

Sandwell MBC

Dudley Port Supplementary Planning Document

Regulation 12(a) Report of Consultation and
Consultation Statement

November 2017

Introduction

This report sets out the consultation that took place in the lead up to and during public consultation of the Sandwell MBC Draft Dudley Port Supplementary Planning Document (in this document referred to as the Draft SPD) from 26 June to 7 August 2017. It reviews the consultation responses received, the number of representations made and a summary of the main issues raised by the representations.

This document has been prepared in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 which requires that Local Authorities set out the persons the local planning authority consulted when preparing the supplementary planning document, a summary of the main issues raised with the consultation responses, and how those issues have been addressed.

Once adopted, the Dudley Port Supplementary Planning Document will form part of the council's Local Plan.

Background

The Dudley Port Supplementary Planning Document has been prepared to highlight how the area stretching from Oldbury Town Centre to Dudley Port can adopt Garden City Principles to create an environment which will improve the quality of life for those living, working or visiting the area.

This includes improving accessibility to housing and employment, nature and green spaces through more intense use of the canal network and the public transport provision, especially with the potential for Dudley Port Railway Station becoming an Interchange for rail, bus and Midland Metro.

Increased usage of the green spaces and canal network will provide additional sources of recreation and leisure as well as acting as commuter routes. In turn, the increased natural surveillance will make these spaces safer and reduce anti-social behaviour as well as creating communal spaces for people to meet and reinforce community cohesion

The Dudley Port SPD provides additional detail as to how some of the Garden City principles can be achieved through implementation of policies already adopted in the Black Country Core Strategy and Site Allocations and Delivery DPD. It does not introduce any new policies.

Public Consultation

The Draft Dudley Port SPD was approved for public consultation by Cabinet on 17th May 2017. Public Consultation was held from 26 June to 7 August 2017.

Notification of the Draft SPD consultation was emailed to:

- Statutory Consultees including adjoining Local Authorities
- Local Plan database contacts including individuals, developers and community groups.

Hard copies of the Draft SPD were made available in the local libraries at Oakham, Dudley Port and Oldbury and placed in Tipton Local office at Princes End. A copy was also made available at the Council House, Oldbury and also emailed to the Local Ward members.

Officers attended the Victoria Park Open Day in Tipton on 23 July 2017 to engage with residents and promote the aims of the Dudley Port Supplementary Planning Document.

The consultation was posted on the council's Facebook page twice and on the Twitter account as well as appearing on the main council webpages. A notice was also placed in the Sandwell Herald Summer edition. Leaflets were distributed at Dudley Port Station on 27 July 2017 in the morning and afternoon peak times informing commuters of the proposed Draft SPD.

Comments were requested via email to ldf_planning@sandwell.gov.uk or by completing a Representation Form at the Victoria Park event.

An email address and contact telephone number was provided on all the consultation material and the website, for those who wanted to ask questions and seek further information.

Summary of Response to the Consultation

The Council received a total of 13 responses via email and post to the consultation. A summary of the representations made, details of the respondent and the proposed action in response to the representations are set out in Appendix 1.

- 1.1 In addition to the emailed responses, there were also a number of comments received via Facebook which reached 21,082 people, had 34 shares and 38 likes. The messages received included concerns regarding;
 - Traffic congestion at Great Bridge island and Burnt Tree
 - Tree and towpath maintenance alongside the canals/towpaths/cycle route
 - Litter and maintenance at Sheepwash LNR
 - Development of sites for residential off Temple Way/Rattlechain
 - Fly-tipping/dumping on sites off Dudley Road West

- 1.2 One petition was received with a total of 385 signatories requesting the council to reject plans to build houses on the site of a former tip between Sheepwash Local Nature Reserve and the Temple Way Estate (referred to in the Draft SPD as Rattlechain).

- 1.3 The petition was received from Users of Sheepwash Local Nature Reserve/Residents of Temple Way Estate with the Head Petitioner being Mr Ian Carroll.

- 1.4 The requested action was for the Council to;
 - a) Note the local opposition to aspects within the Dudley Port Supplementary Planning Document and,
 - b) Defer adoption of the plan until after the Black Country Core Strategy Review.

- 1.5 Under Section 2 (4) of the Petition Scheme it was decided that the petition would not be forwarded to the Petitions Committee but dealt with as part of the plan process.

- 1.6 These sites were not proposals of the SPD having already been adopted as potential development sites in the Site Allocations and Delivery DPD in 2012. Therefore this objection will not be addressed in the revised SPD but will need to be dealt with as part of the review of the Site Allocations and Delivery DPD and Black Country Core Strategy at the appropriate times.

Appendix 1 – Summary of responses

| | Name | Organisation | Summary of Representation | Response |
|---|--------------|---------------------|---|---|
| 1 | Jagtar Rai | | Currently owns a well-established large convenience store and is looking to expand their business, concentrating on railway station locations. Would be very interested in having discussions regarding any improvements to Dudley Port and investing in this location. | The council is currently working in partnership with Network Rail and Transport for West Midlands, looking particularly at the Stour Valley line and the improvements required at each of the stations. Discussions are at an early stage and therefore plans for such facilities are unknown at this present time. The respondent will be informed of this information. |
| 2 | Donald Payne | | Would like to see the detailed improvements to Dudley Port station include step-free access, adequate car parking and that the proposed Metro development be compatible with the future needs of the line for heavy rail freight and passenger traffic as the line forms a vital through route between Burton-on-Trent and Worcester which avoids Birmingham. | The West Midlands Stations Alliance has commissioned a study for improvements for a number of stations including Dudley Port. The study will include such issues as parking, access, waiting facilities and shelters and integration with the Wednesbury to Brierley Hill metro extension. The outcome will be a station masterplan that will form the basis of a future bid for funding to the Dept. for Transport and/or West Midlands Combined Authority. Public consultation on the key issues took place during October 2017 with the masterplan likely to be completed in January 2018. The programming of improvements will depend on the availability of funding. |

| | | | | |
|--|--|--|---|---|
| | | | <p>There will also need to be an improved frequency of service between Dudley Port, Birmingham and Wolverhampton. Perhaps 4 trains per hour instead of 2?</p> <p>Physical development at the station should be future proofed against the need to widen the main line to four tracks to cope with increased traffic, particularly HS2.</p> <p>Cycling routes are vitally important. We need to follow continental practice where cycle routes are completely segregated from vehicular traffic so that cycle lanes are not vulnerable to being driven on or parked on. The improvements to A461 do not go far enough; cyclists need to be given priority at junctions including roundabouts and must be</p> | <p>The proposals for the Wednesbury to Brierley Hill metro extension make provision for the long-term re-introduction of freight services to the Stourbridge to Walsall railway. At present there are no plans to introduce passenger services to this section of the line. Service patterns fall outside of the scope of this SPD. The recently let West Midlands Rail franchise which begins on 10th December 2017 does not include any increase in frequency of services at Dudley Port. There may be an opportunity post-HS2 when the franchise is renewed in March 2026.</p> <p>HS2 trains will not pass through Dudley Port. At present there are no plans to four-track the section of the West Coast Mainline between Coventry, Birmingham and Wolverhampton. Any decision to make passive provision for four-tracking will be a matter for Network Rail to consider.</p> <p>Detailed designs for cycle improvements along the A461 will be produced during 2018 as part of a study into the corridor as a whole. Segregation is preferred</p> |
|--|--|--|---|---|

| | | | | |
|---|----------------|--|---|---|
| | | | legally enforceable. | wherever possible but the need to accommodate parking, driveways and bus stops means that this is not always possible. The final design of improvements will be subject to consultation prior to any approval. |
| 3 | Rebecca Draper | | <p>Objects to the development of the Rattlechain site given the past tipping that has taken place, the black foundry sand blowing onto their property and affecting their health. The site has been marketed previously without success and as it is located adjacent to the hazardous Rattlechain lagoon it seems the contamination makes this site improper for development for housing.</p> <p>The site supports a variety of wildlife and has the potential to become an extension of the Sheepwash Nature Reserve which is the only designated Local Nature Reserve in Tipton. If the garden city principles are to be adopted, the council should reflect on the fact that biodiversity is already present and the potential recreational opportunities if the council adopt the site.</p> <p>It is not new housing saturation that is needed just a better use of existing right of way and promotion of the area.</p> <p>The respondent urges the council to reconsider including this unsustainable site in the planning document.</p> | The Rattlechain site is not a proposal of this SPD. It is already an allocated site in the Site Allocations and Delivery DPD (SAD DPD) which was adopted in 2012 and therefore objections to potential development are not relevant. The SAD DPD will commence its revision in 2018 and residents will be able to object to its allocation during that process. |

| | | | | |
|---|---------------------------|--|---|--|
| 4 | Unknown (via mms message) | | Is the wildlife being protected in the area | Every effort will be made to protect wildlife in the area through existing planning policies. |
| 5 | Marian and Kevin Newman | | Objects to the development of 250 homes at Rattlechain due to current congestion on the local roads and the potential to increase this. There has already been a loss of open space with the development of Palmerston Drive. The Rattlechain lagoon still presents a hazard despite the remedial work being carried out. Object to the loss of open space alongside the canal and feel the proposals will not improve the access to Sheepwash for residents of Temple Way, will destroy a wildlife corridor and harm Sheepwash Nature Reserve. | The Rattlechain site is not a proposal of this SPD. It is already an allocated site in the Site Allocations and Delivery DPD (SAD DPD) which was adopted in 2012 and therefore objections to potential development are not relevant. The SAD DPD will commence its revision in 2018 and residents will be able to object to its allocation during that process. |
| 6 | Stephen Parkes | | Traffic congestion along A461 between Burnt Tree and Great Bridge/West Bromwich results in one of the most heavily congested areas in Sandwell. Two lanes of traffic filter into one along Dudley Port and Horseley Heath creating more congestion and pollution for pedestrians and local residents. Previous proposals to create a dual carriageway from Burnt Tree to Great Bridge were changed to incorporate under used and polluted cycle lanes, crowded and badly sited parking bays and a red route which has failed to ease congestion but has exacerbated problems for local residents through heavy congestion. | The Council will, in partnership with the West Midlands Combined Authority, commission a study for improvements to the A461 corridor that will cover the need to reduce congestion, improving bus service reliability and safety for cyclists whilst taking into account the needs of business and people living along the route. Whilst new development will inevitably lead to an increase in trips, the overall transport strategy for this corridor must include improved bus services and the extension of the metro to deal with this |

| | | | | |
|---|----------------|--|--|---|
| | | | <p>Feels other roads in the borough have been improved and Tipton has not benefitted.</p> <p>Whilst integrated transport is to be welcomed and will benefit Wednesbury, West Bromwich and Dudley, they will attract more traffic in the Dudley Port and Horseley Heath area. Proposed bus lanes will restrict available road space to other motorists and trees will do little to improve pollution.</p> <p>A dual carriageway should be considered that would divert traffic between Dudley and West Bromwich to improve quality of life for residents. Delays in exiting side roads currently.</p> <p>The area needs improvement but more housing will lead to greater traffic problems which are already unacceptable.</p> <p>Unless there are realistic plans put in place to address the existing traffic congestion and to deal with congestion from future housing developments, there will be local and national resistance to the ill-considered proposals.</p> | <p>increase.</p> <p>Past dual carriageway proposals involved substantial land take including the demolition of both homes and business premises, resulting in significant local impact and a very high cost. The proposals were abandoned in the late 1990s as it was considered unlikely that the scheme would ever attract Central Government funding. It is no longer considered appropriate to carry out wholesale dualling of the A461 as this would create a substantial barrier between communities on either side of the route as well as impeding access to business, bus stops and Dudley Port station. The presence of the railway and canals means that there is little opportunity to bypass the area without huge cost, land take and environmental impact.</p> |
| 7 | Clive Ferguson | | <p>The main trail over the open space to the rear of Palmerston Drive is overgrown and needs attention to make it passable. There is also a</p> | <p>The trail referred to is neither highway, nor located on Council land. On that basis, the Council would appear to have no</p> |

| | | | | |
|---|--------------|-----------------|---|--|
| | | | <p>bridge over the River Tame that appears fire damaged. This is the most convenient access route to the canal and Sheepwash Nature Reserve. Enquiry as to whether the council has arrangements in place to maintain this land and to improve access to the canals and Gower Branch.</p> | <p>power currently to clear the section of route that is referred to, or to enforce against the landowner to make the route passable.</p> <p>The designated Public Right of Way is not easily identifiable and this needs to be investigated further with Highways to ensure the route is cleared.</p> |
| 8 | Susan Murray | Natural England | <p>Welcomes the inclusion of a detailed Vision and set of Objectives and Sub Objectives to help assist delivery of the Black Country Local Enterprise Partnerships Black Country Garden City principles.</p> <p>Identifies the documents objectives to secure an improved quality of life for residents, encourage more healthy lifestyles by ensuring safe access to quality greenspace and better non-car connections to the natural environment.</p> <p>Natural England welcomes the direction being taken as many of the identified objectives also relate to the Green Infrastructure (GI) functions included within NE's Black Country Garden City (Part A) Green Infrastructure Mapping Tool. This is new Green Infrastructure evidence that will be provided to each of the</p> | <p>Comments noted.</p> <p>Comments noted.</p> <p>The council will discuss the Mapping Tool in more detail once the information has been received from Natural England.</p> |

| | | | | |
|--|--|--|--|--|
| | | | <p>Black Country Local Planning Authorities and Local Enterprise Partnership.</p> <p>The evidence combines social, economic and environmental datasets for the Black Country to identify strategic existing GI assets and functions and also identifies areas of significant need. This has been developed to support the delivery of the Black Country Garden City vision long-term. Natural England will be in contact with the LPA to discuss this in due course.</p> <p>Natural England agree that there are opportunities to improve green infrastructure within the Dudley Port area and has summarised the key findings from Part A of the Mapping Tool including information on where features perform well and also identifying where there are opportunities to enhance the Green Infrastructure.</p> <p>Natural England welcomes the SPD as this will enable appropriate GI interventions to be 'frontloaded' into any development proposals that come forward.</p> <p>There may be opportunities to retrofit green infrastructure in urban environments including green roof systems and gardens, green walls and new tree planting.</p> | <p>Comments noted.</p> <p>Comments noted.</p> <p>Comments noted. The use of green infrastructure is already mentioned in the Access to Nature section with regards the use of street trees, green walls, planters and green roofs.</p> |
|--|--|--|--|--|

| | | | | |
|---|------------|--|---|--|
| | | | <p>Biodiversity enhancement – the SPD could consider incorporating features beneficial to wildlife in line with the NPPF. For example, providing guidance on, for example, the level of bat roost or bird box provision. An example of good practice includes the Exeter Residential Design Guide SPD.</p> <p>Natural England welcomes the opportunities identified in the SPD to enhance the character and local distinctiveness of the surrounding natural and built environment. Where viable, trees should be of a species capable of growth to exceed building height and managed so to do, and provision is made for succession planting so that new trees will be well established by the time mature trees die.</p> <p>The NPPF includes a number of design principles which could be considered including the impacts of lighting on landscape and biodiversity.</p> <p>If this SPD requires a Strategic Environmental Assessment or Habitats Regulation Assessment, Natural England will need to be consulted at certain stages as set out in Planning Practice Guidance.</p> | <p>Consideration for enhancing the biodiversity will be included within the SPD.</p> <p>Comments noted. The SPD already suggests species of street trees that may be suitable within housing development sites and further consideration will be given to the exact species once more detailed schemes are prepared.</p> <p>Comments noted.</p> <p>This SPD does not require a Strategic Environmental Assessment or Habitats Regulation Assessment.</p> |
| 9 | Gary Dowie | | Developing new housing on the opposite side | The Rattlechain site is not a proposal of |

| | | | | |
|--|--|--|---|--|
| | | | <p>of the rail tracks from Sheepwash will encourage more people to visit the site and adversely impact on the flora and fauna and resident wildlife at Sheepwash. The low level of maintenance and visitor numbers in the past has made this site successful in attracting and retaining wildlife.</p> <p>The Rattlechain site is heavily contaminated. What are the long term health implications if the site is reclaimed and developed?</p> <p>Why have the council's internal landscape architects not been consulted/involved in the preparation of this document given they were instrumental in the design of Sheepwash nearly thirty years ago?</p> <p>Similarly why were the internal Landscape Architects not consulted/involved in the preparation of this document given their involvement in the "Canals for Communities" and "Smeaton Summit" projects?</p> <p>Is there an opportunity for the council's Landscape Architects to be more involved?</p> <p>The use of the term "Garden City" is inappropriate.</p> | <p>this SPD. It is already an allocated site in the Site Allocations and Delivery DPD (SAD DPD) which was adopted in 2012 and therefore objections to potential development are not relevant. The SAD DPD will commence its revision in 2018 and residents will be able to object to its allocation during that process.</p> <p>The proposals contained within the SPD are not at a stage which requires input from specialist teams. Once funding is identified and proposals are more certain, engagement will be had with relevant specialists.</p> <p>The proposals contained within the SPD are not at a stage which requires input from specialist teams. Once funding is identified and proposals are more certain, engagement will be had with relevant specialists.</p> <p>See comments above.</p> <p>The Garden City principles have been adopted in a more contemporary way and</p> |
|--|--|--|---|--|

| | | | | |
|----|---------------|---|--|---|
| | | | | therefore the Dudley Port area will be referred to as one the Black Country Garden Cities. |
| 10 | Stacey Picart | | Would like to know if there are any plans for a children's play area on the open space adjoining the Cameron Homes development as it would be beneficial. | There are no plans to create a children's play area on the open space at this time. |
| 11 | Ian Carroll | Friends of Sheepwash Local Nature Reserve | <p>The consultation has not been conducted appropriately as the Friends of Sheepwash have not been involved in the drafting of the plan.</p> <p>Other bodies including the Canal and River Trust and officers from other local authorities were invited to a closed meeting where no residents or Friends members were present.</p> <p>The plan and proposals have not been widely publicised and few residents were aware of the previously allocated residential site at Rattlechain.</p> <p>Decisions on some of the proposals seem to have already been made with the release of</p> | <p>Meetings were held with relevant bodies prior to preparing the draft SPD. It was not felt that Friends of Sheepwash or any other community groups were required given the extent of experience already present.</p> <p>The plan was placed in a number of locations and advertised through a range of forums including direct email. The Site Allocations and Delivery DPD which contained the residential allocations was adopted in 2012 following consultation and a public inquiry. It was not the intention of this SPD to consult on these sites. Any objections will need to be made when the SAD DPD is reviewed over the next few years.</p> <p>The proposals are part the Cycle Infrastructure Programme which is an</p> |

| | | | | |
|--|--|--|---|---|
| | | | <p>information regarding the WMCA funding to upgrade a section of the Birmingham Mainline Canal. Would disagree that this is consultation when decisions have already been made.</p> <p>Object to the development of Rattlechain area and do not consider it a sustainable site.</p> <p>Concerned about the lack of consultation by the Local Enterprise Partnership and the imposition of their objectives on this plan that are not wanted by local stakeholders.</p> <p>Page 6 – do not believe that land can be managed by the local community to generate income through sustainable food growth when the land is heavily contaminated.</p> <p>SWOT analysis – the full SWOT analysis has not been included in the Appendices.</p> <p>Building more houses will do nothing to combat the congestion on the highways.</p> <p>Quality of life is threatened by on-street drinking, illegal fishing and theft on Sheepwash primarily related to cheap alcohol being</p> | <p>ongoing project to improve canalside infrastructure. The funding will assist in implementing the proposals as outlined in the SPD.</p> <p>Objection to the allocation cannot be made through this SPD.</p> <p>SMBC fully support the objectives of the Black Country Garden City as promoted by the LEP.</p> <p>Any land promoted for food growth will be subject to the required tests to ensure its suitability.</p> <p>A summary of the SWOT analysis has been included within the SPD. A full version can be made available if requested and this will be mentioned in the SPD.</p> <p>Comments noted.</p> <p>One of the aims of the SPD is to increase activity in the area, and subsequently natural surveillance. This will hopefully</p> |
|--|--|--|---|---|

| | | | | |
|--|--|--|---|---|
| | | | <p>available at nearby shops which should be removed from the area.</p> <p>Problems arise from housing teenage delinquents with children in the same area as older people.</p> <p>Dudley Port has blocks of properties with largely Polish residents making cohesion difficult.</p> <p>SMBC and the Police fail to engage with anti-social issues on Sheepwash and how the authority fails victims by not recognising or following correctly tools such as “the community trigger”.</p> <p>Objects to the Sheepwash site being promoted as a “country park” as this will lead to more crime and vandalism and less nature.</p> <p>Concerned about the lack of maintenance throughout the area, especially with the blocking of two Rights of Way by landowners east of Rose Lane.</p> <p>Support enabling access to the canal and would like to see gated accesses at Park Street, Colbourne Road and Wellington Road</p> | <p>reduce the opportunity for crime and anti-social behaviour. However, these issues cannot be dealt with by this SPD as should be reported to the correct authorities.</p> <p>Sheepwash is an asset that should be enjoyed by all residents and visitors of the area. Increased activity will ensure more natural surveillance and less opportunity for crime and anti-social behaviour. Maintenance of the area requires funding which is currently limited. However, applications to appropriate funding streams to continue this work will be pursued.</p> <p>The Rights of Way at Rose Lane is accessible.</p> <p>Opening up the gated accesses in these locations will require further investigation and consultation. No changes proposed to</p> |
|--|--|--|---|---|

| | | | | |
|--|--|--|--|--|
| | | | <p>reopened.</p> <p>More houses in the area will result in more cars and therefore add to the already congested routes at Dudley Road, Dudley Port and Birmingham Road. It is not sustainable to encourage more houses in this area.</p> <p>Do not know why there is reference to resurfacing of Fred Perry Walk given this was only done a couple of years ago when an additional path onto Sheepwash to John's Lane was created.</p> <p>Totally against opening up tunnel entrance access to Sheepwash if this allows free and unrestricted access to off road bikes. The barrier at Rose Lane was removed last year to be replaced by an inappropriate design allowing bikes to access the canal network.</p> <p>There are issues with blockages to the tunnels with foundry sand from the neighbouring site at Rose Lane and flooding from an unidentified leak at John's Lane tunnel.</p> | <p>the SPD.</p> <p>Local authorities are required to maintain a five-year supply of housing sites. The allocated sites have already been adopted to meet the borough's requirement and are considered suitable for future development. Any highways issues arising from development will need to be addressed at planning application stage.</p> <p>The SPD highlights a programme of improvements including those that have recently been undertaken as well as those in the pipeline. Fred Perry Walk is a good example of improvements that can be achieved within the wider area which will be clarified in the SPD.</p> <p>Additional barriers have now been installed which should assist with preventing access by off-road bikes. However, there may be other points of access that bikers may utilise which cannot be prevented.</p> <p>Work has been undertaken to clear the blockages to the tunnels. Whilst it is likely that the sand is from the neighbouring site, it is considered the overflow onto the</p> |
|--|--|--|--|--|

| | | | | |
|--|--|--|---|---|
| | | | <p>Maintenance is required to remove overgrown vegetation which hinders access to the tunnels and promotes anti-social behaviour.</p> <p>Objects to opening up the public/open space areas due to potential loss of nature at Sheepwash and Brades Hall Open Space.</p> <p>Objects to proposals for Tividale Quays area to provide more places for people to sit and promoting the area for water based activity. States that there have been problems with anti-social fishing and benches would encourage groups to congregate. Also states there has been community objection to use the basin for a marina.</p> <p>Objects to site at Coneygre being promoted for residential development.</p> <p>Requests whether Rhodia/Solvay have been consulted about their site being included as a residential site.</p> | <p>tunnel entrance is due to motorbikes crossing the site and disturbing the sand. The source of the leak is still being investigated.</p> <p>Comments noted.</p> <p>The proposals to open up access to the public open spaces will improve natural surveillance and safety as well as provide more access to the canal for walkers and cyclists. No changes proposed.</p> <p>Full consultation with residents and users of the canal will be undertaken should this proposal be pursued further.</p> <p>Not a proposal of this SPD.</p> <p>Consultation with landowners would have been undertaken during the preparation of the Site Allocations and Delivery DPD</p> |
|--|--|--|---|---|

| | | | | |
|----|-----------------|------------------|---|---|
| | | | <p>Former deports Tip site and land east of Rose Lane (the Rattlechain Site) should not be built on due to the past tipping undertaken, the lagoon emitting phosphine gas associated with white phosphorus and the potential risk to health if developed for housing.</p> | <p>prior to its adoption in 2012.</p> <p>Given the previous use for these sites, Site Investigations will need to be undertaken to ensure the suitability for development and the results submitted to SMBC as part of any future planning application.</p> |
| 12 | Kezia Taylerson | Historic England | <p>Historic England welcome the inclusion of a number of comments that recognise the historic role of the canal and heritage landscape. Also note the reference to materials that would sit well within the historic fabric of the area and those that would reflect the steel and iron rich history of the industrial past.</p> <p>However the document could benefit from a stronger heritage presence and recommend a section on heritage looking at issues such as;</p> <ul style="list-style-type: none"> • The role of the canal and industrial past • Canal conservation area? • What heritage assets remain – designated and undesignated and their significance • Is there any scope for locally listed buildings • Desk based archaeological assessment and an understanding of what | <p>Sandwell note the comments made and the acknowledgement by Historic England of reference to the historic role of the canal and heritage landscape. However it does not agree that a specific section on Heritage is required due to the existing policies in place that would consider these issues through the normal planning process. For example, there are policies covering issues regarding Canals in both the Site Allocations and Delivery DPD and Black Country Core Strategy. Similarly whilst the area contains only a few Listed Structures, these will be protected by policies HE1, HE3 and ENV2. Any additional Listed Buildings or promotion of a Conservation Area will need to be addressed through a separate process and is not really relevant to the aims of this SPD. However, additional references will be</p> |

| | | | | |
|----|------------|-----------------------|---|--|
| | | | <p>archaeology remain and how to preserve it</p> <ul style="list-style-type: none"> • The character and local distinctiveness of the area and how this can influence future design • Works of art, interpretation panels could be included that highlight the history of the area and the people that were involved in its industrial past • Street names and signs that could reflect its heritage <p>Recommend heritage is brought into the vision and objectives of the document.</p> | <p>included within the document to recognise what heritage features are contained within the area.</p> |
| 13 | Anne Denby | Canal and River Trust | <p>The Trust welcomes the strong references throughout the document to the canal network, the benefits of the canals and the role they play in providing open space, contributing to the green networks and providing healthy places with opportunities for cycling and walking.</p> <p>The document makes reference to the Canal and Rivers Trust which should be amended to Canal and River Trust.</p> <p>The Trust recognises the references to how the canal network can provide traffic free and safe routes for commuters and promote health and well-being consistent with the aims of the</p> | <p>Comments noted.</p> <p>The name of the organisation will be corrected.</p> <p>Comments noted.</p> |

| | | | | |
|--|--|--|---|--|
| | | | <p>NPPF.</p> <p>Canal and River Trust wish to highlight the potential of the canal for heating and cooling for district heat network or individual schemes such as allocated sites. The document should be amended to make reference to the potential of the canal network to contribute to low carbon technologies.</p> <p>The document also refers to SUDS to resolve drainage issues. Any surface water discharge to the canal would require prior consent from the Canal and River Trust and would be subject to commercial agreements.</p> <p>The Trust welcomes the reference to the importance of the canal corridors in connecting otherwise fragmented habitat through better managed hedgerows, vegetation and waterspace. The document identifies barriers to usage and how these may be overcome and wish to be fully consulted on any future proposals and understand how any improvements are to be funded/ maintained.</p> <p>Promoting development to achieve high quality design and reflect the existing context and character is welcomed. However, the example used in the document of Castle Street, Tipton is</p> | <p>Agree with comments. Document will include reference to the potential for the canal to contribute to district heat networks.</p> <p>Comments noted. The document will highlight the need for the Canal and River Trust to be consulted on such agreements.</p> <p>Comments noted. CRT will be consulted on any future proposals especially with regards funding and maintenance.</p> <p>We believe that the Castle Street scheme is an example of a good quality, local canal side scheme, though as with most schemes, it exhibits a number of potential</p> |
|--|--|--|---|--|

| | | | | |
|--|--|--|---|---|
| | | | <p>not considered by the CRT as an exemplar of good design and would be concerned if other developments are encouraged to follow the same design approach.</p> <p>The Trust disagrees with many of the design elements including boundary treatments allowing bin storage and car parking being on show from the canals outward perspective. It also suggests that the side elevation of development facing onto the canal in close proximity to the offside could have a detrimental impact and the building heights do respect the listed asset which contradicts the description in the SPD.</p> <p>The benefits of having a canal frontage include strengthening the canals sense of place within the community, enhanced visual surveillance and promotion of the navigations credentials as a public amenity. Whilst the SPD does acknowledge these benefits, the scheme at Castle Street while fronting the canal, could have been strengthened.</p> <p>Future proposals need to avoid direct views of back of house from the canals perspective which includes car parks, service areas, bin stores and sub stations.</p> | <p>shortfalls due to specific reasons and a number of other aspects that could have been improved.</p> <p>It is agreed that the visually exposed car park does weaken the scheme, though it must be understood that there were many factors to consider in the development of the site, and working with the listed building and canal side were of prime importance. It was important that the listed building was visible from the canal, as it is integral to the site and has an historic association with the canal.</p> <p>The space to the rear of the listed building lends itself to a courtyard parking style area, but it is evident that bins and cars do have a negative visual impact. On reflection, and in agreement with the comments, a more significant soft landscaping strategy could have strengthened the scheme by playing a more significant role in softening the harshness of the car parking area. Formal bin stores, or incorporation of bin storage within the house types / apartments would have reduced the clutter and also</p> |
|--|--|--|---|---|

| | | | | |
|--|--|--|--|--|
| | | | <p>The boundary treatment of brick and wrought iron allow views from the canal. However they also allow vehicles and bins to be on show which could have been better dealt with by screening or appropriate landscaping.</p> | <p>improved the view of the site.</p> <p>Even if the listed building was not significant, the space to the rear would not be sufficient to establish a residential canal side frontage, due to the required separation distances.</p> <p>The scheme clearly introduces a range of building heights (ridges and eaves), visible from the canal and Castle Street frontages, which both contrast and complement the existing context.</p> <p>The significant side elevation onto the canal is large in size, and it is appreciated that this arrangement is not ideal, however, in defence, the façade is broken up visually with a mix of materials and the inclusion of significant windows. As stated above, the layout of the scheme is largely influenced by the siting of the listed building, the new development was arranged in this way around the building to maintain views and reduce impact. Viability was a significant issue on this scheme, largely due to works on the listed building, and the buildings will have been arranged accordingly to increase capacity, whilst being mindful of separation</p> |
|--|--|--|--|--|

| | | | | |
|--|--|--|--|---|
| | | | <p>The document could go further in relation to the opportunities to design out and reduce anti-social behaviour.</p> <p>The canal provides for commuting to the wider area as well as leisure users and the proximity of the New and Old Main Line Canals offers excellent walking and cycle routes. Plans are in place to improve the southern towpath on the New Main Line Canal providing direct traffic free cycle route to Oldbury, Smethwick and Birmingham. No resources</p> | <p>distances and reducing potential impact on the listed building and other units within the scheme.</p> <p>We obviously agree with the comments regarding the views of the 'backs of houses' from the canal, but must state that in some instances this is unavoidable, and where this is the case (as with the units further north within the Castle Street scheme), the backs should not appear as conventional backs in terms of fenestration, balconies and boundary treatment, but should address the canal and promote and enable activity. Changes will be made to the SPD to address some of these comments.</p> <p>This is already included within the Residential Design Guide and adopted SPD on Community Safety.</p> <p>Comments noted.</p> |
|--|--|--|--|---|

| | | | | |
|--|--|--|---|---|
| | | | <p>available at present to improve Old Main Line Canal, the northern towpath on New Main Line or the two Branch Canals (Netherton Tunnel and Gower Branch).</p> <p>Support the proposal to improve signage although this needs to be integrated into the wider environment to provide further information, especially between the canal and transport hubs.</p> <p>Where new development has the likelihood to increase usage of Canal and River Trust assets, for example increased usage of towpaths, CRT consider it reasonable to request a financial contribution from developers. The CRT will continue to work with SMBC to identify and secure additional sources of funding to realise the improvements set out in the SPD.</p> <p>Agree with the approach to the design code. Would want to be consulted on any proposals to the towpath to ensure consistency with heritage impacts and choice/finish of materials.</p> <p>Some of the sites identified within the plan are allocated in the Site Allocations and Delivery DPD. They are likely to have contamination issues. The development of these sites will need to consider drainage options when redeveloped also need to consider any</p> | <p>A signage strategy will be looked at to cover the wider area including the canals and transport hubs. This is already referenced in the 'Quality of Life' section. Comments noted. SMBC will continue to work with CRT and developers to ensure sufficient funding is secured through appropriate funding streams including CIL.</p> <p>Comments noted. CRT will be consulted on any proposals that may impact on the heritage of the canal network.</p> <p>These issues will be discussed as part of any development proposal coming forward.</p> |
|--|--|--|---|---|

| | | | | |
|--|--|--|---|--|
| | | | <p>adjacent aqueducts, sluices, culverts and embankments.</p> <p>The Groveland Road site may encroach onto land owned by the Trust which includes facilities for boaters. The SPD should be amended to highlight the presence of the canal infrastructure and for any development to mitigate any impacts. The Trust is willing to engage with applicants/developers at pre-application stage to ensure development responds appropriately to the canal corridor. The SPD should highlight early engagement with CRT.</p> | <p>The SPD will be amended to include reference to mitigation of impacts on the canal infrastructure through development</p> |
|--|--|--|---|--|