



# **SUSTAINABILITY APPRAISAL OF THE BLACK COUNTRY JOINT CORE STRATEGY**

**Sustainability Appraisal Report to accompany the  
Publication Version of the Joint Core Strategy**

**Volume 2: Appendices**

**November 2009**



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# Appendix A: Annex I of the SEA Directive

Statutory Instrument 2004 No. 1633

**The Environmental Assessment of Plans and Programmes Regulations 2004**

## **INFORMATION FOR ENVIRONMENTAL REPORTS**

1. An outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.
2. The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.
3. The environmental characteristics of areas likely to be significantly affected.
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds<sup>[10]</sup> and the Habitats Directive.
5. The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.
6. The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as –
  - (a) biodiversity;
  - (b) population;
  - (c) human health;
  - (d) fauna;
  - (e) flora;
  - (f) soil;
  - (g) water;
  - (h) air;
  - (i) climatic factors;
  - (j) material assets;
  - (k) cultural heritage, including architectural and archaeological heritage;
  - (l) landscape; and
  - (m) the inter-relationship between the issues referred to in sub-paragraphs (a) to (l).
7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

- 8.** An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.
- 9.** A description of the measures envisaged concerning monitoring in accordance with regulation 17.
- 10.** A non-technical summary of the information provided under paragraphs 1 to 9.

## **Appendix B: Changes to PPP Review, baseline and Key Issues subsequent to Scoping Report responses**

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## Changes to PPP Review, baseline and Key Issues subsequent to Scoping Report responses

### PPP Review

The following additional PPPs were suggested by consultees to consider alongside the PPPs already identified in Appendix C of the SA Scoping Report:

*Additional PPPs identified through the Scoping Consultation.*

Plan or Programme	Consultee recommendation
<b>International</b>	
European Landscape Convention 2006	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Council of Europe's Valetta Convention – Convention on the Protection of Archaeological Heritage (1992, as amended)	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Council of Europe's Granada Convention – Convention on the Protection of the Architectural Heritage of Europe (1995)	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
UNESCO World Heritage Convention – Convention concerning the Protection of World Cultural and Natural Heritage (1972)	English Heritage
<b>National</b>	
Planning (Listed Buildings and Conservation Areas) Act 1990	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Ancient Monuments and Archaeological Areas Act 1979	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Heritage White Paper: Heritage Protection for the 21st Century (2007), DCMS	English Heritage; Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service; and Walsall MBC
MPS 1: Planning and Minerals (in particular Annex 3 – Natural Building and Roofing Stone)	English Heritage
PPS 1: Delivering Sustainable Development	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
PPG 2: Green Belts	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
PPS 7: Sustainable Development in Rural Areas	English Heritage
Biodiversity by Design: A Guide for Sustainable Communities (2004), TCPA	Walsall MBC

Plan or Programme	Consultee recommendation
The Planning Response to Climate Change: Advice on Better Practice (2004), ODPM	Walsall MBC
UK Climate Change Programme 2006, HM Government	Walsall MBC
Climate Change and Sustainable Energy Act 2006	Walsall MBC
Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (October 2006)	Walsall MBC
Building a Greener Future: Towards Zero Carbon Development – Consultation (2006), DCLG	Walsall MBC
Draft Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2006), DCLG	Walsall MBC
Building in Context: New Development in Historic Areas (2001), English Heritage & CABE	Walsall MBC
Guidance on Tall Buildings (2003) , English Heritage & CABE	Walsall MBC
Using Historic Landscape Characterisation (2004), Jo Clark, John Darlington & Graham Fairclough for English Heritage & Lancashire CC	Walsall MBC
UK Fuel Poverty Strategy (November 2001), DTI	Walsall MBC
Start with the Park: Creating Sustainable Urban Green Spaces in Areas of Housing Growth and Renewal (2005), CABE	Walsall MBC
Building a Better Quality of Life: A Strategy for More Sustainable Construction (2000), DTI	Walsall MBC
National and Regional Guidelines for Aggregates Provision in England 2001 - 2016 (2003), ODPM	Walsall MBC
Achieving Excellence in Construction: Procurement Guide 11 – Sustainability (May 2005), OGC	Walsall MBC
Microgeneration Strategy (2006), DTI	Walsall MBC
Planning 4 Minerals: A Guide on Aggregates (2006), Entec for British Geological Survey, Quarry Products Association, and British Marine Aggregates Producers' Association	Walsall MBC
Code for Sustainable Homes: A Step Change in Sustainable Home Building Practice (2006), DCLG	Walsall MBC
A Guide to Mineral Safeguarding in England (draft) (2007), British Geological Survey	Walsall MBC
Home Energy Efficiency Act (HECA) 1995	Walsall MBC
Planning and Access for Disabled People: A Good Practice Guide (2003), ODPM	Walsall MBC
Safer Places: The Planning System and Crime Prevention (2004), ODPM	Walsall MBC
Equality and Diversity in Planning: A Good Practice Guide (2005), ODPM	Walsall MBC
<b>Regional</b>	
Regional Historic Environment Strategy (currently being drafted)	English Heritage
Environmental Quality (2005) – Black Country Consortium technical report	English Heritage
Black Country Historic Landscape Characterisation Project (Black Country Archaeology Service)	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Regional Plan for Sport	Sport England

Plan or Programme	Consultee recommendation
Regional Energy Strategy	Walsall MBC
Black Country Geodiversity Action Plan (Black Country Geodiversity Partnership)	Walsall MBC
Zone Implementation Plan for Arc of Opportunity and Future Foundations Regeneration Zones 2007 – 2010 (2007) (draft), Black Country Consortium	Walsall MBC
<b>Local</b>	
Cultural Strategies (where prepared) or Community Strategies for each of the Black Country authorities	English Heritage
Conservation Area Appraisals and Management Plans (where prepared) for each of the Black Country authorities	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service; and Walsall MBC
Sport and Recreation/Leisure Strategies (where prepared) for each of the Black Country authorities	Sport England
Local Air Quality Action Plans (where prepared) for each of the Black Country authorities	Walsall MBC
Local Climate Change Strategies (where prepared) for each of the Black Country authorities	Walsall MBC
Walsall: A Town for Enterprise: A Prospectus for Growth (2006), Walsall Regeneration Company	Walsall MBC
Local Economic Strategies (where prepared) for each of the Black Country authorities	Walsall MBC
Local Municipal Waste Management Strategies (where prepared) for each of the Black Country authorities	Walsall MBC
Walsall Urban Open Space SPD, 2006	Walsall MBC
Local Corporate Equality & Diversity Strategies, Race Equality Schemes, Gender Equality Schemes and Disability Equality Schemes (where prepared) for each of the Black Country authorities	Walsall MBC

## Baseline

The following baseline information was suggested by consultees to augment the baseline presented in the Scoping Report:

*Additional baseline data identified through the Scoping Consultation.*

Topic area	Consultee recommendation
For up-to-date data on the historic environment, the Historic Environment Record (formerly Sites and Monuments Records) for the Black Country local authorities must be used rather than the Black Country Observatory.	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Also use Heritage Counts 2006	Walsall MBC
In more accurately summarising the sub-region's historic resource it may be helpful to consider 3 broad themes: historic buildings and structures; archaeological remains; and historic townscapes and landscapes.	English Heritage; and Birmingham City Council

Topic area	Consultee recommendation
Only part of the historic environment consists of designated sites – consideration must be given to other nationally/locally important landscapes and archaeological remains since not all are scheduled.	English Heritage; Birmingham City Council; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Further information could be provided on the sub-region's canal network given its World Heritage Site designation. A further statistic may be how much of it is actually navigable/in use?	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
The condition of the historic resource should be also an important consideration for the baseline, e.g. using 2006 Buildings at Risk Register and recent Scheduled Monuments at Risk survey	English Heritage
A new BVPI (Best value performance Indicator) on conservation areas has been introduced, and should be included. It contains three parts: (i) total number of conservation areas in the local authority area; (ii) percentage of conservation areas in the local authority area with an up-to-date character appraisal; (iii) percentage of conservation areas with published management proposals.	English Heritage; and Walsall MBC
Consideration must be given to the historic character of the sub-region's landscapes and townscapes. A key source of information is the Black Country Historic Landscape Characterisation project.	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
The English Heritage BAR Register only counts grade I and II* buildings and Scheduled Monuments at risk. There are many more Grade II buildings at risk so the given % of listed buildings at risk is inaccurate.	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service; and Walsall MBC
Reference needs to be made to the importance of distinctive landscapes (urban and rural fringe) and local character. The following should be included in a Local section of the (cultural heritage baseline) table – Conservation Areas; SMR/HER archaeological site; Local List Building, Park/Garden of Local Interest.	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
The baseline should include net loss/gain of listed buildings in addition to numbers at risk, e.g. during 2005/06, no listed buildings in Walsall were lost, but 13 new entries were added to the statutory list.	Walsall MBC
Limited data on water resources relating to groundwater- there has been heavy abstraction leading to a reduction in groundwater levels. The Environment Agency is involved in a programme to restore sustainable abstraction in parts of the unit that have been adversely affected by abstraction.	Environment Agency; and Walsall MBC
Regarding flood risk, PPS 25 requires all LPAs to carry out a Strategic Flood Risk Assessment (SFRA) to inform the preparation of their LDF. None of the Black Country LPAs have yet done this, but as the scope of a Black Country SFRA has now been agreed in principle, reference to this needs to be made.	Environment Agency
The Black Country Urban Forest (BCUF) is a good example of a cross-cutting environmental enhancement initiative across the four boroughs, particularly concerning biodiversity.	Forestry Commission
The Active People survey indicated that the 4 Black Country authorities score very poorly in terms of the percentage of the adult population that undertake the 3 x 30 minutes per week moderate intensity sport and active recreation recommended by Government. Out of the 354 local authorities in England, Dudley is ranked 340 <sup>th</sup> , Wolverhampton 347 <sup>th</sup> , Walsall 348 <sup>th</sup> and Sandwell 351 <sup>st</sup> .	Sport England

Topic area	Consultee recommendation
There are 9 AQMAs now but there will soon be 4, covering the whole of the Black Country, because Dudley are currently consulting on declaring the whole borough an AQMA	Walsall MBC
Title should be amended to "Biodiversity and Geodiversity," and summary should highlight key geodiversity issues: <ul style="list-style-type: none"> <li>• The geology of the Black Country is of international importance - relative to its area, the Black Country has the most diverse geology of any area in the world</li> <li>• The Black Country's geological resources have shaped its historic development and local character/ distinctiveness, as well as its landscape, habitats and biodiversity</li> <li>• Several SSSIs in Dudley and two sites in Walsall have been designated for their geological rather than their nature conservation importance, and we also have geological SINCs (instead of RIGGS)</li> <li>• There is current bid for the Black Country to be designated as a Geopark, and several of the "Urban Park" projects are linked to geological heritage</li> </ul>	Walsall MBC
The 2005 figures for SACs, SSSIs, LNRs and SLINCs are incorrect – they should be the same as the 2006 figures.	Walsall MBC
"Material assets" should be broken down into 4 sections: Material Resources (focusing on supply cycles/ mass balance); Land (including contamination issues as well as reclamation of derelict land); Waste (this should relate not only to how much waste arises, but also to how much capacity we have to manage it); and Minerals (including main minerals present, which ones are currently exploited, and the extent of permitted reserves/ mineral resources).	Walsall MBC

For purposes of clarity, and limiting the length of this SA Report, an updated baseline description and PPP review has not been included in this SA Report. This is however available on request.

### Key Issues and Opportunities

The following key issues and opportunities were raised in consultation responses for consideration alongside the issues and opportunities presented in the Scoping Report:

*Additional problems, issues and opportunities identified through the Scoping Consultation.*

Issues	Consultee suggestion
Areas of significantly degraded landscape / townscape or areas where, on current trends, there is likely to be further significant loss of landscape/ townscape character or quality (e.g. mature suburbs and loss of historic character through intensification; historic town centres and insensitive development).	English Heritage
Areas where development has had or is likely to have significant impact upon the historic environment and or people's enjoyment of it. (e.g. development pressure along the canal network)	English Heritage
Traffic congestion, air quality, noise pollution and other problems affecting the historic environment.	English Heritage
Climate Change – although fluvial flooding may not be a major risk, foul flooding (through sewers etc) may be if development is not properly planned. Surface water flooding could become an increasing problem due to the high level of impermeable surfaces and the extensive network of culverted rivers. There is also a need to consider the potential effects of surface water run-off on communities downstream of the Black Country.	Environment Agency

Issues	Consultee suggestion
Material Assets – contaminated land is a key issue.	Environment Agency
Water – water resources is a key issue, particularly regarding the impact of housing growth on public water supplies. This could be unless there is a combination of new water resource development, treatment, distribution, leakage reduction and demand management.	Environment Agency
The impact of aerial pollutants, particularly atmospheric nitrogen, on the natural environment is a key issue. Lowland heathland is particularly vulnerable in this respect and, although outside the Black Country, Cannock Chase Special Area of Conservation already receives atmospheric nitrogen at levels that exceeds the acceptable threshold. Some of this may originate in the Black Country and it is likely that other heathland sites in and around the sub-region are being degraded by pollutants being generated within the core strategy area.	Natural England
Lack of awareness and under appreciation of heritage assets of Black Country residents, businesses and developers.	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Sport should be identified as an important issue for the SA to consider to cover participation rates, access to facilities, quality of facilities etc.	Sport England
Some areas of the Black Country are within groundwater source protection zones (1 each in Dudley and Wolverhampton, and 2 each in Sandwell and Walsall), and this constrains the development that can take place above and around them. As well as being an important issue in terms of water supply, this also potentially affects aggregates supply/ restoration of former quarries, as the Black Country's only significant aggregate resources (sand) lie above a groundwater protection zone.	Walsall MBC
There is a limit to what can be accommodated on previously developed land, and if we cannot accommodate all of the housing and infrastructure that we need, and leave an adequate reservoir of land for businesses growth/ development up to 2026, it will be necessary to consider Green Belt releases/ urban extensions.	Walsall MBC
Public perceptions/ attitudes towards material assets, particularly waste, is a key issue and needs to change.	Walsall MBC
The Black country does not have enough facilities to recover, recycle, compost or treat all of its current waste, let alone future waste, and the situation could become worse if employment areas and some existing waste management facilities are to be redeveloped with housing. This could lead to more fly tipping and litter, increased cost of managing waste locally because there are few facilities and limited competition, impact on highway network of having to transport waste to other areas for management, and increased Council Tax if authorities fail to meet their LATS targets and face crippling financial penalties.	Walsall MBC
The Black Country will be expected to make provision for the supply of mineral resources for local building and engineering needs, in line with current national, regional and sub-regional requirements, but this may lead to pressure to expand production to cover a wider area, or to extract minerals that it is currently not economic to exploit, e.g. coal and fireclay. The Black Country will also be expected to identify known mineral resources that are likely to have economic potential, and safeguard them from avoidable sterilisation by development with other uses.	Walsall MBC

Opportunities	Consultee suggestion
Greater prominence should be given to protecting, enhancing and managing the sub-region's historic environment resource in order to retain and strengthen the distinctive character and identity of the sub region. (Heritage-led regeneration).	English Heritage
Sustainable reuse of historic buildings (e.g. from office use in town centres to the sustainable adaptation of the historic building stock in areas of low demand housing).	English Heritage
Delivering the improved maintenance and management of historic assets.	English Heritage
Providing better access, understanding, appreciation and enjoyment of the historic environment (e.g. as a component part of green infrastructure planning).	English Heritage
Sustainable sewerage infrastructure for development/ growth with in Black Country	Environment Agency
Trees and woodlands and their products can help address/mitigate many issues, e.g. air quality mitigation (reduction in SOx, NOx, particulates etc), reducing heat island effect, water quality/quantity (increasing retention, delaying run-off, filtering), enhancing image and helping encourage inward investment, wood for sustainable construction and renewable energy etc	Forestry Commission
The retention and reuse of historic buildings rather than their replacement by new build also avoids loss of the energy input involved in their construction, waste generation through demolition, and energy expenditure in production of materials for new build and is therefore part of sustainable development.	Birmingham City Council
There is a common misconception that the main contribution that heritage makes to the economy is its value as a tourist attraction. Far too many heritage based tourist attractions are simply not sustainable in the long term and so should NOT feature as a top priority for the Black Country.	Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
There is a major opportunity for the Black Country to develop as a centre of excellence for resource recovery and management/ material reprocessing.	Walsall MBC
Good building design and well-designed layouts can also help to conserve resources, e.g. water, energy, minerals, promote more sustainable modes of transport e.g. walking, cycling, public transport and improve accessibility/ social inclusion.	Walsall MBC

These key issues and opportunities have been considered and addressed throughout the SA assessment process.

### SA Objectives

The following recommendations were raised by consultees in relation to the SA Framework (the SA Framework has been discussed in more detail in **Chapter 3** of this report). **Appendix D** sets out the amended SA Framework and includes alterations based on the following:

*Alterations to Objectives, as identified through the Scoping Consultation.*

Objective	Consultee recommendation
Objective 3 (waste): Q3c should take into account the sustainability benefits of reusing the existing built stock.	English Heritage
Objective 9 (services): cultural facilities should be included as part of this objective.	English Heritage

Objective	Consultee recommendation
Objective 10 (cultural heritage and built environment): There should be separate objectives for landscape/townscape (To protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place) and cultural heritage (To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance).	English Heritage; and Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service
Possible themes for the sub objectives/questions for Objective 10 could cover: <ul style="list-style-type: none"> <li>• preserve or enhance archaeological sites/remains;</li> <li>• preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal;</li> <li>• preserve or enhance the character and appearance of conservation areas and historic parks and gardens;</li> <li>• facilitating community involvement in identifying other culturally important features and areas and aiding their protection and enhancement;</li> <li>• improve and broaden access to, understanding, and enjoyment of the historic environment;</li> <li>• safeguard and enhance the character of the landscape/townscape and local distinctiveness and identity;</li> <li>• support heritage-led regeneration and capitalise on the social and economic contribution of the historic environment to the regeneration of the Black Country.</li> </ul>	English Heritage
Additional question for Objective 10 – will it protect and enhance the historic environment?	Birmingham City Council
Possible indicators (Objective 10) include: <ul style="list-style-type: none"> <li>• a measure of the impact (damage) to a range of historic assets (including their settings) i.e. number, % or area of historic buildings, sites and areas affected (designated and non designated aspects);</li> <li>• Loss or damage to historic view lines and vistas</li> <li>• use of detailed characterisation studies informing major development proposals;</li> <li>• a measure relating to change in landscape / townscape character, for example the loss of historic landscape features, erosion of character and distinctiveness;</li> <li>• the renewal and reuse of buildings of historic or architectural interest;</li> <li>• improvements in the management of historic and archaeological sites, features and areas;</li> <li>• facilitating greater understanding, enjoyment and access to the area’s historic assets;</li> <li>• improvements in the quality of the townscape, such as through the delivery of street/public realm audits, improvement works, de-cluttering works in both urban and rural areas.</li> </ul>	English Heritage
SA Objective 1 (human health and population) should be expanded to read: To safeguard and improve community health, safety and well being and to improve opportunities for sport and recreation.	Sport England



Objective	Consultee recommendation
<p>SA Objective 1 – some of the indicators and decision-making criteria need to be modified:</p> <ul style="list-style-type: none"> <li>• Q1b. ‘Life expectancy at birth’ should be removed from indicators and replaced with ‘areas of parks and green spaces per 1,000 population and area (not number) of sports pitches per 1,000 population’. Suggested targets for Q1b should include local targets for each authority (obtain from UDPs and SPDs). E.g. Walsall’s targets are: 0.2ha of children’s play facilities per 1,000 people; 1ha of parks and gardens per 1,000 people; and 1.6ha of playing fields and ancillary facilities per 1,000 people.</li> <li>• Q1c. Indicators should also include life expectancy at birth.</li> <li>• Q1d. ‘Area of parks and spaces’ should be replaced with indicators and targets related remediation of contaminated and derelict land.</li> <li>• Q1g. ‘Number of sports pitches’ could be replaced by ‘development of new care homes/ sheltered flats’.</li> </ul>	Walsall MBC
<p>SA Objective 3 (waste) should be reworded: ‘To minimise unnecessary waste, to realise the economic potential of the resources tied up in waste materials, and to reduce reliance on landfill and on transporting the Black Country’s waste elsewhere to be managed.’ In addition:</p> <ul style="list-style-type: none"> <li>• Q3a. Replace with: ‘Will it encourage local communities and businesses to avoid unnecessary waste and take more responsibility for managing the waste that does arise?’ Suggested indicator – the extent to which major developments address waste management issues; suggested target - % of major planning applications accompanied by site waste management plans (SWMP) in line with advice in PPS10, or other waste management statements.</li> <li>• Q3b. Replace with ‘Will it encourage more sustainable management of waste and resources, and move waste up the “waste hierarchy,” helping to reduce reliance on landfill?’ Suggested indicator – proportion of municipal waste recycled, composted or recovered compared to proportion sent to landfill; targets – LATS targets, RSS landfill diversion assumptions.</li> <li>• Q3c. Replace with ‘Will it add to or improve the range of waste management facilities currently available in the Black Country, reducing the need for waste to be transported elsewhere for management?’ Suggested indicator – new waste management capacity coming forward per annum (AMR Core Output Indicator); suggested targets – RSS Phase 2 requirements when we know what they are.</li> <li>• There are more indicators and targets than you have indicated –BVPI indicators, Local Statutory Performance Standards and Landfill Trading Allowance Scheme (LATS) targets. There is also an RSS and AMR Core Output Indicator relating to new waste management capacity coming forward per annum, which relates directly to Q3c.</li> </ul>	Walsall MBC
<p>SA Objective 5 (climate change mitigation) should have an additional question – ‘Will it generate significant amounts of greenhouse gases, or increase the amounts of greenhouse gases currently produced?’ Suggested indicators – CO2 emissions by end user.</p>	Walsall MBC

Objective	Consultee recommendation
<p>SA Objective 6 (housing) – An additional question could be ‘Does it provide for the essential infrastructure that local communities need, such as transport, waste management, energy, water, education and health care?’, whilst some of the indicators and targets need to be modified:</p> <ul style="list-style-type: none"> <li>• Q6a. ‘Vacancy rates’ should be replaced with ‘the number of affordable homes developed (of each category), compared to the total number of homes developed (net and gross).’ The RSS has local targets for affordable housing, and sheltered housing, provision for gypsies and travellers could also be considered.</li> <li>• Q6b. Possible measures might include the number of major housing schemes that apply a characterisation based approach towards design, or the number of major housing applications refused on design grounds.</li> <li>• Q6c. The main indicator is number of vacant properties, although this is difficult to measure as there are different definitions. Proportion of affordable housing vacant should not be used, because it will inevitably include large numbers of public sector dwellings that are empty pending a major refurbishment or redevelopment scheme!</li> </ul>	Walsall MBC
<p>SA Objective 7 (economic development)</p> <ul style="list-style-type: none"> <li>• An additional question could be ‘Will it support/ make best use of existing physical infrastructure or provide new infrastructure where it is needed, to support the local economy?’ Possible indicators could include implementation of major new transport infrastructure, drainage, energy schemes.</li> <li>• Q7a. Rephrase: ‘Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?’</li> <li>• Q7b. Rephrase: ‘Will it encourage economic regeneration through the re-use and adaptation of existing buildings, building materials, use of previously-developed land and/or remediation of derelict and contaminated land?’</li> <li>• Q7c. Rephrase: ‘Will it support or encourage social enterprise and the development of new environmental technologies?’</li> </ul>	Walsall MBC
<p>SA Objective 11 (water quality) – this is not really a separate issue and belongs with Objective 14 (environmental quality)</p>	Walsall MBC
<p>SA Objective 12 (use of resources) – rename ‘management and use of resources’.</p> <ul style="list-style-type: none"> <li>• Reword: ‘To use and manage the Black Country’s land, soil, mineral, water and energy resources prudently and efficiently, having regard to the needs of future generations, and to promote and encourage the use of alternatives to non-renewable resources wherever possible.’</li> </ul> <p>Questions should be more generic, for example:</p> <ul style="list-style-type: none"> <li>• Will it safeguard the Black Country’s material resources for future use and prevent them from being sterilised or wasted?</li> <li>• Will it allow local supplies of material resources to be maintained in the long-term, to meet local, regional and national requirements?</li> <li>• Will it make prudent use of finite or scarce material resources and minimise the need to use them through efficient management or by promoting the use of alternatives?</li> </ul>	Walsall MBC
<p>SA Objective 13 (biodiversity) – rename ‘biodiversity and geodiversity’ and rephrase Q13b. to refer to sites designated for their geological interest.</p>	Walsall MBC

Objective	Consultee recommendation
<p>SA Objective 14 (environmental quality)</p> <ul style="list-style-type: none"> <li>• Reword objective: 'To maintain, and where necessary, improve, the overall quality of the natural and built environment.'</li> </ul> <p>Additional questions could include:</p> <ul style="list-style-type: none"> <li>• Will it help to maintain or improve the quality of material resources, particularly scarce or finite resources?</li> <li>• Will it help to maintain or improve the quality of the natural environment for example, through retention of/ provision of natural greenspace, nature reserves and recreation areas and areas of landscape character?</li> <li>• Will it help to maintain or improve the quality of the built environment, for example, through retention of local landmarks and historic buildings/ townscape, and high quality design, layout and landscaping?</li> </ul>	<p>Walsall MBC</p>

These comments have been incorporated where appropriate through the updated SA Framework of objectives and indicators. The SA Framework has been discussed in more detail in **Chapter 3** of this Publication SA Report.

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## **Appendix C: Scoping Report responses**

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## Scoping Report consultation responses and how they have been taken into account

Organisation & contact: English Heritage (Amanda Smith, Regional Planner)				
Date received: 11 April 2007				
Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
			<b>Approach to Sustainability Appraisal</b>	
1	1	2	"...be helpful to clarify how the Scoping Report and appraisal process will be related to subsequent Local Development Documents and their accompanying appraisals as prepared by the Black Country local authorities...we generally recommend the adoption of a tiered approach to the appraisal of different levels of plan. For example, although the broad framework set out in the Scoping Report may be appropriate for higher level strategic Development Plan Documents such as the Core Strategy, the framework would need to be more tailored for other documents such as Supplementary Planning Documents."	BCAs to be advised that a tiered approach for the SAs should be carried out for remaining LDDs.
2	1	General	Throughout the documentation of the appraisal process we recommend that explicit cross references are made to the formal requirements of the Strategic Environment Assessment (SEA) Directive.	Relevant cross references to be included in subsequent SA Reports
3	2	General	English Heritage strongly advises that the conservation and archaeological staff of the Black Country Local Authorities are closely involved throughout the preparation of the LDF and its associated appraisal process.	Relevant staff at BCAs will continue to be closely involved in the SA process
4	2 to 4	3 and Appendix C	<b>PPP Review</b>	
			<b>International PP additions:</b>	
			The European Landscape Convention	Add to PPP Review.
			The Convention on the Protection of Archaeological Heritage (Revised) (Valetta Convention)	Add to PPP Review.
			UNESCO World Heritage Convention - Convention concerning the Protection of World Cultural and Natural Heritage (1972, UNESCO) ('The World Heritage Convention')	Add to PPP Review.
			<b>National PPP additions:</b>	
			Planning (Listed Buildings and Conservation Areas) Act 1990	Add to PPP Review.
			Ancient Monuments and Archaeological Areas Act 1979	Add to PPP Review.
			Heritage Protection White Paper (March 2007)	Add to PPP Review.
			MPS1 Planning and Minerals (in particular to take account of Annex 3 (Natural Building and Roofing Stone) which is important for the historic environment in terms of the conservation and sustainable long-term management of the Region's historic buildings and structures and indeed enabling new development that is well designed and reflects and strengthens local character and distinctiveness.)	Add to PPP Review.
			PPS 1: Delivering Sustainable Development	Add to PPP Review.
			PPS 7: Sustainable Development in Rural Areas	Add to PPP Review.
			<b>Regional PPP additions</b>	
			Note that the proposed Regional Historic Environment Strategy is still at a very early stage of preparation and is unlikely to be completed until 2008	Comment noted
			<b>Sub regional PPP additions</b>	

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
			A technical report was produced in 2005 on Environmental Quality (available on the Black Country Consortium website), this includes sections on the historic environment and would offer a useful source of summary information and issues.	Report to be considered
			<b>Local PPP additions</b> The cultural strategies (where prepared) for each of the Councils should be referred to or alternatively the community strategy where the two have been combined.	PPPs to be reviewed
		4	<b>Baseline</b>	
5	4	4.33	Data sources: For up-to-date data on the historic environment the Historic Environment Record (formerly Sites and Monuments Records) for the Black Country local authorities (*) must be used rather than the Black Country Observatory. [*Black Country Archaeological Service for Walsall and Wolverhampton (based in Wolverhampton); Sandwell MBC; Dudley MBC]	Point noted
6	5	4.55	As a general comment we consider that the summary underplays the historic environment resource of the sub-region. This is principally due to its limited focus on designated sites rather than a holistic interpretation of the historic environment as previously emphasised. Care must also be taken in making very generalised statements, such as regarding the 'relatively low numbers of listed buildings'. The key message is that the historic environment is a finite and irreplaceable resource – it cannot be recreated once lost, and is hence a key consideration in delivering sustainable development.	Historic environment to be rewritten subsequent to these and other consultation comments from Birmingham CC, Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service on the Scoping Report related to historic environment. Remaining comments to be noted throughout rest of SA process
7	5	4.55	In more accurately summarising the sub-region's historic resource it may be helpful to consider 4 broad themes: archaeology; historic buildings; historic areas; historic landscapes and towns.	Update the structure of the baseline summary for cultural heritage?
8	5	4.55	Need to include the sub-region's non-designated historic resource via contacting the relevant local authority Historic Environment Record (Sites and Monument Record) We understand that each of the Black Country local authorities has prepared or is in the process of preparing local lists	Liaise with the Black Country LAs to gain access to these lists
9	5	4.55	Consideration must be given to Scheduled Monuments and other nationally important archaeological remains - since not all are scheduled	Comment noted
10	5	4.55	Further information could be provided on the sub-region's canal network given its World Heritage Site designation	Black Country Canals World Heritage Site is still at proposal stage- the canal network has yet to be designated.
11	5	4.55	The condition of the historic resource should be also an important consideration for the baseline	Utilisation of the 2006 Buildings at Risk Register and local authority data
12	5	4.55	English Heritage has completed a Scheduled Monuments at Risk survey for the region, the results of which should be made available to the local authority Historic Environment Records later this year	Will be utilised as a future data source during the assessment when data becomes available
13	6	4.55	A new BVPI on conservation areas has been introduced (Reference: ODPM BVPI 2005/6 Report) and hence should ideally be reflected in the baseline. The indicator has three parts: (i) total number of conservation areas in the local authority area; (ii) percentage of conservation areas in the local authority area with an up-to-date character appraisal; (iii) percentage of conservation areas with published management proposals.	Indicators to be included. Information to be sought from Local Authorities' conservation staff



Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
14	6	4.55	Consideration must be given to the historic character of the sub-region's landscapes and townscapes. A key source of information is the Black Country Historic Landscape Characterisation project (contact: Mike Shaw, Wolverhampton City Council). There are also the Landscape Character Assessments for the neighbouring shire counties of Staffordshire and Worcestershire which may extend to the sub-region's urban fringe.	Additional SA objective on landscape and townscape to be included
15	6	Table 4.5	Table 4.5 should be amended to reflect our comments above, and in particular: - the expansion of the table to include local data sets on the historic environment resource - verifying all data to the most up-to-date source (e.g. Heritage Counts 2006, and the local authority Historic Environment Record) - conservation areas and data relating to the BVPI - clarifying the scope of the Buildings at Risk data (the most up-to-date national Register is 2006) and including local at risk information.	Table to be updated to reflect comments
		5	<b>Key Issues, Problems and Opportunities</b>	
16	6	5.15	We consider that greater prominence should be given to the wider issue and indeed opportunity of protecting, enhancing and managing the sub-region's historic environment resource in order to retain and strengthen the distinctive character and identity of the sub region (sustaining and creating sustainable communities) – not just in supporting its tourism economy.	Comment noted
17	7	5.15	The following list provides examples of the <b>environmental problems</b> , issues and opportunities which we would expect authorities to take into account in the SEA/SA process.  <ul style="list-style-type: none"> <li>• Areas of significantly degraded landscape / townscape or areas where, on current trends, there is likely to be further significant loss of landscape/ townscape character or quality (e.g. mature suburbs and loss of historic character through intensification; historic town centres and insensitive development).</li> <li>• Areas where development has had or is likely to have significant impact upon the historic environment and or people's enjoyment of it. (e.g. development pressure along the canal network)</li> <li>• Traffic congestion, air quality, noise pollution and other problems affecting the historic environment.</li> <li>• Opportunities for heritage-led regeneration.</li> <li>• Opportunities for the sustainable reuse of historic buildings (e.g. from office use in town centres to the sustainable adaptation of the historic building stock in areas of low demand housing).</li> <li>• Opportunities for delivering the improved maintenance and management of historic assets.</li> <li>• Opportunities for providing better access, understanding, appreciation and enjoyment of the historic environment.</li> </ul>	These environmental problems will be addressed through the assessment carried out as part of the SA.
18	7	6 and App D	<b>Sustainability Objectives and Appraisal Framework</b>	
19	7	6 and App D	Objective 3 (waste): Q3c – this should take into account the sustainability benefits of reusing the existing built stock.	Inclusion of additional decision making criterion
20	7	6 and App D	Objective 7 (economic development): Q7b – reuse of existing buildings is an important strand for the sustainable management of the historic environment.	Comment noted
21	7	6 and App D	Objective 9 (services): cultural facilities should be included as part of this objective.	Objective includes equitable access to cultural facilities

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
22	7 to 8	6 and App D	<p>Objective 10 (cultural heritage and built environment)- should be separate objectives for landscape/townscape and cultural heritage.</p> <p>Headline objectives suggested:</p> <p>Cultural heritage: To protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.</p> <p>Landscape/townscape: Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.</p>	Additional SA objective on landscape and townscape to be included
23	8	Appendix D	<p>Possible themes for the <b>sub objectives</b> could cover:</p> <p>will it ....</p> <ul style="list-style-type: none"> <li>• preserve or enhance archaeological sites/remains;</li> <li>• preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal;</li> <li>• preserve or enhance the character and appearance of conservation areas and historic parks and gardens;</li> <li>• facilitating community involvement in identifying other culturally important features and areas and aiding their protection and enhancement;</li> <li>• improve and broaden access to, understanding, and enjoyment of the historic environment</li> <li>• safeguard and enhance the character of the landscape/townscape and local distinctiveness and identity</li> <li>• support heritage-led regeneration and capitalise on the social and economic contribution of the historic environment to the regeneration of the Black Country</li> </ul>	Themes for sub-objectives to be considered and included where appropriate
24	9	Appendix D	<p>Possible <b>indicators</b> include:</p> <ul style="list-style-type: none"> <li>• a measure of the impact (damage) to a range of historic assets (including their settings) i.e. number, % or area of historic buildings, sites and areas affected (designated and non designated aspects);</li> <li>• Loss or damage to historic view lines and vistas</li> <li>• use of detailed characterisation studies informing major development proposals;</li> <li>• a measure relating to change in landscape / townscape character, for example the loss of historic landscape features, erosion of character and distinctiveness;</li> <li>• the renewal and reuse of buildings of historic or architectural interest;</li> <li>• improvements in the management of historic and archaeological sites, features and areas;</li> <li>• facilitating greater understanding, enjoyment and access to the area's historic assets;</li> <li>• improvements in the quality of the townscape, such as through the delivery of street/public realm audits, improvement works, de-cluttering works in both urban and rural areas.</li> </ul>	Indicators to be considered and included where appropriate
		Later stages of SA	<p>Potential <b>significant effects</b> on the historic environment can involve the following general categories:</p> <ul style="list-style-type: none"> <li>• Loss or damage to any historic asset and/or its setting</li> <li>• Conservation and enhancement of any historic asset</li> <li>• Loss of or erosion of historic landscape/townscape character</li> </ul>	These possible significant effects will be considered during assessment stages

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
		Later stages of SA	<p><b>Assessment of Effects</b> When assessing the significance of impacts on the historic environment (and the monitoring of significant effects), including within this architectural and historic landscape quality, the following should be considered:</p> <ul style="list-style-type: none"> <li>• Rarity and trends</li> <li>• The historic environment is irreplaceable</li> <li>• Thorough understanding of the historic environment can inform new development and avoid or reduce significant impacts</li> <li>• The inextricable link between the historic and natural environment and landscape</li> <li>• Cumulative impact. When considering impacts on the historic environment, care must be taken before concluding that impacts on individual heritage sites are not strategically significant. This is because individual sites can have regional or national significance, perhaps through scarcity or individual associations, or because the cumulative minor impacts on a range of individual sites becomes significant or the effect of small impacts, or loss of features, which are not significant individually</li> </ul>	These will be considered during assessment
25	9 to 10	Later stages of SA	<b>Mitigation</b> should have an impetus on preventing, reducing or off-setting significant effects, in addition to considering opportunities for enhancement.	Mitigation will address these

Organisation & contact: Environment Agency (Andrew Heaton)  
Date received: 20 April 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
		4	<b>Baseline Data</b>	
1	1	4.5.13	Limited data on water resources relating to groundwater- there has been heavy abstraction leading to a reduction in groundwater levels. The Environment Agency is involved in a programme to restore sustainable abstraction in parts of the unit that have been adversely affected by abstraction.	Baseline to be updated to reflect comment. Text on groundwater and surface water included in response to be incorporated where appropriate as part of baseline text.
2	1	4.5.13	Regarding flood risk, PPS 25 requires all LPAs to carry out a Strategic Flood Risk Assessment (SFRA) to inform the preparation of their LDF. The SFRA should be a freestanding assessment that will contribute to the Sustainability Appraisal of their LDF. In the case of the Black Country, none of the LPAs have yet done this, either individually or collectively. However, we understand that the scope of a Black Country SFRA has now been agreed in principle; reference to this therefore needs to be made.	SFRAs will be taken into account as and when results become available.
		5	<b>Key issues</b>	
3	1	5.1.4	Climate Change: Although fluvial flooding may not be a major risk, foul flooding (through sewers etc) may be if development is not properly planned.	To be included in Key Issues

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
4	1	5.1.10	Material Assets – no mention of contaminated land as a key issue	Contaminated land has been included as a key issue under the water section (5.1.12). Issue has also been included under sub-objectives in SA objectives 7 and 10 in the Scoping Report. Potential inclusion under Key Issues however.
5	1	5.1.12	Water – There is no mention of water resources, which should be a “Key Issue” for the Black Country. A report recently written for the West Midlands RSS suggests that the impact of housing growth on public water supplies in the area could be significant unless there is a combination of new water resource development, treatment, distribution, leakage reduction and demand management.	To be included in Key Issues
6	2	5.1.12	No mention of sustainable sewerage infrastructure for development/ growth with in Black Country	To be included in Opportunities
7	2	5.1.12	Although flood risk may considered to be lower here than in other parts of the West Midlands, the Black Country has a unique set of issues relating to flood risk that could be exacerbated by the impact of climate change. In particular, surface water flooding could become an increasing problem due to the high level of impermeable surfaces and the extensive network of culverted rivers. There is also a need to consider the potential effects of surface water run-off on communities downstream of the Black Country.	Key Issues and description to be updated
8	2	5.1.12	Consideration should be given to an integrated solution to water management that takes account of flood risk early in the planning process. The only way that this can be done effectively is by carrying out a SFRA before any land allocations and development control polices are finalised. The SFRA will provide the information needed to apply the sequential approach.	SFRAs for the Black Country authorities have not been carried out to date. They will be taken into account as and when results become available.
<b>Sustainability objectives</b>				
9	2	Table 6.1	Objective 6 - Add “...with sustainable sewerage infrastructure”	Too specific for inclusion in objective itself. Potential to include in Decision Making Criteria under objective
10	2	Table 6.1	Objectives 11, 12 - We approve the references to water resource conservation in Objectives 11 and 12, but this needs to be backed up by evidence, and recognition in the “Key Issues” section.	Update baseline and key issues
11	2	Table 6.1	Additional SA Objective: “To avoid flood risk to people and property, taking into account the impacts of climate change”	SA objective 4 addresses these issues.

Organisation & contact: Natural England (Graham Walker)

Date received: 23 April 2007

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Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
1	Attachment	General	Generic advice note provided outlining NE's priorities for the Core Strategy including related to: Climate Change Green Infrastructure High standards of design Protecting and enhancing natural assets Designated sites Environmental assets that are not statutorily designated Landscape character Rural-urban fringe Accessibility to the countryside and sustainable recreation Sustainable transport Promoting renewable energy	Environmental priorities described in NE's generic Core Strategy advice note will be considered throughout the SA process.
2	1	Section 4 and 5	In an urban area such as the Black Country, green infrastructure is of great importance- even if there is a limited baseline available on this resource.	Green infrastructure has been addressed by Scoping Report- in Opportunities- (Section 5.2) and SA sub-objective 7d
3	1	Later stages of SA	More reference to Accessible Natural Greenspace in the final SA documents.	Accessible Natural Greenspace standards will be considered throughout the SA process
4	1	Section 5	One area that does not appear to have been addressed is the impact of aerial pollutants, particularly atmospheric nitrogen, on the natural environment. Lowland heathland is particularly vulnerable in this respect and, although outside the Black Country, Cannock Chase Special Area of Conservation already receives atmospheric nitrogen at levels that exceeds the acceptable threshold. Some of this may originate in the Black Country and it is likely that other heathland sites in and around the sub-region are being degraded by pollutants being generated within the core strategy area.	Update key issues? To discuss.

Organisation & contact: Forestry Commission (Simon West, Implementation manager)

Date received: 18 April 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
1	1	Section 4	We commend the Black Country Urban Forest (BCUF) as a good example of a cross-cutting environmental enhancement initiative across the four boroughs (e.g. <a href="http://en.wikipedia.org/wiki/Black_Country_Urban_Forest">http://en.wikipedia.org/wiki/Black_Country_Urban_Forest</a> , <a href="http://www.millennium.gov.uk/cgi-site/awards.cgi?action=detail&amp;id=20&amp;t=2">http://www.millennium.gov.uk/cgi-site/awards.cgi?action=detail&amp;id=20&amp;t=2</a> ). This initiative saw investment of over £7.5m in the Black Country over 6 years. A summary of the biodiversity of the BCUF is at <a href="http://www.wildlifetrust.org.uk/urbanwt/publications/bcuf/">http://www.wildlifetrust.org.uk/urbanwt/publications/bcuf/</a> . A review of the initiative is available from the Arboricultural Association - <a href="http://www.urbanforestrysouth.org/Resources/Library/Citation.2004-11-03.P260">http://www.urbanforestrysouth.org/Resources/Library/Citation.2004-11-03.P260</a>	BCUF to be looked into in more detail, including for baseline data
2	1	5.2	The redevelopment of former manufacturing (and other PDL) sites should always include provision for green infrastructure as a vital component of functional infrastructure	Green infrastructure has been addressed by SA Framework and will be applied as such throughout the assessment
3	2	6.3, Table 6.1	Trees and woodlands and their products can help address/mitigate many of the objectives in table 6.1, e.g. air quality mitigation (reduction in SOx, NOx, particulates etc), reducing heat island effect, water quality/quantity (increasing retention, delaying run-off, filtering), enhancing image and helping encourage inward investment, wood for sustainable construction and renewable energy etc	Value of trees will be recognised throughout the SA process

Organisation & contact: Birmingham City Council (Dr. Mike Hodder, Planning Archaeologist)

Date received: 12 April 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
			<b>Baseline</b>	
1	1	4.5.5	This ought to refer to the historic environment, i.e. historic buildings and structures, archaeological remains and historic townscapes and landscapes. This para is very short compared with others in this section and could be expanded to make the point that only part of the historic environment consists of designated sites	Baseline description to be augmented
2	1	Table 4.5	Should also include number of archaeological sites in the Historic Environment Records, and include conservation areas	Baseline description to be augmented
3	1	5.1.5	Add to the para about heritage-led regeneration a statement that retention and reuse of historic buildings rather than their replacement by new build also avoids loss of the energy input involved in their construction, waste generation through demolition, and energy expenditure in production of materials for new build and is therefore part of sustainable development.	Key issues and description for cultural heritage to be updated
4	1	Appendix C	PPP review for cultural heritage This also needs to include Historic Environment Records - Dudley MBC, Sandwell MBC and Joint Walsall and Wolverhampton- These are not the same as "Record of Scheduled Ancient Monuments, Conservation Areas and Listed Buildings"	Historic Environment Records not a PPP.
			<b>SA Framework</b>	
5	1	Appendix D	Objective 10: Cultural Heritage: This seems to be a mixture of the historic and natural environments and does not adequately include the historic environment	Include additional objective

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
6	1	Appendix D	Question to include- Will it protect and enhance the historic environment?	Include additional question under new objective
7	1	Appendix D	Additional Indicator- percentage of developments which protect and enhance the historic environment	Is this measurable? Who will measure this- and under what assumptions?

Organisation & contact: Wolverhampton Conservation and Urban Design Section and Black Country Archaeology Service (Sue Whitehouse, Conservation Officer)

Date received: 4 April 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
			<b>Baseline</b>	
1	1	4.3	Data sources – all four local authorities have access to data on the historic environment held in a Sites and Monuments Record (SMR) or Historic Environment Record (HER). In addition the Black Country wide Historic Landscape Characterisation project is nearing completion. Data is held on GIS linked databases. ( <i>Lists of contacts are given in letter</i> )	Data sources to be considered
2	1	4.5.5	The Black Country contains a diverse historic environment - not just 'sites'. This historic environment contains a variety of buildings, structures, archaeological sites, designed landscapes and distinctive townscapes. The scoping report generally places too much emphasis on individual sites and 'designated' sites. The whole Black Country landscape is a product of human activity over hundreds if not thousands of years. Non designated sites and distinctive urban landscapes play an important role in the cultural identity of the area.	Include additional objective to be included on townscape/landscape as per suggested in comment 16 below
3	1	4.5.5	The English Heritage BAR Register only counts grade I and II* buildings and Scheduled Monuments at risk. The statistics quoted in this paragraph are flawed in as much as they assume that the only listed buildings at risk are those identified by English Heritage. There are many more Grade II buildings at risk than this so the % given is likely to be higher than shown. Some local authorities do have BAR surveys for grade IIs and could provide statistics  Also – why are 2005 statistics being used and not data from Heritage Counts 2006?	Assessment will take into consideration that many Grade II listed buildings (and non-listed buildings) are at risk in the Black Country.  Revisit Heritage Counts?
4	1	4.5.5	What is the basis of the comment that there are relatively low numbers of listed buildings?	Revise comment in 4.5.5
5	1	4.5.5	This figure is for Grade I and II* listed buildings and Scheduled Monuments at risk only. It does not reflect the situation for all listed buildings. This needs to be made clear in the table.	Table to be updated to reflect comment
6	1	4.5.5	The following should be included in a Local section of the table – Conservation Areas; SMR/HER archaeological site; Local List Building, Park/Garden of Local Interest.	Table to be updated to reflect comment
7	2	4.5.5	Reference needs to be made to the importance of local character and distinctive landscapes – urban and rural fringe. Cultural heritage is more than individual sites. There is a key source of data for the Black Country – the Historic Landscape Characterisation project funded through English Heritage	Townscapes and landscapes to be addressed in more detail- including through an additional objective. Historic Landscape Characterisation project to be reviewed.
8	2	4.5.5	Could also mention canals since there is a proposal to put forward the Black Country network for World Heritage Status – a further statistic may be how much of it is actually navigable – in use?	Check to see whether such a figure is available.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
9	2	5.1.5	Welcome comment on heritage-led regeneration but the impression is given that this relates to tourism objectives only. Heritage-led regeneration covers a much wider field that this including investment in historic areas and buildings to generate confidence in the local business economy and provision of new residential accommodation. Examples of this type of regeneration would be the Townscape Heritage Initiatives in Bilston, Wolverhampton, Walsall and Dudley (about to commence).	Widen reference relating to scope of heritage led regeneration
10	2	5.1.5	Welcome reference to non designated historic landscape issues and need to protect local identity. However the bland statement - "replacement of historic buildings with modern architecture" is missing the point. Good modern architecture on any scale can actually enhance the local character and distinctiveness of an area. It is poor quality design, especially of houses by the larger housing developers which is eroding local identity – CABE Audit 2007 concluded that West Midlands is one of the worst areas for poor new housing design. Loss of historic buildings is also an issue of course as developers would rather have a vacant cleared site than refurbish existing buildings. This relates to other issues in section 5.10 – 24% of waste in England is generated by demolition and construction (see Role of Historic Buildings in Urban Regeneration ODPM 2004)	Increase emphasis on the quality of design.
11	2	5.1.5	The national BAR reveals that 11 - grade I and II* listed buildings or Scheduled Monuments – not all listed buildings!	Baseline to be revised
12	2	5.1.5	There is a common conception that the main contribution that heritage makes to the economy is its value as a tourist attraction. We probably need to accept that the Black Country will never be regarded as a high profile tourist destination although it should be possible to build on specialist interests / markets – although it has to be said that the local tourist board has been trying this for years. This should NOT therefore be the first – top priority issue for culture / heritage – in the table. Indeed far too many heritage based tourist attractions simply are not sustainable in the long term and sometimes we even have to dissuade people from following the 'museum' option because they have unrealistic expectations as to how many visitors will be attracted.	Comments noted
13	2 to 3	5.1.5	The focus must move from the 'visitor' towards the 'user/occupier' because it is only this that will lead to the long term sustainable use and management of heritage assets – including Buildings at Risk. There is an issue of Black Country residents, businesses and developers under appreciating their own local heritage and not maximising its use for a whole range of uses – residential, commercial, leisure, education – and occasionally tourism. So would it be appropriate to have as issue/problem such as lack of awareness/under appreciation/under valued heritage?	Include lack of awareness and underappreciation of heritage assets as a key issue
14	3	5.1.5	Agree that historic buildings are at risk in the area but care must be taken using EH BAR data to support this claim.	Comment noted
15	3	Table 6.1	SA Objectives: Welcome objective 10, in particular the reference to 'manage' in addition to the standard protect and enhance.	No action needed
16	3	Table 6.1	Would be useful to include a specific objective to cover the wider issue of landscape / townscape which may then also embrace the concept of promoting quality in urban design. For example "To conserve, maintain and improve the distinctive character and appearance of urban townscapes and landscapes".	Include additional objective- reflects other comments received on the Scoping Report



Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
17	3 to 4	Appendix C	<p>PPPs</p> <p>The following should be added to the list:</p> <p><b>International</b></p> <p>European Landscape Convention (2006)</p> <p>The Council of Europe's Valletta Convention / Convention on the Protection of Archaeological Heritage (1992)</p> <p>The Council of Europe's Granada Convention / Convention on the Protection of the Architectural Heritage of Europe (1995)</p> <p><b>National</b></p> <p>Planning (Listed Buildings and Conservation Areas) Act 1990</p> <p>Ancient Monuments and Archaeological Areas Act 1979</p> <p>PPS1 Delivering Sustainable Development</p> <p>Heritage White Paper (2007)</p> <p><b>Local</b></p> <p>Reference should be to the (three) Sites and Monuments Record or Historic Environment Record for the following areas: Sandwell MBC; Dudley MBC; and Black Country (which now covers Walsall and Wolverhampton). Also note that these records cover all aspects of the historic environment both designated sites and other data on heritage sites of all kinds – built, archaeology, landscape etc .</p> <p>Should reference be made to the UDPs of the four districts as these are current policy documents?</p> <p>Conservation Area appraisals and Management Plans – all districts will be preparing these.</p>	<p>Include PPPs where appropriate</p> <p>Local Sites and Monuments Records are not PPPs however.</p>
18		Appendix C	<p>PPP Review for Landscape and Townscape</p> <p>Clearly there will be significant overlaps between this section and that on Cultural Heritage – for example it is noted that the European Landscape Convention is mentioned under this section but not in the Heritage PPP.</p> <p>National</p> <p>PPS 1 Delivering Sustainable Development</p> <p>PPG 2 Green Belts</p> <p>Sub Regional</p> <p>The Black Country Historic Landscape Characterisation Project – Author is the Black Country Archaeology Service</p>	

Organisation & contact: Sport England (John Berry)

Date received: 26 March 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA												
				Action for SA												
				Action for SA												
1	1	All	As you may be aware, the Government's policy for sport, set out in 'Game Plan' essentially requires the level of participation in physical activity to increase, with a target of 70% of the population taking 30 minutes moderate exercise 5 times a week. This will have obvious individual health benefits, economic benefits through the reduction of the current burden on the health service and social benefits in terms of promoting more socially inclusive communities. In terms of land use planning, PPS 1 is also clear that making appropriate provision of sport and active recreation is an important element in the promotion of sustainable development. I am therefore concerned that sport and active recreation appear to have been largely omitted as an identified issue to be considered by the SA report. It is noted that reference is made to participation in sport and exercise in relation to health on page 49 but the importance of sport as a sustainability issue appears to have been significantly underplayed.	Comments to be addressed- see below												
2	1	Appendix C	<b>PPP review</b> The inclusion of 'Game Plan' is welcomed. However, other appropriate documents like the Regional Plan for Sport and any Sport and Recreation/Leisure/Culture Strategies that have been prepared by the Black Country authorities should also be referenced.	Additional PPPs to be included related to sport												
3	1	4.5	<b>Baseline</b> The results of the Active People survey were published in December last year. The survey is the largest ever survey of sport and recreation to be undertaken in Europe- provides reliable statistics on participation in sport and active recreation for all 354 Local Authorities in England. The survey has indicated that the 4 Black Country authorities score very poorly in terms of the percentage of the adult population undertake the 3 x 30 minutes per week moderate intensity sport and active recreation recommended by Government. I have set out below how the authorities compare to a national average of 21% and regional average of 19.3% and how the authorities rank in relation to the other 354 local authorities in England.  <table border="0"> <tr> <td>Dudley</td> <td>16.7%</td> <td>340th</td> </tr> <tr> <td>Wolverhampton</td> <td>16.1%</td> <td>347th</td> </tr> <tr> <td>Walsall</td> <td>16.1%</td> <td>348th</td> </tr> <tr> <td>Sandwell</td> <td>14.9%</td> <td>351st</td> </tr> </table>	Dudley	16.7%	340th	Wolverhampton	16.1%	347th	Walsall	16.1%	348th	Sandwell	14.9%	351st	Data to be included within the baseline
Dudley	16.7%	340th														
Wolverhampton	16.1%	347th														
Walsall	16.1%	348th														
Sandwell	14.9%	351st														

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
4	1	4.5	Sport England would strongly encourage the use of the data in the baseline for the Core Strategy and other future LDF documents. Further information on the survey can be accessed at <a href="http://www.activepeoplesurvey.com">www.activepeoplesurvey.com</a> . All Local Authorities in England are registered to access the data and the 'gatekeepers' for the Black Country authorities are:  Sandwell: Mark Macdonald Dudley: Matt Weetman, Neil Langford Walsall: Zoe Christian, Paul Wider Wolverhampton: Amy Moreton, Kerry Norman	Datasets will be made accessible for use by the Core Strategy development team
5	1	5.18	<b>Key Issues, Problems and Opportunities</b> Given the additional PPP data and baseline information, Sport should be identified as an important issue for the SA to consider to cover participation rates, access to facilities, quality of facilities etc.	Key issue related to sport to be included
6	1	Table 6.1	<b>SA Objectives</b> Having established Sport as a important sustainability issue, this needs to be reflected in the SA objectives. I would therefore encourage that SA objective 1, as set out on page 56 is expanded to read;  To safeguard and improve community health, safety and well being and to improve opportunities for sport and recreation.	Update objective

Organisation & contact: Walsall MDC (Dawn Harris, Principal Strategy Officer- Minerals and Waste)

Date received: 18 May 2007

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
1	1	1.8	Black Country Vision and Objectives  Need to update this section to reflect Panel Report into RSS Phase One Revisions and Panel Report Annexes (in particular, revised strategic objectives and new policy on Climate Change). See Black Country Consortium website ( <a href="http://www.blackcountryconsortium.co.uk/page.asp?PageRef=88">http://www.blackcountryconsortium.co.uk/page.asp?PageRef=88</a> )	Subsequent SA Reports will be up to date with revised strategic objectives
2	1	1.1	Mining has ceased but quarrying has not – Black Country is still a significant producer of clay for brick making (Etruria Marl).	Comment noted
3	1	2.1	Should also refer to the Regional Sustainable Development Framework, "A Sustainable Future for the West Midlands," not necessarily as best practice (because it isn't compliant with the SEA Directive), but because it has established a series of sustainability principles and objectives for the region from which ours should be developed. See WMRA website ( <a href="http://www.wmra.gov.uk/page.asp?id=155">http://www.wmra.gov.uk/page.asp?id=155</a> ).	Regional Sustainable Development Framework has been considered in PPP Review
4	1	2.2.3	Page 18: In box, reference to EqIA needs to refer to legal requirements under Disability Discrimination Act 2005 and Equalities Act 2006. The duties of authorities regarding disability and gender equality enshrined within these new Acts have now come into effect.	To include in text in SA Reports

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
5	2	Table 4.2	There are 9 AQMAs now but there will soon be 4, covering the whole of the Black Country, because Dudley are currently consulting on declaring the whole borough an AQMA – see Dudley’s website for details ( <a href="http://www.dudley.gov.uk/environment--planning/pollution-control/air-quality">http://www.dudley.gov.uk/environment--planning/pollution-control/air-quality</a> ). This could be covered in a footnote.	Baseline to be updated
6	2	4.5.3	<p>Title should be amended to “Biodiversity and Geodiversity,” and summary should highlight key geodiversity issues:</p> <ul style="list-style-type: none"> <li>• The geology of the Black Country is of international importance - relative to its area, the Black Country has the most diverse geology of any area in the world</li> <li>• The Black Country’s geological resources have shaped its historic development and local character/ distinctiveness, as well as its landscape, habitats and biodiversity</li> <li>• Several SSSIs in Dudley and two sites in Walsall have been designated for their geological rather than their nature conservation importance, and we also have geological SINCS (instead of RIGGS)</li> <li>• There is current bid for the Black Country to be designated as a Geopark, and several of the “Urban Park” projects are linked to geological heritage</li> </ul> <p>For further information, please contact Graham Worton, Keeper of Geology at Dudley Museum &amp; Art Gallery on 01384 815574 or email <a href="mailto:graham.worton@dudley.gov.uk">graham.worton@dudley.gov.uk</a>.</p>	Summary to be updated to include geodiversity issues
7	2 to 3	Table 4.3	<p>LNRs: the 2005 figure for Walsall (155 ha) is incorrect. It should be the same as the 2006 figure, i.e. 227 ha. There have been no changes to Walsall LNRs since 2004.</p> <p>SLINCs: the 2005 figure for Walsall (1,103 ha) is incorrect. It should be the same as the 2006 figure, i.e. 439 ha. There were no changes to Walsall SLINCs between 2005 and 2006. However, the figure may change in the future, as a review of SINCS and SLINCS in Walsall is underway.</p> <p>SSSIs – the 2005 figure for Walsall (70 ha) is incorrect. It should be the same as the 2006 figure, i.e. 69 ha. The actual figure is 69.2 so assuming you are rounding to the nearest ha it should be 69. There has been no change to SSSIs between 2005 and 2006.</p> <p>SACs – the 2005 figure for Walsall (0.58 ha) is incorrect. It should be the same as the 2006 figure, i.e. 0.64 ha. There were no changes to the SAC between 2005 and 2006.</p>	Biodiversity baseline to be updated

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
8	3	4.5.5	<p>We should be saying something about net loss/ gain of listed buildings as well as buildings “at risk,” and we should also be saying something about how we are preserving and enhancing our conservation areas. One measure of how well we are fulfilling this duty is the percentage of conservation areas that have up-to-date character appraisals and management plans in place, which is a BVPI monitoring indicator.</p> <p>For Walsall:</p> <ul style="list-style-type: none"> <li>• During 2005/06, no listed buildings in Walsall were lost, but 13 new entries were added to the statutory list (see Walsall AMRs 2005 and 2006).</li> <li>• At March 2007, Walsall had 18 conservation areas of which 5 had up-to-date character appraisals and management strategies (27.7%) – see Walsall AMR 2006. The Council has a rolling programme to prepare them for the other areas and should have complete coverage within the next 4 years.</li> </ul>	Update baseline- gain similar info for other BCAs?
9	3	Table 4.5	Heritage Counts 2006 is now available and provides up-to-date information for each authority area (see English Heritage website <a href="http://www.english-heritage.org.uk/hc2006/">http://www.english-heritage.org.uk/hc2006/</a> )	Consider 2006 Heritage Counts
10	4	4.5.11	I suggest you break this down with sub-headings, as it is not immediately apparent to most people what things fall under the heading of “material assets.” Waste and Material Resources sub-heading: Current thinking/ national policy is moving away from the concept of waste and towards the concept of material resources/ supply cycles/ mass balance – the sub-heading should reflect this.	Consider augmenting baseline description
11	4	4.5.11	Surely land is also a material asset – do we not need to look at remediation of brownfield, derelict and contaminated land under this heading? See authorities’ AMRs and RSS AMR for further information on performance re: reclamation of derelict land and cross refer to Table 4.9 re: brownfield development.	Consider augmenting baseline description
12	4 to 6	4.5.11	Waste: See Waste Background Paper for details of baseline information. ( <i>Consultee provides updated data for waste.</i> )	Include suggested waste data where relevant
13	6 to 10	4.5.11	Minerals: This needs to say something about minerals, which are an important local asset. See Minerals Background Paper for details of local mineral resources and baseline information. Key things to mention here are the main minerals present, which ones are currently exploited, and the extent of permitted reserves/ mineral resources. ( <i>Consultee provides updated data for minerals.</i> )	Include suggested minerals data where relevant
14	6 to 10	Table 4.10	The baseline information should relate not only to how much waste arises, but also to how much capacity we have to manage it. The per capita figure is only relevant in terms of monitoring waste production/ minimisation. ( <i>Consultee provides updated data for waste including: Household waste arisings 2005/06; Municipal waste arisings 2005/06; Municipal waste management capacity @ April 2006; Commercial and industrial waste arisings 2005/06 (estimates); Commercial and industrial waste capacity @ April 2006 (estimate); Construction and demolition waste arisings 2005/06 (estimates); Construction and demolition waste management capacity @ April 2006 (estimate); Hazardous waste arisings 2004/05; Hazardous waste capacity @ 2004; and minerals resources.</i> )	Include suggested data where relevant

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
15	10 to 12	4.5.13	<p>You have not covered groundwater protection – some areas of the Black Country are within groundwater source protection zones, and this constrains the development that can take place above and around them.</p> <p>The maps on the Environment Agency’s website show where the groundwater source protection zones are (<a href="http://maps.environment-agency.gov.uk/wiyby/mapController">http://maps.environment-agency.gov.uk/wiyby/mapController</a>), and the Environment Group should have obtained groundwater vulnerability maps (available from BGS). There are groundwater source protection zones in the following areas:</p> <ul style="list-style-type: none"> <li>• Himley/ Kingswinford/ Wordsley (Dudley)</li> <li>• Langley (Sandwell)</li> <li>• Smethwick (Sandwell)</li> <li>• Caldmore/ Chuckery (Walsall)</li> <li>• Stonnall/ Aldridge/ Streetly (Walsall)</li> <li>• Penn/ Merridale/ Dunstall/ part of City Centre (Wolverhampton)</li> </ul> <p>As well as being an important issue in terms of water supply, this also potentially affects aggregates supply/ restoration of former quarries, as the Black Country’s only significant aggregate resources (sand) lie above a groundwater protection zone. The Environment Agency has policies governing development around the groundwater protection zones, and they will object to anything that is likely to cause pollution.</p>	Reflects Environment Agency’s comments. Include groundwater and water extraction as "Key Issues"
16	12	5.1.2	Air quality: Inconsistency with Table 4.2 and statement on pages 22-23 – should read “Hotspots are also present in Walsall, Aldridge, Blackheath, Cradley Heath and Brierley Hill town centres,” or “Hotspots are also present on the A461 in Walsall and also in Blackheath, Cradley Heath and Brierley Hill town centres.”	Insert comma in text and table
17	12	5.1.5	English Heritage will no doubt have pointed out that their “Buildings at Risk Register” represents only the tip of the iceberg – only the most important buildings are included. The Black Country’s historic townscapes and landscapes largely comprise buildings of lesser quality that nonetheless make an important contribution towards local character and distinctiveness. Many of these are also under threat from “regeneration” as well as from general neglect and incremental change.	Comments noted and to be addressed during assessment stages of SA

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18	13	5.1.7 and 5.1.9	<p>5.1.7 Economic Factors: It is important to highlight the need for sufficient employment land to be reserved to accommodate essential infrastructure, e.g. transport, waste management, energy generation, water management, education and health care. The local economy cannot flourish without such facilities. Mike Smith also has concerns about the Retail issues and problems identified and will comment separately.</p> <p>5.1.9 Housing and Previously Developed Land: The most important issue is whether or not the Black Country can accommodate all of its needs on previously developed land. There is a limit to what can be accommodated on previously developed land, and if we cannot accommodate all of the housing and infrastructure that we need, and leave an adequate reservoir of land for businesses growth/ development up to 2026, it will be necessary to consider Green Belt releases/ urban extensions.</p>	Sustainability appraisal process will address economic aspects in balance with social and environmental aspects
19	13	5.1.10	First paragraph – we do not have a large number of potential landfill sites. There are only 8 active quarries in the Black Country and some of these (e.g. those attached to brickworks) may not become available for landfill for many years. Although most minerals permissions are subject to conditions requiring restoration by landfill, I have mentioned above that there is an issue with the quarries that lie above groundwater protection zones, which can only be filled with inert materials. However, because most of these materials are now recycled, much smaller quantities are sent to landfill, which means that the sites are likely to take longer to restore than anticipated.	Text to be updated
20	13	Table 5.10	Public attitudes – this is an important key issue that has been missed. Public perceptions/ attitudes towards material assets, particularly waste, need to change. People have got used to a culture where they can just use resources without thinking about it and throw materials away when they are no longer needed. However, material resources such as land, water, energy, minerals and other materials are finite, so we cannot continue to do this. In the future we will be expected to use these resources more prudently and sparingly and to safeguard supplies for future generations. This potentially affects all communities and businesses in the Black Country, since new homes and other buildings will be expected to be built to standards that seek to minimise waste and make more efficient use of other resources.	Inclusion of public attitudes to resources as a Key Issue
21	14	Table 5.10	<p>Waste generation – in the future, a combination of Government policy, initiatives such as the National Industrial Symbiosis Project (NISP) and fiscal incentives will force people think more carefully about how they use materials, with the result that the amount of “waste” generated is likely to decrease overall. This will affect local communities and businesses alike, as everyone will be expected to produce less waste.</p> <p>Waste and resource management (not just recycling) – The reason for the heavy reliance on landfill is the lack of alternatives and the relative affordability/ availability of landfill facilities. However, this situation won’t last – the Landfill Tax is already making landfill a more expensive option, and within a few years, other methods will be more attractive/ financially viable. But we currently do not have enough facilities to recover, recycle, compost or treat all of the waste we produce now, let alone what we will produce by 2026, so the key issues facing us are therefore how we can protect and retain the waste management facilities we already have and how we can make adequate provision for the new facilities we will need. This could be difficult if most of our employment are</p>	Expand Key Issues related to Waste Management to reflect comments

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22	14	Table 5.10	Supply of mineral resources – The Black Country will be expected to make provision for the supply of mineral resources for local building and engineering needs, in line with current national, regional and sub-regional requirements. The Black Country is currently a producer of high quality brick clay, sand and secondary/ recycled aggregates. However, in the future, demand for materials may lead to pressure to expand production to cover a wider area, or to extract minerals that it is currently not economic to exploit, e.g. coal and fireclay. Those affected by this will be builders, engineers and other industries requiring a steady supply of raw materials to support future growth and development, quarry operators who are looking to exploit mineral resources, and local communities and businesses living on the edge of the built-up areas and in the Green Belt, where large-scale quarrying currently takes place and is likely to continue to take place in the future.	Include section and more detail on minerals
23	14 to 15	Table 5.10	Mineral safeguarding – The Black Country will be expected to identify known mineral resources that are likely to have economic potential, and safeguard them from avoidable sterilisation by development with other uses. They will be expected to define mineral safeguarding areas (MSAs) showing the extent of the resources (probably not in the Core Strategy but in another DPD) within the Black Country, and within these areas, other development may not be allowed unless mineral extraction takes place beforehand. Those affected by this would be owners of land within the proposed MSAs, who may be prevented from using it for other purposes, and developers who may be required to extract minerals in advance of development.	Include section and more detail on minerals
24	15	5.2	<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Third bullet – needs to go further – there is a major opportunity for the Black Country to develop as a centre of excellence for resource recovery and management/ material reprocessing</li> <li>• Fifth bullet – good building design and well-designed layouts can also help to conserve resources, e.g. water, energy, minerals, promote more sustainable modes of transport e.g. walking, cycling, public transport and improve accessibility/ social inclusion</li> <li>• Seventh bullet – buildings can be repaired, conserved and re-used, (not rejuvenated and restored, please!)</li> </ul>	Update Opportunities
			<b>PPP Review</b>	
25	15	Appendix C	PPP review: This doesn't really highlight key implications for the Core Strategy, or relevant targets and indicators.	Subsequent SA Reports to explain the process carried out for Stage A1 in more detail



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26	15 to 16	Appendix C	<p>Air</p> <ul style="list-style-type: none"> <li>• Regional Energy Strategy</li> <li>• Black Country Authorities' Local Air Quality Action Plans (in preparation)* - all four authorities have declared Air Quality Management Areas (AQMAs) covering the areas that breach national air quality objectives with respect to emissions of NO2 (i.e. all of Sandwell, Walsall and Wolverhampton, and hot spots in Dudley – although Dudley is proposing to declare whole borough an AQMA later in 2007); authorities are therefore required to prepare Local Air Quality Action Plans aimed at bringing emissions back into line with national air quality objectives</li> </ul> <p>*Include as a marker, given that all four authorities have declared AQMAs and obliged to prepare such plans, which are likely to come out during the Core Strategy preparation process.</p>	<p>Include Regional Energy Strategy Consider LAQAPs as they become available</p>
27	16	Appendix C	<p>Biodiversity</p> <ul style="list-style-type: none"> <li>• Biodiversity by Design: A Guide for Sustainable Communities (2004), TCPA (<a href="http://www.tcpa.org.uk/downloads/TCPA_biodiversity_guide_lowres.pdf">http://www.tcpa.org.uk/downloads/TCPA_biodiversity_guide_lowres.pdf</a>) – development process should consider ecological potential of all areas including brownfield sites, local authorities and developers have a responsibility to mitigate impacts of development on designated sites and priority habitats and species and avoid damage to ecosystems</li> <li>• Black Country Geodiversity Action Plan (in preparation), Black Country Geodiversity Partnership (<a href="http://www.laws.sandwell.gov.uk/ccm/content/urbanform/planninganddevelopment/ldf/supplementary-planning-documents/black-country-geodiversity-action-plan.en">http://www.laws.sandwell.gov.uk/ccm/content/urbanform/planninganddevelopment/ldf/supplementary-planning-documents/black-country-geodiversity-action-plan.en</a>) – aims include ensuring that geodiversity is identified and included as integral part of all Black Country strategies, plans and policies (including Core Strategy/ plans relating to biodiversity), developing/ maintaining comprehensive geodiversity data resources, protecting/ enhancing geodiversity resource by designation of important sites and features, and managing resources/ creating new features in association with partners</li> </ul>	<p>Include PPs where appropriate</p>

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28	16 to 17	Appendix C	<p>Climate Change</p> <ul style="list-style-type: none"> <li>• The Planning Response to Climate Change: Advice on Better Practice (2004), ODPM (<a href="http://www.communities.gov.uk/index.asp?id=1503781">http://www.communities.gov.uk/index.asp?id=1503781</a>) – identifies main causes and effects of climate change and explains how planning can help eliminate/ minimise causes and mitigate effects; recommends risk-based approach towards policy formulation</li> <li>• UK Climate Change Programme 2006, HM Government (<a href="http://www.defra.gov.uk/environment/climatechange/uk/ukccp/index.htm">http://www.defra.gov.uk/environment/climatechange/uk/ukccp/index.htm</a>) - sets out the Government’s proposals for tackling climate change; acknowledges that the planning system has an important role to play in this, given that “the location, design, construction and siting of built development and economic and social activity can significantly affect the level of greenhouse gas emissions”</li> <li>• Climate Change and Sustainable Energy Act 2006 (<a href="http://www.opsi.gov.uk/acts/acts2006/20060019.htm">http://www.opsi.gov.uk/acts/acts2006/20060019.htm</a>) – authorities now have a legal duty to have regard to climate change</li> <li>• Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (October 2006), POS, LGA and others <a href="http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf">http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf</a> – include</li> </ul>	Include PPs where appropriate
	16 to 17	Appendix C: Climate Change ctd	<ul style="list-style-type: none"> <li>• Building a Greener Future: Towards Zero Carbon Development – Consultation (2006), DCLG (<a href="http://www.communities.gov.uk/index.asp?id=1505157">http://www.communities.gov.uk/index.asp?id=1505157</a>) – consultation paper on a package of measures to tackle climate change, through draft PPS on climate change and other measures aimed at achieving zero carbon housing development by 2016</li> <li>• Draft Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2006), DCLG (<a href="http://www.communities.gov.uk/index.asp?id=1505140">http://www.communities.gov.uk/index.asp?id=1505140</a>) - consultation paper on a new Planning Policy Statement on Climate Change, which is intended to supplement the guidance in PPS1; includes guidance on criteria to be used to identify new site allocations, policies towards renewable energy, and interim guidance on the issues to be taken into account when considering new development proposals (including a requirement for 10% on-site generation of renewable energy)</li> <li>• Regional Energy Strategy</li> <li>• Black Country Authorities’ Local Climate Change Strategies and Action Plans*: all four authorities have declared Air Quality Management Areas (AQMAs) covering the areas that breach national air quality objectives v</li> </ul>	Include PPs where appropriate

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
29	17 to 18	Appendix C	<p>Cultural Heritage</p> <ul style="list-style-type: none"> <li>• Building in Context: New Development in Historic Areas (2001), English Heritage &amp; CABE (<a href="http://www.helm.org.uk/server/show/nav.7709">http://www.helm.org.uk/server/show/nav.7709</a>) – guidance on development in conservation areas and other historically sensitive areas; highlights the need to understand historic development of towns and cities and meaning of preserving and enhancing character of conservation areas</li> <li>• Guidance on Tall Buildings (2003) , English Heritage &amp; CABE (<a href="http://www.helm.org.uk/upload/pdf/Guidance%20on%20Tall%20Buildings_2003.pdf">http://www.helm.org.uk/upload/pdf/Guidance%20on%20Tall%20Buildings_2003.pdf</a>) - advocates a development plan led approach, with areas appropriate for tall buildings identified in the development plan, and recommends that such areas should be identified following a detailed urban design study that considers opportunities and constraints</li> <li>• Using Historic Landscape Characterisation (2004), Jo Clark, John Darlington &amp; Graham Fairclough for English Heritage &amp; Lancashire CC (<a href="http://www.helm.org.uk/server/show/nav.7716">http://www.helm.org.uk/server/show/nav.7716</a>) - guidance on methodology for undertaking historic landscape characterisation (HLC) and how to apply it to the design and planning process; HLC considered to be useful starting point for consideration of spatial planning policies</li> <li>• Heritage White Paper: Heritage Protection for the 21st Century (2007), DCMS (<a href="http://www.culture.gov.uk/Refer">http://www.culture.gov.uk/Refer</a>)</li> <li>• Black Country Authorities' Conservation Area Character Appraisals and Management Plans/ Strategies – the au</li> </ul> <p>N.B. Heritage Counts is baseline evidence, not policy!</p>	<p>Include PPs where appropriate. Remove non-policy documents.</p>
30	18 to 19	Appendix C	<p>Economic Factors</p> <ul style="list-style-type: none"> <li>• Zone Implementation Plan for Arc of Opportunity and Future Foundations Regeneration Zones 2007 – 2010 (2007) (draft), Black Country Consortium (<a href="http://www.blackcountryconsortium.co.uk/page.asp?PageRef=82">http://www.blackcountryconsortium.co.uk/page.asp?PageRef=82</a>), – combined implementation plan covering Walsall, Wolverhampton, South Staffordshire Regeneration Zone and North West Birmingham and South Black Country Regeneration Zone, which cover extensive areas of the Black Country and extend into all four boroughs; involves investment of more than £129 million on regeneration projects within these areas, activities will focus on three strategic aims of enterprise, employment and environment</li> <li>• Walsall: A Town for Enterprise: A Prospectus for Growth (2006), Walsall Regeneration Company (<a href="http://www.walsall-regeneration.co.uk/">http://www.walsall-regeneration.co.uk/</a>) - sets out framework for regeneration of Walsall Town Centre, Darlaston Strategic Development Area and Walsall Canal Corridor, aims to attract more than £750 million of investment, create more than 5,500 jobs, develop more than 1,500 new homes and reclaim more than 70 hectares of land</li> </ul>	<p>Include PPs where appropriate.</p>

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	18 to 19	Appendix C: Economic Factors ctd	<ul style="list-style-type: none"> <li>Black Country Authorities' Economic Strategies – most authorities have an economic strategy of sorts and any that have been published should be referred to; Walsall's is called Stepping Up for Change: A New Strategy and Action Plan for Developing Walsall (2004) and identifies four strategic ambitions (loosely based on the four pillars of the RES) and four permeating themes: Sharing a Fresh Sense of Pride and Identity, Building Tomorrow's Star Assets for Growth, Promoting Diversity, Maximising Cohesion and Looking Outwards, Driving Forwards.</li> <li>Black Country Authorities' Community Plans and Strategies all highlight unemployment and educational attainment as key issues requiring action</li> </ul> <p>N.B. Working for a Sustainable Future, RSS Annual Monitoring Report 2005, Counting Consumption, Black Country Ethnicity Barometer, Black Country Quarterly Barometer, Black Country Study, State of the Sub-Region and LDF Annual Monitoring Reports are all baseline evidence, not policy!</p>	Include PPs where appropriate. Remove non-policy documents.
31	19	Appendix C	<p>Health</p> <ul style="list-style-type: none"> <li>UK Fuel Poverty Strategy (November 2001), DTI (<a href="http://www.dti.gov.uk/energy/fuel-poverty/strategy/index.html">http://www.dti.gov.uk/energy/fuel-poverty/strategy/index.html</a>) – acknowledges that fuel poverty (i.e. having to spend more than 10% of income on fuel and heating) can be damaging to people's health, and identifies people with disabilities/ long-term illness amongst the most vulnerable households</li> <li>Black Country Authorities' Community Plans and Strategies highlight health problems of area as key issues requiring action</li> </ul> <p>N.B. Key Health Data for the West Midlands, West Midlands Regional Lifestyle Survey 2005, Inequalities in Health in the West Midlands, Black Country Health Barometer and Black Country Sports Barometer are baseline evidence, not policy!</p>	Include PPs where appropriate. Remove non-policy documents.
32	19 to 20	Appendix C	<p>Landscape and Townscape</p> <ul style="list-style-type: none"> <li>Walsall Urban Open Space SPD (referred to in schedule) is now completed and was adopted in April 2006 – see Walsall MBC website <a href="http://www.walsall.gov.uk/spd_urban_open_space.pdf">http://www.walsall.gov.uk/spd_urban_open_space.pdf</a></li> <li>Building in Context: New Development in Historic Areas (2001), English Heritage &amp; CABE (<a href="http://www.helm.org.uk/server/show/nav.7709">http://www.helm.org.uk/server/show/nav.7709</a>) – guidance on development in conservation areas and other historically sensitive areas; highlights the need to understand historic development of towns and cities and need to use modern building methods and materials sensitively and imaginatively, having regard to local character but avoiding "pastiche"</li> <li>Using Historic Landscape Characterisation (2004), Jo Clark, John Darlington &amp; Graham Fairclough for English Heritage &amp; Lancashire CC (<a href="http://www.helm.org.uk/server/show/nav.7716">http://www.helm.org.uk/server/show/nav.7716</a>) - guidance on methodology for undertaking historic landscape characterisation (HLC) and how to apply it to the design and planning process; HLC considered to be useful starting point for consideration of spatial planning policies</li> </ul>	Include PPs where appropriate.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
	19 to 20	Appendix C Landscape and Townscape ctd.	<ul style="list-style-type: none"> <li>• Biodiversity by Design: A Guide for Sustainable Communities (2004), TCPA (<a href="http://www.tcpa.org.uk/downloads/TCPA_biodiversity_guide_lowres.pdf">http://www.tcpa.org.uk/downloads/TCPA_biodiversity_guide_lowres.pdf</a>) – landscape character assessments/ area profiles recommended as aids to defining landscape character and local distinctiveness</li> <li>• Start with the Park: Creating Sustainable Urban Green Spaces in Areas of Housing Growth and Renewal (2005), CABE (<a href="http://www.cabe.org.uk/default.aspx?contentitemid=386">http://www.cabe.org.uk/default.aspx?contentitemid=386</a>) – design of green space is as important as design of buildings and should be planned for at outset - high quality urban green spaces is key to delivery of sustainable communities and can add value to developments, as well as having benefits for health, wellbeing, encouraging more sustainable transport and biodiversity</li> <li>• Black Country Authorities’ Community Plans and Strategies highlight environmental quality as an important issue</li> </ul> <p>N.B. Sandwell Green Space Audit and Wolverhampton Parks and Open Spaces Survey are baseline evidence, not policy (they correspond to the Walsall Green Space Audit which is not listed in the schedule) – although they may underpin UDP or SPD policies, they are not themselves policy!</p>	Include PPs where appropriate. Remove non-policy documents.
33	20	Appendix C	<p>Material Assets</p> <ul style="list-style-type: none"> <li>• MPG1 (listed in schedule) has been superseded by new guidance MPS1: Planning and Minerals and Practice Guide (2006), DCLG (<a href="http://www.communities.gov.uk/index.asp?id=1504275">http://www.communities.gov.uk/index.asp?id=1504275</a>) – main objective is to ensure adequate and steady supply of material to provide infrastructure, buildings and goods that society, industry and economy needs, but in accordance with principles of sustainable development; however, emphasises that minerals can only be worked where they naturally occur and need to safeguard mineral resources against sterilisation with other uses by defining mineral safeguarding areas (MSAs) in LDDs; annexes set out supply requirements for specific types of minerals, including 7 year landbanks for sands/ gravels (in line with apportionments set out in national guidelines and in RSS), and 25 year supply of brick clay for brickworks</li> </ul>	Include PPs where appropriate.
	21	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>• PPS10: Planning for Sustainable Waste Management – listed in schedule but Relevance column needs to say more about key requirements, e.g. key objective is the need for plans to deliver sustainable waste management, taking into account strategies for growth, regeneration and resource use, and the need to provide new waste management facilities of the right type, in the right place and at the right time; Core Strategy will also be required to manage the tonnages of waste apportioned to the Black Country in the RSS Phase 2 Revisions and identify broad locations for development of any significant new waste management infrastructure needed to meet these requirements</li> <li>• West Midlands Regional Waste Strategy (listed in schedule) – was only ever published as a draft – this is under review as part of the RSS Phase 2 Revisions, and the revised strategy will form part of the RSS</li> </ul>	Include PPs where appropriate.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
	21 to 22	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>Waste Strategy 2000: National Waste Strategy – appears to be listed in the schedule but title is missing; description needs to say more about requirements (N.B. currently under review, but revised guidance has not yet been published – draft published in 2006 not 2005) <a href="http://www.defra.gov.uk/environment/waste/strategy/cm4693/index.htm">http://www.defra.gov.uk/environment/waste/strategy/cm4693/index.htm</a> - aims to reduce amount of waste arising and increase the proportion of waste re-used, recycled and recovered; establishes the “waste hierarchy” with reduction, re-use and recovery at the top, and disposal at the bottom; also sets national targets for the recycling and composting of household waste: 25% by 2005, 30% by 2010 and 33% by 2015, and for the recovery of municipal waste: 40% by 2005, 45% by 2010 and 67% by 2015</li> </ul>	Include PPs where appropriate.
	22	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>Building a Better Quality of Life: A Strategy for More Sustainable Construction (2000), DTI (N.B. currently under review) (<a href="http://www.dti.gov.uk/files/file13547.pdf">http://www.dti.gov.uk/files/file13547.pdf</a>) - encourages construction industry to adopt a more sustainable approach towards development; identifies ten Themes for Action, which include re-using existing built assets, designing for minimum waste, minimising energy in construction and use, avoiding pollution, preserving and enhancing biodiversity, conserving water resources and respecting people and their local environment</li> <li>National and Regional Guidelines for Aggregates Provision in England 2001 - 2016 (2003), ODPM (<a href="http://www.communities.gov.uk/index.asp?id=1144267">http://www.communities.gov.uk/index.asp?id=1144267</a>) – sets out current requirements for supply of aggregates (sands/ gravels, crushed rock and alternative materials) in each region, which are to be apportioned to sub-regions in RSS taking into account advice of Regional Aggregates Working Parties (RAWPs)</li> </ul>	Include PPs where appropriate.
	22	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>Achieving Excellence in Construction: Procurement Guide 11 – Sustainability (May 2005), OGC (<a href="http://www.ogc.gov.uk/documents/CP0016AEGuide11.pdf">http://www.ogc.gov.uk/documents/CP0016AEGuide11.pdf</a>) -provides general guidance on procurement of construction projects that best promote sustainable development, whilst achieving optimum “whole life” value for money</li> <li>Sustainable Energy by Design: A Guide for Sustainable Communities (January 2006), TCPA (<a href="http://www.tcpa.org.uk/downloads/TCPA_SustEnergy.pdf">http://www.tcpa.org.uk/downloads/TCPA_SustEnergy.pdf</a>) - includes examples of how renewable and low carbon energy schemes can be financed, considers different scales and locations of development (urban, suburban and rural/ urban fringe) and which measures/ new energy technologies are likely to be most applicable in each case</li> <li>Climate Change and Sustainable Energy Act 2006 (<a href="http://www.opsi.gov.uk/acts/acts2006/20060019.htm">http://www.opsi.gov.uk/acts/acts2006/20060019.htm</a>) – authorities now have a legal duty to have regard to the desirability of securing a diverse and viable long-term energy supply</li> <li>Ministerial Statement by Yvette Cooper MP, 8/6/06 (<a href="http://www.communities.gov.uk/index.asp?id=1002882&amp;PressNoticeID=2167">http://www.communities.gov.uk/index.asp?id=1002882&amp;PressNoticeID=2167</a>) - local planning authorities are expected to set targets for on-site generation of energy from renewable or low-carbon sources</li> </ul>	Include PPs where appropriate.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
	22	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>• Microgeneration Strategy (2006), DTI (<a href="http://www.dti.gov.uk/energy/sources/sustainable/microgeneration/strategy/page27594.html">http://www.dti.gov.uk/energy/sources/sustainable/microgeneration/strategy/page27594.html</a>) – acknowledges that local authorities can be pro-active in promoting small-scale, local renewable energy generation schemes through “sensible use of planning policies”</li> <li>• Planning 4 Minerals: A Guide on Aggregates (2006), Entec for British Geological Survey, Quarry Products Association, and British Marine Aggregates Producers’ Association (<a href="http://www.bgs.ac.uk/Planning4Minerals/assets/downloads/86210_P4M_A_Guide_On_Aggregates.pdf">http://www.bgs.ac.uk/Planning4Minerals/assets/downloads/86210_P4M_A_Guide_On_Aggregates.pdf</a>) – good practice guidance (and associated website) on planning for aggregates, explains roles of key players, background and methods of forecasting demand; identifies key policy issues as: providing policies for the determination of mineral planning applications, quantifying need for future extraction, identifying preferred areas where extraction is acceptable, and safeguarding mineral resources from sterilisation with other uses</li> </ul>	Include PPs where appropriate.
	23	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>• Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (2006), POS, LGA and others <a href="http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf">http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf</a> – include definition of sustainable building, covering design and construction practice, carbon emissions, water, material efficiency in construction, household and commercial recycling, environmental protection and enhancement and adaptation to climate change</li> <li>• Code for Sustainable Homes: A Step Change in Sustainable Home Building Practice (2006), DCLG (<a href="http://www.planningportal.gov.uk/england/professionals/en/1115314116927.html">http://www.planningportal.gov.uk/england/professionals/en/1115314116927.html</a>) – aims to measure sustainability of new homes according to a set of criteria which have been developed from the Building Research Establishment (BRE) EcoHomes Standard; Code has six levels set by a scoring system, whereby points are given for achieving certain levels of sustainability. Compliance requires meeting minimum standards for energy efficiency and water efficiency, with additional points awarded for meeting standards relating to materials, surface water run-off, waste, pollution, health and well being, management and ecology</li> </ul>	Include PPs where appropriate.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
	23 to 24	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>• Draft Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (2006), DCLG (<a href="http://www.communities.gov.uk/index.asp?id=1505140">http://www.communities.gov.uk/index.asp?id=1505140</a>) - consultation paper on a new Planning Policy Statement on Climate Change, which is intended to supplement the guidance in PPS1; includes guidance on criteria to be used to identify new site allocations, policies towards renewable energy, and interim guidance on the issues to be taken into account when considering new development proposals (including a requirement for 10% on-site generation of renewable energy)</li> <li>• A Guide to Mineral Safeguarding in England (draft) (2007), British Geological Survey (<a href="http://www.bgs.ac.uk/mineralsuk/free_downloads/home.html#SAFE">http://www.bgs.ac.uk/mineralsuk/free_downloads/home.html#SAFE</a>) – consultation draft of guidance on defining mineral safeguarding areas (MSAs), main purposes of which are to safeguard mineral resources against needless sterilization by other uses and to ensure that they are given due consideration in planning decisions; recommends step-by-step approach, involving assessing information, deciding which minerals are/ may become of economic importance, deciding how extent of resource areas should be determined, and incorporating outcome into planning policies (e.g. Core Policy on mineral safeguarding)</li> </ul>	Include PPs where appropriate.
	24	Appendix C Material Assets ctd	<ul style="list-style-type: none"> <li>• Black Country Geodiversity Action Plan (in preparation), Black Country Geodiversity Partnership (<a href="http://www.laws.sandwell.gov.uk/ccm/content/urbanform/planninganddevelopment/ldf/supplementary-planning-documents/black-country-geodiversity-action-plan.en">http://www.laws.sandwell.gov.uk/ccm/content/urbanform/planninganddevelopment/ldf/supplementary-planning-documents/black-country-geodiversity-action-plan.en</a>) – aims include ensuring that geodiversity is identified and included as integral part of all Black Country strategies, plans and policies (including Core Strategy), developing/ maintaining comprehensive geodiversity data resources, protecting/ enhancing geodiversity resource by designation of important sites and features, and managing resources/ creating new features in association with partners</li> <li>• Black Country Authorities' Municipal Waste Management Strategies – current strategies are of various dates (all are available on websites – check for details), focus primarily on collecting and managing municipal and household wastes, with a view to improving performance on household waste recycling and composting, municipal waste recovery and diversion of biodegradable municipal waste away from landfill, to meet national and local targets; at present, the waste disposal authorities do not have access to a full range of facilities, and rely on contracts with commercial operators outside the area for composting and recycling</li> </ul> <p>N.B. Waste Not, Want Not, Previously-Developed Land that May be Available for Development in 2003 and the Black Country Study are sources of baseline evidence (of sorts), not policy!</p>	Include PPs where appropriate. Remove non-policy documents.



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34	24 to 25	Appendix C	<p>Population and Diversity</p> <ul style="list-style-type: none"> <li>• Home Energy Efficiency Act (HECA) 1995 (<a href="http://www.opsi.gov.uk/acts/acts1995/Ukpga_19950010_en_1.htm">http://www.opsi.gov.uk/acts/acts1995/Ukpga_19950010_en_1.htm</a>) - local authorities have responsibility to identify measures to improve energy efficiency of all homes within their area</li> <li>• Building a Better Quality of Life: A Strategy for More Sustainable Construction (April 2000, DTI (N.B. currently under review) (<a href="http://www.dti.gov.uk/files/file13547.pdf">http://www.dti.gov.uk/files/file13547.pdf</a>) - encourages construction industry to adopt a more sustainable approach towards development; identifies ten Themes for Action, which respecting people and their local environment</li> <li>• UK Fuel Poverty Strategy (November 2001), DTI (<a href="http://www.dti.gov.uk/energy/fuel-poverty/strategy/index.html">http://www.dti.gov.uk/energy/fuel-poverty/strategy/index.html</a>) – identifies poor energy efficiency of homes and under-occupation of large dwellings as important factors contributing towards fuel poverty (i.e. need to spend more than 10% of income on fuel and heating); identifies older people, families with children, and people with a disability or long-term illness as the most vulnerable households, and notes potential of renewables in addressing fuel poverty; includes targets to eliminate fuel poverty within vulnerable households by 2010 and within all households by 2016</li> <li>• Planning and Access for Disabled People: A Good Practice Guide (2003), ODPM (<a href="http://www.communities.gov.uk/index.asp?id=1144644">http://www.communities.gov.uk/index.asp?id=1144644</a>) - general guide rather than specifically a design guide; development plans should aim to create inclusive environment that is accessible to all rather than adding on facilities for disabled people and should address access issues by including appropriate criteria throughout the plan rather than in a single policy</li> </ul>	Include PPs where appropriate.
	25	Appendix C Population and Diversity ctd.	<ul style="list-style-type: none"> <li>• Safer Places: The Planning System and Crime Prevention (2004), ODPM &amp; Home Office (<a href="http://www.communities.gov.uk/index.asp?id=1502936">http://www.communities.gov.uk/index.asp?id=1502936</a>) – practical guide to designs and layouts that may help with crime prevention and community safety, including well-defined routes, places structured so that different uses do not cause conflict, places designed to include natural surveillance and places designed with management and maintenance in mind</li> <li>• Equality and Diversity in Planning: A Good Practice Guide (2005), ODPM (<a href="http://www.communities.gov.uk/index.asp?id=1505969">http://www.communities.gov.uk/index.asp?id=1505969</a>) – key issues identified include importance of understanding equality and diversity and inclusiveness so that planning policy recognises, respects, values and harnesses different needs and does not introduce barriers to participation; policies and plans that do not address different needs may discriminate even if this was not the intention</li> </ul>	Include PPs where appropriate.

Comment Reference No. (for internal use)	Page of letter	Scoping Report ref	Comment	Action for SA
	25 to 26	Appendix C Population and Diversity ctd.	<ul style="list-style-type: none"> <li>• Climate Change and Sustainable Energy Act 2006 (<a href="http://www.opsi.gov.uk/acts/acts2006/20060019.htm">http://www.opsi.gov.uk/acts/acts2006/20060019.htm</a>) – authorities now have a legal duty to have regard to the desirability of eliminating fuel poverty</li> <li>• Building a Better Environment: A Guide for Developers (2006), Environment Agency <a href="http://www.environment-agency.gov.uk/business/444304/502508/1506471/#">http://www.environment-agency.gov.uk/business/444304/502508/1506471/#</a> - guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including use of water resources, wildlife and greenspace, preventing pollution, managing waste, dealing with contamination, sustainable construction and recreation and health</li> <li>• Black Country Authorities' Corporate Equality &amp; Diversity Strategies, Race Equality Schemes, Gender Equality Schemes and Disability Equality Schemes (e.g. Walsall's - <a href="http://www.walsall.gov.uk/index/equality.htm">http://www.walsall.gov.uk/index/equality.htm</a>)</li> </ul> <p>N.B. Working for a Sustainable Future, West Midlands Lifestyle Survey 2005, West Midlands RSS Annual Monitoring Report 2005, Black Country Study, Diversity and the Black Country Study, State of the Sub-Region, Black Country Ethnicity Barometer and LDF Monitoring Reports are all baseline evidence, not policy!</p>	Include PPs where appropriate. Remove non-policy documents.
35	26	Appendix C	<p>Transport</p> <p>N.B. An Evidence Base Review of Public Attitudes to Climate Change and Transport Behaviour and West Midlands Congestion Management Study are baseline evidence, not policy!</p>	Remove non-policy document.
36	26	Appendix C	<p>Water</p> <ul style="list-style-type: none"> <li>• Building a Better Quality of Life: A Strategy for More Sustainable Construction (2000), DTI (N.B. currently under review) (<a href="http://www.dti.gov.uk/files/file13547.pdf">http://www.dti.gov.uk/files/file13547.pdf</a>) - encourages construction industry to adopt a more sustainable approach towards development; identifies ten Themes for Action, which include conserving water resources</li> <li>• Planning Policies for Sustainable Building: Guidance for Local Development Frameworks (2006), POS, LGA and others <a href="http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf">http://www.lga.gov.uk/Documents/Publication/planning%20policies%20complete.pdf</a> – include definition of sustainable building, covering design and construction practice, including water conservation techniques</li> </ul>	Include PPs where appropriate

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	26 to 27	Appendix C Water ctd.	<ul style="list-style-type: none"> <li>• Building a Better Environment: A Guide for Developers (2006), Environment Agency <a href="http://www.environment-agency.gov.uk/business/444304/502508/1506471/#">http://www.environment-agency.gov.uk/business/444304/502508/1506471/#</a> - guidance on addressing key environmental issues through the development process (focusing mainly on the issues dealt with by the Agency), including managing flood risk, surface water management, use of water resources, preventing pollution</li> <li>• Code for Sustainable Homes: A Step Change in Sustainable Home Building Practice (2006), DCLG (<a href="http://www.planningportal.gov.uk/england/professionals/en/1115314116927.html">http://www.planningportal.gov.uk/england/professionals/en/1115314116927.html</a>) – aims to measure sustainability of new homes according to a set of criteria which have been developed from the Building Research Establishment (BRE) EcoHomes Standard; Code has six levels set by a scoring system, whereby points are given for achieving certain levels of sustainability. Compliance requires meeting minimum standards for water efficiency, with additional points awarded for meeting standards relating to surface water run-off and pollution</li> </ul>	Include PPs where appropriate
			<b>SA Framework</b>	
37	27	Appendix D	<p>1. Health (Human Health &amp; Population)</p> <p>Some of the indicators and targets don't relate to the questions. For example:</p> <p>Q1b. Life expectancy at birth has nothing to do with this. Life expectancy at birth really should be included with the standard mortality rates and linked to Q1c. Suggested indicators for Q1b. – Areas of parks and green spaces per 1,000 population and area (not number) of sports pitches per 1,000 population; suggested targets – local targets for each authority (which may be different), and not just Wolverhampton's: look at the other authorities' UDPs and SPDs for details! Walsall's targets are: 0.2ha of children's play facilities per 1,000 people, 1ha of parks and gardens per 1,000 people and 1.6ha of playing fields and ancillary facilities per 1,000 people (See Urban Open Space SPD).</p> <p>Q1c. Indicators should also include life expectancy at birth.</p> <p>Q1d. Area of parks and spaces has nothing to do with this – suggested indicators and targets really need to relate to remediation of contaminated and derelict land</p>	Adjust indicators and decision making criteria for SA objective 1

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38	27 to 28	Appendix D	<p>3. Waste (Material Assets)</p> <p>Objective should be:</p> <p>To minimise unnecessary waste, to realise the economic potential of the resources tied up in waste materials, and to reduce reliance on landfill and on transporting the Black Country's waste elsewhere to be managed.</p> <p>Question 3a is inappropriate and Question 3c is too specifically related to a particular waste stream (and not the one that is causing the most problems). I suggest you replace these with the following questions (which flow from the key issues and problems identified above):</p> <p>Q3a. Will it encourage local communities and businesses to avoid unnecessary waste and take more responsibility for managing the waste that does arise? Suggested indicator – the extent to which major developments address waste management issues; suggested target - % of major planning applications accompanied by site waste management plans (SWMP) in line with advice in PPS10, or other waste management statements. However, this could be difficult to measure as authorities do not systematically monitor this at the moment and there is likely to be resistance from development control sections because of the</p> <p>Q3b. Will it encourage more sustainable management of waste and resources, and move waste up the "waste hi</p>	<p>Discuss rewording the SA objective 3 for waste. Adjust indicators and decision making criteria as appropriate for SA objective.</p>
39	28	Appendix D	<p>4.Climate Change Adaptation (Climatic Effects)</p> <p>Q4a. The draft Climate Change PPS does not include any building specifications – are you thinking of the Code for Sustainable Homes?</p>	<p>To check</p>
40	29	Appendix D	<p>5. Climate Change Mitigation (Climatic Effects)</p> <p>Suggest the following additional question:</p> <p>Will it generate significant amounts of greenhouse gases, or increase the amounts of greenhouse gases currently produced? Suggested indicators – CO2 emissions by end user</p>	<p>Include question. Include indicator (if it can be measured)</p>

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41	29	Appendix D	<p>6. Housing (Material Assets and Population)</p> <p>Again, the indicators don't seem to relate to the questions. For example:</p> <p>Q6a. Vacancy rates have nothing to do with this and belong with Q6c. Key indicator is surely the number of affordable homes developed (of each category), compared to the total number of homes developed (net and gross). The RSS will set overall housing requirement targets for each authority, and they will also have their own local targets for affordable housing (see the authorities' AMRs for current requirements and targets). You could also include indicators and targets for special needs housing where these exist, e.g. sheltered housing, provision for gypsies and travellers.</p> <p>Q6b. This is going to be hard to measure. Possible measures might include the number of major housing schemes that apply a characterisation based approach towards design, or the number of major housing applications refused on design grounds. However, this could be difficult to measure as authorities do not systematically monitor this at the moment and there is likely to be resistance from development control sections</p>	Indicators to be discussed and revised.
42	30	Appendix D	<p>7. Economic Development (Population) &amp; Material Assets?</p> <p>Q7a. Needs to avoid the use of the word "sustainable" as a catch-all, and also needs to cover office, retail and leisure development. I therefore suggest we rephrase as follows:</p> <p>Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?</p> <p>Q7b. Needs to avoid the use of the word "sustainable" as a catch-all, and also needs to reflect the aspirations towards economic regeneration:</p> <p>Will it encourage economic regeneration through the re-use and adaptation of existing buildings, building materials, use of previously-developed land and/or remediation of derelict and contaminated land?</p> <p>Q7c. What do you mean by "initiatives?" I suggest we rephrase this as follows:</p> <p>Will it support or encourage social enterprise and the development of new environmental technologies?</p> <p>I think that infrastructure is a separate issue and we need a separate question on this, for example:</p> <p>Will it support/ make best use of existing physical infrastructure or provide new infrastructure where it is needed</p>	Update questions related to SA objective 7
43	30	Appendix D	<p>9. Transportation and Accessibility (Material Assets) – this is the wrong title, surely?</p> <p>The criteria you have identified are not about transportation and accessibility (which is dealt with under 2), but appear to be about equality and social inclusion/ sustainable communities and community cohesiveness. Suggest that sections 8 and 9 should be merged.</p>	A large aspect of equality and social inclusion is related to accessibility to services, both through the availability of services and access through inclusive transport networks.

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44	31	Appendix D	11. Water Quality – is not really a separate issue and belongs with Use of Resources and/or Environmental Quality.	Remove Objective 11 and include water quality within SA objective 14 (environmental quality)
45	31	Appendix D	<p>12. Use of Resources (Material Assets, Soil, Water) – should surely be Management and Use of Resources?</p> <p>Objective should also reflect the management issue – surely our objective is to manage and safeguard our resources not just to use them? And surely we should also be aiming to reduce the amount of energy we use and maximise energy efficiency as well as generating energy from renewable resources? I suggest revising it as follows:</p> <p>To use and manage the Black Country’s land, soil, mineral, water and energy resources prudently and efficiently, having regard to the needs of future generations, and to promote and encourage the use of alternatives to non-renewable resources wherever possible.</p> <p>Questions should be more generic, for example:</p> <p>Will it safeguard the Black Country’s material resources for future use and prevent them from being sterilised or wasted?</p> <p>Will it allow local supplies of material resources to be maintained in the long-term, to meet local, regional and national requirements?</p> <p>Will it make prudent use of finite or scarce material resources and minimise the need to use them through efficient management or by promoting the use of alternatives?</p>	<p>Consider revising SA objective 12.</p> <p>Revise questions related to SA objective 12.</p>
46	31	Appendix D	<p>13. Biodiversity (Biodiversity, Flora and Fauna) – should be Biodiversity and Geodiversity and should also include Material Assets.</p> <p>Objective should also include geodiversity.</p> <p>Q13b. This should also refer to sites designated for their geological interest – remember, several of our SSSIs and SINCs have been!</p>	<p>Material assets are not explicitly relevant for this objective.</p> <p>Include geodiversity in SA objective 13.</p> <p>Include additional question related to sites designated for their geological interest</p>

**Appendix D: SA Framework**

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## The Black Country Joint Core Strategy SA Framework

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
1	Health (Human Health and Population)	Safeguard and improve community health, safety and well being.	Q1a	Will it improve access for all to health facilities?	Travel time by public transport to nearest health centre	Increase the total population within 30 minutes inter-peak travel time of a main NHS hospital by 'accessible' public transport from the 2005 baseline by 50% by 2011 (LTP2)
			Q1b	Will it provide sufficient areas of open space for all?	Area of parks and green spaces per 1,000 head of population	2.83 hectares per 1,000 population for playing field provision (National Playing Fields Association Standard)
					Accessible Natural Greenspace	100% of population with Accessible Natural Greenspace of at least 2ha within 300m (or 5 minutes of their home (Natural England)
			Q1c	Will it improve long term health?	Life expectancy at birth	By 2010, increase average life expectancy at birth in England to 78.6 years for men and 82.5 years for women (DoH)
					Standardised mortality rates	By 2010, reduce mortality from cancer by at least 20% in people under 75 (DoH)
			Q1d	Will it ensure that risks to human health and the environment from contamination are identified and removed?	Area of contaminated land (ha)	
Q1e	Will it encourage healthy and active lifestyles?	% of adults (16+) participating in at least 30 minutes of moderate intensity sport and active recreation (including recreational walking) on three or more days of the week	To increase participation by 1% year-on-year until 2020 to achieve target of 50% of population participants in 30 mins activity, three times a week by 2020 (The Framework for Sport in England)			

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
					The number of sports pitches available to the public per 1,000 population	EXAMPLE LOCAL TARGET: 0.8 hectares of accessible playing fields and outdoor playing space per 1,000 residents by 2011 (Wolverhampton UDP)
			Q1f	Will it reduce obesity?	Percentage of adult population classified as obese	By 2010, stabilise incidences of obesity in children by 2010 (DoH)
			Q1g	Does it consider the needs of the Black Country's growing elderly population?	Percentage of older people being supported intensively to live at home	Increasing the proportion of older people being supported to live in their own home by 1% annually (DoH PSA)
2	Transportation and accessibility (Material Assets)	Reduce traffic congestion and promote sustainable modes of transport into and through out the Black Country.	Q2a	Will it reduce car use?	Percentage of people aged 16-74 who usually travel to work by driving a car or van	EXAMPLE LOCAL TARGET: Reduce the amount of parking by 3% per annum up to 2011 (Wolverhampton AMR)
			Q2b	Will it encourage use of public transport?	Percentage of people aged 16-74 who usually travel to work by bus or train	By 2010 ensure 12% growth in bus and light rail use in England by 2010 (DfT)
			Q2c	Will it reduce the need to travel?	Average distance (km) travelled to fixed place of work	
			Q2d	Will it encourage walking and cycling?	Percentage of people aged 16-74 who usually travel to work by bicycle or on foot	
3	Waste (Material Assets)	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	Q3a	Will it provide an increased variety and capacity of recycling facilities?	Type and capacity of waste management facilities	
			Q3b	Will it reduce the proportion of waste landfilled?	Net reduction in volume of landfill	By 2010 to reduce biodegradable municipal waste landfilled to 75% of that produced in 1995; by 2013, 50% and 2020, 35% (Uk Waste Strategy 2000)
			Q3c	Will it increase the proportion of waste recycled?	Household waste (a) arisings and (b) recycled or composted	By 2010, recycle or compost at least 30% of household waste (UK Waste Strategy 2000)
			Q3d	Will it reduce waste from construction?	Reuse of recycled materials from former building stock	

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
4	Climate change adaptation (Climatic Factors)	Plan for the anticipated different levels of climate change.	Q4a	Will new development increase the risk of flooding?	Amount of new development (ha) situated within a 1:200 flood risk area (Flood Zone 3)	Zero (Environment agency)
					Number of planning applications approved where Environment Agency have sustained an objection on flood risk grounds.	Zero (Environment agency)
			Q4b	Will it reduce the risk of damage to property from storm events?	% of developments meeting the minimum standards for the "Surface Water Run-Off" and "Surface Water Management" categories in the Code for Sustainable Homes	
					No. of planning permissions incorporating SUDS	
			Q4c	Will it facilitate landscape change for climate change adaptation (e.g. by protecting key landscape and biodiversity features)?	Amount of new greenspace created per capita	
Q4d	Will it encourage the development of buildings prepared for the impacts of climate change?	Thermal efficiency of new development; % planning permissions for projects designed with passive solar design, building orientation, natural ventilation				
5	Climate change mitigation (Climatic Factors)	Minimise the Black Country's contribution to climate change.	Q5a	Will it help reduce the sub region's carbon footprint?	Proportion of electricity produced from renewable resources	By 2010, 5% of electricity to be from renewable sources by 2010 (Regional Energy Strategy)
					Proportion of new homes achieving a four star or above sustainability rating for the "Energy/CO <sub>2</sub> " category as stipulated by the Code for Sustainable Homes	All new homes to be carbon neutral by 2016 (DCLG target)
			Q5b	Will it generate significant amounts of greenhouse gases, or increase the amounts of greenhouse gases currently produced?	CO <sub>2</sub> emissions per sector	UK targets: 60% reduction of carbon dioxide emission by 2050 and a 26% to 32% reduction by 2020

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
6	Housing (Material Assets and Population)	Provide environmentally sound, good quality affordable housing for all.	Q6a	Will it ensure all groups have access to decent, appropriate and affordable housing?	Number of affordable homes developed in comparison with the total number of homes developed.	6,000 – 6,500 affordable dwellings each year across the region between 2001 and 2011 (RSS)
						Provision of at least 25% affordable housing on all housing sites of 25 units or more and sites larger than 1 ha. (Wolverhampton Affordable housing SPD)
			Q6b	Will it ensure that all new development contributes to local distinctiveness and improve the local environment?	Number of major housing applications refused on design grounds.	
			Q6c	Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)	Number of housing development achieving a four star or above sustainability rating as stipulated by the Code for Sustainable Homes	
			Q6d	Will it reduce the amount of vacant housing?	Proportion of vacant housing	
7	Economic development (Population)	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Q7a	Will it ensure that new employment, office, retail and leisure developments are in locations that are accessible to those who will use them by a choice of transport modes?	Proportion of residential development within 30 minutes public transport time of key services	EXAMPLE LOCAL TARGETS: 100% of all residential development within 30 minutes travel time from key services (Dudley AMR); To increase the amount of residential development within 30 minutes public transport time of key services (Sandwell AMR)
			Q7b	Will it encourage economic regeneration through the re-use and adaptation of existing buildings, building materials, use of previously-developed land and/or remediation of derelict and contaminated land?	Proportion of development undertaken on brownfield sites	LOCAL TARGETS: % of all new housing to be build on previously developed land: Dudley - 90%; Sandwell - 100%; Walsall - 79%; Wolverhampton - 99% (RPG11) other AMRs

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q7c	Will it support or encourage social enterprise and the development of new environmental technologies?	No. of start-up businesses in the environmental sector	
			Q7d	Will it provide adequate green space and environmental capital (green infrastructure)?	Area of Green Space per 1,000 population	EXAMPLE LOCAL TARGETS: 0.5 hectares of Local Nature Reserve and 0.8 hectares of accessible playing fields and outdoor playing space per 1,000 residents by 2011 (Wolverhampton UDP); To ensure accessible wildspace within 400 metres of all homes (Sandwell AMR)
8	Equality and Social Inclusion (Population)	Reduce poverty, crime and social deprivation and secure economic inclusion.	Q8a	Will it help achieve life-long learning?	No. of people with NVC 2 qualifications	
			Q8b	Will it enable communities to influence the decisions that affect their neighbourhoods and quality of life?	Percentage of adults surveyed who feel they can influence decisions affecting their own local area	
			Q8c	Will it improve the satisfaction of people with their neighbourhoods as a place to live?	% respondents very or fairly satisfied with their neighbourhood	
			Q8d	Will it reduce crime and the fear of crime?	Crime Deprivation Index	
			Q8e	Will it increase learning participation and adult education?	Education, Skills & Training Deprivation Index	
			Q8f	Will it reduce out-migration of the population?	Population change related to birth rate	Population growth of 120,000 people to 2035 (Black Country Economic Strategy)
9	Transportation and accessibility (Material Assets)	Ensure easy and equitable access to services, facilities and opportunities.	Q9a	Will it ensure people are not disadvantaged with regard to ethnicity, gender, age, disability, faith, sexuality, background or location?	Number of people currently classed as disadvantaged	
			Q9b	Will it improve local accessibility of employment, services and amenities?	Index of access to work, healthcare and shopping centres (Indices of Deprivation)	

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...		Indicators	Targets
			Q9c	Will it increase provision of local services and facilities and reduce centralisation?	Percentage of residents surveyed finding it easy to access key local services.	
10	Heritage (Cultural Heritage and Landscape)	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	Q10a	Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?	Number of Grade I and Grade II* buildings at risk	None (English Heritage)
			Q10b	Will it preserve or enhance archaeological sites/remains?	Proportion of scheduled monuments at risk from damage, decay or loss	None (English Heritage)
			Q10c	Will it improve and broaden access to, understanding, and enjoyment of the historic environment?	Annual number of visitors to historic attractions	
			Q10d	Will it support heritage-led regeneration and capitalise on the social and economic contribution of the historic environment to the regeneration of the Black Country?	Proportion of detailed characterisation studies informing major development proposals	All (English Heritage)
11	Townscape (Cultural Heritage and Landscape)	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Q11a	Will it preserve or enhance the setting of cultural heritage assets?	Proportion of conservation areas covered by an appraisal	EXAMPLE LOCAL TARGET: 85.17% of conservation areas covered by a Conservation Area appraisal by 2008/09 (Sandwell)
			Q11b	Will it safeguard and enhance the character of the landscape / townscape and local distinctiveness and identity?	Traffic growth	No more than a 7% increase in road traffic mileage between 2004 and 2010 (LTP2)
					Reuse of buildings of heritage value	
12	Use of resources (Material assets, Soil, Water)	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	Q12a	Will it exacerbate water abstraction levels?	Abstractions by purpose	
			Q12b	Will it increase water consumption?	Average domestic water consumption (l/head/day)	
			Q12c	Will it include energy efficiency measures?	Number of premises meeting Code 5 or 6 standard in the Code for Sustainable Homes	
			Q12d	Will it encourage energy production from sustainable sources?	Percentage of energy produced from sustainable sources	

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...	Indicators	Targets
			Q12e Will it safeguard the Black Country's material resources for future use?	Area of safeguarded minerals protection areas	
			Q12f Will it reduce the amount of derelict, degraded and under-used land?	% of dwellings built on previously developed land	60% of new dwellings to be built on previously developed land. (PPG3, 2000) RSS targets: Dudley: 98 Sandwell: 100 Walsall: 79 Wolverhampton: 99
			Q12g Will it lead to reduced consumption of materials and resources?	Number of new buildings with BREEAM rating as % all new build	
13	Biodiversity (Biodiversity, Flora and Fauna)	Value, maintain, restore and re-create biodiversity and geodiversity.	Q13a Will it lead to habitat creation, matching BAP priorities?	Area of Nature Conservation designation per 1,000 population	At least 1ha of Local Nature Reserve per 1,000 population (Natural
			Q13b Will it maintain and enhance sites designated for their biodiversity interest?	Number, area and condition of international, national, regional and locally designated sites in appropriate management.	By 2010, to ensure that 95% of SSSIs are favourable or in a recovering condition. (National PSA Target)
			Q13c Will it maintain and enhance sites designated for their geodiversity interest?	Condition of geological SSSIs and SINCs.	By 2010, to ensure that 95% of SSSIs are favourable or in a recovering condition. (National PSA Target)
			Q13d Will it link up areas of fragmented habitat?	Extent (and condition) of priority habitats	
14	Environmental Quality (Air, Soil, Water and Human Health)	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Q14a Will it lead to improved water quality?	% of watercourses classified as good or very good biological and chemical quality	All inland and coastal water bodies to reach at least "good status" by 2015 (Water Framework Directive)
			Q14b Will it lead to improved air quality?	Number and area of Air Quality Management Areas	To meet national Air Quality Standards
				No. of days when air pollution is moderate or high for NO <sub>2</sub> , SO <sub>2</sub> , O <sub>3</sub> , CO or PM <sub>10</sub>	To meet national Air Quality Standards
			Q14c Will it maintain and enhance soil quality?	Area of contaminated land (ha)	

	SA Topic (SEA in brackets)	SA Objective	Decision making criteria: Will the option/proposal...	Indicators	Targets
			Q14d Will it reduce the overall amount of diffuse pollution to air, water and soil?	% change in pollution incidents	
			Q14e Will it reduce land contamination?	% of projects (by number and value) involving remediation of any kind	



## **Appendix E: Detailed Assessment Matrices**

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# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>Measures supported by the policy include rapid mass transit, rail improvements, and an expansion of high quality bus networks. This will help improve accessibility to health, leisure and recreational activities, promoting health and wellbeing. The policy has also proposed improved intermodality and linkages with improved walking and cycling routes. These initiatives may reduce dependence on car use. This will bring further benefits for health and wellbeing by encouraging more active lifestyles.</p> <p>The highway improvements proposed by policy TRAN1 have the potential to increase traffic flows across the sub-region. This will have potential impacts on health and wellbeing from increases in noise and air pollution and road safety. Highway improvements also are less likely to support the growth of healthier modes of transport such as walking and cycling through encouraging car use.</p>	+	+/-	+/-	Ongoing	Permanent	Sub-regional	Low	Medium	Minor	Positive and negative	No	<p>Health inequalities are a major issue in the Black Country with deprived communities having particularly high rates of poor health. As the deprivation map highlights, many of the more deprived areas of the sub-region are adjacent to major roads (such as the M5/M6) and as such are susceptible to health problems from poor air and noise quality.</p> <p>Nine Air Quality Management Areas (AQMAs) exist in the Black Country. These cover a large proportion of the sub-region, including the whole of Wolverhampton, Sandwell and Walsall, as well as parts of Dudley. This is primarily related to high levels of nitrogen dioxide in these areas, resulting from high traffic flows and high levels of congestion. This has implications for health in the sub-region.</p>

# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	<p>Measures supported by policy area include rail improvements, rapid mass transit and bus service enhancements. This will help limit congestion and encourage modal shift by encouraging alternatives to the car.</p> <p>Highway improvements will encourage car use, and discourage modal shift. Whilst in the short term, congestion may be reduced by highway improvements, in the medium and long term congestion is likely to increase over a wider area as traffic flows increase. New Park and Ride facilities, although encouraging modal shift for at least part of the journey, and reducing congestion in centres, encourages car use overall and does not facilitate end to end public transport use. The policy may also contribute to increases in congestion in the vicinity of new Park and Ride sites.</p>	+/-	+/-	+/-	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive and negative	No	Encouragement of car use through road improvements may also undermine the economic viability of existing and proposed public transport networks. Highway improvements should incorporate provision for public transport, such as bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral			
4	Plan for the anticipated different levels of climate change.	Highway improvements are likely to increase the area of impermeable surfaces in the sub region, increasing surface run-off and increasing the risk of flash flooding. This is both through directly increasing the area of road surface and indirectly through increasing demand for other hard standing surfacing such as car parking. Provision of car parking associated with Park and Ride may also locally increase the area of hard surfacing.	-	-	-	Ongoing	Permanent	Sub-regional	Low	Negligible	Moderate	Negative	Yes	<p>The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. There is a need for the sub-region to adapt to these changes. The incorporation of Sustainable Urban Drainage Systems within new development will help reduce the impact of flash flooding and increased surface run off.</p> <p>Park and ride should incorporate porous surfacing in car park provision.</p>

# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	<p>Measures supported by the policy include rapid mass transit, rail improvements, and an expansion of high quality bus networks. This will help limit greenhouse gas emissions from transport by encouraging modal shift.</p> <p>Highway improvements will however undermine modal shift and encourage car use, leading to traffic growth. This has the potential to increase greenhouse gas emissions from road transport.</p>	+/-	-	-	Ongoing	Permanent	International	Low	High	Major	Negative	Yes	<p>Recent rises in the proportion of greenhouse gas emissions originating from transport in the sub-region increases the significance of this policy.</p> <p>Highway improvements should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift (as advocated by the 'Smarter Routes' initiative).</p>
6	Provide environmentally sound, good quality affordable housing for all.	No significant effects at this level of detail.									Neutral			
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	An improvement in accessibility stimulated through this policy will stimulate investment. This may be supported by improvements to the public realm stimulated by a reduction of traffic flows locally. Whilst road improvements have the potential to encourage investment in the short term, they have the potential to worsen congestion in the longer term. This may affect investment and economic growth.	++	+	+	Ongoing	Permanent	Sub-regional	Medium	Low	Moderate	Positive	No	In the longer term highway improvements are likely to increase congestion across the sub-region by stimulating traffic growth. Traffic growth should be monitored at key sites.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Measures supported by the policy include rapid mass transit, rail improvements, and an expansion of high quality bus networks, as well as improved intermodality. This will improve accessibility to services and amenities for those without access to a car.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	High	Moderate	Positive	Yes	<p>Unemployment and deprivation are often concentrated in wards closest to the main centres of the Black Country- see unemployment map in Volume 3 of this SA Report. These areas also tend have the lowest car ownership, reducing accessibility for residents to some services.</p> <p>Poor accessibility is closely linked to the sectors of the population who suffer social exclusion, including people with learning difficulties, people with mobility problems, senior citizens, and people without English as their first language. Lacking in access to a private car, these groups are less likely to benefit from highway improvements.</p> <p>Highway improvements should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes (as advocated by the 'Smarter Routes' initiative). They should also incorporate provision for walking and cycling routes, and aim to improve perceptions of security.</p>

SA Objectives

# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	The range of measures proposed by Policy TRAN1 are likely will improve accessibility to services and amenities for those without access to a car and car users.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	High	Moderate	Positive	Yes	<p>Poor accessibility is closely linked to the sectors of the population who suffer social exclusion, including people with learning difficulties, people with mobility problems, senior citizens, and people without English as their first language. These groups are most likely to benefit from sustainable transport infrastructure improvements.</p> <p>Highway improvements should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes (as advocated by the 'Smarter Routes' initiative). They should also incorporate provision for walking and cycling routes, and aim to improve perceptions of security- a major barrier to accessibility.</p>
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>Measures supported by the policy include rapid mass transit, rail improvements, and an expansion of high quality bus networks. This will help reduce the impact of private car use on the setting and fabric of cultural heritage assets. Park and Ride also has the potential to contribute to this by a reduction in congestion in town and city centres.</p> <p>The road schemes supported by the policy however have the potential to stimulate traffic growth. This has the potential to lead to effects on cultural heritage assets and their settings, including from noise, visual impacts and vibration.</p> <p>Direct impacts on the historic environment are also likely to arise from specific highway improvements, as well as improved sustainable transport infrastructure.</p>	+	+	+/-	Ongoing	Permanent	Sub-regional	Low	Medium	Minor	Positive	No	<p>Longer term reductions in car use that result from public transport improvements have the potential to improve the setting of the historic environment. A reduction in airborne pollutants, which have the potential to damage the fabric of cultural heritage assets may also result. This may be undermined by the proposed highway improvements however.</p> <p>Many of the Black Country's important heritage assets, including designated sites, including listed buildings and conservation areas, and non designated sites, are in or near the centre of the main centres. This is particularly the case in Walsall and Wolverhampton.</p> <p>Design and setting of routes including lighting and surfacing have a strong influence on the setting of the historic environment.</p>

# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network











No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>Measures supported by policy area including an improvement of rail, mass transit and bus services will help reduce the impact of private car use on the built environment and the character and appearance of townscape by stimulating modal shift.</p> <p>Potential impacts from Park and Ride provision on townscape and landscape may however arise from the policy. Alongside, traffic growth stimulated by highway improvements have the potential to affect the character and appearance of the townscape and landscape of the Black Country, with adverse effects on local distinctiveness. Direct impacts on townscape features are also likely to arise from specific highway improvements.</p>	+	+/-	+/-	Ongoing	Permanent	Sub-regional	Low	Medium	Minor	Positive	No	<p>Impacts from Park and Ride depend on the location and design of development and car parking. Longer term reductions in car use that may result from public transport improvements have the potential to improve the character and appearance of the townscape and landscape of the sub-region.</p> <p>Traffic growth is likely to affect the townscape and landscape of the Black Country by reducing air and noise quality and visual impacts. For example the M5 and the M6 and other major roads in the sub-region such as the A41, A454 and the A4123 substantially affect the quality of the public realm, the built environment and urban fringes.</p>
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The policy, by supporting sustainable modes of transport including walking, cycling, bus and rail use, will help limit energy consumption from transport modes.	-/+	-/+	-/+	Ongoing	Permanent	Sub-regional	Negligible	Low	Negligible	Positive and negative	Yes	This will however be undermined by the road improvements supported by this policy, which have the potential to increase traffic flows, and energy use.
13	Value, maintain, restore and re-create biodiversity and geodiversity.	Whilst the encouragement of modal shift through the promotion of sustainable transport measures has the potential to reduce impacts from transport on biodiversity assets in the sub-region, the highway schemes supported by the policy are likely to lead to impacts on habitats and species.	-/+	-/+	-/+	Ongoing	Permanent	Sub-regional	Medium	High	Moderate	Negative	Yes	<p>Landtake stimulated by highway improvements has the potential to lead to habitat loss. Construction activities, and changes in traffic flows may also have adverse effects on habitats and species.</p> <p>The development of new transport infrastructure should seek to support the objectives of the Birmingham and Black Country Biodiversity Action Plan. New development should take place with due regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act. The relevant project level Environmental Impact Assessments will identify and examine effects on potential sites of biodiversity value and seek to mitigate effects.</p>

# DETAILED ASSESSMENT MATRIX

## TRAN1: Priorities for the Development of the Transport Network

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>Modal shift supported by policy TRAN1 has the potential to improve air and noise quality in the sub-region.</p> <p>Traffic growth stimulated by the policy will lead to reductions in local environmental quality across the sub-region. There may also be reductions in air and noise quality around new Park and Ride sites supported by the policy.</p>	-/+	-/+	-/+	Ongoing	Permanent	Sub-regional	Low	Medium	Minor	Positive and negative	Yes	<p>Nine Air Quality Management Areas (AQMA) exist in the Black Country. These cover a large proportion of the sub-region, including the whole of Wolverhampton, Sandwell and Walsall, as well as parts of Dudley. This is primarily related to high levels of nitrogen dioxide in these areas, resulting from high traffic flows and high levels of congestion.</p> <p>Highway improvements should incorporate Sustainable Urban Drainage Systems to help reduce pollutants in surface run-off and include direct measures to reduce impacts from air and noise quality (such as low noise surfacing and appropriate planting) should also be implemented through the road schemes. Highway improvements should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift.</p>
<b>Overall Effect</b>	<p>Measures supported by policy TRAN1 include an improvement of rail, mass transit and bus services. The policy also seeks to link improvements to public transport networks with enhancements to walking and cycling routes. This may result in a range of beneficial sustainability effects including those linked to accessibility, community cohesion, regeneration and economic growth, landscape and townscape quality, biodiversity assets, climate change mitigation and air and noise quality.</p> <p>This however has the potential to be undermined by the highway improvement proposals promoted by policy TRAN1. These proposed highway improvements will limit and reduce many of the positive effects which arise as a result of an encouragement of sustainable transport use in the sub-region. In particular, an encouragement of car use through the policy will reduce the economic viability of existing and proposed public transport networks, and reduce the quality of the public realm affecting accessibility for those without access to a car. This will particularly affect deprived communities and do less to support social inclusion. Highway improvements will also lead to direct adverse effects on a range of receptors, including impacts on landscape and townscape quality, landtake on sensitive sites, and increasing flood risk from surface run off.</p> <p>New Park and Ride facilities, whilst helping to reduce congestion and improve townscape, air and noise quality in centres, also have the potential to have wider impacts on landscape and townscape, climate change mitigation and adaptation, as well as impacts on local communities.</p>													
<b>Proposed Mitigation</b>	<p>Road schemes should only be promoted by the Core Strategy where it can be shown that public transport, walking and cycling and demand management measures cannot address local congestion issues over the medium and longer term. Highway improvements should also only be promoted where it can be highlighted that adverse effects can be adequately avoided and mitigated. Road schemes should also seek to incorporate sustainable transport use through measures such as bus priority, bus lanes, red routes, and the incorporation of safe and secure walking and cycling routes.</p> <p>Park and Ride facilities should be located and designed to minimise their impact on landscape and townscape, incorporate sustainable urban drainage systems, support end-to-end public transport use by encouraging shared bus use, and promote intermodality by linking with cycling and walking routes.</p>													

### Key

	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	<b>Adverse</b>	Severe			Superior	<b>Beneficial</b>
The 'Duration' column is noted as:	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 1: Pendeford and Fordhouses

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>Prioritisation of the canal and existing open spaces for enhancement, and the recognition of the need for further improvements to open space provision in the corridor will support health and wellbeing through improving leisure and recreational opportunities and supporting more active lifestyles.</p> <p>RC1's encouragement of improved walking and cycle networks in the corridor will also support healthier modes of travel.</p>	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Open space is currently underutilised in this area. Improvements in the quality, and increases in the area of useable green infrastructure in the corridor may encourage physical activity and healthier modes of travel.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	The proposals for the corridor include improving the accessibility of employment areas by public transport, and an enhancement of cycle and walking links. Highway improvements promoted by RC1 have a focus on improving the accessibility of the i54 site by public transport, cycling and walking.	-	-	-	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	Overall, the development of the i54 is likely to increase traffic flows. Likewise, the success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area, for example to Junction 2 of the M54 and the Wobaston Road/Stafford Road junction.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral		No	
4	Plan for the anticipated different levels of climate change.	The proposals for the corridor acknowledge the areas of flood risk which exist in the area. They also seeks to maintain the openness of Waterhead Brook and the drainage function of the playing fields along its route. This will support the area's resilience to the effects of climate change.	++	++	++	Ongoing	Permanent	Local	Medium	High	Minor	Positive	No	The incorporation of Sustainable Urban Drainage Systems in schemes as promoted by RC2 will help reduce the impact of flash flooding and increased surface run off.
5	Minimise the Black Country's contribution to climate change.	Whilst RC1's promotion of enhancements to public transport networks and walking and cycling routes will support this objective, the development of the i54 is likely to lead to overall increases in traffic flows and greenhouse emissions however, even with sustainable transport and accessibility measures.	-/+	-/+	-/+	Ongoing	Permanent	International	Low	Low	Major	Positive and negative	Yes	The success of sustainable transport measures may be undermined by recent and ongoing highway improvements in the area, for example to Junction 2 of the M54 and the Wobaston Road/Stafford Road junction. It is therefore important to monitor the effectiveness of the transport measures against levels of car use. The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	No significant effects at this level of detail.									Neutral		No	No housing measures are proposed for this corridor.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 1: Pendeford and Fordhouses


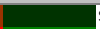







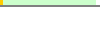
SA Objectives	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The proposals for RC1 will encourage investment in the local and sub-regional economy by supporting the designation of high quality employment land with environmental, open space and transport improvements.	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	This has the potential to have wider benefits for regeneration and economy of the city and the sub-region.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	The creation of links between high technology industry and the education sector (notably the University of Wolverhampton) will support the growth of skills and help create job opportunities. Transport improvements will also help improve accessibility to opportunities.	+	+	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This is important as areas to the north of Wolverhampton City Centre have high levels of deprivation and a low skills base.
	9	Ensure easy and equitable access to services, facilities and opportunities.	Transport improvements, including improvements to public transport and walking and cycling networks through RC1 will help improve accessibility to opportunities afforded by the proposals for the corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The creation of links between businesses and education will also help improve accessibility to learning and employment opportunities.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for RC1 seek to enhance the setting of the 'adjacent conservation area', and rejuvenate canal-side locations with distinctive design solutions.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support the local historic environment resource.  It should be noted however that the nearest conservation area is at Bushbury Hill, which is approximately 1 km away from the corridor. This is not adjacent to the Regeneration Corridor.
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Enhancements to green infrastructure and environmental improvements will support enhancements to the public realm. The proposals also seek to secure high quality design at key sites. This will support this objective.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	No	Effects from highway improvements may however result both from visual impact from new infrastructure, and from traffic growth with visual, noise and air quality impacts. Good design, including relevant screening etc, should be incorporated into schemes.
	12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The proposals for new development and the highway improvements may increase energy use in the corridor.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	Through a stimulation of traffic growth.
	13	Value, maintain, restore and re-create biodiversity and geodiversity.	Promotion of wildlife corridors by RC1, particularly along the Staffordshire and Worcestershire canal and along Waterhead Brook will support local biodiversity networks and help enable the penetration of species into the urban area.	+	+	+	Ongoing	Permanent	Local	Sub-regional	High	Minor	Positive	No	The contribution to biodiversity networks is particularly important on this edge-of-conurbation site, which can help support ecological corridors into Wolverhampton in the wider sub-region.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 1: Pendeford and Fordhouses

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
	14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Protection and enhancement of the local green infrastructure network and the improvements to the built environment of the Fordhouses industrial area will support this objective.	-	-	-	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	<p>This will have potential beneficial effects for water and soil quality.</p> <p>A stimulation of traffic growth by the proposals for the corridor has the potential to undermine air quality in the area. The whole of Wolverhampton was declared an Air Quality Management Area (AQMA) for both nitrogen dioxide and particulates in March 2005.</p>
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 1 will support local biodiversity networks, improve local open space provision, and help limit flood risk. RC1 also supports the use of sustainable modes of transport and accessibility to employment and training opportunities. It will also support sub-regional economic growth and the growth of skills in Wolverhampton.</p> <p>Whilst the Regeneration Corridor's focus on sustainable modes of transport will help to an extent limit traffic growth resulting from the i54 development, the scale of employment growth proposed for the area will lead to inevitable increases in traffic flows and congestion, with likely implications for air and noise quality, and greenhouse gas emissions. This will be amplified by recent and ongoing highway improvements in the area, for example to Junction 2 of the M54 and the Wobaston Road/Stafford Road junction, which will improve accessibility to the site by car.</p>														
<b>Proposed Mitigation</b>	<p>Highway improvements should seek to incorporate measures to improve accessibility by sustainable modes of transport, through incorporating provision for public transport, such as bus priority measures, bus lanes and red routes. Improvements to public transport and walking and cycling networks should be supported by complementary measures such as workplace travel plans, car sharing/car clubs, transport information provision and other measures at the i54 and other workplaces in the corridor.</p>														

### Key

	Major negative effect	--	<b>Adverse</b>	Severe			Superior	<b>Beneficial</b>
The 'Duration' column is noted as:	Negative effect	-		Major			Major	
	Positive effect	+		Moderate			Moderate	
	Major positive effect	++		Minor			Minor	
	Neutral environmental effect			Negligible			Negligible	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 2: Stafford Road

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>Health and wellbeing in the corridor will be supported by the creation of a new Neighbourhood Park as part of the Goodyear redevelopment, enhancements to Fowlers Playing Fields and improvements to walking and cycling networks. This will support more active lifestyles.</p> <p>Improvements to public transport links along the Stafford Road and the provision of a new neighbourhood centre will help improve accessibility to health and leisure facilities.</p>	+	++	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will be supported by public realm improvements. This may be particularly relevant in relation to the canal network, which overall is an underutilised asset in the Black Country, and which suffers from poor quality public realm and poor perceptions of security amongst its users.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	The proposals for Regeneration Corridor 2 have a strong focus on sustainable transport. This includes through public transport improvements along the Stafford Road, enhancing access to employment areas by public transport, cycling and walking, and improving the A449 corridor with a focus on traffic management and sustainable transport modes. This will be supported by proposed improvements to open space and canal corridors.	-/+	+	-/+	Ongoing	Permanent	Sub regional	Medium	High	Moderate	Positive	No	With the accessibility of the corridor to the motorway network and the potential increase in traffic from new development in the area, improved public transport links and walking and cycling routes are of close significance for limiting a growth in congestion.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	Retention of the waste facility at Crown Street will help encourage localised sustainable waste management.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Opportunities to reduce generation of waste should be pursued over and above measures to manage waste, including recycling.
4	Plan for the anticipated different levels of climate change.	<p>RC2 has a focus on improving environmental infrastructure. The proposals for the corridor also encourage the provision of new green spaces, green roofs and street trees to offset urban heat island effects. The proposals also acknowledge the areas of flood risk which exist in the area and supports the deculverting of waterbodies in the corridor.</p> <p>These proposals will help increase the resilience of the corridor to the likely effects of climate change.</p>	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p> <p>According to the Strategic Flood Risk Assessment, an area of Flood Zone 2 and a "natural flow path" area runs across the Stafford Road alongside the canal west from the Goodyear site. This will potentially lead to constraints on development.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 2: Stafford Road

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	Improvements to public transport and walking and cycling networks and a focus on reducing congestion as supported by the proposals for RC2 will help limit greenhouse gas emissions from transport.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	Greenhouse gas emissions from transport are rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	The delivery of 1,645 dwellings up to 2026 will be supported by RC2's aim to deliver high quality residential development and a more balanced mix of housing types and tenures.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support this objective. The east of the corridor currently contains poor quality housing.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Improved high quality employment land provision is promoted through RC2. Extensions to the Science Park and improvements to the Dunstall Hill and Wulfrun Trading Estates will support this. The redevelopment of surplus low quality employment land will reduce the area or outdated and poorly located land, and support high quality employment development in other areas of the corridor.	+	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Investment will be further promoted by enhanced links with the University and supporting skills. Improvements in the built environment will encourage improvements in the vitality and vibrancy of the area.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Enhancements to open space provision and environmental improvements in the corridor will improve the satisfaction of people with their neighbourhoods as a place to live.	+	+	++	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	The proposals for Regeneration Corridor 2 have a strong focus on sustainable transport. This includes public transport improvements along the Stafford Road, improving access to employment areas by public transport, cycling and walking, and improving the A449 corridor with a focus on traffic management and sustainable transport modes. This will support accessibility to facilities, services and amenities.
9	Ensure easy and equitable access to services, facilities and opportunities.	The proposals for Regeneration Corridor 2 have a strong focus on improving accessibility. This includes public transport improvements along the Stafford Road, enhancing access to employment areas by public transport, cycling and walking, and improving the A449 corridor with a focus on traffic management and sustainable transport modes. This will be supported by proposed improvements to open space and canal corridors.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Local accessibility to services will be also be supported by a new neighbourhood centre to be provided as part of the Goodyear site redevelopment.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 2: Stafford Road


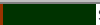








No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>The proposals for the corridor recognises the heritage value of the canal network and local railway arches, and seeks to preserve and enhance these features. It also seeks to utilise opportunities to improve their use as educational and recreational resources.</p> <p>The setting of heritage features will be further enhanced by improvements to the built environment and environmental enhancements.</p>	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	<p>The transport heritage of the Black Country, including canal and rail corridors, is an important asset for the sub-region's historic environment. This is reflected in the corridor by the listing of the railway arches and the designation of much of the corridor's canal network as part of the Wolverhampton Locks Conservation Area.</p> <p>RC2 also recognises the 19th century street pattern and key buildings of Park Village</p>
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>RC2 has a strong focus on maximising high quality design, retaining existing landmark buildings and securing environmental improvements in the corridor. This will support this objective.</p> <p>Improvements to the corridor's green infrastructure network will also support the quality of the townscape in the corridor.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>Many areas in the corridor currently suffer from a poor quality built environment.</p>
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	No significant effects at this level of detail.									Neutral			
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>The proposals for the corridor recognises the biodiversity value of the Birmingham Canal and the railway corridor. RC2 also seeks to improve wildlife corridors present along the canal and address biodiversity deficiencies in the area.</p> <p>Biodiversity networks will also be supported by the improvement in the area's green infrastructure network.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	<p>The rail and canal corridors in the area are valuable linkages in the Black Country's biodiversity network. At a number of locations in the corridor, including the area around Fowlers Playing Fields SLINCs have been designated.</p> <p>A balance of public open space (for recreational purposes) and designated wildlife area should be informed by the EIG Phase 2 work.</p>
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>Redevelopment of disused and underutilised industrial land will support soil and water quality. Measures to support sustainable modes of transport and an expansion of green infrastructure in the corridor have the potential to facilitate improvements to air and noise quality in the area.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	<p>Potential areas of land contamination in the corridor include the Goodyear site. Groundwater within the Triassic sandstone that lies beneath the City Centre and much of the western and northern areas of the City is highly vulnerable to contamination.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 2: Stafford Road

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
<b>Overall Effect</b>	The proposals for Regeneration Corridor 2 will have a range of benefits for the area, including improvements to the quality of the built environment, protection and enhancement of the area's historic environment, a support of sub-regional biodiversity networks and enhancements to soil, air and water quality. The proposals will also improve accessibility to services, facilities and opportunities, encourage the use of sustainable modes of transport, improve housing offer, and increase the desirability of the area as a place to live.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

### Key

The 'Duration' column is noted as:	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	Adverse	Severe			Superior	<b>Beneficial</b>
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 3: South of Wolverhampton City Centre

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	A new and improved network of local open space and recreational facilities will serve proposed new housing. This will help address existing deficiencies in this area (as well as the adjoining part of Wolverhampton City Centre). With improvements to Graiseley Recreation Ground, Dixon Street Playing Fields and Phoenix Park, this will promote healthier lifestyles through enhanced outdoor leisure and walking and cycling opportunities.	++	++	++	Ongoing	Permanent	Local	High	Low	Moderate	Positive	No	Health is a key issue in the Black Country with particular issues related to inequalities in health and unhealthy lifestyles.  Health and wellbeing will be also be supported by improved links to the proposed Primary Care Facility at the Royal Hospital Site, which will enhance access to local health services.  Health issues are also closely related to the physical environment. Fear of crime, stress and insecurity have negative effects on health and wellbeing. Improvements in the public realm and the built environment through RC3 will therefore support this objective.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Due to the proximity of the city centre, the promotion of high density housing and centre-type uses in the northern part of the corridor will support walking and cycling, facilitate access to public transport links, and help improve accessibility to services, facilities and amenities. New shops and facilities at the Blakenhall Gardens redevelopment will also help improve accessibility to local services.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will be supported by: improved pedestrian linkages through the area and to the city centre, including pedestrian access across the ring road to the City Centre to the St John's Church quarter; remodelling of key junctions; and enhancements to the quality of the public realm.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral			
4	Plan for the anticipated different levels of climate change.	RC3 has a strong focus on improving environmental infrastructure. The proposals for the corridor also encourage the provision of new green spaces, green roofs and street trees to offset urban heat island effects. The proposals also acknowledge the areas of flood risk which exist in the area, including from the presence of a culvert in the western side of the corridor.  These proposals will help increase the resilience of the corridor to the likely effects of climate change.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	Yes	The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace and open space may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 3: South of Wolverhampton City Centre

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	Due to the proximity of the city centre, high density development in the north of the corridor will support walking and cycling, facilitate access to public transport links. This will be supported by improvements to pedestrian and cycle networks, including across the corridor, to the city centre and to the Moorfields Quarter.	+/-	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This has the potential to help limit greenhouse gas emissions from transport: this is significant as the proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	The proposals for Regeneration Corridor 3 have an impetus on housing renewal and improvements.  A focus on providing larger housing, based on community ties, will support local housing needs, particularly those from BME communities.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	The demand for good quality affordable housing is significantly greater than supply in Wolverhampton. Likewise, there is a considerable demand for larger, family sized housing within local communities.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The retention and promotion of improvements to the Moorfields Quarter Industrial area will support local firms and help protect existing local businesses and local jobs from the regeneration proposals.	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	High density commercial development in the north of the corridor will also promote links with city centre regeneration and support investment.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Enhancements to the residential environment and improvements to housing offer in the corridor will help ensure all groups have access to decent, appropriate and affordable housing. Improving links to the city centre will help promote accessibility to services, facilities and amenities and the city's transport linkages (including to tram, rail and bus networks). Improvements to Blakenhall Local Centre and green infrastructure improvements will enhance access to local services and opportunities.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Improvements in the built environment, utilising local distinctiveness and character, and enhancements to the public realm will enhance security and perceptions of security and improve the satisfaction of residents with the neighbourhoods they live. This will promote community cohesion.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 3: South of Wolverhampton City Centre

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	Improvements to pedestrian and cycle links to the city centre (including by enhancing linkages across the ring road) and across the corridor will help promote accessibility to services, facilities and amenities. It will also improve access to the city centre's excellent transport linkages, including to tram, rail and bus networks.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Improvements to Blakenhall Local Centre and linkages to educational and health facilities outside of the corridor will also support this objective by enhancing accessibility to local services and amenities.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the corridor have a strong impetus on protecting and enhancing the rich historic environment of the area.  This includes through the utilisation of a heritage audit and Detailed Historic Characterisation work which has been carried out in the corridor. It also supports a review of the boundaries of local conservation areas to better protect local features and areas of cultural heritage value.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	This will act a strong basis for protecting and enhancing the historic character of the area. This will be particularly important as large-scale change progresses.  The corridor is rich in cultural heritage assets. It contains a large number of listed buildings, part of the Penn Road and Graiseley Conservation Areas and the whole of Fellows Street Conservation Area. Many of the features are associated with early development of the British motorcar and motorcycle industries.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for the corridor have a strong impetus on protecting and enhancing the rich historic environment of the area.  This will act a strong basis for protecting and enhancing the local distinctiveness of the area, which will be particularly important as large-scale change progresses.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC3's impetus on an expansion and improvement of local open space provision and improvements to the Graiseley Recreation Ground will also help enhance the character and appearance of the local built environment.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	Due to the proximity of the city centre, high density commercial development and centre type uses in the north of the corridor will be a more efficient use of land.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	
13	Value, maintain, restore and re-create biodiversity and geodiversity.	A new network of local open space may have some benefits for species and habitats.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	Whilst no biodiversity designations or corridors exist within the area, new open space will complement urban wildlife.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 3: South of Wolverhampton City Centre

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	RC3's promotion of improved walking and cycling routes and sustainable transport networks will support air and noise quality in the area.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 3 will support improvements to housing offer and help facilitate enhancements to the residential environment. Through enhancements to walking and cycling networks, and improving local services, accessibility to amenities, facilities and opportunities, both within the corridor, and to areas outside, including in the city centre, has been promoted by RC3. Investment and economic growth will be facilitated by supporting both existing businesses in the area and promoting investment in new types of economic activities.</p> <p>RC3 also has a strong focus on improving the public realm and built environment of the area. It also fully recognises the historic character of the area through seeking to support its historic environment. This will help promote local distinctiveness and a sense of place.</p>													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	

The 'Duration' column is noted as:		Magnitude of significance is illustrated as:	
Adverse	Severe		Superior
	Major		Major
	Moderate		Moderate
	Minor		Minor
	Negligible		Negligible
Beneficial	Superior		Major
	Major		Moderate
	Moderate		Minor
	Minor		Negligible
	Negligible		

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 4: Wolverhampton - Bilston

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>Health services in the corridor will be expanded to accompany new development in the area, including a new health centre at Bilston Urban Village and the establishment of the temporary surgery in Ettingshall as a permanent facility.</p> <p>A new network of sport, leisure and recreation facilities, including in Bilston Urban Village and the strong focus on green infrastructure will support the health and wellbeing of residents.</p>	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Health and wellbeing in the area will be promoted by: the creation of new Neighbourhood Parks in the north of the corridor and in Bilston Urban Village; the creation of a high quality greenway network along the corridor and improving links to existing parks; and extending walking and cycling networks along canals and disused railway corridor.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	The promotion of development which makes full use of the good public transport links in the corridor, a new metro stop at Bilston Urban Village and the creation of high quality greenway network and extending cycling and walking networks in the corridor will support this objective.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The corridor is well served by bus services, with a key node being Bilston Bus station, which provides a hub for intermediate service routes to Wolverhampton, Walsall, Dudley, Tipton, West Bromwich and Darlaston. The Midland Metro Line One runs through the corridor, which operates between Wolverhampton and Birmingham, Wednesbury, West Bromwich, Handsworth and the Jewellery Quarter. Stations within or near the corridor include, the Royal, Priestfield, the Crescent, Bilston Central, Loxdale, and Bradley Lane. The nearest rail stations are Wolverhampton to the north of the corridor and Coseley to the south.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the corridors seek to retain the strategically important waste management facilities in the corridor. These include those at Anchor Lane HWRC; Hickman Avenue Depot; Old Chillington Works; Parkfield Works; Ettingshall Recycling (Tarmac), Spring Road; S & B Waste Management, Purbrook Road; and at Valgrove Ltd, Withy Road.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The Black Country has a relatively low (but improving) recycling rate, particularly of household and municipal waste. This has historically resulted in part from a large landfill capacity from disused minerals workings in the sub-region.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 4: Wolverhampton - Bilston

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
Objectives	4	Plan for the anticipated different levels of climate change.	<p>The creation of a new Neighbourhood Parks in the north of the corridor and in Bilston Urban Village, complemented by a new greenway network and network of local open space (including the provision of at least 15% of land within residential development as open space) will help reduce the impacts of climate change in the corridor.</p> <p>The proposals for the corridor also encourage the provision of new green spaces, green roofs and street trees to offset urban heat island effects.</p> <p>RC4 seeks to ensure that the flood risk area present in the south of the corridor is addressed through the sequential test. The proposals for the corridor also promote the use of SUDS and the creation of a lake in this area.</p>	-/+	+	++	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.
	5	Minimise the Black Country's contribution to climate change.	The promotion of development which makes full use of the good public transport links in the corridor, a new metro stop at Bilston Urban Village and the creation of high quality greenway network and extending cycling walking networks in the corridor will help limit greenhouse gas emissions from transport.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This is significant as the proportion of greenhouse gas emissions which originate from transport sources is currently increasing in the Black Country.
	6	Provide environmentally sound, good quality affordable housing for all.	The proposals for the corridor will lead to a significant increase in the amount of housing which exists in the area: approximately 4,300 dwellings. RC4 focuses on housing renewal of existing residential areas, new market and affordable housing, and the creation of mixed and cohesive communities. This will support this objective.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will be supported by a focus on high quality design and a high quality built environment, and utilising opportunities to reinforce the local distinctiveness of the area.

# DETAILED ASSESSMENT MATRIX

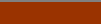




## Regeneration Corridor 4: Wolverhampton - Bilston

SA	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Retaining and promoting improvements to remaining local employment land after redevelopment will help ensure that sufficient local jobs are retained to support the local economy as large-scale change progresses. The creation of one or more relocation zones for firms displaced as a result of change elsewhere in the corridor will support this.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Significant housing growth proposed for the corridor will support local centres. Alongside, the proposed improvements to the corridor's public realm and local environment will enhance the reputation of the area. as a place to invest.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	By aiming to retain local businesses, and creating relocation zones for firms displaced as a result of change elsewhere in the corridor, the proposals will support the local economy and local jobs. This will be supported by the promotion of improvements to existing local employment land.	++	++	++	Ongoing	Permanent	Local	High	Low	Moderate	Positive	No	Heath Town and Ettingshall wards have the 2nd and 3rd highest concentrations of unemployment in Wolverhampton at 8.0% and 7.5% respectively. This is over three times the national rate.  The promotion of public transport and walking and cycling networks through RC4 will also support social inclusion.
	9	Ensure easy and equitable access to services, facilities and opportunities.	The promotion of development which makes full use of the good public transport links in the corridor, a new metro stop at Bilston Urban Village and the creation of high quality greenway network and extending cycling walking networks in the corridor will support this objective.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The corridor is well served by bus services, with a key node being Bilston Bus station, which provides a hub for intermediate service routes to Wolverhampton, Walsall, Dudley, Tipton, West Bromwich and Darlaston. The Midland Metro Line One runs through the corridor, which operates between Wolverhampton and Birmingham, Wednesbury, West Bromwich, Handsworth and The Jewellery Quarter. Stations within or near the corridor include, the Royal, Priestfield, the Crescent, Bilston Central, Loxdale, and Bradley Lane. The nearest rail stations are Wolverhampton to the north of the corridor and Coseley to the south.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the corridor will utilise the detailed Historic Landscape Characterisation Study which has been carried out. RC4 also seeks to enhance the setting of the canal and provide distinctive design solutions which exploit canalside locations and incorporate the preservation of historic structures. It also seeks to ensure that canalside locations with surviving remnants of industrial heritage form the focal point or inspiration for new locally distinctive developments.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	More general improvements to the public realm and environmental enhancements are also likely to improve the setting of cultural heritage assets.  The corridor contains two conservation areas (Union Mill and Bilston Town Centre) and a number of listed buildings. The canal and rail corridors present in the area are also important C18th and C19th cultural heritage assets. This is acknowledged by RC4 by suggesting that some areas of industrial heritage in the corridor may be of sufficient quality to merit conservation area status.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 4: Wolverhampton - Bilston

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for the corridor will utilise the detailed Historic Landscape Characterisation Study which has been carried out. RC4 also seeks to enhance the setting of the canal and provide distinctive design solutions which exploit canalside locations and incorporate the preservation of historic structures. It also seeks to ensure that canalside locations with surviving remnants of industrial heritage form the focal point or inspiration for new locally distinctive developments.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will support local distinctiveness and a sense of place. More general improvements to the public realm and environmental enhancements are also likely to improve the quality of the built environment in the corridor.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	No significant effects at this level of detail.									Neutral			
13	Value, maintain, restore and re-create biodiversity and geodiversity.	RC4 promotes the creation of a greenway network. Likewise it also recognises the potential to enhance biodiversity networks along canals and disused railway corridors, with links to existing wildlife sites at Stowlawn Wood and Ladymoor Pool.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The proposals for the corridor seek to ensure that ecological surveys of designated nature conservation sites will be carried out to inform the subsequent AAP for the area.  The corridor includes biodiversity corridors which are valuable for sub-regional networks.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	RC4, by remediating large areas of poor quality employment land, will support an improvement of environmental quality. Enhancements to green infrastructure will also stimulate improvements to the natural and built environment.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	With potential positive effects on water, soil and air quality.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 4 will support an improvement of biodiversity networks, protect and enhance the historic environment and local distinctiveness, support climate change adaptation and mitigation, and facilitate local improvements to soil and water quality. Housing offer, the quality of the built environment, accessibility and the health and wellbeing of residents will also be supported by RC4. The historic environment will also be promoted by the utilisation of historic landscape characterisation and the utilisation of the features of industrial heritage and the canal network.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 5: Loxdale Moxley

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Improvements to recreation facilities, and enhancements to the quality and area of open space in the corridor are supported by the proposals. This will help increase opportunities for leisure and recreational activities in the corridor	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	This will support health and wellbeing.  Health is a key issue in the Black Country with particular issues related to inequalities in health and unhealthy lifestyles.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Whilst a number of transport improvements will be implemented in surrounding areas, the proposals do not support new or improved transport links within the corridor.									Neutral			No effects at this level of detail therefore.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals seek to retain existing strategic waste management facilities, and permit new waste management facilities in the area.  RC5 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.	+	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This is significant considering the land uses proposed for this corridor.
4	Plan for the anticipated different levels of climate change.	The proposals for RC5 acknowledge the areas of flood risk in the corridor and seek to ensure the SFRA is utilised by development in the corridor.  An improvement and increase in the area of open space in the area will support climate change adaptation.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development. The incorporation of Sustainable Urban Drainage Systems alongside new development will help reduce the impact of flash flooding and increased surface run off resulting from climate change.
5	Minimise the Black Country's contribution to climate change.	Greenhouse gas emissions will increase as a result of the new housing and employment land in the corridor.	-/+	-/+	-/+	Ongoing	Permanent	International	Low	Low	Major	Positive and negative	Yes	
6	Provide environmentally sound, good quality affordable housing for all.	Approximately 860 new houses will be delivered within and surrounding the corridor. This will be accompanied by housing quality improvements.	+	+	+	Ongoing	Permanent	Local	Negligible	Low	Negligible	Positive	No	Much of the proposed new housing provision will take place outside of the corridor however.



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 5: Loxdale Moxley

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Economic growth in the area will be supported by retaining existing employment areas and securing improvements to the quality of industrial land in the area.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The overall strategy for the corridor is to retain and invest in employment land, to provide higher quality employment areas.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Local jobs will be supported by retaining existing employment areas and securing improvements to the quality of industrial land in the area.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help support local employment.
	9	Ensure easy and equitable access to services, facilities and opportunities.	No significant effects at this level of detail.									Neutral			
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	RC5 seeks to protect and enhance local heritage assets and improve the setting of the canal network.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The canal network is the main historic environment feature in the area.
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for the corridor seek to protect and enhance heritage assets, improve the setting of the canal network and improve and increase the area of open space in the corridor.	+	++	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Accompanied by improvements to the built environment, including through the provision of local greenways, this will improve the quality of the built environment of the area.
	12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC5 seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Due to the types of development proposed for the area, there is further potential for renewable energy provision to be promoted in the corridor.
	13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for the Regeneration Corridor acknowledges the corridor's biodiversity assets, and states that steps should be made to protect and enhance them and, where proposals could impact on these designations, ensure that adequate mitigation measures are provided against any adverse effects.  RC5 also seeks to improve the quality and area of open space and expand greenways across the corridor. This will support biodiversity networks in the area.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The corridor includes a number of wildlife corridors and the Moorcroft Wood Local Nature Reserve. Linkages to these areas will be supported by the proposals for the corridor.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 5: Loxdale Moxley

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	RC5 seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.	-/+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The expansion of green networks and open space, and improvements to the built environment will also support this objective.
<b>Overall Effect</b>	<p>Whilst the employment focus of the Regeneration Corridor limits the scope for significant improvements relating to housing and service provision or other linked aspects, the proposals for RC5 will support improvements in the built environment, biodiversity networks, the historic environment, recreational opportunities, soil and water quality and sustainable waste management. It will also support inward investment and economic growth.</p> <p>Due to the types of land uses proposed for the corridor, there is further potential for renewable energy provision to be supported through redevelopment in the area.</p>													
<b>Proposed Mitigation</b>	Opportunities for new renewable energy provision should be explored further to accompany new and redevelopment of employment land in the corridor.													

Key	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	

The 'Duration' column is noted as:		Adverse		Beneficial	
Magnitude of significance is illustrated as:	Severe	Major	Superior	Severe	Major
	Moderate	Moderate	Moderate	Moderate	Moderate
	Minor	Minor	Minor	Minor	Minor
	Negligible	Negligible	Negligible	Negligible	Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Enhancements to existing open space in the corridor and the provision of new open space in residential growth will support physical activity and outdoor recreational activities.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The current development of three new health facilities in Willenhall, 1.5km north of the corridor and in Bentley has been deemed to meet primary healthcare needs in the area.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	<p>Improvements to the railway line and a new station at Willenhall, the 529 Bus Showcase, the Willenhall transport interchange and a high volume public transport route between Walsall, Willenhall and Wolverhampton will support modal shift and sustainable transport use.</p> <p>However RC6's support of highway improvements, including the Junction 10 Improvement, the Darlaston SDA Access Roads, improved access to Neachells and improved access to Longacres from the Keyway, has the potential to encourage car use, and discourage modal shift.</p>	-/+	-/+	-/+	Ongoing	Permanent	Sub-regional	Medium	Low	Moderate	Positive and negative	Yes	<p>Whilst in the short term, congestion may be reduced by highway improvements, in the medium and long term congestion is likely to increase over a wider area as traffic flows increase. Encouragement of car use through road improvements may also reduce the economic viability of existing and proposed public transport networks.</p> <p>Improvements in walking and cycling or green infrastructure networks have also not been supported by RC6.</p>
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	<p>The proposals for the Regeneration Corridor seek to retain existing strategic waste management facilities, and permit new waste management facilities in appropriate locations.</p> <p>The development of new household waste recycling centres and the expansion of the SITA Wastecare site are also promoted by the proposals.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC6 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	<p>According to the SFRA, part of the corridor lies within an area of Flood Risk Zone 2. This has been acknowledged by RC6. The potential need for more detailed flood risk assessments to be carried out to accompany new development has also been acknowledged.</p> <p>An improvement and increase in the area of open space in the area will also support climate change adaptation.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	<p>Mixed effect:</p> <p>Improvements to the railway line and a new station at Willenhall, the 529 Bus Showcase, the Willenhall transport interchange and a high volume public transport route between Walsall, Willenhall and Wolverhampton will help limit greenhouse gas emissions.</p> <p>RC6, by supporting highway improvements, including the Junction 10 Improvement, the DSDA Access Roads, improved access to Neachells and improved access to Longacres from the Keyway, has the potential to encourage car use, and increase greenhouse gas emissions however.</p>	-/+	-/+	-/+	Ongoing	Permanent	International	Low	Low	Major	Positive and negative	Yes	<p>Encouragement of car use through road improvements may reduce the economic viability of existing and proposed public transport networks. Highway improvements should incorporate provision for public transport, such as bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift.</p> <p>The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.</p>
6	Provide environmentally sound, good quality affordable housing for all.	Total housing provision of 1,575 dwellings up to 2026 will help increase the availability and variety of housing in the corridor.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	The proposals for the corridor do not however suggest to what level of affordable housing provision will be included within the housing numbers, or the tenure or type of housing.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Investment and economic growth in the area will be supported by an encouragement of retail and office provision in Wednesfield Town Centre, and the proposed transformation of North Darlaston and Neachells employment areas to high quality industrial locations.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will be supported by accessibility improvements in the area.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Improvements to the railway line and a new station at Willenhall, the 529 Bus Showcase, the Willenhall transport interchange and a high volume public transport route between Walsall, Willenhall and Wolverhampton will support accessibility to services, facilities and opportunities and support social inclusion.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help improve accessibility to jobs and services for those without access to a car, and support social inclusion. Improvements in walking and cycling or green infrastructure networks have not been supported by RC6 however. This would further support accessibility and social inclusion.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	Improvements to the railway line and a new station at Willenhall, the 529 Bus Showcase, the Willenhall transport interchange and a high volume public transport route between Walsall, Willenhall and Wolverhampton will support accessibility.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help improve accessibility to jobs and services for those without access to a car. Improvements in walking and cycling or green infrastructure networks have not been supported by RC6 however. This would further support accessibility.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>The proposals for the Regeneration Corridor acknowledge the heritage value of the canal network and seeks to support the restoration of disused canal branches. It also seeks to support the conservation of and enhancement of Willenhall centre.</p> <p>There are however potential effects on landscape, townscape and setting of cultural heritage assets from highway improvements. This includes indirect effects on noise pollution and visual intrusion from potential</p>	-/+	-/+	-/+	Ongoing	Permanent	Sub-regional	Low	Low	Minor	Positive and negative	Yes	The 7.71 hectare Willenhall Conservation area is located in the centre of the corridor. 16 Grade II listed buildings exist within the conservation area. There are also a number of listed features in the east of the corridor close to James Bridge Cemetery.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The proposals for the Regeneration Corridor acknowledge the heritage value of the canal network and seeks to support the restoration of disused canal branches. It also seeks to support the conservation of and enhancement of Willenhall centre.</p> <p>There are however potential effects on the built environment from highway improvements. This includes indirect effects on noise pollution and visual intrusion from potential increases in traffic.</p>	Not anticipated	-	--	Ongoing	Permanent	Sub-regional	Low	Low	Minor	Negative	Yes	Impacts on landscape and townscape will include from noise pollution and visual intrusion.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The proposals for Regeneration Corridor 6 seek to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 6: Darlaston, Willenhall, Wednesfield

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for the Regeneration Corridor acknowledge the corridor's biodiversity assets, and states that steps should be made to protect and enhance them and, where proposals could impact on these designations, ensure that adequate mitigation measures are provided against any adverse effects.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The Regeneration Corridor includes a number of SLINCS and SINCS and is linked to the Rough Wood and Rough Wood Chase Local Nature Reserves by the canal. It also contains the Fibbersby Local Nature Reserve, an important wetland site. The RC also includes a number of wildlife corridors. These assets are significant parts of the sub-region's biodiversity network.  There is further potential for new development to further support biodiversity networks in the area, and to link these key sub-regional features. In this respect the proposals for RC6 have not sought to improve local green infrastructure networks.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	RC5 seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.	+	-	--	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Negative	Yes	Whilst short term improvement in localised air and noise quality may result from highway improvements, in the medium and long term air and noise quality may deteriorate as traffic growth occurs.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 6 will support accessibility to services, facilities and opportunities, promote social inclusion, and offer some protection to key biodiversity and historic environment features in the corridor. It also offers new employment opportunities.  The promotion of highway improvements through RC6 will however have implications for longer term congestion, air and noise quality and greenhouse gas emissions, and the setting of the corridor's cultural heritage assets and townscape. There is also further potential for new development in the corridor to support improved biodiversity linkages between key features and support an enhancement of walking and cycling networks. Whilst some improvements to open space have been proposed, an overall enhancement of the corridor's green infrastructure network has not been supported by RC6.													
<b>Proposed Mitigation</b>	New development in the corridor should be accompanied by an expansion and improvement of walking and cycling networks, linking key facilities and services and public transport linkages. This should also be accompanied by an expansion in multifunctional green infrastructure networks.													

Key	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	

The 'Duration' column is noted as:		Magnitude of significance is illustrated as:	
Adverse	Severe		Superior
Major	Major		Major
Moderate	Moderate		Moderate
Minor	Minor		Minor
Negligible	Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 7: Bloxwich – Birchills – Bescot

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Public transport / rail improvements supported by the proposals for the corridor will help enhance access to health and leisure facilities. Improvements in cycle routes and the corridor's green infrastructure network will encourage healthier modes of travel such as walking and cycling.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Physical activity and healthier lifestyles will be further supported by enhancements to local open space and improvements in linkages to these areas.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Railway improvements, including new rail stations at Pleck and Leamore, a higher frequency of rail services to Birmingham and a potential reopening of the Walsall Stourbridge line will be supported by new bus showcase routes and a high volume public transport route between Wolverhampton, Walsall, Wednesbury and Darlaston. This will help encourage modal shift by improving alternatives to the car.  This will be further supported by enhancements in local cycle linkages and an improvement and expansion of the local green infrastructure network.	+	+	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area however, including to the M6 Junctions 9 and 10 and the Walsall Town Centre Ring Road.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste capacity, support a new resource recovery park at the former Trident Alloy site, and permit new waste management facilities in other retained local employment areas.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC7 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 7: Bloxwich – Birchills – Bescot

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
4	Plan for the anticipated different levels of climate change.	<p>The proposals for the Regeneration Corridor acknowledge that flood risk is a significant factor for the corridor and that whilst the majority of proposed development will meet the sequential test, where proposals do exist for potential flood risk areas, these will need to provide detailed flood risk assessments and, if appropriate satisfy the exception test.</p> <p>An expansion of green infrastructure in the corridor as promoted by RC7 will help improve the area's resilience to climate change.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>Area of Flood Risk Zone 3a (1 in 100 or greater probability of river flooding) and 3b (1 in 20 or greater probability of river flooding) exist in the corridor to the west of the corridor's boundary.</p> <p>The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. Flood risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development.</p>
5	Minimise the Black Country's contribution to climate change.	Public transport / rail improvements promoted by the proposals for the corridor will support modal shift from the private car. This will be supported by an improvement in local cycle networks and an improvement in the corridor's green infrastructure network.	+	+	+/-	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	<p>The success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area however, including to the M6 and the Walsall Town Centre Ring Road.</p> <p>This has the potential to help limit greenhouse gas emissions from transport. The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.</p>
6	Provide environmentally sound, good quality affordable housing for all.	Total housing provision of 1,645 dwellings up to 2026 will help increase the availability and variety of housing in the corridor.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	The proposals for the corridor do not however suggest to what level of affordable housing provision will be included within the housing numbers, or the tenure or type of housing.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Retaining existing local employment land will help support existing businesses and employment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Housing growth will also support the vitality of, and investment in, local centres.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Public transport / rail improvements supported by the proposals for the corridor will support modal shift from the private car and improve access to services, facilities and amenities. Improvements in cycle routes and the corridor's green infrastructure network will support leisure and recreational opportunities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help improve accessibility to jobs and services for those without access to a car, and support social inclusion. Improvements in cycling linkages and green infrastructure networks will further support accessibility and social inclusion.

SA Objectives



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 7: Bloxwich – Birchills – Bescot

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	<p>Railway improvements, including new rail stations at Pleck and Leamore, a higher frequency of rail services to Birmingham and a potential reopening of the Walsall Stourbridge line will be supported by new bus showcase routes and a high volume public transport route between Wolverhampton, Walsall, Wednesbury and Darlaston. This will support accessibility.</p> <p>This will be further promoted by enhancements in local cycle linkages and an improvement and expansion of the local green infrastructure network.</p>	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Low	Moderate	Positive	No	The success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area however, including to the M6 and the Walsall Town Centre Ring Road.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the Regeneration Corridor acknowledge the heritage value of the canal network. It also seeks to support the conservation of and enhancement of the historic centre of Bloxwich.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Rejuvenation of the canal corridor will help improve the setting of this important cultural heritage asset and facilitate heritage-led regeneration. The heritage value of the canal in the corridor is reflected by the existence of a number of listed structures along the waterway at Birchills.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for the corridor seek to protect and enhance heritage assets, improve the setting of the canal network and improve and increase the area of open space in the corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will be accompanied by enhancements to the built environment, including through an extension and improvement to the green infrastructure network.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The proposals for Regeneration Corridor 7 seek to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Due to the types of development proposed for the area, there is potential for renewable energy provision to be supported in the corridor.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 7: Bloxwich – Birchills – Bescot











No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>RC7 seeks to protect and enhance nature conservation sites located within and around the corridor and support protected species and priority habitats. It also seeks to ensure that any proposals which are likely to affect these assets provide mitigation measures against adverse effects.</p> <p>The proposals for RC7 also seek to improve wildlife corridors to key features (such as Rough Wood Chase LNR), including across barriers such as the M6. It also seeks to ensure that the biodiversity value of the canal network is maintained.</p>	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The canal is a valuable wildlife corridor, linking a number of important sites. These include the Rough Wood and Rough Wood Chase Local Nature Reserves located just outside of the corridor to the north west.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>RC7 seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.</p> <p>It also acknowledges the potential requirement for wastewater infrastructure improvements to accompany new development in the corridor.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The expansion of green networks and open space, and improvements to the built environment will also support this objective.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 7 will promote accessibility by sustainable modes of transport, support waste management provision, and enhance the quality of the local historic environment, including the canal network and in Bloxwich. RC7 will also support local water and soil quality and will help limit flood risk in the corridor. The proposals also have a strong focus on green infrastructure improvements, supporting and enhancing biodiversity networks in the corridor, and promoting employment opportunities.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	

The 'Duration' column is noted as:	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	

Adverse		Beneficial	
Severe		Superior	
Major		Major	
Moderate		Moderate	
Minor		Minor	
Negligible		Negligible	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 8: Hill Top

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Improvements to medical services at Wednesbury, Hill Top and Greets Green/Carters Green will support healthcare provision in the Regeneration Corridor.  Metro and rail improvements supported by the proposals for the corridor will support modal shift from the private car and improve access to health and leisure facilities. Improvements in walking and cycling routes, including improved links to open space and canal corridors will encourage healthier modes of travel such as walking and cycling.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements to the corridor's green infrastructure network will encourage outdoor activities, supporting health and wellbeing. There is currently a deficiency in open space in relation to the residential areas in the north of the corridor.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Reopening of the line from Walsall to Stourbridge, the proposed Metro 5Ws route and improvements in walking and cycling networks as supported by RC8 will support the use of sustainable modes of transport.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	Yes	This will help limit congestion in the corridor.  The canal network, comprising the Walsall Canal, which runs from north to south in the corridor, and the Tame Valley Canal and the Ridgeacre Branch, which connects the west and east of the corridor, provides an opportunity to link different areas of RC8 through facilitating accessible and high quality walking and cycling networks.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste capacity.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Major	Positive	No	RC8 also seeks to build on Pikelve Eco-park's current planning permission for a materials recycling facility to create a focus for attracting other environmental technology businesses to locate at this location.
4	Plan for the anticipated different levels of climate change.	The proposals for the corridor seek to ensure that flood risk assessments and mitigation measures are required for any proposals which fall within areas of flood risk.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Parts of the central area of the corridor near Balls Hill and Golds Green are prone to 'significant' flood risk, including from the River Tame, with the chance of flooding each year greater than 1.3% (1 in 75). Part of the north of the corridor are also subject to Flood Zones 2 and 3.  The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development. The incorporation of Sustainable Urban Drainage Systems alongside new development will help reduce the impact of flash flooding and increased surface run off resulting from climate change.
5	Minimise the Black Country's contribution to climate change.	Metro and rail improvements supported by the proposals for the corridor will help limit car use. This will be supported by Improvements in walking and cycling routes.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This has the potential to help limit greenhouse gas emissions from transport. This is significant as the proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 8: Hill Top

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	6	Provide environmentally sound, good quality affordable housing for all.	Total housing provision of approximately 5,400 dwellings up to 2026 will help increase the availability and variety of housing in the corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	However, RC8 does not suggest to what level of affordable housing provision will be included within housing number.
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Housing growth, improvements in public transport and walking and cycling networks and enhancements to the built environment will support the vitality of Wednesbury town centre, Great Bridge, Greets Green/Carters Green and West Bromwich.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	RC8 also encourages the development of an environmental technology cluster at Pikelve Eco-park.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Improvements to the quality of the built environment will help enhance security and help reduce fear of crime. Promotion of public transport improvements and walking and cycling networks will also improve accessibility to services, facilities and amenities, supporting social inclusion.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Improvements in the built environment, utilising local distinctiveness and character, and enhancements to the public realm will enhance security and perceptions of security and improve the satisfaction of residents with the neighbourhoods they live. This will promote community cohesion.
	9	Ensure easy and equitable access to services, facilities and opportunities.	Reopening of the line from Walsall to Stourbridge, the proposed Metro 5Ws route and improvements in walking and cycling networks as supported by the proposals for the corridor will support the use of sustainable modes of transport.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	Yes	Improvements to the quality of open space, by enhancing security and helping to reduce the fear of crime will also support walking and cycling.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the corridor seek to protect and enhance designated and non-designated heritage features and areas in Wednesbury town centre. It also seeks to rejuvenate the canal network, utilising areas of special industrial interest.	+	++	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The canal network is a particularly valuable asset for the historic environment in the corridor. This is demonstrated by the fact that a number of features along the canal corridors are listed. Within RC8 existing development has often reduced and minimised the accessibility of the canal network and devalued the network as a historic environment asset. An example of this is at Ryders Green Lock, where currently the Walsall Canal is closed off to the surrounding area by the industrial works on Charles Street and Whitehall Road
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Improvements to the corridor's green infrastructure network will support the quality of the public realm and built environment in the area. Rejuvenation of the Tame Valley Canal and the River Tame will support the quality of the landscape and townscape of the area.	+	++	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposal's for RC8 also seek to utilisation key views, such as to Church Hill Beacon, and protect and enhance the historic environment of the corridor, including notably the canal network.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 8: Hill Top

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC8 seeks to build on Pikelve Eco-park's current planning permission for a materials recycling facility to create a focus for attracting other environmental technology businesses to locate at this location.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This may include opportunities for renewable energy provisions in the area.
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The corridor includes a number of wildlife corridors, including along the Tame Valley and Walsall canal and along the Metro line. These are valuable parts of the sub-region's biodiversity network. The proposals for corridor recognises these biodiversity linkages and suggests that improved links with wildlife sites beyond the corridor such as Sheepwash Local Nature Reserve should be taken forward.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	RC8 also suggests that opportunities for wildspace restoration and creation should be pursued as part of the open space strategy for the area in association with housing growth areas and employment areas.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Improvements in the quality of the public realm and an expansion and enhancement of green infrastructure in the corridor may help stimulate improvements to the natural and built environment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	With potential positive effects on water, soil and air quality.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 8 will enhance the quality of the townscape and public realm of the Hill Top area, protect and enhance the historic environment of the area, including Wednesbury town centre and the canal network, and support sub-regional biodiversity networks. With a strong focus on public transport and walking/cycling improvements, RC8 will support accessibility and social inclusion. Sustainable waste management and potentially renewable energy provision will also be promoted through encouraging the development of an environmental technology cluster at Pikelve Eco-park.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

### Key

	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	Severe			Superior	<b>Beneficial</b>
The 'Duration' column is noted as:	Negative effect	-		Major			Major	
	Positive effect	+		Moderate			Moderate	
	Major positive effect	++		Minor			Minor	
		Neutral environmental effect			Negligible			

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 9: Dudley Port/Tividale/Brades Village

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>The proposals for the corridor aim to improve the quality and provision of public open space and improve access to these areas. Improvements to walking and cycling networks will also support healthier lifestyles.</p> <p>Proposals to extend bus interchange at Great Bridge Town Centre and other transport improvements will help improve access to health and leisure facilities.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	<p>The Sandwell Green Space Audit (2006) identified that there are pockets of open space deficiencies throughout the corridor, and in particular surrounding Oldbury. There are also currently a number of physical barriers restricting access to some areas of open space (such as Sheepwash Urban Park).</p> <p>RC9 acknowledges that additional provision for adult, junior and mini sports pitches are required in light of anticipated population growth in the corridor.</p>
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Measures supported by RC9, including an improvement of rail and bus interchange, and improvements to walking and cycling networks will help limit congestion and encourage modal shift by promoting alternatives to the car.	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	<p>The success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area however, including the Burnt Tree Island junction improvements and the Owen Street Relief Road scheduled for completion in 2010.</p> <p>Improvements in open space provision will also support walking and cycling.</p>
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste capacity.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	
4	Plan for the anticipated different levels of climate change.	Whilst a focus on greenspace will help reduce the impacts of climate change in the corridor, the proposals for the corridor have not acknowledged the flood risk that exists in the area. This will limit the corridor's ability to adapt to climate change.	-	--	--	Ongoing	Permanent	Local	High	Medium	Moderate	Negative	Yes	<p>According to the SFRA, significant parts of the corridor are prone to flood risk and are within Flood Zones 3a (1 in 100 or greater probability of flooding) and 3b (1 in 20 or greater probability of flooding). Whilst some of these areas benefit from flood defences there should be a presumption against building in flood prone areas of the corridor with regard made to PPS25 (Development and Flood Risk) and the utilisation of the sequential and exception tests.</p> <p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 9: Dudley Port/Tividale/Brades Village

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	Measures supported by RC9, including an improvement of rail and bus interchange, and improvements to walking and cycling networks will help limit congestion and encourage modal shift by encouraging alternatives to the car. This will help limit greenhouse gas emissions from transport.	+	+	+	Ongoing	Permanent	International	Low	Low	Minor	Positive	No	This may be undermined by recent and ongoing highway improvements in the area however, including the Burnt Tree Island junction improvements and the Owen Street Relief Road scheduled for completion in 2010.
6	Provide environmentally sound, good quality affordable housing for all.	The proposals for the corridor aim to increase the provision of housing to better suit demand for certain types of housing in the area. Supporting housing renewal, the quality of housing will also be promoted by the improvement and expansion of open space in the corridor.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The Sandwell Housing Needs Study (2007) identifies that Tipton is not currently seen a popular destination for households currently living within the Borough. Reflecting this, Tipton has the lowest level of 3-bedroom stock and highest level of 1-bedroom stock across Sandwell, with the majority of demand in the private sector being for 3-bedroom houses.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Whilst RC9 will remove and restructure large areas of low quality employment land for housing, this is more likely to help rejuvenate centres, support regeneration and encourage investment than discourage economic growth in the area.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will support the viability and vitality of local centres, including Tipton, Great Bridge and Oldbury.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Improvements in the public realm and open space provision and quality, will improve the satisfaction of residents with their neighbourhoods as places to live. Extension of bus interchange at Great Bridge Town Centre, walking and cycling enhancements and other transport improvements will also promote accessibility to facilities and services, supporting social inclusion.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Improving housing offer in the area will also support this objective.
9	Ensure easy and equitable access to services, facilities and opportunities.	Measures supported by RC9, including an improvement of rail and bus interchange, and improvements to walking and cycling networks, will support accessibility to services, facilities and opportunities.	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	The success of these sustainable transport measures may be undermined by recent and ongoing highway improvements in the area however, including the Burnt Tree Island junction improvements and the Owen Street Relief Road scheduled for completion in 2010.  Improvements in open space and green infrastructure provision will also support walking and cycling.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 9: Dudley Port/Tividale/Brades Village



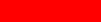








No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>The proposals for Regeneration Corridor 9 seeks to preserve and enhance the quality of the canal network. This will be supported by RC9's aim to enhance the provision of open space in the area.</p> <p>RC9 also seeks to conserve and enhance the character of Tipton and Great Bridge, including areas of industrial heritage and terraced housing.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The canal network is of particular local historic environment importance, comprising the Old and New Main Lines of the Birmingham Canal and the Dudley Canal, which includes significant and landmark features such as the Netherton Tunnel and crossover. Whilst some areas in the north of the corridor are high quality canal environments, a number of the canal environments elsewhere are of relative poor quality.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>Improvements to the corridor's open space network and improvements in the public realm will support the quality of the built environment.</p> <p>Enhancements to canal corridors will support the quality of the built environment and support local distinctiveness.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Whilst areas in the north of the corridor are high quality canal environments, a number of the canal environments elsewhere are of relative poor quality.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	No significant effects at this level of detail.									Neutral			
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for Regeneration Corridor 9 seeks to ensure that the greenspace strategy for the corridor includes the creation of habitats and the restoration and retention of natural green spaces. It also seeks to support Sheepwash Local Nature Reserve by improving access and additional open space provision, and supporting wildlife linkages along local canal corridors.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	There is further potential for improved linkages to be supported to the Wren's Nest National Nature Reserve, which is situated to the west of the corridor. Wren's Nest NNR was declared the UK's first geological National Nature Reserve in 1956, and improved access to this asset will help improve understanding of the significance of the Black Country's geodiversity resource.



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 9: Dudley Port/Tividale/Brades Village

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	The proposals for RC9, by promoting the redevelopment of large areas of poor quality and obsolete employment land will support an improvement of environmental quality. Improvements in green infrastructure will also stimulate improvements to the natural and built environment.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	With potential positive effects on water, soil and air quality.
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 9 will help improve housing offer in the area, promote accessibility to services, facilities and opportunities, and support the vitality of local centres such as Tipton, Great Bridge and Oldbury. RC9 will support the protection and enhancement of features and areas of historic environment value, including the canal network, and in Tipton and Great Bridge. This will support local distinctiveness and a sense of place. The proposals also have a strong focus on improving biodiversity networks, and the creation of habitats and the restoration and retention of natural green spaces, and improving linkages to the Sheepwash Local Nature Reserve.</p> <p>The proposals for the area have not acknowledged areas of flood risk which exist in in the area however, including areas of Flood Zone 3a and 3b. The presence to the west of the corridor of Wren's Nest National Nature Reserve, which was declared the UK's first geological National Nature Reserve in 1956 has also not been acknowledged by RC9.</p>													
<b>Proposed Mitigation</b>	New development in the northwest of the corridor should seek to improve access to and support the integrity of the Wrens Nest NNR. Development should have due regard to areas of flood risk in the corridor, utilising the sequential test, and where appropriate, the exception test in conjunction with the Strategic Flood Risk Assessment.													

Key									
The 'Duration' column is noted as:	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	<b>Adverse</b>	Severe			Superior	<b>Beneficial</b>
	Negative effect	-		Major			Major		
	Positive effect	+		Moderate			Moderate		
	Major positive effect	++		Minor			Minor		
	Neutral environmental effect			Negligible			Negligible		

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 10: Pensnett - Kingswinford

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>Emphasis on improving and enhancing links from existing and potential new housing areas into existing open spaces in the area and into Green Belt areas will promote physical activity and healthier lifestyles.</p> <p>RC10 also seeks to maintain and enhance links to Russells Hall hospital.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The corridor has large areas of open space, and due to its location on the urban fringe, good accessibility to nearby countryside.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	<p>The proposals for the corridor seek to improve public transport from both employment and residential areas. This includes through improving bus connections between the Pensnett Trading Estate and surrounding local and district centres, and surrounding residential areas. It also promotes an improvement in cycle routes through the Pensnett Industrial Estate and adjacent residential areas. This will support sustainable transport use.</p> <p>Improvement of road access between Pensnett Trading Estate and the Strategic Highway Network, combined with proposals for a rail freight connection into Pensnett Trading Estate will help reduce congestion from freight traffic in the area.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The corridor is at some distance of from major public transport nodes, increasing the difficulty of providing effective public transport networks.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste management facilities, and permit new waste management facilities in appropriate locations.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC10 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	The existence of an area of Flood Zone 3 in the south west corner of the corridor has been acknowledged. Provision of pocket parks within areas of new housing and other improvements in open space provision will help modify the effect of the urban heat island effect.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development. The incorporation of Sustainable Urban Drainage Systems alongside new development will help reduce the impact of flash flooding and increased surface run off resulting from climate change.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 10: Pensnett - Kingswinford

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	5	Minimise the Black Country's contribution to climate change.	Improvement of road access between Pensnett Trading Estate and the Strategic Highway Network may increase greenhouse gas emissions originating from the corridor.	-	-	-	Ongoing	Permanent	International	Low	Low	Major	Negative	Yes	The impact of this will to an extent be reduced if the proposals for a rail freight connection into Pensnett Trading Estate come into fruition.
	6	Provide environmentally sound, good quality affordable housing for all.	The proposals for the corridor seek to provide a range of housing suited to the area's needs. This recognises that there is significant demand for market housing within the corridor and there is a need for affordable housing within the corridor, with semi-detached & terraced properties most in demand.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	RC10 also recognises that there may be a need for Key Worker housing particularly as the Russells Hall Hospital is within a mile of the corridor.
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The protection and enhancement of high quality employment land will support existing businesses and employment in the Pensnett Trading Estate.  Local centres will benefit from improvements in public transport and walking and cycling linkages. They will also be supported by local housing growth and enhancements to the local public realm.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Safeguarding of local mineral resources will also support future mineral workings in the area.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	The proposals for the corridor aim to maintain and improve the bus connections between Pensnett Trading Estate and the surrounding local and district centres, as well as new residential areas. This will help improve accessibility to jobs for those without access to a car, and support social inclusion.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	RC10 also acknowledges opportunities to link training and skills development with the high quality employment area.  Improvements in local links to open spaces and assets in the green belt will support accessibility to informal leisure and recreation opportunities.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 10: Pensnett - Kingswinford

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	The proposals for the corridor seek to improve public transport from both employment and residential areas. This includes through improving bus connections between the Pensnett Trading Estate and surrounding local and district centres, and surrounding residential areas. It also promotes an improvement in cycle routes through the Trading Estate and adjacent residential areas. This will support accessibility.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	The corridor is at some distance of from major public transport nodes, increasing the difficulty of providing effective public transport networks.  Improvement of road access between Pensnett Trading Estate and the Strategic Highway Network, combined with proposals for a rail freight connection into Pensnett Trading Estate will support accessibility for freight traffic.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	RC10 seeks to achieve improvements to the public realm in Kingswinford, Wall Heath and Pensnett. This will support the setting of local cultural heritage assets. It also seeks to link green space enhancement with heritage assets and promote the area's distinctive mining-related historic landscape.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Listed buildings in the corridor include Holbeache House, on Holbeache Lane, which is II* listed, but is not on the Buildings at Risk Register, and three Grade II listed buildings. These are concentrated on the High Street The corridor also includes three locally listed buildings which have been designated for their contribution to local distinctiveness.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The creation of pocket parks to accompany new development in the corridor, improvements to the public realm in Kingswinford, Wall Heath and Pensnett and redevelopment of older and more peripheral industrial estates for high quality housing will support the quality of built environment.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Landscape quality and local distinctiveness will be supported by RC10's promotion of the protection for mining and industrial-related historic landscapes in the area and linking green infrastructure improvements with the area's heritage assets.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC10 seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Due to the types of development proposed for the area, there is potential for renewable energy provision to be supported in the corridor. Opportunities for new renewable energy provision should be explored further to accompany waste/minerals workings in the corridor.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 10: Pensnett - Kingswinford

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>The proposals for Regeneration Corridor 10 seek to protect and enhance biodiversity and wildlife habitats in the corridor to support sub-regional wildlife networks.</p> <p>Likewise, RC10 acknowledges that the area is an important link from the Fens Pool SAC to open countryside to the west of the corridor (via Barrow Hill LNR and Coopers Bank).</p>	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>The proposals for the corridor also promote the restoration of former mining operations in the area for ecological purposes.</p> <p>Designated biodiversity assets in the corridor include the Charterfields, Kingswinford Local Nature Reserve and a number of SINCS and SLINCS. As an edge-of-conurbation corridor, supporting biodiversity habitats and networks in this area will help facilitate penetration of these networks into Dudley and the rest of the sub-region.</p>
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>Highway improvements have the potential to impact on air and noise quality.</p> <p>RC10 seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.</p>	+	-	-	Ongoing	Permanent	Sub-regional	Low	Low	Minor	Negative	Yes	<p>Whilst short term improvement in localised air quality may result from highway improvements, in the medium and long term air quality may deteriorate as traffic growth takes place. This may be limited by the rail freight proposals put forward through RC10 though.</p>
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 10 will help meet housing needs, promote accessibility to services, employment opportunities and amenities, support health and wellbeing, and promote the vitality of local centres including Kingswinford, Wall Heath and Pensnett. The proposals will also support sustainable waste management, the protection of minerals resources, and the promotion of appropriate after uses for minerals workings in the area. RC10 has a strong focus on supporting and enhancing biodiversity networks in the area, including linkages between open countryside and assets within the urban area. This is significant due to the edge-of-conurbation location of the corridor and the role of former minerals workings in the north of the corridor for providing a vital linkage between green belt land and important biodiversity sites nearby, including notably the the Fens Pool SAC to the east of the corridor.</p> <p>Improvements to road access between Pensnett Trading Estate and the Strategic Highway Network may in the longer term increase traffic flows, with implications for greenhouse gas emissions and air quality. This may however be offset by the development of a rail freight connection to the Trading Estate.</p>													
<b>Proposed Mitigation</b>	<p>Opportunities for new renewable energy provision should be explored further to accompany waste/minerals workings in the corridor.</p>													

Key								
The 'Duration' column is noted as:	Major negative effect --	<b>Magnitude of significance is illustrated as:</b>	<b>Adverse</b>	Severe			Superior	<b>Beneficial</b>
	Negative effect -			Major			Major	
	Positive effect +			Moderate			Moderate	
	Major positive effect ++			Minor			Minor	
	Neutral environmental effect						Negligible	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11a: Dudley Town Centre - Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	The proposals for Regeneration Corridor 11a seek to enhance access to and improve facilities at Russells Hall hospital.  The development of a rapid transport link through the corridor will support accessibility to health, leisure and recreational opportunities.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Improvements to canal corridors, open space and the area's green infrastructure network will support health and wellbeing by facilitating healthier modes of travel, promoting physical activity and improving opportunities for informal and formal recreational activities. RC11a also seeks to improve access to and enhance links from existing and potential new housing areas to open spaces in the area.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	RC11 supports the development of a rapid transit link through the corridor between Dudley and Brierley Hill and promotes the development of Brierley Hill as a central hub for bus network improvements, linking existing and new potential housing areas. It also seeks to promote an extension and improvement to cycle links along the canal network and seeks to enhance links to open spaces in the area.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will promote the use of sustainable modes of transport in the corridor and help limit congestion.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste management facilities, and permit new waste management facilities in appropriate locations.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC11a also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	RC11a acknowledges that small areas of flood risk exist in the corridor. No significant additional open space provision is proposed as part of the proposals for RC11a.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	An improvement in linkages between key sites (including improvements to the canal network) will however support biodiversity adaptation to climate change. This will help facilitate an improvement in biodiversity networks and promote an increase in ecological resilience in the corridor.
5	Minimise the Black Country's contribution to climate change.	The development of a rapid transit link through the corridor between Dudley and Brierley Hill, the development of Brierley Hill as a central hub for bus network improvements linking existing and new potential housing areas and improvements in local cycle and walking networks will encourage modal shift.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This has the potential to help limit greenhouse gas emissions from transport.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11a: Dudley Town Centre - Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
6	Provide environmentally sound, good quality affordable housing for all.	The proposals for Regeneration Corridor 11a seek to provide a range of housing suited to the area's needs. This recognises that there is significant demand for market housing within the corridor and that Brierley Hill lacks shared ownership and market housing.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC11a also recognises that there may be a need for Key Worker housing particularly as the Russells Hall Hospital is within a mile of the corridor.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	RC11a focuses on continuous improvement to the quality of employment land in the corridor through industrial redevelopment opportunities to provide new and improved employment premises.  The proposals for the corridor also seek to encourage the growth of the visitor economy, utilising Dudley's built heritage, and attractions such as Dudley Zoo and Dudley Castle, the Black Country Museum and local biodiversity and geodiversity assets such as Wrens Nest Nature Reserve and limestone caverns.	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	Linking training with the proposed high quality employment area and improvement and expansion of Dudley College campuses will support skills development and employment opportunities.  Housing growth around Dudley and Brierley Hill will help to maintain their viability as strong centres. This will support investment.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Linking training and skills development with the proposed high quality employment area will support the growth of skills and employment opportunities. This will be supported by the improvement and expansion of Dudley College campuses.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Enhancement of sustainable transport networks will help improve accessibility to jobs, services and amenities. This will support economic inclusion.
9	Ensure easy and equitable access to services, facilities and opportunities.	The proposals for RC11a support the development of a rapid transit link through the corridor between Dudley and Brierley Hill and support the development of Brierley Hill as a central hub for bus network improvements, linking existing and new potential housing areas. It also seeks to promote an extension and improvement to cycle links along the canal network and seeks to enhance links to open spaces in the area.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will promote accessibility to services, facilities and opportunities.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11a: Dudley Town Centre - Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>The proposals for RC11a have a strong focus on improving the quality of the canal network. This will help reinvigorate this important cultural heritage asset.</p> <p>RC11a also recognises the value of heritage assets in Dudley for the tourism economy.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposals for the Regeneration Corridor seek to utilise Dudley Castle as a key focal point for existing and new viewpoints. This will support the historic townscape and landscape of the area.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Improvement in the public realm around the canal network will support local distinctiveness and the quality of the built environment. The proposals for the Regeneration Corridor seek to utilise Dudley Castle as a key focal point for existing and new viewpoints. This will support landscape quality and local distinctiveness in the area.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The quality of the public realm will also be supported by the an improvement in green infrastructure promoted by RC11a.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC11a seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for Regeneration Corridor 11a seek to improve biodiversity linkages in an east west direction between Fens Pools SAC and the Saltwells LNR. Likewise RC11a seeks to maintain and improve biodiversity linkages along the canal network in a north south direction. This will support the corridor's biodiversity network.	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>Fens Pools SAC is one of only two internationally designated sites in the Black Country (the other is the Cannock Extension Canal SAC in Walsall). The site, which contains former mine workings related to the area's coal and iron industries is important for migrating and over-wintering waterfowl, and contains one of the largest populations of Great Crested Newt in the U.K. Saltwells LNR includes a significant area of oak and beech woodland, which contains important local populations of various woodland birds, and former claypits and coal workings which are significant biodiversity and geodiversity assets.</p> <p>The corridor includes a number of areas important for biodiversity including the canal network and a number of SINC and SLINC. These are valuable parts of the sub-region's biodiversity network.</p> <p>Castle Hill is an outcrop of Wenlock Group limestone that was extensively quarried during the Industrial Revolution, it has significant geodiversity value.</p>



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11a: Dudley Town Centre - Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	<p>RC11a seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.</p> <p>RC11a's promotion of sustainable transport networks will support air quality in the corridor.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The expansion of green networks and linkages, and improvements to the built environment will also support this objective.
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 11a promotes an expansion of sustainable transport networks, including public transport and walking and cycling networks. This will support accessibility to services, facilities and opportunities, and help limit congestion in the area. Economic growth and investment is encouraged by proposed enhancements to employment land, and the visitor economy of the area is promoted, including through the utilisation of local cultural heritage and biodiversity/geodiversity assets, and enhancing existing attractions. Linked to this RC11a seeks to protect and enhance local historic environment features, improve the quality of the public realm and townscape and support local distinctiveness. The proposals for the corridor also have a strong focus on improving biodiversity networks across the corridor, including from the east and west, and north and south along the canal network. This will support sub-regional biodiversity networks and help link key nature conservation sites such as the Fens Pools Special Area of Conservation and the Saltwells Local Nature Reserve.</p> <p>The proposals will also support sustainable waste management and the protection of local mineral resources.</p>													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11b: Brierley Hill - Stourbridge

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Improvement in green links between existing areas of open space will support health and wellbeing.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	Improvement in access to open space and enhancement to the green infrastructure network in the corridor will support health and wellbeing.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Development of freight line between Stourbridge and Brierley Hill as a passenger line, improvements to walking and cycling links and canal corridors, and the development of Brierley Hill as a central hub for bus network improvements, linking existing and new housing areas are measures supported by the proposals for the corridor.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will help limit congestion and encourage modal shift by promoting alternatives to the car
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste management facilities, and permit new waste management facilities in appropriate locations.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC11a also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	The proposals for Regeneration Corridor 11b acknowledges areas of flood risk in the corridor and states that redevelopment of certain areas, including the Mill Race Lane Estate should be subject to a Level 2 SFRA (which will include the Exception Test).	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The SFRA indicates that significant areas of flooding exist along the River Stour north of Stourbridge town centre.
5	Minimise the Black Country's contribution to climate change.	RC11b promotes the development of freight line between Stourbridge and Brierley Hill as a passenger line, improvements to walking and cycling links and canal corridors, and the development of Brierley Hill as a central hub for bus network improvements, linking existing and new housing areas. This will help limit greenhouse gas emissions from transport.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	The provision of 2,480 new dwellings in the corridor up to 2026 will help increase the availability and variety of housing in the corridor.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC11b also acknowledges that there is significant demand for affordable and market housing within the corridor, particularly around Stourbridge Town Centre, and that Brierley Hill lacks shared ownership and market housing.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11b: Brierley Hill - Stourbridge

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Housing growth around Stourbridge town centre and Brierley Hill will help to maintain their viability as strong centres. This will support investment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements in the public realm in Wollaston and Amblecote will support investment in these areas.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Enhancement of sustainable transport networks will help improve accessibility to jobs, services and amenities. This will support economic inclusion.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This includes the development of the freight line between Stourbridge and Brierley Hill as a passenger line, improvements to walking and cycling links and canal corridors, and the development of Brierley Hill as a central hub for bus network improvements.
	9	Ensure easy and equitable access to services, facilities and opportunities.	Development of freight line between Stourbridge and Brierley Hill as a passenger line, improvements to walking and cycling links and canal corridors, and the development of Brierley Hill as a central hub for bus network improvements, linking existing and new housing areas is supported by the proposals for the corridor.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will support accessibility to services, facilities and opportunities.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	Rejuvenation and enhancement of canal basins as supported by RC11b will help improve the setting of this important cultural heritage asset and associated features.  Improvement in the public realm around the Local Centres of Wollaston and Amblecote will help support the historic environment of these areas.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The canal network's historic environment significance is reflected by the designation of the Stourbridge Branch Canal (Canal Street) and Stourbridge Branch Canal (Amblecote) Conservation Areas in the Wollaston/Amblecote area.
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Improvement in the public realm around the Local Centres of Wollaston and Amblecote in or adjacent to the southern part of the corridor will help improve the built environment and townscape of the area.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	The Wollaston/Amblecote area suffers from a relatively poor quality public realm.
	12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC11b seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 11b: Brierley Hill - Stourbridge

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for RC11b seek to improve green links between open spaces and key assets such as Saltwells, Buckpool/ Fens Pool. The also acknowledge the value of the River Stour as an important nature conservation link to open countryside in the west. RC11b also seeks to strengthen the railway wildlife corridor.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	Fens Pools SAC is one of only two internationally designated sites in the Black Country (the other is the Cannock Extension Canal SAC in Walsall). The site, which contains former mine workings related to the area's coal and iron industries is important for migrating and over-wintering waterfowl (e.g. gadwall and shoveler), and contains one of the largest populations of Great Crested Newt in the U.K. Saltwells LNR includes a significant area of oak and beech woodland, which contains many species of woodland birds, and former claypits and coal workings which are significant biodiversity and geodiversity assets.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	RC11b seeks to ensure that provision will be made for managing contaminated soils arising from land remediation for new development. This will support soil and water quality in the area.  RC11b's support for sustainable transport networks will support air quality in the corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The expansion of green networks and linkages, and improvements to the built environment will also support this objective.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 11b, through seeking to rejuvenate and enhance the canal network, and promoting improvement in the public realm around Wollaston and Amblecote, will support the historic environment and local distinctiveness of the south of the corridor. RC11b also promotes an expansion of sustainable transport networks, including public transport and walking and cycling networks. This will support accessibility to services, facilities and opportunities, and help limit congestion in the area. Healthier lifestyles will be promoted by improving links to open spaces in the corridor, and the proposals support sub-regional biodiversity networks, including along the River Stour and between key features such as Fens Pool SAC, Saltwells LNR and open countryside to the west of the corridor.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key	
Major negative effect	--
Negative effect	-
Positive effect	+
Major positive effect	++
Neutral environmental effect	(Yellow)

The 'Duration' column is noted as:		Magnitude of significance is illustrated as:	
Adverse	Severe		Superior
Major	Major		Major
Moderate	Moderate		Moderate
Minor	Minor		Minor
Negligible	Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 12: Oldbury/West Bromwich/Smethwick

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>The proposals for RC12 seek to promote the development of the corridor as a "hub" for health facilities, drawing on the new hospital in Smethwick, the presence of Sandwell General and the Lyng Health Centre.</p> <p>Improvements in the provision of neighbourhood open space (including in Smethwick), and the "Green Bridge" project, which will create an improved link between West Bromwich and the Sandwell Valley area, will help improve health and wellbeing in the corridor. An emphasis on improving and enhancing links from potential new housing areas into the existing open spaces in the area will support this.</p>	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>The Green Space Audit (2006) highlighted deficiencies in open space across the corridor, particularly around the Oldbury area.</p> <p>Enhancements to the public realm will help improve perception in security and support walking and cycling- healthier modes of transport.</p>
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	RC12 supports the All Saints Underpass scheme, the Priority West Midlands Bus Showcase Scheme - Route 87 and improvements to existing public transport services.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The corridor has good sub-regional and regional public transport links, including from stops on the West Coast mainline and Jewellery Line rail stations, and six stops on the Birmingham Metro Line.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Regeneration Corridor seek to retain existing strategic waste management facilities and capacity.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
4	Plan for the anticipated different levels of climate change.	<p>Improvement in areas of open space and the Green Bridge Project as promoted by the proposals for the Regeneration Corridor will help support adaptation to the effects of climate change through limiting flood risk and helping modify extreme temperatures in this urban area.</p> <p>RC12 seeks to ensure that areas of flood risk in the area are addressed through flood risk assessments and mitigation measures.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace and open space may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p> <p>RC12 seeks to explore opportunities for mitigating the urban heat island effect in the area.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 12: Oldbury/West Bromwich/Smethwick

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	The proposals for RC12, by supporting improvements to public transport services and enhancements to open space provision, will support modal shift.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This has the potential to help limit greenhouse gas emissions from transport.
6	Provide environmentally sound, good quality affordable housing for all.	RC12 seeks to provide a range of housing suited to the area's needs. This recognises that: there is significant demand for market housing with the corridor, particularly semi-detached, terraced and 2-3 bed properties; there is a need for affordable housing within the corridor with semi-detached & terraced properties desired; and apartments are required for young adults wishing to set up home.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC12 also recognises that there may be a need for Key Worker housing around the hospital site in Smethwick.  Total housing provision of approximately 5,200 dwellings up to 2026 will help increase the availability and variety of housing in the corridor.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The growth and expansion of West Bromwich will improve its attractiveness, image and increase its offer and housing growth around Smethwick High Street (Lower) & Smethwick High Street, will help support these areas' viability as strong centres. This will promote investment and economic growth. Improvement to the quality of employment land will lead to further benefits for investment and economic growth.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	A new college site in West Bromwich will also help facilitate a growth in skills, supporting economic development.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Economic growth and investment supported by the proposals for the corridor will have benefits for job opportunities. Strengthening of the centres will also improve local opportunities for leisure and recreation, and will potentially improve local services. By supporting sustainable transport networks, the RC12 will also support access to services, facilities and amenities, supporting social inclusion.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The corridor suffers from very high levels of unemployment. A new college site in West Bromwich will help facilitate a growth in skills, supporting social inclusion an increased accessibility to job opportunities, and the BSF programme will support educational provision.  Improvements in cycle routes and the corridor's green infrastructure network will support access to leisure and recreational opportunities.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 12: Oldbury/West Bromwich/Smethwick

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	By promoting sustainable transport networks, the proposals for the corridor will support access to services, facilities and amenities. Focus on improving & enhancing links from existing and potential new housing areas into new and existing open spaces, the Green Bridge project and improving the public realm may also support an increase in walking and cycling.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Poor public realm, and negative perceptions of security are often major barriers to accessibility in the area.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for Regeneration Corridor 12 seek to "ensure that all elements of conservation and archaeology are protected, promoted and enhanced where possible."  RC12 recognises the value of West Bromwich, Oldbury and Smethwick as historic centres. It also states that canal corridors and areas of terrace housing should be preserved and reused as part of heritage-led regeneration schemes.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The corridor has a large number of listed structures, and three conservation areas, including Church Square, Oldbury; High Street, West Bromwich; and Factory Locks, Tipton. The canal network is also an underutilised cultural heritage asset. Both designated and undesignated cultural heritage assets are key determinates of the area's identity and local distinctiveness. Many of these features and areas suffer from neglect however, with low quality public realm and poor built environments.  Development in the corridor should utilise Detailed Historic Characterisation work which has been carried out. This will act a strong basis for protecting and enhancing the historic character of the area, and particularly important as large-scale change progresses.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Environmental infrastructure and public realm improvements, including in the corridor's centres, will help enhance the quality of the built environment and townscape.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The protection and enhancement of the historic environment promoted by RC12 (see objective 10) will also support local distinctiveness, a sense of place and the character of the built environment. Both designated and undesignated cultural heritage assets are key determinates of the area's identity and local distinctiveness.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	No significant effects at this level of detail.									Neutral			
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for RC12 support the growth of green links across the corridor and the exploration of opportunities to maintain, restore and create areas of biodiversity value. The Green Bridge will also support interconnectivity of species and habitats, including from the Sandwell Valley.	+	+	+	Ongoing	Permanent	Sub-regional	Low	Medium	Minor	Positive	No	Whilst few biodiversity designations exist within the area, wildlife corridors exist along the canal and the motorway corridor. New open space will complement urban wildlife by linking with these corridors. This will be important for sub-regional biodiversity networks.  RC12 also acknowledges that 10% of the corridor is covered by a geodiversity consideration zone.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 12: Oldbury/West Bromwich/Smethwick

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Due to the existence of large areas of poor quality employment land in RC12, the proposals for the corridor have the potential to lead to a reduction in land contamination. This will support soil and water quality.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The regeneration of disused and underutilised industrial land for housing therefore has the potential to improve environmental quality, including water and soil quality.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 12 will improve housing offer, support accessibility, promote community cohesion and promote economic growth and investment. RC12 will also improve the quality of the built environment, support local distinctiveness and protect features and areas of historic environment value in the corridor, including in West Bromwich, Smethwick and Oldbury and associated with the canal network. Biodiversity networks across the corridor will be enhanced and/or supported by new areas of open space, the Green Bridge project linking the corridor with the Sandwell Valley and protection of current linkages along canal corridors and the M6 motorway.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key								
The 'Duration' column is noted as:	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	<b>Adverse</b>	Severe			<b>Beneficial</b>
	Negative effect	-		Major			<b>Superior</b>	
	Positive effect	+		Moderate			<b>Major</b>	
	Major positive effect	++		Minor			<b>Moderate</b>	
	Neutral environmental effect			Negligible			<b>Minor</b>	
							<b>Negligible</b>	



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 13: Rowley Regis - Jewellery Line

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>New health centres in the Old Hill area, and in Lye Centre and Cradley Heath will improve access to local healthcare amenities. This will be supported by the proposed refurbishment of Rowley Regis Hospital.</p> <p>The proposals for the corridor have a strong focus on green infrastructure enhancements. Improvements in open space provision and green links, and enhancements to the corridor's walking and cycling networks will promote physical activity and healthier lifestyles.</p>	+	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	The Green Space Audit (2006) highlighted deficiencies in open space in some areas of the corridor, including in some of the proposed Housing Growth Areas.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	The development of housing adjacent and near to public transport links and town centres will reduce the need to travel and encourage walking and cycling. This will complement proposed improvements in walking and cycling networks, platform lengthening at Cradley Heath, Rowley Regis and Stourbridge Junction stations and enhancements to the public realm.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This will support sustainable modes of transport and encourage modal shift, helping to reduce congestion.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals seek to retain existing strategic waste management facilities, and permit new waste management facilities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
4	Plan for the anticipated different levels of climate change.	<p>RC13's strong focus on enhancements to green infrastructure and the provision of open space will help support adaptation to the effects of climate change through limiting flood risk and helping modify extreme temperatures in this urban area.</p> <p>The proposals for the corridor acknowledge the presence of Flood Risk Zones 2 and 3 which run along the River Stour and Mousesweet Brook.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace and open space may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p> <p>Flood risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 13: Rowley Regis - Jewellery Line

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	Residential development near public transport nodes and town centres will encourage walking and cycling and encourage public transport use. It will also reduce the need to travel. This will be supported by RC13's promotion of an improvement in local walking and cycling networks.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	This will help reduce greenhouse gas emissions from transport.  The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	The proposals for Regeneration Corridor 13 have a strong focus on housing growth. This will lead to a significant increase in housing numbers in the area (approximately 4,700 dwellings to 2026).  RC13 also seeks to provide a range of housing suitable for a variety of sectors. New housing will benefit from improvements in environmental quality and to the public realm.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	According to the Sandwell Housing Needs and Demand Survey, Rowley Regis was the 3rd most popular choice of location for affordable housing households out of the 6 towns areas of Sandwell. There is also high demand for market housing in Rowley Regis.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Local centres will benefit from a significant increase in their catchment populations from housing growth. This will support investment and economic growth.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	This will be promoted by the development of housing adjacent and near to public transport links and town centres.  Significant employment land retention has been secured for this corridor. This will support existing businesses and jobs.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Local centres will benefit from a significant increase in their catchment populations from housing growth. This will support the viability of services, facilities and amenities.  A presumption towards residential development near public transport nodes and town centres will help improve accessibility to services, facilities and amenities, supporting social inclusion. Improvements to the public realm will also increase the satisfaction of residents with their neighbourhoods as a place to live.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Enhancements in education provision has also been promoted through the proposals for the corridor. This includes a new secondary and special school at Hawes Lane, Rowley Regis (adjacent to the north of the corridor) and the development of the Rowley Learning Campus.  Significant employment land retention has been secured for this corridor. This will support existing jobs.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 13: Rowley Regis - Jewellery Line

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	The development of housing adjacent and near to public transport links and town centres will reduce the need to travel and encourage walking and cycling. This will complement proposed improvements in walking and cycling networks, platform lengthening at Cradley Heath, Rowley Regis and Stourbridge Junction stations and enhancements to the public realm.	++	++	++	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	This will support accessibility in the corridor.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	In particular RC13 seeks to protect the historic centres of Cradley Heath, Blackheath, Old Hill and Lye and protect canal corridors and areas of terraced housing of historic environment value. It also seeks to utilise these features as the basis for regeneration schemes.	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	Yes	Improvements to the public realm also have the potential to improve the setting of cultural heritage assets.  The redevelopment of older industrial and manufacturing areas for housing has the potential to have impacts on important areas of industrial heritage. The development of canal corridor, depending on design, has the potential to rejuvenate this area of cultural heritage. This will also support heritage-led regeneration. The area around Lye in the south west of the corridor has a particular concentration of listed buildings, reflecting the industrial heritage of the area.  Impact on cultural heritage assets and their setting is dependent on the nature of development and design. Development in the corridor should utilise Detailed Historic Characterisation work which has been carried out. This will act a strong basis for protecting and enhancing the historic character of the area, and particularly important as large-scale change progresses.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for Regeneration Corridor 13 aim to protect and enhance areas where local distinctiveness and character are demonstrated. The strong focus of RC13 on improving the corridor's green infrastructure network and creating a high quality public realm will support this objective.  RC13 also seeks to utilise key features and views in the area to support a high quality public realm including the Rowley Hills, rivers and canals and areas of woodland.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Redevelopment of older industrial and manufacturing areas for housing once these become unviable and obsolete has the potential to have impacts on important areas of industrial heritage, with associated impacts on local distinctiveness. This will be particularly relevant for the area around Lye. There is potential for rejuvenation of these areas and significant improvements of the public realm.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 13: Rowley Regis - Jewellery Line

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	The development of housing adjacent and near to public transport links and town centres will reduce the need to travel and encourage walking and cycling.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	This will help reduce energy, material and water use.
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>The proposals for Regeneration Corridor 13 seek to support key local biodiversity assets in the area. RC13 also acknowledges the presence of protected species and priority habitats.</p> <p>The strong focus of RC13 on green infrastructure, including a new network of local open space, tree planting and other environmental improvements will also support ecological networks in the corridor.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Key features in the corridor include the Codsall Coppice (a LNR and an area of Ancient Woodland) the River Stour, Mousesweet Brook, the canal network and woodland to the south of Old Hill station.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Improvements to the public realm and the regeneration of disused and obsolete industrial land for housing has the potential to improve environmental quality through the remediation of contaminated land. This will be supported by environmental improvements along the canal corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>With potential positive effects on water, soil and air quality.</p> <p>Encouragement of modal shift promoted by the proposals for the corridor also has the potential to improve air quality.</p>
<b>Overall Effect</b>	<p>The proposals for Regeneration Corridor 13 will help meet local housing needs, promote improved educational and health provision, support existing jobs and encourage social inclusion. Through seeking to focus residential development near public transport nodes and town centres, RC13 will support sustainable modes of transport, help reduce the need to travel and facilitate accessibility. This will be supported by RC13's promotion of an expansion and enhancement of local walking and cycling networks. Healthier lifestyles will be further promoted by the corridor's strong focus on green infrastructure improvements, including open space enhancements and improved green networks.</p> <p>Regeneration Corridor 13 seeks to protect and enhance key local biodiversity assets in the area. This will be supported by RC13's strong focus on green infrastructure improvements, which will support ecological networks across the corridor. The proposals for the corridor will also support the area's historic environment, promote local distinctiveness and a sense of place, and secure improvements to quality of the built environment.</p>													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect	=	Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 14: Coombswood - Halesowen

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	RC14's emphasis on improving and enhancing links from existing and potential new housing areas into the existing open spaces in the area, including Leasowes Park and the Green Belt, will help support health and wellbeing.  A new health centre in Halesowen will also support healthcare provision.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	There is in particular scope for greater connectivity to green spaces on the eastern side of the corridor including to Leasowes historic park. Due to its location on the urban fringe, there is good accessibility to nearby countryside.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Housing provision around Halesowen Town Centre will reduce the need to travel, and support sustainable transport networks.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Encouragement of improved cycle routes in the corridor, new east west green links across the A456 and improvements to the canal corridor will also support the use of sustainable modes of transport.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals seek to retain existing strategic waste management facilities, and permit new waste management facilities.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC14 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	The proposals for the corridor acknowledge the presence of Flood Risk Zones 2 and 3 which run along the River Stour and Mousesweet Brook, and that there was significant fluvial flooding in 2007 to the south of Halesowen town centre. RC14 does not set out how flood risk will be addressed however.	+	+	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	The predicted impacts of climate change include an increased frequency of storm events and an increased risk of flash flooding. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development. The incorporation of Sustainable Urban Drainage Systems alongside new development will help reduce the impact of flash flooding and increased surface run off resulting from climate change.
5	Minimise the Black Country's contribution to climate change.	Improvement of road access between Coombs Wood high quality employment area and M5 Junction 3 may increase greenhouse gas emissions from transport.	-	-	-	Ongoing	Permanent	International	Low	Medium	Major	Negative	No	From increased traffic flows.
6	Provide environmentally sound, good quality affordable housing for all.	RC14 recognises the significant demand for market housing and the need for affordable housing within the corridor.	0	0	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	In particular semi-detached & terraced properties are most in demand in the area.  Only 295 new dwellings are currently proposed for the corridor. These will be delivered over the longer term, after 2016.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 14: Coombswood - Halesowen

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Retaining and improving the quality of the existing industrial building stock where viable for high technology and modern manufacturing will support investment and economic growth. Increased housing growth around Halesowen Town Centre in the longer will help to maintain its viability as a strong centre.	+	+	++	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will also enhance employment opportunities.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Retaining and improving the quality of the existing industrial building stock where viable for high technology and modern manufacturing will support local jobs. Increased housing growth in the longer term around Halesowen Town Centre will help to maintain its viability as a strong centre, supporting services and amenities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will enhance employment opportunities and support accessibility to services, facilities and amenities.  Recognition of the opportunities to link training and skills development with the potential high quality employment area also support this objective.
9	Ensure easy and equitable access to services, facilities and opportunities.	Housing provision around Halesowen Town Centre will reduce the need to travel, support sustainable transport networks, and help facilitate accessibility.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	Encouragement of improved cycle routes in the corridor, new east west green links across the A456 and improvements to the canal corridor will also support accessibility.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the Regeneration Corridor seek to opportunities to enhance the canal corridor and reinforce features and areas of historic environment value present in Halesowen.  The proximity of the Leasowes provides large scope for heritage led regeneration in the east of the corridor. The proposals for the Regeneration Corridor supports this by recognising the value of the park as a major asset.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The Leasowes in Halesowen is situated immediately to the east of the corridor. This 57 hectare park, containing the remains of one of the most important and influential landscapes of the 18th century, is listed on the English Heritage Register as a Grade 1 Park and as a Garden of Special Historic Interest.  Although there are no conservation areas located within the corridor, and there are a number of other listed buildings.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for RC14 seek to protect and enhance views of the Rowley Hills and to Furnace Coppice. RC14 also seeks to enhance the quality of the canal corridor and support heritage assets in Halesowen.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	RC14 also seeks to improve links with Leasowes Park and improve green links in the corridor. This will support the quality of the public realm.


SA Objectives

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 14: Coombswood - Halesowen

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC14 seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
13	Value, maintain, restore and re-create biodiversity and geodiversity.	RC14 seeks to enhance green links across the corridor, including between Leasowes Park and the Stour Valley. It also seeks to link the corridor through green linkages to open countryside in the south across the physical barrier of the A456.	+	+	+	Ongoing	Permanent	Sub-regional	Medium	Medium	Moderate	Positive	No	As well as including a number of SINC and SLINC, the corridor is surrounded by large areas of nature conservation designation. The canal and river are also valuable sub-regional wildlife corridors, especially as they link the urban area to the open countryside.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	The regeneration of disused and obsolete industrial land for housing has the potential to improve environmental quality in the longer term.	0	0	+	Ongoing	Permanent	Local	Low	Low	Negligible	Positive	No	With potential positive effects for water and soil quality.
<b>Overall Effect</b>	The proposals for Regeneration Corridor 14 will support longer term housing needs in the area, promote the viability of Halesowen as a strong centre, and improve local services and facilities, including healthcare provision. RC14 will support green linkages between the corridor and open countryside in the south, Leasowes Park and the River Stour, with benefits for sub-regional biodiversity networks, and will promote access to areas of open space through improved green networks and cycle routes. The proposals for the corridor also acknowledge flood risk which exists in the area and seek to improve the historic environment and the quality of the public realm.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

### Key

<p>The 'Duration' column is noted as:</p>	<p>Major negative effect --</p> <p>Negative effect -</p> <p>Positive effect +</p> <p>Major positive effect ++</p> <p>Neutral environmental effect 0</p>	<p><b>Adverse</b></p> <p><b>Magnitude of significance is illustrated as:</b></p>	<p>Severe</p> <p>Major</p> <p>Moderate</p> <p>Minor</p> <p>Negligible</p>		<p>Superior</p> <p>Major</p> <p>Moderate</p> <p>Minor</p> <p>Negligible</p>	<p><b>Beneficial</b></p>
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# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 15: Brownhills

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	Improvements of links to Clayhanger Common, O'Grady's Pool, Bradford Park, Barnetts Lane, and the adjoining Holland Park, as well as Brownhills Common will support recreational and outdoor leisure activities. This will promote health and wellbeing.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements in walking and cycle routes, including linkages to existing routes and paths, and the canal network, will also support this objective by promoting healthier modes of travel.  Recent improvements to Brownhills District Centre, including recently completed medical centre, will support health and leisure services in the area.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Reinstatement of Lichfield – Walsall - Stourbridge rail line, new rail stations at Brownhills and Pelsall, the Bus Showcase and Red Route will support modal shift and sustainable modes of transport.  This will be supported by improvements to local cycle routes and paths and enhancements to the area's green infrastructure network.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Traffic congestion is an issue on the A452 Chester Road/High Street. The proximity of the M6 Toll and the strategic road network to the corridor encourages car use. The nearest rail station is currently at Landywood, approximately 7 kilometres by road to the west of the corridor.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals seek to permit new waste management facilities in conjunction with Core Spatial Policy WM4.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	RC15 also seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.
4	Plan for the anticipated different levels of climate change.	Improvements of green links between existing areas of open space may have some benefits for climate change adaptation.	+	+	+	Ongoing	Permanent	Local	Negligible	Medium	Negligible	Positive	No	A small area of Flood Zone 3a exists in the south west of the corridor at Clayhanger. No development is however proposed for this area through RC15.
5	Minimise the Black Country's contribution to climate change.	Reinstatement of Lichfield – Walsall - Stourbridge rail line, new rail stations at Brownhills, the Bus Showcase and Red Route, and improvements to walking and cycling routes and the public realm will support modal shift and sustainable modes of transport.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This is significant due to the relatively poor public transport links currently in the area. The proportion of greenhouse gas emissions which originate from transport sources is rising in the Black Country.
6	Provide environmentally sound, good quality affordable housing for all.	Whilst the focus of the corridor is the protection and enhancement of employment land and improvements to the public realm, housing renewal in the High Street area and the Housing 21 Extra Care Scheme, which will provide additional housing for older people, will support this objective.	0	0	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	455 new dwellings are currently proposed for the corridor. These will be delivered over the longer term, after 2016.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Public transport improvements, public realm enhancements and retail development in Brownhills will support the vitality of the centre.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements in the quality of the employment land will also support investment.



# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 15: Brownhills

SA Objectives	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	<p>Improvements to Brownhills District Centre will support local facilities and services.</p> <p>New rail services, the Bus Showcase and Red Route will support accessibility to services, facilities and amenities. This will be complemented by enhanced walking and cycling networks in the corridor. This will support social inclusion.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	Yes	<p>Brownhills suffers from high levels of deprivation.</p> <p>Improvements to the built environment and enhancements to the public realm will enhance security and perceptions of security and improve the satisfaction of residents with the neighbourhoods they live.</p>
	9	Ensure easy and equitable access to services, facilities and opportunities.	<p>Reinstatement of Lichfield – Walsall - Stourbridge rail line, new rail stations at Brownhills and Pelsall, the Bus Showcase and Red Route will promote accessibility by non car modes.</p> <p>This will be supported by improvements to local cycle routes and paths and enhancements to the area's green infrastructure network.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>Traffic congestion is an issue on the A452 Chester Road/High Street. The proximity of the M6 Toll and the strategic road network to the corridor encourages car use. The nearest rail station is currently at Landywood, approximately 7 kilometres by road to the west of the corridor.</p>
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	<p>Improvements to the public realm, and enhancements to the canal corridor will support the quality of this historic environment.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>Improvements in links to surrounding areas of open space are likely to increase awareness and understanding of areas of industrial mining heritage.</p>
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The proposals for RC15 seek to facilitate public realm improvements. This will support the quality of the built environment. Protection and enhancement of areas of open space will also support the quality of the landscape in the area. The proposals for RC15 also seek to maintain views between the distinctive Shire Oak Ridge beacon and the corridor. This will promote local distinctiveness and a sense of place.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>As the Black Country Historic Landscape Characterisation states, the modern settlement of Brownhills is dominated by housing estates, with a commercial core along the High Street (a continuation of Chester Road) comprising late 19th and 20th century buildings. Brownhills Common just beyond the area in the northwest was previously heathland heavily mined for coal.</p>
	12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	<p>RC15 seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.</p>	+	+	+	Ongoing	Permanent	Regional	Medium	Medium	Moderate	Positive	No	<p>The area has a significant regionally significant minerals resource.</p>

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 15: Brownhills

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>The proposals for Regeneration Corridor 15 have a close focus on protecting and enhancing key features in the area, including Clayhanger Common, O'Grady's Pool, Bradford Park, Barnetts Lane, Holland Park and Birch Coppice. RC15 also seeks to improve green linkages to and between these sites.</p> <p>Improvement in recreational-based linkages to these sites may also support awareness and understanding of the area's biodiversity and geodiversity assets.</p>	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>Reflecting the corridor's position as an edge of conurbation site, and the existence of former minerals workings with biodiversity and geodiversity value, there are large areas deemed to be of importance for nature conservation interest in the area. Designated as SINCS and SLINCS, these exist both inside and adjacent to the corridor.</p> <p>Clayhanger SSSI, located adjacent to the SE of the corridor contains a wide range of wetland habitats, including open water, swamp and fen communities and species-rich marshy grassland. These adjoin areas of neutral and acidic grassland. The site is deemed to be one of the best wetland sites in the West Midlands.</p>
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	The proposals for the corridor have the potential to lead to a reduction in land contamination. This will support soil and water quality.	+	+	+	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	Reinstatement of the rail line and other sustainable transport measures have the potential to support air quality.
<b>Overall Effect</b>	The proposals for Regeneration Corridor RC15, through supporting the reinstatement of Lichfield – Walsall - Stourbridge rail line, the development of new rail stations at Brownhills and Pelsall, the Bus Showcase and Red Route will support modal shift and sustainable modes of transport, promoting accessibility. Supported by improvements to local cycle routes and paths and enhancements to the area's green infrastructure network, this is significant due to the area's access to the Strategic Road Network current poor public transport links. Alongside, improvements to the built environment, including the canal network will help improve the quality of the public realm and support enhancements to the historic environment. RC15 will also support ecological and recreational linkages from built up areas to, and between, local areas of nature conservation value. There is also a presumption against sterilisation of the area's minerals resources.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this corridor.													

Key		
The 'Duration' column is noted as:	Major negative effect --	<b>Magnitude of significance is illustrated as:</b> <b>Adverse</b> Severe Major Moderate Minor Negligible <b>Beneficial</b> Superior Major Moderate Minor Negligible
	Negative effect -	
	Positive effect +	
	Major positive effect ++	
	Neutral environmental effect	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 16: Coseley, Tipton, Princes End

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>The proposals for Regeneration Corridor 16 seek to enhance the existing network of greenspace. RC16 also seeks to improve links for recreational use to existing local parks and open spaces, including from Tipton and Princes End and improve cycle routes in the corridor.</p> <p>Additional provision for adult, junior and mini pitches is also supported by the proposals for the corridor. This will promote physical activity and healthier lifestyles.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Healthcare provision in the area will be supported by the refurbishment of Neptune Health Park and potentially an improvement in neighbourhood facilities at nearby Glebefields.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Regeneration Corridor RC16 seeks to improve Coseley Station, facilitate accessibility by bus to new residential and employment areas, and improve east-west cycle networks to link with networks in Sandwell and the National Cycle Route 81 in Coseley.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>New housing development around the centres at Prince's End and Coseley and improvements to these centres will support access to local facilities and services.</p> <p>This will promote the use of sustainable modes of transport in the corridor and help limit congestion.</p>
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals seek to retain existing strategic waste management facilities, and permit new waste management facilities.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
4	Plan for the anticipated different levels of climate change.	<p>Improvement in the provision of open space will help support adaptation to the effects of climate change through limiting flood risk and helping modify extreme temperatures in this urban area.</p> <p>A need to address local flood risk issues has not been addressed by the proposals for the corridor.</p>	-	-	--	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	The predicted impacts of climate change include an increased frequency of storm events, increase fluvial flooding and an increased risk of flash flooding. According to the Phase 1 SFRA, a Flood Zone 2 (1 in 1000 or greater probability of river flooding) runs across the corridor from east to west. Whilst this is not a significant risk, this risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development. The incorporation of Sustainable Urban Drainage Systems alongside new development and the provision of greenspace will help reduce the impact of flash flooding and increased surface run off resulting from climate change.
5	Minimise the Black Country's contribution to climate change.	Through improvements to Coseley Station, enhanced accessibility by bus to new residential and employment areas, and improvement in east-west cycle networks, RC16 will support this objective.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	These sustainable transport improvements will help limit greenhouse gas emissions from transport. The proportion of greenhouse gas emissions which originate from transport sources is increasing in the sub region.

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 16: Coseley, Tipton, Princes End











	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	6	Provide environmentally sound, good quality affordable housing for all.	The proposals for the Regeneration Corridor acknowledges that there is significant demand for market housing within the corridor, with the mainline rail station of Coseley as a potential key driver, and that there is a need for affordable housing within the corridor.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Housing growth around Prince's End and Coseley will benefit these centres.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements to the public realm and enhancements to sustainable transport networks will also support investment.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Improvements to centres at Prince's End and Coseley will support local facilities and services.  Enhancements to local transport links will support accessibility, including to services and facilities elsewhere in the sub-region.	+	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The area suffers from high levels of deprivation. Improvements in green infrastructure, the built environment and enhancements to the public realm will enhance security and perceptions of security and improve the satisfaction of residents with the neighbourhoods they live.
	9	Ensure easy and equitable access to services, facilities and opportunities.	Regeneration Corridor RC16 seeks to improve Coseley Station, facilitate accessibility by bus to new residential and employment areas, and improve east-west cycle networks to link with networks in Sandwell and the National Cycle Route 81 in Coseley. This will support accessibility.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	New housing development around the centres at Prince's End and Coseley and improvements to these centres will support access to local facilities and services.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for Regeneration Corridor 16 seek improve the built environment surrounding the canal corridor. This will support the integrity of this important cultural heritage asset.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Enhancements in green infrastructure in the corridor and public realm improvements will also help support the quality of the built environment and townscape. This will improve the setting of cultural heritage assets, including the canal corridor.
	11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Enhancements in green infrastructure in the corridor and public realm improvements will help support the quality of the built environment and townscape.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The proposals for Regeneration Corridor 16 seek to improve the built environment surrounding the canal corridor. RC16 suggests that opportunities for geological investigation and exposure should be pursued where viable. This will support local distinctiveness and a contribute to a sense of place in the corridor.
	12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	RC16 seeks to ensure that minerals resources in the area are protected, and resources are not sterilised.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	

# DETAILED ASSESSMENT MATRIX

## Regeneration Corridor 16: Coseley, Tipton, Princes End

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The proposals for Regeneration Corridor 16 seek to encourage wildlife along the canal corridor and railway line, and improve links to the Wrens Nest National Nature Reserve. RC16 also seeks to ensure the greenspace strategy for the corridor emphasises restoration and creation of biodiversity networks through enhancement to existing features, particularly the SINC and SLINC at the Cracker open space and former Dudley Priestfield Railway.	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>More generally, RC16 seeks to protect and enhance habitats in the corridor to support sub-regional biodiversity networks and ensure adequate mitigation measures are implemented when development has the potential to have negative effects on biodiversity assets.</p> <p>Wren's Nest is situated just to the west of the corridor's boundary and comprises an outcrop of Wenlock Group, which quarried until 1924. When designated in 1956, it was the UK's first geological National Nature Reserve, and is important both for its geodiversity value and its biodiversity features (for example it is home to a number of species of locally rare flora and birdlife, and is nationally important for hibernating bats). Improvements in links to this resource will therefore support awareness and understanding of the area's geodiversity resource. Linked to this RC16 suggests that opportunities for geological investigation and exposure should be pursued where viable.</p>
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	No significant effects at this level of detail.									Neutral			
<b>Overall Effect</b>	<p>Regeneration Corridor 16 will promote accessibility in the corridor through improvements to Coseley Station, enhancements to the corridor's cycle networks and ensuring new residential and employment areas are linked to bus networks. Through seeking to enhance the existing network of greenspace and improving links for recreational use to existing local parks and open spaces, RC16 will promote recreational opportunities and support health and wellbeing.</p> <p>The proposals for the corridor also have a strong focus on protecting and enhancing habitats in the corridor to support sub-regional biodiversity networks, and promoting linkages between key features. RC16 also acknowledges the geodiversity value of the area and seeks to utilise geological exposures where appropriate to augment local character. The proposals also support sustainable waste management and the protection of local mineral resources.</p> <p>Areas of flood risk present in the corridor have not been acknowledged by the proposals for the corridor however.</p>													
<b>Proposed Mitigation</b>	There should be a presumption against building in flood prone areas of the corridor with regard made to PPS25 (Development and Flood Risk) and the utilisation of the sequential and exception tests.													

### Key

	Major negative effect	--	<b>Magnitude of significance is illustrated as:</b>	Severe			Superior	<b>Beneficial</b>
The 'Duration' column is noted as:	Negative effect	-		Major			Major	
	Positive effect	+		Moderate			Moderate	
	Major positive effect	++		Minor			Minor	
	Neutral environmental effect			Negligible			Negligible	

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 1: Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>The proposals for Brierley Hill recognise that the town centre will require additional healthcare, leisure and other community facilities appropriate to a Strategic Town Centre.</p> <p>The proposals for the Strategic Centre have a strong focus on green infrastructure through enhanced linkages to the Saltwells Nature Reserve in the east and Fens Pool Nature Reserve/SAC in the northwest and the provision of new green infrastructure within development. Supported by development of primary thoroughfares for walking and cycling through the Centre and improvements to the canal network, this will promote the health and wellbeing of residents by encouraging outdoor recreation and physical activity.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The Strategic Centre is in close proximity to large areas of open space. An improvement in linkages to these areas will enhance access to these areas from the town centre.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	<p>The proposals for the Strategic Centre promotes the development of a high quality, accessible, affordable and well patronised public transport system.</p> <p>Increased housing provision around Dudley town centre will reduce the need to travel, and support sustainable transport networks.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	SC1 supports the extension of rapid transit between Dudley and Brierley Hill. It also supports walking and cycling networks, including new primary thoroughfares catering for pedestrian and cycle movement, and enhanced public transport (i.e. bus) offer. It also promotes demand management for car use. This will help limit traffic growth and support the use of sustainable modes of transport.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral			
4	Plan for the anticipated different levels of climate change.	The proposals for Brierley Hill have a focus on addressing future problems linked to climate change. This includes the urban heat island effect and flooding from surface water runoff. SC1 also seeks to promote sustainable water use, reuse and disposal.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p> <p>The proposals also acknowledge that the area is at low risk of fluvial flooding, as highlighted by the SFRA.</p>

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 1: Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
5	Minimise the Black Country's contribution to climate change.	SC1 supports the extension of rapid transit between Dudley and Brierley Hill. It also supports walking and cycling networks, including new primary thoroughfares catering for pedestrian and cycle movement, and enhanced public transport (i.e. bus) offer. It also promotes demand management for car use.	+	+	+	Ongoing	Permanent	International	Low	Medium	Major	Positive	No	This will support modal shift and help limit traffic growth, with the potential to limit greenhouse gas emissions from transport.
6	Provide environmentally sound, good quality affordable housing for all.	SC1 recognises: that there is a need to meet local housing needs, for example, for single person households, the elderly and those unable to compete on the open market the significant demand for market housing within the centre; that there is a need for affordable housing; and that there are the possibilities for developing high quality housing to attract a range of occupiers (including professional and entrepreneurial people).	++	++	+	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Approximately 2,300 houses are proposed for Brierley Hill for the period to 2016. An additional 630 dwellings are proposed from 2016-2026. This will support the provision of a range of housing within the town centre suited to the area's needs.
7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	Housing growth at Brierley Hill to 2016 (approximately 2,300 houses are proposed) will support its viability as a strong centre and promote its vitality.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The new Stourbridge College campus will help improve skills in the area.
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	The enhancement of sustainable transport networks will help improve accessibility to jobs, services and amenities.  The focus on the new and improved community facilities by SC1 will also promote this objective. For example the new Stourbridge College campus in Brierley Hill will help improve skills in the area.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will support economic inclusion.

SA Objectives

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 1: Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
9	Ensure easy and equitable access to services, facilities and opportunities.	<p>The proposals for the Strategic Centre promote the development of a high quality, accessible, affordable and well patronised public transport system.</p> <p>Increased housing provision around Dudley town centre will reduce the need to travel, and support sustainable transport networks. This will promote accessibility.</p>	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	SC1 supports the extension of rapid transit between Dudley and Brierley Hill. It also supports walking and cycling networks, including new primary thoroughfares catering for pedestrian and cycle movement, and enhanced public transport (i.e. bus) offer. It also promotes demand management for car use. This will promote accessibility to services, facilities and opportunities.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the Strategic Corridor seek to facilitate public realm improvements, and build on recent improvements to the Dudley No.1 Canal.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	<p>The canal network is an important part of the town's historic environment resource.</p> <p>Other features and areas of historic environment value have not been recognised by the proposals for the Centre however. For example, the SC1 does not explicitly seek to protect and enhance features and areas of cultural heritage significance in the area.</p> <p>This is significant as a number of features and areas of cultural heritage value exist in the area- for example the core of Brierley Hill, centred on its north-south High Street, has an essentially 19th century character, contains a number of statutorily listed and locally listed buildings and is designated a Conservation Area.</p>
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Improvements in open space and the public realm as supported by SC1 will help enhance the quality of the built environment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>This includes new public squares.</p> <p>New pedestrian and cycle links will also support walking and cycling, with potential benefits for the quality of the public realm.</p>
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	SC1 seeks to promote sustainable water use, reuse and disposal.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Negligible	Positive	No	



# DETAILED ASSESSMENT MATRIX

## Strategic Centre 1: Brierley Hill

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
13	Value, maintain, restore and re-create biodiversity and geodiversity.	<p>The proposals for Strategic Centre seek to address "the combined challenges of climate change, past habitat fragmentation and increased urbanisation" through protecting and enhancing linkages between Fens Pool and Saltwells Local Nature Reserve and along the canal corridor. SC1 also promotes "wildlife friendly landscaping (such as green roofs)."</p> <p>This will bring a range of benefits for habitats and species, through the creation and strengthening of local ecological networks.</p>	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	<p>The area includes a number of areas important for biodiversity including the canal network and a number of SINC and SLINC. These are valuable parts of the sub-region's biodiversity network.</p> <p>Fens Pools SAC is one of only two internationally designated sites in the Black Country (the other is the Cannock Extension Canal SAC in Walsall).</p>
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Improvements to the public realm and the regeneration of disused and obsolete industrial land has the potential to improve environmental quality.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	With potential positive effects on water and soil quality.
<b>Overall Effect</b>	<p>The proposals for Strategic Centre 1 will support housing growth which is appropriate for the area's needs, promote accessibility to services, facilities and opportunities, and facilitate improvements to the public realm and built environment. The proposals for the Strategic Centre will also promote the use of sustainable modes of transport and support adaptation to climate change. The protection and enhancement Biodiversity networks are also provided with a strong impetus by SC1.</p> <p>Whilst it is acknowledged that Core Spatial Policy ENV2 will afford protection to the historic environment, there is further potential for the proposals for SC1 to recognise features and areas of historic environment value in the town centre of Brierley Hill and explicitly seek to protect and enhance cultural heritage assets and townscapes of historic environment significance in the area.</p>													
<b>Proposed Mitigation</b>	<p>New development should incorporate design which complements and enhances individual heritage assets and their settings, reducing its impact on designated and non-designated sites and townscapes. Development should help rejuvenate and protect the listed buildings currently 'at risk' in the area and utilise the Historic Landscape Characterisation which has been carried out for the Black County.</p>													

Key		
The 'Duration' column is noted as:	Major negative effect --	<b>Magnitude of significance is illustrated as:</b> <b>Adverse</b> Severe Major Moderate Minor Negligible <b>Beneficial</b> Superior Major Moderate Minor Negligible
	Negative effect -	
	Positive effect +	
	Major positive effect ++	
	Neutral environmental effect	

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 2: West Bromwich

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	The provision of new spaces and squares, coupled with public realm, pedestrian, cycle and green linkage improvements will support physical activity and healthier modes of transport.	++	++	++	Ongoing	Permanent	Local	High	Low	Moderate	Positive	No	The proposals for SC1 also promotes the development new high quality services in the town centre.  The Green Space Audit (2006) highlighted deficiencies in open space across Sandwell.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	The proposals for the Strategic Centre 2 seeks to promote a "balanced transportation strategy". This includes an emphasis on prioritising accessibility for pedestrians and cyclists within and the promotion of existing public transport infrastructure. This will be supported by an improvement in green linkages and enhancements to the public realm.	++	+	+/-	Ongoing	Permanent	Local	Medium	Low	Minor	Positive and negative	Yes	Whilst these measures will promote the use of sustainable modes of transport, this has potential to be undermined by RC2's aim to provide greater accessibility to the town centre from the strategic highway network. In this respect highway improvements encourage car use and increase traffic over the longer term, with implications for congestion.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral			
4	Plan for the anticipated different levels of climate change.	Improvement in areas of open space in West Bromwich through the provision of new spaces and squares, coupled with public realm and green linkage improvements will support climate change adaptation.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace and open space may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.
5	Minimise the Black Country's contribution to climate change.	An emphasis on prioritising accessibility for pedestrians and cyclists within the town centre and the promotion of existing public transport infrastructure, supported by improved green linkages will support the use of sustainable modes of transport.  Highway improvements will however undermine modal shift and encourage car use, leading to traffic growth. This has the potential to increase greenhouse gas emissions from road transport.	+/-	+/-	+/-	Ongoing	Permanent	International	Low	Low	Major	Negative	Yes	Recent rises in the proportion of greenhouse gas emissions originating from transport in the sub-region highlights potential effects from highway improvements.  Highway improvements should focus on improving public transport linkages, such as through bus priority measures, bus lanes and red routes. They should also incorporate provision for walking and cycling routes, and aim to improve these networks to help facilitate modal shift.

# DETAILED ASSESSMENT MATRIX







## Strategic Centre 2: West Bromwich

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	6	Provide environmentally sound, good quality affordable housing for all.	The proposals for Strategic Centre 2 seeks to encourage housing growth which promotes the needs of mixed communities. SC2's focus on improvements to the public realm and the growth of the built environment the housing environment will also support the quality of the housing environment.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The Housing Needs Survey suggests that: there is significant demand for market housing in and near the Strategic Centre, particularly semi-detached, terraced and 2-3 bed properties; there is a need for affordable housing in the area with semi-detached & terraced properties desired; and apartments are required for young adults wishing to set up home.
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The redevelopment of West Bromwich will improve its attractiveness, image and increase its offer and housing growth will help support these areas' viability as strong centres. This will support investment and economic	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Improvements to the quality of employment land and the stimulation of the town's office sector and Primary Shopping Area will also support this objective.  A new college site in West Bromwich will also help facilitate a growth in skills, supporting economic development.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Economic growth and investment supported by the proposals for West Bromwich will have benefits for job opportunities. Strengthening of the centre will also improve services and facilities, and improve local opportunities for leisure and recreation. By supporting sustainable transport networks, SC2 will also support access to services, facilities and amenities, promoting social inclusion.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	The Strategic Centre and surrounding areas suffer from high levels of unemployment.  Improvements in the built environment and enhancements to the public realm as promoted by SC2 will enhance security and perceptions of security and improve the satisfaction of residents with the neighbourhoods they live.  A new college site in West Bromwich will help facilitate a growth in skills, supporting social inclusion an increased accessibility to job opportunities.
	9	Ensure easy and equitable access to services, facilities and opportunities.	The proposals for the Strategic Centre 1 seeks to promote a "balanced transportation strategy". This includes an emphasis on prioritising accessibility for pedestrians and cyclists in the town centre and the promotion of existing public transport infrastructure. This will be supported by an improvement in green linkages and enhancements to the public realm.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	Poor public realm, and negative perceptions of security are often major barriers to accessibility.
	10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for the Strategic Centre have a strong focus on improving the quality of the built environment and townscape. This will support the setting of cultural heritage assets and promote the integrity of the historic environment.	++	++	++	Ongoing	Permanent	Local	Medium	Low	Minor	Positive	No	The Strategic Centre has a large number of listed structures, and a number of conservation areas are within or in close proximity to the centre. The canal network is also an underutilised cultural heritage asset.  Development in the Strategic Centre should utilise Detailed Historic Characterisation work which has been carried out for the Black Country. This will act a strong basis for protecting and enhancing the historic character of the area, and particularly important as large-scale change progresses.

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 2: West Bromwich

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The proposals for the Strategic Centre have a strong focus on improving the quality of the built environment and townscape.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	The provision of new spaces and squares, coupled with public realm, pedestrian, cycle and green linkage improvements will support a high quality built environment, and promote local distinctiveness and a sense of place.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	No significant effects at this level of detail.									Neutral			
13	Value, maintain, restore and re-create biodiversity and geodiversity.	A new network of local open space may have some benefits for species and habitats.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Whilst few biodiversity designations exist within the area, new open space will complement urban wildlife by linking with existing wildlife corridors along the canal and the proposed "green bridge" to the Sandwell Valley. This will benefit local biodiversity networks.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Improvements to the public realm and the regeneration of disused and obsolete industrial land has the potential to improve soil and water quality.	+	+	+/-	Ongoing	Permanent	Local	Medium	Low	Minor	Positive and negative	Yes	Providing greater accessibility to the town centre from the strategic highway network has the potential to have impacts on air and noise quality through increasing traffic flows. Whilst short term improvement in localised air and noise quality may result from highway improvements, in the medium and long term air quality may deteriorate as traffic growth occurs.
<b>Overall Effect</b>	<p>The proposals for West Bromwich Strategic Centre have a strong focus on enhancing the quality of the public realm. The provision of new spaces and squares, coupled with public realm, pedestrian, cycle and green linkage improvements will support a high quality built environment, and promote local distinctiveness and a sense of place. This will support the vitality of the town centre and improve the satisfaction of residents with the neighbourhoods they live. SC2 also has a close focus on improving public transport networks and enhancing local services, facilities and opportunities. This will support social inclusion.</p> <p>Providing greater accessibility to the town centre from the strategic highway network however has the potential to undermine public transport use and increase traffic flows and congestion over the longer term. This may have implications for greenhouse gas emissions from transport and air and noise quality in the area.</p>													
<b>Proposed Mitigation</b>	Highway improvements should seek to incorporate sustainable transport use through measures such as bus priority, bus lanes, red routes, and the incorporation of safe and secure walking and cycling routes.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect		Negligible		Negligible

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 3: Walsall

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	The proposals for the Strategic Centre include improved walking and cycling routes, improvements to the Arboretum, and enhancements to the canal network. This will promote leisure and recreational opportunities, physical activity and healthier modes of travel, supporting health and wellbeing.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	SC3 also supports modal shift and sustainable transport use through improvements to transport interchange facilities, improved rail services and other public transport improvements. This will support access to health and leisure facilities. It also recognises that the redevelopment of Manor Hospital and a review of primary care will improve accessibility to local health services.
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	<p>The proposals for Strategic Centre 3 will support modal shift and sustainable transport use through improvements to transport interchange facilities, enhancements to rail services, the promotion of rapid transit to link Walsall to Birmingham, Wolverhampton, Sutton and Brownhills/Lichfield, and an improvement in the quality of bus services in the area.</p> <p>Complementing an improvement in public transport networks, SC3 supports the enhancement of pedestrian links between the centre and its surroundings, including Manor Hospital, residential areas and major employment areas.</p>	++	++	++	Ongoing	Permanent	Sub-regional	High	High	Major	Positive	No	Improvements to public transport and public transport networks are particularly important considering the proximity of Walsall to the strategic road network, including the motorway network. They are also significant due to highway improvements which are in the process of being undertaken in the area, including to the M6 Junctions 9 and 10 and the Walsall Town Centre Ring Road.
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	The proposals for the Strategic Centre seek to permit new waste management facilities in retained local employment areas where they are complementary and compatible with town centre uses.	++	++	++	Ongoing	Permanent	Local	High	Medium	Moderate	Positive	No	SC3 also seeks to ensure that new developments in the town centre address waste as a resource and minimise waste wherever possible, and demonstrate how waste arising from demolition, excavation and construction, and waste that will arise during the lifetime of the development will be managed.

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 3: Walsall

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	4	Plan for the anticipated different levels of climate change.	<p>Improvement in areas of open space in Walsall town centre through the provision of new spaces and squares, coupled with public realm and green linkage improvements will support climate change adaptation.</p> <p>A need to address local flood risk issues has not been addressed by the proposals for the Strategic Centre.</p>	-	-	--	Ongoing	Permanent	Local	Low	Medium	Negligible	Negative	Yes	<p>The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat. Greenspace and open space may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas.</p> <p>According to the Phase 1 SFRA, a Flood Zone 3a (1 in 100 or greater probability of river flooding) and a Flood Zone 2 (1 in 1000 or greater probability of river flooding) runs to the west of the town centre. This risk is likely to increase further as the effects of climate change become increasingly apparent, with implications for any proposed development.</p>
	5	Minimise the Black Country's contribution to climate change.	SC3's focus on public transport improvements and walking and cycling networks will support this objective.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	The proportion of greenhouse gas emissions which originate from transport sources is increasing in the sub-region.
	6	Provide environmentally sound, good quality affordable housing for all.	SC3 aims to base housing provision, including the type and tenure of housing, on a revised Housing Needs Study.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	This will help address local housing needs.
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The proposals for the Strategic Centre support the RSS's recommendation for an additional 60,000sqm gross comparison retail floorspace to 2021 and 25,000sqm between 2021 and 2026. By maintaining the current boundary for the primary shopping area (PSA) and seeking to ensure that the PSA remains the preferred location for development in the town centre, this will increase the density of shopping provision. This will promote improvements to comparison shopping.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Enhancements to the public realm, improvements in the provision of leisure venues in the town centre and new hotel and conference facilities as promoted by SC3 will promote the vitality of the town centre.

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 3: Walsall

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
8	Reduce poverty, crime and social deprivation and secure economic inclusion.	A new college of further education Littleton Street will support the growth of local skills and increase the number of opportunities available for residents. Improvements in public transport links and walking and cycling routes will help improve accessibility to jobs, services and amenities.	++	++	++	Ongoing	Permanent	Local	Medium	High	Minor	Positive	No	The proposals for the Strategic Centre acknowledge that the expansion of community facilities in Walsall should take place to address existing needs and potential needs resulting from population growth. It aims to do so by recognising that the primary and secondary educational needs of people moving into the town centre can be met through the Building Schools for the Future program and through the new college of further education recently constructed at Littleton Street. It also recognises that the redevelopment of Manor Hospital and a review of primary care will improve accessibility to local health services. These measures will improve accessibility to local services and support social inclusion. It should be noted that these proposals are largely already in the pipeline however: the Core Strategy only supports them.
9	Ensure easy and equitable access to services, facilities and opportunities.	The proposals for Strategic Centre 3 will promote accessibility by sustainable modes of transport through improvements to transport interchange facilities, enhancements to rail services, the promotion of rapid transit to link Walsall to Birmingham, Wolverhampton, Sutton and Brownhills/Lichfield, and an improvement in the quality of bus services in the area.	++	++	++	Ongoing	Permanent	Sub-regional	High	High	Major	Positive	No	This will be supported by an enhancement of pedestrian links between the centre and its surroundings, including Manor Hospital, residential areas and major employment areas.
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	By the encouragement of design of new development which complements and improves the built environment, historic environment and townscape of the area, SC3 will support this objective. This will be further promoted by proposed improvements to the canal network and the Waterfront, the Arboretum, and a focus on civic and other town centre squares.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Walsall town centre is rich in cultural heritage assets. In addition to a large number of listed buildings, Walsall has several conservation areas within or close to the town centre which have been designated for their civic buildings linked to Victorian era prosperity, and historic assets to the borough's industrial heritage including the canal network.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	SC3's encouragement of design which complements and improves the built environment, historic environment and townscape of the area will improve the quality of the public realm, and support local distinctiveness and a sense of place.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	This will be further promoted by proposed improvements to the canal network and the Waterfront, the Arboretum, and a focus on civic and other town centre squares.

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 3: Walsall

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	SC3 seeks to ensure that new developments address waste as a resource and minimise waste wherever possible.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	It also seeks that local minerals resources are safeguarded.
13	Value, maintain, restore and re-create biodiversity and geodiversity.	The development of previously developed and underutilised land has the potential to have impacts on brownfield biodiversity: the proposals for the corridor have not sought to protect and enhance local biodiversity networks.	-	-	--	Ongoing	Permanent	Local	Medium	Medium	Minor	Negative	Yes	New development should seek to support biodiversity networks and support the aims of the Birmingham and Black Country Biodiversity Action Plan.  This should be carried out with regard to the aims of PPS9 and the biodiversity duty placed on local authorities by the Natural Environment and Rural Communities Act.
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	The Preferred Option for the SC supports sustainable transport networks, including walking and cycling. This has the potential to improve air quality in the area through stimulating modal shift.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	Improvements to the canal network also has the potential to enhance soil and water quality.
<b>Overall Effect</b>	<p>Through supporting an improvement in retail offer, increasing office space provision and encouraging the growth of leisure and recreational opportunities, the proposals for Walsall SC will support the vitality of the town centre. With a strong focus on service provision and improving sustainable transport links, SC3 will help improve accessibility to amenities, facilities and opportunities. Through seeking to ensure development respects the character of the area, and through promoting enhancements to important heritage features such as the canal network and the Waterfront, the Arboretum, and civic and other town centre squares, the proposals for Walsall Strategic Centre will promote the quality of the town centre's historic environment and townscape and support local distinctiveness.</p> <p>The proposals for the area have not acknowledged areas of flood risk which exist in the area however, including areas of Flood Zone 3a and 2. SC3 has also not sought to protect and enhance local biodiversity networks.</p>													
<b>Proposed Mitigation</b>	There should be a presumption against building in flood prone areas of the corridor with regard made to PPS25 (Development and Flood Risk) and the utilisation of the sequential and exception tests. New development in the town centre should also seek to support biodiversity networks and support the aims of the Birmingham and Black Country Biodiversity Action Plan.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe	Superior	Beneficial
	Negative effect	-	Major	Major	
	Positive effect	+	Moderate	Moderate	
	Major positive effect	++	Minor	Minor	
	Neutral environmental effect		Negligible	Negligible	



# DETAILED ASSESSMENT MATRIX

## Strategic Centre 4: Wolverhampton

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
1	Safeguard and improve community health, safety and well being.	<p>The proposals for the Strategic Centre seek to address a lack of green space in the east of the city centre where new residential development will be concentrated.</p> <p>Enhancement and improvement of pedestrian / cycle links to West Park and public realm improvements across the City Centre (in particular strengthening key links between different parts of the City) will encourage walking and cycling, healthier modes of travel.</p>	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	<p>Implementation of other sustainable transport measures will also help improve access to health and leisure facilities.</p> <p>Improvements to open space provision will support health and wellbeing. Sport England's Active People Survey (2006) ranked Wolverhampton 347th out of the 354 local authorities in England in terms of the percentage of adults participating in at least 30 minutes of moderate intensity activity on three or more days of the week.</p> <p>Barriers to walking and cycling in Wolverhampton City Centre include the ring road, perceptions of security and poor pedestrian and cycling linkages in some areas.</p>
2	Reduce traffic congestion and promote sustainable modes of transport into and throughout the Black Country.	Implementation of interchange proposals, an encouragement of the city centre metro loop, enhancement of pedestrian / cycle links to West Park, and ring road crossing and environmental improvements will support the use of sustainable modes of transport and help to limit congestion.	++	++	++	Ongoing	Permanent	Sub-regional	High	High	Major	Positive	No	<p>Public realm improvements across the City Centre will also encourage walking and cycling.</p> <p>The city centre has excellent connections by public transport, including from the mainline rail station, metro lines and the bus station.</p>
3	Reduce waste and maximise opportunities for innovative environmental technologies in waste management.	No significant effects at this level of detail.									Neutral			
4	Plan for the anticipated different levels of climate change.	<p>The creation of new open space will help reduce the impacts of climate change in the east of the Strategic centre.</p> <p>According to the Strategic Flood Risk Assessment, no areas of Flood Zone 2 or 3a/3b exist in the City Centre.</p>	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>Increased areas of greenspace may help control surface run off, and support a reduction in increased temperatures experienced from the "urban heat island effect" where urban areas become significantly warmer than surrounding rural areas. The predicted impacts of climate change include an increased frequency of storm events, decreased summer rainfall, increased risk of flash flooding and increase in extreme heat.</p>
5	Minimise the Black Country's contribution to climate change.	Improvements to public transport and walking and cycling networks and enhancements to the public realm will help limit greenhouse gas emissions from transport through promoting modal shift.	+	+	+	Ongoing	Permanent	International	Low	High	Major	Positive	No	<p>The proportion of greenhouse gas emissions which originate from transport sources is increasing in the sub region.</p>

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 4: Wolverhampton

	No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
				Short term	Medium term	Long term									
SA Objectives	6	Provide environmentally sound, good quality affordable housing for all.	The proposals for Strategic Centre 4 seek to create mixed, sustainable communities with sufficient affordable housing to meet local needs, and to avoid a predominance of "buy to let".	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The quality of the housing environment will also be promoted by SC4's support for improvements to the public realm.  According to the 2007 Wolverhampton Housing Needs Study, to purchase a one bedroom flat in the Inner City Core, households require an require an income of £29,200. Reflecting the difficulty of many for purchasing their first house, only 7.1% of newly formed households have household income above £27,500, the national average.
	7	Encourage opportunities for investment in order to grow the local and sub-regional economy.	The proposals for Wolverhampton Strategic Centre include 220,000sqm of office floorspace and up to 100,000sqm of comparison retail floorspace to 2026. SC4 also has a focus on the provision of hotels and commercial leisure and entertainment uses in the city centre. This will support the vitality and vibrancy of the city centre, supporting investment.	++	++	++	Ongoing	Permanent	Sub-regional	High	Medium	Major	Positive	No	Continual improvement of Wolverhampton University and the completion of City Centre Learning Quarter will support the growth of skills in Wolverhampton.  Improvements to the public realm and townscape supported by the Strategic Centre proposals will improve the reputation of the City Centre. This will support investment.
	8	Reduce poverty, crime and social deprivation and secure economic inclusion.	Improvements to public transport infrastructure and walking and cycling networks in the City Centre will help improve accessibility and facilitate social inclusion. This will be supported by public realm improvements, helping to overcome crime and the fear of crime as a barrier to accessibility.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Continual improvement of Wolverhampton University and the completion of City Centre Learning Quarter will support the growth of skills in Wolverhampton. This will help increase access to educational and employment opportunities.  Based on the IMD, Wolverhampton is ranked as the 28th most deprived out of 354 Local Authority areas in England. Ettingshall, Heath Town and St. Peter's are within the 5% most deprived wards in England.
	9	Ensure easy and equitable access to services, facilities and opportunities.	Implementation of interchange proposals, encouragement of the city centre metro loop, enhancement, improvement of pedestrian / cycle links to West Park and ring road crossing and environmental improvements will support accessibility by non-car uses.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	This will be supported by public realm improvements, which will improve perceptions of security, often a barrier to accessibility.

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 4: Wolverhampton

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
10	Protect, enhance and manage sites, features, areas and landscapes of archaeological, historical and cultural heritage importance.	The proposals for Strategic Centre 4 have a strong focus on the protection and enhancement of the historic environment of the City Centre. This includes through ensuring that new development incorporates design which complements and improves the built environment, historic environment and townscape of the area and aims to enhance local distinctiveness and a sense of place. It also states that opportunities for heritage-led regeneration should also be realised and acknowledges the existence of archaeological finds in the City Centre.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	This will be supported by public realm improvements and an encouragement of walking and cycling, which will help improve the setting of cultural heritage assets.  The City Centre is rich in cultural heritage assets, including a large number of listed buildings and eight conservation areas. The proposals for SC4 explicitly acknowledges the need to promote the heritage value of areas of significant historic environment interest as the area, including around St Johns and St Georges Churches, West Park, the Royal Hospital, canal corridors and Chapel Ash.
11	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Public realm enhancements, improvements to the setting of significant buildings, new open space, and a focus on the protection and enhancement of the historic environment will support local distinctiveness, a sense of place and the quality of the townscape and built environment.	++	++	++	Ongoing	Permanent	Local	High	High	Moderate	Positive	No	Public transport and walking and cycle network improvements will also support modal shift and a limitation of congestion. This will promote the quality of the built environment and townscape in the City Centre.
12	Use and manage land, energy, soil, mineral and water resources prudently and efficiently, and increase energy generated from renewables.	Encouragement of modal shift through proposals for the Strategic Centre has the potential to reduce energy use from transport.	+	+	+	Ongoing	Permanent	Local	Low	Medium	Minor	Positive	No	
13	Value, maintain, restore and re-create biodiversity and geodiversity.	Improvements in open space provision in the east of the City Centre will have benefits for biodiversity networks in the city: the canal corridor and the area around Fowlers Playing Fields to the north are valuable corridors for the Black Country's wildlife.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	The proposals for the Strategic Centre also seek to "take opportunities to create new nesting and foraging habitats for existing populations of Black Redstart and birds of prey."

# DETAILED ASSESSMENT MATRIX

## Strategic Centre 4: Wolverhampton

No.	Description of SA Objective	Description of predicted effect	Duration			Frequency	Temporary or permanent	Geographic significance	Magnitude	Level of certainty	Severity of significance	Positive or adverse	Mitigation or other action required?	Supporting comments / Proposed mitigation
			Short term	Medium term	Long term									
14	Maintain, and where necessary, improve, the overall quality of the natural and built environment.	Improvements to the public realm and the regeneration of disused and obsolete industrial land for housing has the potential to improve water and soil quality.	+	+	+	Ongoing	Permanent	Local	Medium	Medium	Minor	Positive	No	<p>The whole of Wolverhampton was declared an Air Quality Management Area (AQMA) for both NO2 and PM10 in March 2005. Improvements to public transport and walking and cycling networks and enhancements to the public realm will help promote modal shift, supporting air quality in the city centre (although it should be noted that air quality issues in Lichfield Street are linked to buses in the area.)</p> <p>Groundwater within the Triassic sandstone that lies beneath the City Centre and much of the western and northern areas of the City is highly vulnerable to contamination.</p>
<b>Overall Effect</b>	The proposals for Wolverhampton Strategic Centre have a strong focus on the protection and enhancement of the historic environment and heritage assets and their settings. It also has a strong focus on enhancements to the public realm through high quality design and the utilisation of key features for heritage led-regeneration. This will promote improvement to the quality of the City Centre's townscape and built environment, and promote local distinctiveness and a sense of place. SC4 also has a strong focus on further improving the City Centre's public transport and walking and cycling networks, linking key areas and reducing the role of the ring road as a barrier. Supported by public realm improvements and enhancements in the quality of the built environment, this will promote accessibility and have benefits for social inclusion and community cohesion. Wolverhampton's role as a key sub-regional retail and office centre has also been promoted by the proposals for the Strategic Centre.													
<b>Proposed Mitigation</b>	No mitigation measures are proposed for this Strategic Centre.													

Key		Adverse		Beneficial	
The 'Duration' column is noted as:	Major negative effect	--	Severe		Superior
	Negative effect	-	Major		Major
	Positive effect	+	Moderate		Moderate
	Major positive effect	++	Minor		Minor
	Neutral environmental effect	=	Negligible		Negligible

**Appendix F: Proposed SA monitoring programme for the JCS**

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## Proposed SA monitoring programme for the JCS

Potential negative effect / area for improvement	Indicator	Data Source	Frequency of monitoring and scale	Target/Trigger	Links to Baseline
Impact of highway improvements on air quality	No. of days when air pollution is moderate or high for NO <sub>2</sub> or PM <sub>10</sub>	BCAs	Annually, BC wide	When number of days exceeds year on year	JCS SA Scoping Report, air quality
Potential adverse effects on brownfield biodiversity	Percentage of development and redevelopment on previously developed land undertaking full habitat surveys	BCAs	Annually, BC wide	When percentage reduces year on year	JCS SA Scoping Report, biodiversity and geodiversity
Potential effects on biodiversity from increased use of open space for leisure and recreation	Area (ha) of green space administered by the Black Country Authorities incorporating biodiversity considerations into management regimes	BCAs	Annually, BC wide	When area reduces year on year	JCS SA Scoping Report, biodiversity and geodiversity
Expansion of high quality sub-regional wildlife corridors forming the wider biodiversity network	Length of wildlife corridor in positive management for biodiversity benefit	BCAs	Annually, BC wide	Target to be determined through EIG Phase 2	JCS SA Scoping Report, biodiversity and geodiversity
Stimulation of car use by the planned road improvements and housing and employment provision increases	Traffic flows on key routes	BCAs	Annually, BC wide	When flows increases year on year	JCS SA Scoping Report, accessibility and transportation

Potential negative effect / area for improvement	Indicator	Data Source	Frequency of monitoring and scale	Target/Trigger	Links to Baseline
Failure to tackle congestion and effectively implement proposed public transport strategy improvements, and associated effects on businesses	Number of VAT registrations	BCAs	Annually, BC wide	When percentage decreases year on year	JCS SA Scoping Report, economic factors
Increases in greenhouse gas emissions from new housing, employment and infrastructure provision	Carbon footprint of sub-region	BCAs	Annually, BC wide	When sector emissions increase year on year	JCS SA Scoping Report, climate change
	Carbon emissions per £10,000 GVA (tCO <sub>2</sub> )	BCAs	Annually, BC wide	When sector emissions increase year on year	JCS SA Scoping Report, climate change
Potential deficiency in area of public open space	Ha of Accessible Natural Greenspace per 1,000 population	BCAs	Annually, BC wide	Target: 1,100 ha of Accessible Natural Greenspace Trigger: When area falls below the target level	JCS SA Scoping Report, landscape
Potential to use Historic Landscape Characterisation to inform decision making	Percentage of new developments which are informed by detailed characterisation studies	BCAs	Annually, BC wide	When percentage reduces year on year	JCS SA Scoping Report, historic environment and landscape
Increasing car use in the sub-region	Proportion of people travelling to work by public transport or walking and cycling	BCAs	Annually, BC wide	When percentage reduces year on year	JCS SA Scoping Report, accessibility and transportation



Potential negative effect / area for improvement	Indicator	Data Source	Frequency of monitoring and scale	Target/Trigger	Links to Baseline
Potential to reduce energy consumption from commercial activities	Total industry and commercial energy consumption (GWh) per £billion GVA	BCAs	Annually, BC wide	When consumption rises year on year	JCS SA Scoping Report, material assets, climatic change
Potential increases in industrial and commercial waste	Proportion of industrial and commercial waste sent to landfill	BCAs	Annually, BC wide	When percentage rises year on year	JCS SA Scoping Report, material assets

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# **Appendix G: ODPM 2005 Sustainability Appraisal Guidance Checklist**

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# Quality Assurance Checklist reproduced from Appendix 4 of the ODPM Regional Spatial Strategy and Local Development Framework Sustainability Appraisal Guidance

SA Quality Assurance Checklist	SEA Directive Reference	Reference in this SA Report
<b>Objectives and Context</b>		
The Plan's purpose and objectives are made clear.	Annex 1 (a)	Chapter 1.
Sustainability issues and constraints, including international and EC objectives, are considered in developing objectives and targets.	Annex 1 (d)	Chapter 2.
SA objectives are clearly set out and linked to indicators and targets where appropriate.	–	Chapter 3 and Appendix D, SA Framework.
Links with other related plans, programmes and policies are identified and explained.	Annex1 (e)	Chapter 2.
Conflicts that exist between SA objectives, between SA and plan objectives and between SA and other plan objectives are identified and described.	–	Chapter 2 and 4
<b>Scoping</b>		
The environmental consultation bodies are consulted in appropriate ways and at appropriate times on the content and scope of the SA Report.	Article 5 (4)	Chapter 2 and Appendix C, Scoping Responses.
The appraisal focuses on significant issues.	Annex 1 (d)	Chapter 6 and Appendix E, Detailed Assessment Matrices
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	Article 5 (2)	Appendix E: Detailed assessment matrices.
Reasons are given for eliminating issues from further consideration.	Annex 1 (h)	No issues have been eliminated.
<b>Baseline information</b>		
Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.	Annex 1 (c)	Appendix B, Volume 3, constraints maps.

<b>SA Quality Assurance Checklist</b>	<b>SEA Directive Reference</b>	<b>Reference in this SA Report</b>
Characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan where practicable.	Annex 1 (c)	Appendix B, Volume 3, constraints maps.
Difficulties such as deficiencies in information or methods are explained.	Annex 1 (c)	Chapter 5.
<b>Alternatives</b>		
Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.	Annex 1 (h)	Chapter 4.
Alternatives include 'do nothing' and/or 'business as usual' scenarios wherever relevant.	Annex 1 (b)	N/A- a do nothing scenario is not a 'realistic alternative'.
The sustainability effects (both adverse and beneficial) of each alternative are identified and compared.	Annex 1 (h)	Chapter 4.
Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.	Annex 1 (a)	Chapter 2 and 4.
Reasons are given for selection or elimination of alternatives.	Annex 1 (h)	Chapter 4.
<b>Prediction and evaluation of likely significant environmental effects.</b>		
Likely significant social, environmental and economic effects are identified, including those listed in the SEA Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape) as appropriate.	Annex I (f)	Chapter 6 and Appendix E, Detailed Assessment Matrices.
Both positive and negative effects are considered, and where practicable, the duration of effects (short, medium or long term) is addressed.	Annex II 2	Chapter 6 and Appendix E, Detailed Assessment Matrices.
Likely secondary, cumulative and synergistic effects are identified where practicable.	Annex II 2	Section 5.7.
Inter-relationships between effects are considered where practicable.	Annex I (f)	Section 6.4.
Where relevant, the prediction and evaluation of effects makes use of accepted standards, regulations, and thresholds.	-	Chapter 6 and Appendix E.

<b>SA Quality Assurance Checklist</b>	<b>SEA Directive Reference</b>	<b>Reference in this SA Report</b>
Methods used to evaluate the effects are described.	-	Chapter 5.
<b>Mitigation Measures</b>		
Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.	Annex I (g)	Chapter 8, Appendix F, Monitoring.
Issues to be taken into account in project consents are identified.	-	Chapter 8.
<b>The Sustainability Appraisal Report</b>		
Is clear and concise in its layout and presentation.	-	Applied throughout the SA Report using cross references where appropriate.
Uses simple, clear language and avoids or explains technical terms.	-	Non technical summary and applied to SA Report throughout.
Uses maps and other illustrations where appropriate.	-	Applied throughout the SA Report. A series of maps has been included in Volume 3 of the SA Report.
Explains the methodology used.	-	Explained throughout the SA Report.
Explains who was consulted and what methods of consultation were used.	Article 5 (4) & 6 (1)	Chapter 2 and Appendix C, Scoping Responses.
Identifies sources of information, including expert judgement and matters of opinion.	-	SA Report.
Contains a non-technical summary.	Annex I (j)	Front of SA Report.
<b>Consultation</b>		
The SA is consulted on as an integral part of the plan making process.	Article 6 (2)	Chapters 1, 2 and 10.
The consultation bodies, other consultees and the public are consulted in ways which give them an early and effective opportunity within appropriate time frame to express their opinions on the draft plan and SA Report.	Article 6 (2)	Chapter 2, Appendix C, Scoping Responses.

SA Quality Assurance Checklist	SEA Directive Reference	Reference in this SA Report
<b>Decision-making and information on the decision.</b>		
The SA Report and the opinions of those consulted are taken into account in finalising and adopting the plan.	-	Chapter 2 and Appendix C, Scoping Responses.
An explanation is given of how they have been taken into account.	Annex I (h)	Appendix C, Scoping Responses.
Reasons are given for choices in the adopted plan, in the light of other reasonable alternatives considered.	Annex I (h)	To follow in the Post Adoption Statement.
<b>Monitoring Measures</b>		
Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SA.	Annex I (i)	Chapter 9 and Appendix F, Monitoring Framework.
Monitoring is used, where appropriate, during implementation of the plan to make good deficiencies in baseline information in the SA.	Annex I (i)	Following adoption of the Core Strategy.
Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.)	Article 10 (1)	Following adoption of the Core Strategy.
Proposals are made for action in response to significant adverse effects.	Article 10 (1)	Following adoption of the Core Strategy.



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