed earthworks specification in the context of the proposed site wide development. Any unsuitable materials such as timber, plastics etc., will be transported to a suitably licensed off-site facility. Any 'hotspots' will be managed on-site by further sampling, with ex situ bioremediation or cement-based solidification being identified as the likely strategy for these isolated areas of soil impact. This will be subject to further assessment and agreement with the Planning Authority and Environment Agency.
- 6.37 In addition, at Alumwell and James Bridge the grouting of the worked coal seams will provide a solidified mass that will immobilise the existing heavy metals impacts (the introduction of an alkaline grout will also aid the neutralisation of acidic groundwater to limit their movement in solution).
- 6.38 For the western portion of the site, the remediation strategy will involve capping the waste area to limit further infiltration and improve drainage to prevent leachate entering surface water. If further investigation work determines an on-going risk to surface water quality a permeable reactive barrier will be installed between the water course and the repository to provide a 'filter' that would remove metal contamination before it can enter the watercourse. This is again supported in dialogue by the Regulators

Sensitive Receptors

- The sensitive receptors that could be affected by the development are:
- Groundwater within Coal Measures, Superficial Alluvial Deposits, Glacial Deposits including potentially the pro-Tame channel and
- Surface waters in the River Tame, Sneyd Brook, the Walsall Canal the Lord Bradford Discharge (to surface water);
- Nearby residential properties and occupiers/users (Primley Avenue and Darlaston Road);
- Nearby commercial properties and occupiers/users (Reservoir Place, Woodwards Road and Bentley Mill Way; and
- Recreational users of the Walsall canal;

Proposed Methodology of Assessment

- 6.39 In relation to this topic, the key issues for the proposed development will be to:
- Provide a strategy that will allow the land to be returned to a condition that is protective of human health for commercial / industrial development in the long-term;
 - Develop a strategy that is protective of water quality (and ecological protection) off-Site in River Tame and Sneyd Brook;

- Demonstrate that the strategy provides substantial betterment of groundwater quality within the upper strata of the Coal Measures sequence and that off-site risks to downgradient receptors are low and manageable;
- 6.40 The methodology to be adopted would be to confirm baseline conditions and undertake an impact assessment of the identified remediation strategy.
- 6.41 To confirm baseline conditions the following will be undertaken:
- Consult with the local authority and other consultees including the Environment Agency, Canals and Rivers Trust and the Coal Authority to confirm their views on the requirements of a detailed remediation scheme;
 - Review existing but historic investigation reports to determine the adequacy of current baseline information;
 - Collect additional baseline information to describe the development site's current status, if needed;
 - Identify all relevant receptors and background contaminant concentrations;
- 6.42 The impact assessment would be undertaken in an iterative manner as there is no best practice EIA methodology available for the topic. The methodology will align with the Environment Agency Model Procedures for the Management of Contaminated Land (CLR11) and associated guidance. Therefore, the impact assessment proposes to comprise the following:
- Develop a conceptual site model (i.e. understand the relationship between source, pathway receptor model) for the hydrogeological environment including interactions with surface waters;
 - Determining remediation criteria based on human health protection for the intended end use of the development, for each proposal development plot or phase;
 - Establish a methodology for the excavation, testing, treatment and replacement of materials under an appropriate Materials Management Plan having regard to remediation criteria developed above;
 - Undertake a detailed quantitative risk assessment (DQRA) with respect to groundwater based on current conditions;
 - Assess specifications for grout mixtures and determine the chemical interactions with existing groundwater contamination in conjunction with the developed geotechnical solution to grout up any worked coal seams and associated mine shafts. This work would inform the DQRA in relation to long term groundwater quality risks and form a further line of reasoning for the remediation strategy;
 - Establishing target groundwater remediation objectives / standards that are protective of the water environment;
 - DQRA of the IMI Tip;
 - Develop a remediation strategy for the IMI Tip, if required;
- 6.43 The ES Chapter will set out the potential impacts of the development; the significance of the impact; the mitigation measures required; the magnitude of the impact when mitigated; and the residual significance of the effect.
- 6.44 The full Remediation Strategy, will be presented as an Appendix to chapter by way of demonstrating mitigation

Potentially Significant Effects and Need for Further Mitigation

- 6.45 The nature of identified effects or impacts can be temporary or permanent; direct or indirect; and positive or negative.
- 6.46 Given that remediation works will be in advance of building construction and operation of the development the potential effects would be temporary and during the Demolition and Construction phase of the development.
- 6.47 The remediation works has the potential to affect the identified adjacent sensitive receptors in relation to emissions of noise, dust, leaching/mobilisation of contaminant, direct transfer of contaminated wastes/soils and gas generation. These would largely be direct impacts, although certain impacts could be indirect such as possible leaching of contaminants to groundwater with subsequent transfer to surface water through baseflow contribution.
- 6.48 In detail there is potential for:
- Grout emplacement has the potential to create lateral migration of a groundwater plume towards surface waters or groundwater's that are not subject to legacy impacts;
 - Direct soil transfer to the Walsall Canal or the River Tame has the potential to cause pollution;
 - Lateral gas migration by soil disturbance; and
 - Gas generation in mine workings by addition of grout to an acidic groundwater environment.
- 6.49 During the Operational Phase there is potential for human health and/or environmental effects if remediation is not undertaken.
- 6.50 Mitigation measures will be incorporated into the impact assessment. Although not all mitigation measures have been identified at this time the key ones will likely be:
- Control of groundwater (to prevent lateral migration during grout emplacement);
 - Methodology for managing contingency or unforeseen elements e.g. testing, stockpiling and classification of new contaminant 'hotspots'; and

Transport and Access

Overview of Baseline Conditions

- 6.51 The detailed transport assessment will provide details on the baseline conditions of the site, including the existing operation of the surrounding highway network, any accident trends and the opportunities for travel to the application site by walking, cycling and public transport.
- 6.52 To achieve this, the accident records for the latest five-year period will be obtained from Walsall Metropolitan Borough Council (WMBC) and analysed to identify any existing accident trends at locations within the study area.
- 6.53 A detailed sustainability assessment will be undertaken to identify the available walking and cycle routes in the vicinity of the application site, and the available public transport services.

- 6.54 WMBC is working in partnership with Highways England to improve Junction 10 of the M6, and these works include improvements to junctions along the A454 and A4148. Traffic modelling has been undertaken to support these works which should include some allowance for the development of the site. Discussions will be held with WMBC and Highways England to determine further what assessment work has been undertaken, what allowances have been made, the impact on the Phoenix 10 development and the timescales for the implementation of the improvement schemes etc.
- 6.55 This modelling information will be supplemented by other turning count surveys at junctions and automatic traffic counters on highway links as required.

Sensitive Receptors

- 6.56 The following details potentially sensitive receptors identified at this stage following a review of available information collated:
- Receptors of greatest sensitivity to traffic flow: e.g. schools, colleges, playgrounds, accident black spots, retirement homes, urban/residential roads without footways that are used by pedestrians;
 - Traffic flow sensitive receptors e.g. congested junctions, doctors' surgeries, hospitals, shopping areas with roadside frontage, roads with narrow footways, un-segregated cycleways, community centres, parks, recreation facilities; The following junctions may be impacted:
 - Darlaston Road/Reservoir Place;
 - A4148/Primley Avenue
 - A4038/Old Pleck Road
 - M6 junction 9;
 - M6 junction 10.
 - Receptors with some sensitivity to traffic flow: e.g. places of worship, public open space, nature conservation areas, listed buildings, tourist attractions and residential areas with adequate footway provision; and
 - Receptors with low sensitivity to traffic flows and those sufficiently distant from affected roads and junctions.

Proposed Methodology for Assessment

- 6.57 To assess the environmental impact of the development and its traffic, the initial stages will be to determine the existing and opening year traffic levels and characteristics, the time periods and years for assessment, and to identify the geographical boundaries of assessment. Once this information is established, the predicted impacts will be assessed, along with measures to mitigate any negative effects.
- 6.58 To determine the environmental effects of the change in traffic flows, a study area must be defined. In accordance with IEA guidelines, the following broad rule-of-thumb should be used as a screening process to limit the scale and extent of the assessment:
- Rule one – include highway links where the traffic flows will increase by more than 30%, or similar changes in HGV movements; and
 - Rule two – include any other specifically sensitive areas where the traffic flows will increase by more than 10%.

- 6.59 Whether a link is considered to be sensitive will be discussed with the highways authorities at the pre-application consultation stage.
- 6.60 The significance of any impact within this assessment is calculated by combining the importance of the receptor with the scale of impact through a matrix, (as defined in Section 5).
- 6.61 Within the ES study area, the impact of the predicted additional traffic on the following parameters will be considered:
- Severance;
 - Driver Delay;
 - Pedestrian Delay;
 - Pedestrian Amenity;
 - Fear and Intimidation; and
 - Accidents and safety.

Severance

- 6.62 The IEA Guidelines set out the following thresholds for determining the magnitude of an increase in the total number of vehicles on severance and intimidation: -
- 90% - "major";
 - 60% - "moderate";
 - 30% - "minor"; and
 - <10% (+/-10%) - "negligible"
- 6.63 The above threshold will be used to assess the impact the proposed development will have on the pedestrian severance where applicable (i.e. roads with no pedestrian facilities will not be included).
- 6.64 Several factors are considered in determining the existing level of severance. These include: road width, traffic flow and composition, vehicle speeds and the availability of pedestrian crossing facilities. The Design Manual for Roads and Bridges (DMRB) provides (at Volume 11, Section 3, Part 8) a set of measures for the identification of community severance in terms of the two-way 24-hour AADT flow on a link.

Table 6.1: Severance Thresholds (source: DMRB)

Severance	Daily Traffic Flows (vehicles)
Minor	<8,000
Moderate	8,000-16,000
Major	>16,000

Driver Delay

- 6.65 The assessment will identify the increase in delay at junctions within its study area during weekday peak hours due to the development in the future assessment year using the appropriate industry-standard software. This will take into account any mitigation measures proposed in conjunction with the development.

Pedestrian Delay

- 6.66 The IEA Guidelines refer to a lower threshold for pedestrian delay of 10 seconds and an upper threshold of 40 seconds, which on a link with no crossing facilities equates to a two-way flow of circa 1,400 vehicles per hour. This range will therefore be applied to any link within the ES study area (except roads with no pedestrian facilities).

Pedestrian Amenity

- 6.67 The IEA Guidelines refer to a tentative threshold of the doubling of the traffic flow or its HGV component (i.e. a 100% increase) in determining the impact on pedestrian amenity. Therefore, this threshold will be applied once the predicted increase in traffic within the study area has been identified (except roads with no pedestrian facilities)

Fear and Intimidation

- 6.68 The IEA Guidelines set out thresholds regarding the degree of hazard to pedestrians based on flows and speeds over an average 18-hour day to be applied as a first approximation; these are set out in Table 11.7.

Table 6.2: Fear and Intimidation Threshold Criteria (source: IEA Guidelines for the Environmental Assessment of Road Traffic, 1993)

Degree of Hazard	Average hourly traffic flow over 18-hour day (vehicles)	Total HGVs over average 18-hour day	Average speed over 18-hour day (mph)
Extreme	1,800+	3,000+	20+
Great	1,200-1,800	2,000-3,000	15-20
Moderate	600-1,200	1,000-2,000	10-15

- 6.69 The thresholds in Table 6.2 will therefore be adopted and applied to links within the study area where the increase exceeds the appropriate Rule 1/Rule 2 thresholds set out in the IEA Guidelines (except on roads with no pedestrian facilities).

Potential Effects and Need for Further Mitigation

- 6.70 The proposed development has the potential to impact on the highway network and associated infrastructure in various ways. The implications will be split into the construction and operational phases within the ES.
- 6.71 It is anticipated that a construction traffic routing plan will be operated for the proposed development, to ensure that all construction traffic accessing the application site uses the appropriate routes. Hence, the A4038 Darlaston Road and Reservoir Place and routes to the A4148, A454 and the M6 are likely to be impacted by the construction traffic.
- 6.72 The ES will therefore quantify the number and type of vehicles that will be used during the construction of the proposed development. It will also examine the approximate time the construction will take place and over what period, in order to calculate the level of movements caused by the construction traffic and hence the potential impact. Mitigation measures will be identified where required.
- 6.73 For the operational phase, the Intensified use of the junction onto the A4038 Darlaston Road and Reservoir Place could impact on the existing operation of nearby links. The traffic associated with the development could also have an impact on the operation

of the wider highway network, the scope of the junctions to be assessed will be determined through detailed assessment and consultation with the highways authorities.

- 6.74 The operational phase of the development will also increase the number of pedestrians and cyclists accessing the site and increase the demand for the existing public transport services. Hence the development could impact on the existing footway/cycleway infrastructure and the availability of public transport services.
- 6.75 The development traffic along with the traffic associated with other planned developments in the area will have a cumulative traffic impact. These inter-project cumulative effects will be assessed in the ES and also in the Transport Assessment.

Socio-Economics

Overview of Baseline Conditions

- 6.76 Preliminary desk-based research has been undertaken to establish, at a headline level, the baseline socio-economic conditions across the impact areas. A summary of the baseline position is presented below.
- 6.77 The proposed study area has been defined based on an understanding of the level of containment of jobs and local commuting trends derived from the 2011 Census. Using this data two spatial scales – a local and wider impact area - have been established for use within the assessment:
- The local impact area covers the local authority area of Walsall. The 2011 Census shows that around 53.0% of people who work in Walsall also live in the local impact area. This suggests that just over half of local jobs are being taken by residents of the borough. The remainder of jobs are held by people living in neighbouring authorities, with the most significant inflows of labour being from Wolverhampton, Sandwell and Birmingham.
 - The wider impact area covers the West Midlands region. The 2011 Census shows that of all jobs in Walsall, 96.6% are taken by people residing in the West Midlands region, suggesting that there is a high level of containment at this level. It is considered, therefore, that the majority of socio-economic impacts and effects would be concentrated within the wider impact area.

Business base and employment

- 6.78 The local impact area of Walsall contains 7,660 business enterprises (Ref ONS (2017) 'UK Business Counts - Enterprises'). At the scale of the wider impact area there are 213,455 business enterprises, based on evidence from 2017. The majority of businesses in both the local and wider impact areas are micro businesses (i.e. those employing less than 10 people), making up 87.3% and 89.1% of the respective business counts.
- 6.79 The construction sector accounts for 1,085 businesses in the local impact area (14.2% of all businesses), making it the largest sector of the local business base in terms of number of enterprises (Ref ONS (2017) 'UK Business Counts'). This is followed by the professional, scientific & technical sector which numbers 850 businesses. In the wider impact area, the 32,775 businesses in the professional, scientific & technical sector (15.4% of all businesses) make it the largest industry in terms of number of enterprises, followed by the construction sector, at 24,045 businesses.

- 6.80 In 2016, the local business base provided employment for around 105,000 employees (Ref ONS via Nomis (2016) 'Business Register and Employment Survey'). The largest shares of employee jobs are in the health sector and manufacturing sector, which account for circa 15,000 and 13,000 jobs respectively, or 14.4% and 12.4% of total jobs in the Borough. The local impact area has an above average proportionate representation of employee jobs in these sectors when compared to both the wider impact area and the national average.
- 6.81 However, whilst the local impact area provides 4,500 jobs (4.3% of total jobs) in professional, scientific & technical industries, this share is lower than that recorded in the wider impact area and nationally, where the sector employs 6.7% and 9.0% of all workers respectively.

Earnings

- 6.82 Earnings can provide an indication of the strength of the local economy, given their relationship with wider economic factors such as gross value added (GVA) and productivity. Earnings levels also have a relationship with prosperity and as such the economic well-being of residents.
- 6.83 The average workplace based wage for full-time workers in the local impact area – at £476.60 (gross) per week – is lower than the average weekly wage across the wider impact area (£514.90) (ONS via Nomis (2017) 'Annual Survey of Hours and Earnings').
- 6.84 The average for full-time pay for residents in the local impact area is similar to the average workplace pay - at £476.90 (gross) per week –and again somewhat lower than the average pay across the wider impact area (£517.40).

Population

- 6.85 The population of the local impact area, in 2016, stood at 278,715, with this figure increasing by 7.4% - or 19,261 residents – over the period from 2006. This rate of growth is slightly higher than that recorded across the wider impact area over the same period, where the population grew by 7.1%, though remains slower than the national rate of 8.4% (ONS via Nomis (2016) 'Mid-year Population Estimates').
- 6.86 Age is also an important indicator in socio-economic terms in understanding the number of residents of working age who can make a valuable contribution to the labour force and health of the local economy. In the local impact area, 61.0% of the population were classed as working aged (i.e. aged 16 to 64) in 2016, which is slightly lower than 62.2% across the wider impact area and 63.1% nationally. Over the period from 2006 to 2016, the working age population in the local impact area increased by 5.2%, or 8,447 residents, this being faster than the 4.2% rate recorded in the wider impact area but marginally slower than 5.3% national rate of population growth for this age-group (ONS via Nomis (2016) 'Mid-year Population Estimates').

Economic activity and unemployment

- 6.87 The latest Annual Population Survey (APS) (ONS via Nomis (2017) 'Annual Population Survey') shows that the proportion of working age residents (aged 16 – 64) that are economically active in the local impact area, at 74.4%, is lower than the economic activity rate across both the wider impact area, at 76.2%, and the national average (78.3%). The employment rate in the local impact area also reflects this trend.

- 6.88 The unemployment rate, at 5.3%, is slightly lower than the unemployment rate of 5.5% at the scale of the wider impact area, though higher than the national rate of 4.6% (ONS via Nomis (2017) 'Annual Population Survey').

Latent labour force

- 6.89 The number of residents claiming Jobseekers' Allowance (JSA) also provides useful context on the number of unemployed residents in the local impact area. This measure does not align with the analysis presented above as not all unemployed people claim JSA, and therefore are not recorded by this dataset.
- 6.90 The claimant count (ONS via Nomis (2017) 'Claimant Count by Occupation') suggests that, as of January 2018, there are a total of 4,895 residents in the local impact area claiming JSA, which accounts for 2.9% of the working age population locally. This is higher than the claimant rate seen across the wider impact area, at 2.4%, and nationally, at 1.9%.
- 6.91 The proportion of residents claiming Jobseekers Allowance has the potential to be reduced by the jobs created throughout the construction and operation of the proposed development.

Productivity

- 6.92 Productivity, measured by gross value added (GVA) is a key indicator of the economic performance of an area. In the local impact area, employment generates productivity of £50,855 per full time equivalent (FTE) job (Experian (2017) 'Local Market Forecasts Quarterly'). At the wider impact area scale, this increases to £52,225, suggesting greater productivity per FTE worker at this geography. Between 2008 and 2018, output increased by a notable 18.5% in the local impact area, compared to 3.3% across the wider impact area and 2.7% across the United Kingdom as a whole (Experian (2017) 'Local Market Forecasts Quarterly').
- 6.93 Phoenix 10 is a major 18 hectare allocated employment site located between junctions 9 and 10 of the M6, Walsall, within the Black Country Enterprise Zone. The site is currently vacant and not economically active, having formerly served as the James Bridge Copper Works. The Black Country LEP states that the site has the capacity to deliver circa 620,000 sqft (circa 58,000 sqm) of new industrial floorspace and around 1,100 new jobs¹.

Sensitive Receptors

- 6.94 The following details potentially sensitive receptors identified at this stage following a review of available information collated:
- Local and wider surrounding population; and
 - Local and wider surrounding businesses and local amenity

¹ <https://www.blackcountrylep.co.uk/news/henry-boot-developments-identified-as-preferred-developer-for-phoenix-10/>

Proposed Methodology for Assessment

- 6.95 The proposed methodology consists of an assessment of socio-economic impacts and effects during both the construction and operational phases of the proposed development.
- 6.96 There is no overarching guidance that sets out the preferred methodology for the preparation of assessments of the likely socio-economic impacts and effects of development proposals of this nature. Several established methodological guides have been published to cover key elements of the assessment. These will be drawn upon as appropriate within the assessment, with the HCA Additionality Guide (HCA (2014) 'Additionality Guide (4th edition) and HCA Employment Densities Guide (HCA (2015) 'Employment Densities Guide (3rd edition) being of particular relevance.

Construction Phase

- 6.97 The process for the modelling of impacts derived from the proposed development during the construction phase is set out below.
- Employment - In order to calculate the number of jobs (net full-time equivalent (FTE) employment) generated through construction of the proposed development, total construction costs are identified and divided by the average turnover per employee in the construction sector in the West Midlands, drawn from the Business Population Estimates (BPE) (Department for Business, Innovation and Skills (2017) 'Business Population Estimates'), which calculates the number of employees generated directly by the implementation of the construction programme if it were to be completed in a single year. This is then divided by the length of the construction period to identify gross full-time equivalent (FTE) jobs. Considerations of allowances for leakage and displacement are made in line with recognised guidance (HCA (2014) 'Additionality Guide (4th edition) in order to calculate net FTE jobs generated by the development. A multiplier is also applied to allow for employment indirectly generated from the development during the construction phase, such as supply chain linkages or the value of contracts to local firms.
 - Productivity - In order to calculate the uplift in GVA productivity generated through construction of the proposed development the average GVA per FTE worker is calculated using Experian local market forecasts (Experian (2017) 'Local Market Forecasts Quarterly'). This is applied to the net FTE construction jobs estimated to be generated by the proposed development.

Operational Phase

- 6.98 The process for the modelling of socio-economic impacts over the long-term operational phase – upon completion and occupation of the proposed development is set out below.
- 6.99 To demonstrate a robust approach, scenarios linked to minimum and maximum parameters of employment generation will be considered.
- Employment - In order to calculate the number of jobs generated through the operational phase, the floorspace parameters are applied to the relevant employment densities in line with national guidance (HCA (2014) 'Additionality Guide (4th edition) to calculate the number of direct gross FTE jobs generated by the proposed development. Considerations of appropriate allowances for

leakage and displacement are made in line with national guidance (HCA (2014) 'Additionality Guide (4th edition) in order to calculate a net figure of FTE job creation. A multiplier is also applied to allow for employment generated through indirect and induced effects to be factored in to the assessment.

- Unemployment - In order to assess the effect of employment creation in reducing unemployment rates the latest ONS claimant count statistics (ONS via Nomis (2017) 'Claimant Count by Occupation') are utilised to establish the level of latent demand for employment within the local labour force by occupational group, with this cross-referenced directly to employment generation during both the construction and operational phases of the proposed development. Consideration is also given to the level of unemployment within the local and wider impact areas, drawing upon data sourced from the Annual Population Survey (ONS via Nomis (2017) 'Annual Population Survey').
- Productivity -In order to calculate the uplift in GVA productivity generated through the operational phase, the average GVA per employee is drawn from Experian local market forecasts (Experian (2017) 'Local Market Forecasts Quarterly'), with this average applied to the operational phase jobs generated by the development.
- Business rate revenue – In order to calculate the uplift in non-domestic rates (known as business rates) through the operational phase of the proposed development, the net additional floorspace is disaggregated by use. Data published by the Valuation Office Agency (VOA) (Valuation Office Agency (VOA) (2017) 'Business rates search tool (<https://www.gov.uk/correct-your-business-rates>)) is utilised to run comparable analysis of similar units and uses in the local area. The derived indicative rates are subsequently applied to estimated rateable floorspace elements within the proposed development, with a national multiplier applied to derive an estimated total business rate payable per annum.
- Amenity space – In order to calculate the effect on local provision of amenity space, an audit of local site allocation documents will first be conducted to understand the level of current supply and the proposed development's impact on this supply. This will then be measured against employment generated by the proposed development, the most up to date local population estimates (ONS via Nomis (2016) 'Mid-year Population Estimates') and per capita space standards published in local open space strategy documents (Walsall Council (2012) 'Green Space Strategy 2012-2017') in order to establish the proposed development's net effect on demand for open space.

6.100 Economic impact estimates will be presented as net figures.

Desk Based Studies

6.101 The assessment will involve consideration of published secondary data, and as such the assessment will be entirely desk-based. The assessment will involve a review of legislation and good practice documents introduced above, as well as further analysis of baseline conditions.

Potential Significant Effects and Need for Further Mitigation

6.102 The primary socio-economic impacts that may arise from the scope and nature of the proposed development include:

- The creation of the new employment floorspace for occupation by businesses; and

- The creation of new employment opportunities for people living in the local and wider impact areas.
- The potential effects, or consequences of these impacts, that will be assessed in the socio-economic ES chapter are summarised as follows:
- Employment – change in direct employment opportunities in the area in addition to indirect employment creation and effects on local spending associated with new employment opportunities, supporting local businesses (i.e. supply chains and employee spend);
- Unemployment rate – take-up of employment opportunities may change unemployment rates;
- Productivity – change in productivity, as measured by Gross Value Added (GVA), as a result of employment opportunities during the construction and operational lifetime of the proposed development; and
- Business rate revenue – change in business rate revenues associated with creation of new rateable business floorspace.
- Amenity space – consider the current local provision against the impact of the loss of supply and the additional demand from the development's employees.

7.0 TOPICS WHERE SIGNIFICANT EFFECTS ARE UNLIKELY

Ecology and Biodiversity

Baseline

- 7.1 The site comprises former industrial land dominated by hard standing habitat from previously demolished buildings and access routes. Patches of the disturbed ground have become colonised by ephemeral and ruderal vegetation, with remnants of introduced shrub beds and grassland. Two occupied buildings were present within the eastern extent of the site, comprising a large warehouse and social club. The northern extent of the Site, separated by security fencing, comprised an area of semi-improved neutral grassland surrounded by broadleaved plantation woodland and scrub vegetation. A small former loading dock associated with the adjacent Walsall Canal extended onto site at the southern boundary, by which a bridge over the canal connects a further area of hardstanding with scattered broadleaved trees and broadleaved woodland. Land to the west of the M6 motorway comprised an area of broadleaved plantation woodland and scrub vegetation, colonising former industrial land.
- 7.2 The site is situated within a largely urban setting, with surrounding commercial, industrial and residential properties. The M6 motorway divides the site, bordered by broadleaved plantation woodland screen planting. The Walsall Canal further divides the Site and forms much of the southern Site boundary, whilst the River Tame and Sneyd Brook define the western Site boundary. Sports pitches lie to the north of the site, whilst further woodland and grassland habitat, associated with Primley Avenue Park, extend to the north-east, along with industrial units backing onto the Site boundary. Reservoir Place defines the eastern site boundary, separating it from further industrial and commercial properties.
- 7.3 A search of the Multi-Agency Geographic Information for the Countryside (MAGIC) website indicated that there are no international statutory designated sites within 6 km of the site centre, or any national statutory designated sites within a 2 km radius of the site centre. The site does fall within an Impact Risk Zone associated with Swan Pool and The Swag Site of Special Scientific Interest (SSSI) situated approximately 6 km to the north-west of the Site, however, the risk criteria listed for the Impact Zone are not relevant to the anticipated development such that it is not considered to be a receptor.
- 7.4 Fourteen non-statutory designated sites were identified: four Sites of Importance for Nature Conservation (SINC) and 10 Sites of Local Importance for Nature Conservation (SLINC). A further 40 Potential Sites of Importance (PSIs) were identified within 2 km of the site centre. Of these, six sites were considered to be within the zone of influence of the site.
- 7.5 The non-statutory designated sites are considered to be of local value. The development proposals will result in the direct and permanent loss of some habitat within those designated sites on site (James Bridge Plantation, Tame Valley and Primley Avenue Park). Without appropriate mitigation, temporary impacts may occur to the Walsall Canal, River Tame, Sneyd Brook and associated watercourses as a result of pollution during both the construction and operation phase of the development.

- 7.6 Whilst the Site comprised brownfield land supporting a mosaic of habitats, the majority of the southern extent of the Site was considered to be of low ecological value, since it comprised large expanses of hardstanding habitat which supported limited vegetation and overall the former industrial land supported limited habitat mosaic.
- 7.7 The woodland at the Site comprised a diversity of native tree species, although it lacked ground flora and did not appear to be managed. The proposals for the Site will result in the loss of woodland habitat. The woodland habitat is widespread within the local area and given its current condition is considered to be of local value.
- 7.8 The Walsall Canal, River Tame and Sneyd Brook border the Site. Whilst the development proposals do not directly impact upon the watercourses, without appropriate mitigation there is the potential for temporary impacts as a result of pollution during both the construction and operational phases.
- 7.9 The woodland, scattered trees and dense scrub at the Site provide suitable habitat for nesting and foraging passerine birds. Given the habitats on-Site and within the surrounding area, and results of the data search from the local records centre, the bird assemblage on-Site is considered to be of local value. Loss of habitat will result in reduced nesting opportunities at the Site and without appropriate mitigation vegetation clearance could disturb birds during the nesting period.
- 7.10 The buildings and trees at the Site lacked the structural features suitable to support roosting bats, and were assessed as having negligible Bat Roost Potential (BRP). The woodland habitat and adjacent watercourses do, however, provide suitable foraging and commuting habitat with low levels of bat activity recorded of two widespread bat species within the northern extent of the Site during the activity transect surveys in 2017. As such bat activity at the Site is considered to be of local value. The proposed development will result in the loss of woodland habitat, and the operational phase of the development has the potential to increase light levels at the Site.
- 7.11 The flowing water within the River Tame, at the time of the survey, and the artificial banks of the canal adjacent to the Site were not considered to provide optimal conditions to support water vole. However, both watercourses supported bankside and/or marginal vegetation which may provide suitable shelter and foraging opportunities for this species. Sneyd Brook was heavily over shaded by bankside and overhanging vegetation and was also not considered suitable to support water vole. However, the data search revealed five records of water vole within 2 km of the Site in 2013, including records from the Walsall Canal and River Tame, adjacent to the Site. Water vole are, therefore, considered to be of local value at the Site. Neither watercourse is anticipated to be directly impacted by the proposed development, however, without appropriate mitigation the development proposal have the potential to cause impacts resulting from pollution events.
- 7.12 The data search revealed one record of otter along the Walsall Canal in 2013. The canal is likely to provide a dispersal corridor to other suitable habitat. There is no suitable terrestrial habitat on-Site to provide shelter/ cover for otter. Otter are, therefore, considered to be of local value. Whilst the Walsall Canal is not anticipated to be directly impacted by the proposals, however, without appropriate mitigation there is the potential for indirect impacts as a result of pollution events and increased lighting of the riparian corridor.

Reason for Scoping Out

- 7.13 Walsall Canal, adjacent to the southern Site boundary is designated a SLINC due to the diverse aquatic flora it supports. Whilst the Canal is not anticipated to be directly impacted upon by the proposed development, best practice and precautionary measures will be applied to prevent any adverse impacts with regards to potential pollution events occurring during both the construction and operational phase of the development. The same measures will also be applied to prevent any adverse impacts to the adjacent River Tame, Sneyd Brook, and associated watercourses within the local area, a number of which are designated as SLINC.
- 7.14 Sections of the Site have been recognised as PSI, including Primley Avenue Park, which includes the woodland and neutral grassland habitat within the northern extent of the Site, Tame Valley incorporating the River Tame and associated bankside habitats on the western Site boundary, and James Bridge Plantation comprising the woodland habitat within land to the west of the M6. Where possible, habitats of ecological value such as woodland vegetation are to be incorporated into the proposals for the Site, and where habitat is lost, this will be compensated through appropriate landscaping to ensure an overall net gain in biodiversity.

Habitats

- 7.15 Proposed landscaping at the Site is anticipated to enhance the ecological value of the southern area of the Site and any loss of woodland habitat within the northern area will be adequately compensation to ensure no overall net loss of biodiversity at the Site.
- 7.16 The Walsall Canal, River Tame and Sneyd Brook border the Site. Whilst none of the watercourses are to be directly impacted upon by the proposed development, suitable buffers will be implemented, and an adherence to best practice measures during any works, will ensure no adverse impact results from pollution or dust. Proposed SUDs features are to be designed to ensure no adverse impact to these habitats associated with a change in water levels.

Species

- 7.17 Retention of woodland habitat associated with Primley Park will continue to provide opportunities for nesting birds, and any loss of habitat will be compensated within landscape proposals. Furthermore, a variety of bird boxes are to be installed across the Site to enhance the Site for nesting birds. Where clearance or management works are required to suitable nesting bird habitat, this will be undertaken following a method statement to ensure no nesting birds are disturbed.
- 7.18 Retention of woodland habitat associated with Primley Park and proposed landscaping at the Site will maintain connectivity and foraging opportunities for bats across the Site and connect to off-Site habitats. Furthermore, lighting, both during the construction and operational phase of the development, will be directional, kept to a minimum (as required for safety and security) and will avoid light spill onto surrounding habitat including the Canal to the south, in order to avoid any impacts on nocturnal wildlife.
- 7.19 An appropriate buffer is to be included along the Site boundaries associated with the adjacent watercourses. With the implementation of best practice measures with regards to pollution, it is not anticipated that the proposed development will have any significant adverse impact upon water vole, should they occur in the local area.

- 7.20 Since the proposed development is not anticipated to directly impact the Canal or River Tame, there is not considered to be any significant adverse impact to offer. A sensitive lighting plan will ensure no adverse impact upon the activity of this species within land adjacent to the Site.

Flood Risk and Drainage

Baseline

- 7.21 The majority of the site is located within Flood Zone 1, land defined as being at low risk of river/sea flooding. Only a small part of the north-western corner is located within Flood Zone 2 and 3 of the Sneyd Brook.
- 7.22 There are isolated areas on-site which experience water pooling in the 1 in 30 year event (high risk) however upon review of a topographical survey & LiDAR data, this is considered to be associated with local depressions in topography and will be mitigated through ground re-profiling. No major flow routes are evident throughout the site.
- 7.23 The site is significantly removed from the reservoir breach zone.
- 7.24 The Walsall Canal is located immediately outside of the southern site boundary, however site levels are elevated above the canal network.

Reason for Scoping Out

- 7.25 Area of Flood Zones 2 & 3 are within a green undeveloped area of the proposed development layout and is not considered to pose a significant risk to the development.
- 7.26 The increase in impermeable surfaces on-site will increase surface water runoff, however runoff will be restricted to the equivalent greenfield rate as detailed within Walsall Council's 'Guidance on Development and Flood Risk for Developers' Document, and the necessary attenuation provided on-site.
- 7.27 It is proposed to discharge surface water runoff into the canal via a series of hydro carbon interceptors from the part of the site located south of the canal, subject to consultation with the Canal & River Trust

Noise and Vibration

Baseline

- 7.28 A baseline noise survey will be undertaken following consultation with the Pollution Control Officer at WC. Following a desktop study of the site, it is considered that the dominant source of noise at the site is likely to be from road traffic on the M6 motorway and from activities associated with the surrounding commercial/industrial premises.
- 7.29 The following nearest existing sensitive receptors (ESRs) have been identified:

Table 7.1- Nearby Sensitive Receptors

Receptor Type	Address	Sensitivity
Play Area	Primley Avenue Park, Walsall WS2 9UJ	Moderate
Residential	34, Primley Avenue, Walsall, WS2 9UW	High
Social Club	James Bridge Copper Social Club, Reservoir Place, Walsall, WS2 9RX	Moderate
Industrial	European Food Brokers LTD, Chateau Pleck/Darleston Road, Walsall, WS2 9SQ	Low
Residential	272, Darlaston Road, Walsall, WS2 9SH	High
Restaurant	Cinnamon Court, Bentley Mill Way, Walsall, WS2 0BP	Moderate

Reason for Scoping Out

- 7.30 The noise and vibration levels generated during the construction phase may cause an impact at nearby sensitive receptors. However, this is likely to be a short-term impact, and can be controlled through a CEMP. Noise and Vibration plant operating on site during the construction phase will also be accounted for within assessment work.
- 7.31 Noise from proposed sources will be considered over the proposed operational times. It is understood that this could include a full 24hour period.
- 7.32 Given the location of the Site adjacent to the M6 motorway, it is unlikely that there will be a significant increase in the level of noise from development generated traffic at existing sensitive receptors.
- 7.33 The masterplan indicates that the majority of the service yard areas will be located on the screened side of proposed buildings, away from existing sensitive receptors. The service yard area associated with unit E is located near to existing industrial receptors, which are considered to be of low sensitivity. Therefore, noise from activities associated with deliveries/collections and fixed plant is unlikely to cause a significant impact at the nearest existing sensitive receptors.
- 7.34 The majority of the proposed offices are located on the screened side of the proposed buildings, as shown on the masterplan. Therefore, noise from existing noise sources is unlikely to cause a significant effect at these receptors. For offices located near to the M6 motorway, mitigation measures can be implemented to reduce the noise levels to within recommended guideline levels.
- 7.35 Notwithstanding the above comments, a standalone noise and vibration assessment report will be submitted with the planning application.

Landscape/Townscape

Baseline

- 7.36 The proposed site is located within the context of the following land uses:
- 7.37 The site currently comprises brownfield land previously used by James Bridge and IMI Copper Smelting. Only the concrete pads the previous buildings were built on remain of the structures.

- 7.38 The eastern portion of the site has an open character with some isolated areas of pioneering grass and scrub intermittently located across the site. The M6 motorway to the west forms the backdrop for this element of the site from for users of Reservoir Place to the east and Primley Park to the north. The remainder of the backdrop comprises existing urban land use in the form of commercial and industrial buildings.
- 7.39 The western portion of the site comprises the former IMI repository. Which now comprises the James Bridge plantation and the concrete/hard standing associated with the previous usage. The eastern back drop of the site seen by users of Bentley Mill Way comprises the M6 Motorway with the James Bridge plantation in the foreground. The concrete/hard standing area does have some isolated areas of pioneering grass, however is still industrial in overall character in keeping with the surrounding urban setting.

Reason for Scoping Out

- 7.40 The site is covered by the saved policies of the Walsall UDP and is not subject to any qualitative landscape designations. Equally the site is not located within a "valued landscape" in terms of the NPPF.
- 7.41 In terms of the wider landscape the site is located (as specified by Natural England's, National Character Assessment) Cannock Chase and Cank Wood Character area, (NCA67).
- 7.42 It should be noted that the surrounding developments and M6 influence the site. So, while it should be recognised that the introduction of built form into the area creates change, it would not result in the loss of any significant landscape features. The M6 is also raised above the proposed development and will screen the greater proportion of the proposals within the eastern portion of the site from viewpoints from the west. No development is proposed for the western portion of the site other than remedial works, so the views would remain the same for this element of the site.
- 7.43 The site will also be subject to a lighting strategy that will ensure that light spill from the site does not produce a level of visibility that may have a negative impact on the local landscape.
- 7.44 Based on the above it can be considered that the potential impact on landscape would not be significant and can be scoped out of the ES.

Cultural Heritage

Baseline

- 7.45 The site currently lies on the former James Bridge Copper Works and currently comprises derelict brownfield land.
- 7.46 There are no listed heritage assets on the site. The nearest asset comprises the Globe Inn a Grade II listed building located to the south west and the aqueduct which is also a Grade II listed asset directly to the west of the site. Both sites lie within 200m of the site. The site itself is not located within a conservation area.

Reason for Scoping Out

- 7.47 The proposed site has been subject to high levels of modern disturbance with large areas of made ground present across the site associated with the sites industrial past and Copper Smelting operations. It is therefore considered unlikely that below ground archaeology is present on the site.
- 7.48 With regard to built heritage, while there are two heritage assets within 200m of the site, the intervisibility between these assets and the proposed site is screened by the M6 motorway which is elevated above the site or existing vegetation. Therefore, the heritage character these assets provide is considered to not be impacted.
- 7.49 On the basis of the above we believe that while it may be prudent to conduct a Desk Based Assessment to support the planning submissions the cultural heritage impact of the proposals is not considered significant and can be scoped out of the ES.

Waste Management

Baseline

- 7.50 The site currently does not generate any operational waste. Therefore, the baseline background for waste is currently considered not significant.

Reason for Scoping Out

- 7.51 While it is accepted that the introduction of a new development to the area will increase the amount of waste being produced against the current baseline conditions, this is not thought to be considered significant on the basis that a framework Waste Management Strategy will be submitted alongside the planning application to identify areas where waste production can be minimised throughout both the construction and operation phases. Equally when the development is designed in detail and a contractor is appointed, a detailed Site Waste Management Plan could be implemented during the construction phase if required.
- 7.52 This document will ensure that the waste hierarchy is utilised to maximise the amount of waste being prevented, re-used or recycled within the development footprint or at local waste management facilities.
- 7.53 On the basis it is considered that waste does not pose a potential significant environmental impact and can therefore be scoped out of the EIA.

Climate Change

Baseline

- 7.54 The 2017 EIA Regulations seek to account for climate in greater detail than before, and require a description of '*the vulnerability of the project to climate change*', and '*the impact of the project on climate*'. This can be summarised by the following terms:
- Climate change adaptation/resilience (i.e. the measures the proposed development will use to adapt to the manifestations of a changing climate); and

- Climate change mitigation (i.e. acknowledging that all greenhouse gas emissions (GHGs) play a part cumulatively in climate change, and identifying ways in which these can be reduced).

7.55 With respect to climate change adaptation/resilience, it is first important to understand how the climate is expected to change over the operational lifetime of the proposed development. The key climate projections for the UK (UKCP09) (see <http://ukclimateprojections.metoffice.gov.uk/21678>) are that:

- Summers will become hotter and drier;
- Winters will become milder and wetter;
- Soils will become drier on average;
- Snowfall and the number of very cold days will decrease;
- Sea levels will rise; and
- Storms, heavy and extreme rainfall, and extreme winds will become more frequent.

Reason for Scoping Out

7.56 To adapt to these anticipated conditions, the key element is to design the scheme so to account for extreme rainfall events and flash flooding. The Flood Risk Assessment and Drainage Strategy that will be submitted alongside this application will take into account projected extreme rainfall events and will include a description of the Sustainable Drainage Systems proposed and sized appropriately. An Energy and Sustainability Statement will also be written, to demonstrate that energy usage can be minimised where possible to better understand the possible mitigation measures that can be put in place. Consideration of climate change resilience from an early stage will ensure that any effects identified through the EIA process will not be exacerbated.

7.57 In terms of mitigating climate change, the key target is to reduce carbon dioxide (CO₂) and other greenhouse gas emissions as far as reasonably practicable. During the construction phase the main measures that will be considered are emissions from construction traffic/plant, and reducing, reusing and recycling site waste where possible. Other aspects could include choosing building materials with lower 'embodied carbon', or value engineering to identify opportunities to reduce material use overall. Details are unlikely to be available until later in the planning process, such as when a Contractor is appointed.

7.58 For the operational phase, the potential for the proposed development to mitigate climate change will predominantly relate to reducing CO₂ emissions through reducing the need to travel by private car, reducing the amount of energy usage for heating, cooling and lighting. Further detail will be provided within the Energy Statement and Transport Assessment which will be submitted in support of the planning application.

7.59 It is therefore considered that no significant effects are expected from this topic, and therefore it is proposed to scope it out of the EIA.

Major Accidents and Disasters

Reason for Scoping Out

- 7.60 This topic was introduced by the 2017 EIA Regulations, although it is considered to be more applicable to other types of development (e.g. power station, airport, etc). The main potential risk of accidents / disasters is expected to come from the current ground conditions on the site and presence of mine shafts, and this will be assessed and mitigated through the use of a Coal Mining Risk Assessment which will be submitted as part of the planning application. Adherence to Health and Safety Regulations when working on site will ensure safe working practice is carried out at all times, this will also allow for address any potential risk of un-exploded ordnance on the site. The site location is also not subject to any other extreme natural disasters such as earthquakes or landslides.
- 7.61 The detailed design will need to take account of safety in design, including fire risk, in accordance with the Construction Design and Management Regulations (2015).

8.0 ENVIRONMENTAL STATEMENT STRUCTURE

8.1 The proposed structure of the ES is as follows:

- Volume 1: Main Text. This will contain the following chapters:
 - Chapter 1 - Introduction;
 - Chapter 2- Description of the Proposed Development and Construction;
 - Chapter 3- Planning Policy Context
 - Chapter 4 – EIA Methodology;
 - Chapter 5 – Site Selection, Alternatives and Design Evolution;
 - Chapter 6- Socio-Economics;
 - Chapter 7- Air Quality;
 - Chapter 8- Human Health;
 - Chapter 9- Contaminated Land and Groundwater and Ground Condition;
 - Chapter 10- Transport and Access;
 - Chapter 11- Cumulative Effects; and
 - Chapter 12- Residual Impacts and Conclusions
- Volume 2: Technical Appendices and Figures; and
- Non-Technical Summary (NTS).

8.2 The NTS will provide an accurate and balanced account of the key information contained within Volumes 1 and 2. In accordance with the EIA Regulations, the NTS will be presented in a non-technical language and be produced as a stand-alone document in a format suitable for the general public.

8.3 The ES will be produced in accordance with Schedule 4, Regulation 18(3) of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

BWB

