

## **Annex 2: Revised Draft Walsall Waterfront SPD September 2006; All Representations**

John French

R1796/111/O

### **General: General**

#### **Representation**

Concerned that Urban Splash's plans for Waterfront include the demolition of the Wharf Bar in favour of a service road. The Wharf Bar is an important feature at Waterfront and should be retained.

#### **Proposed Change**

As above.

#### **Response**

Noted

This representation is more relevant to the concurrent planning application, and a copy has been forwarded to the appropriate development control case officer for consideration.

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R325/101/U

Equal Opportunities Commission

### **General: General**

#### **Representation**

Equal Opportunities Commission does not wish to see further documents.

#### **Proposed Change**

None

#### **Response**

Noted

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David Jordan

R1797/118/O

### **General: General**

#### **Representation**

There is a need for cultural facilities in the town centre, and the SPD only refers to leisure uses in terms of a cinema and family entertainment venue when a performance space should be sought.

#### **Proposed Change**

As above.

#### **Response**

Agree

Paragraph 5.2.1 has been amended to reflect the full range of leisure facilities which would be considered to be appropriate development at Waterfront.

**General: General****Representation**

IWA notes that most of its comments from the earlier draft have been included in the latest revision, and it therefore supports the proposals outlined in the SPD. That said, it is still concerned that high rise buildings on the southern side may be a barrier to sunlight entering the canal corridor.

**Proposed Change**

Amend SPD so that high rise buildings on the southern side of the canal are stepped back.

**Response**

Disagree

When considering the detailed design of individual schemes, such considerations will be taken into account. Furthermore, the Council is developing an urban design based SPD which will cover this and many other design issues. The IWA will be consulted on this draft document at the appropriate time.

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Kevin Harvey

R956/112/S

Highways Agency

**General: General****Representation**

The Highways Agency is supportive of the principle of the SPD and its general approach.

**Proposed Change**

None

**Response**

Noted

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Edmund Duckhouse

R3175/146/O

**General: General****Representation**

Concerned that development coming forward at Waterfront is residential, restaurant and bars. He would prefer to see a theatre, bowling alley, roller skating rink or skatepark so that there is something for the under 18's to do.

**Proposed Change**

None

**Response**

Disagree

Though the first phase Urban Splash scheme is primarily office and residential led, policy WA12 of the UDP and this SPD state that Waterfront should be principally a leisure scheme, and there will therefore be opportunities to attract leisure uses to Waterfront.

Vaughan Welch

R1397/137/U

Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)

**General: General**

**Representation**

IWA commends the Council to actively encourage the Minister to reclassify the Walsall canal as cruiseways (rather than remainder waterways), so that they are maintained to the same standards as the rest of the British Waterways network. This is particularly pertinent now that British Waterways' grant has been cut by DEFRA.

**Proposed Change**

None

**Response**

Noted

This is beyond the scope of this SPD.

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Paul Stafford

R3172/139/S

Stafford Property and Developments Limited

**General: General**

**Representation**

The document is commended for its comprehensive detail and the clear aspirations that are held for this vicinity. However, the developer will be obliged to dedicate more resources to professional fees than anticipated, which may dilute the overall worth of the scheme.

**Proposed Change**

None

**Response**

Noted

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**General: General****Representation**

Disappointed that the Waterfront proposals will not include any civic or cultural buildings, and that it is good opportunity for a new central library, local history centre, museum, cinema, theatre or multi-purpose arts centre. Also disappointed that the redevelopment will mean more shops, fast food outlets and bars, that the housing will be high cost and offices unsustainable.

**Proposed Change**

None

**Response**

Disagree

Though the first phase Urban Splash scheme is primarily office and residential led, policy WA12 of the UDP and this SPD state that Waterfront should be principally a leisure scheme, and there will therefore be opportunities to attract leisure uses to Waterfront.

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Caroline Mansell

R44/141/U

Walsall Teaching Primary Care Trust

**General: General****Representation**

The breast-feeding co-ordinator for the Walsall tPCT is concerned that there are not enough breast-feeding facilities in Walsall, and the pressure for the provision of adequate facilities is growing. The tPCT wants to know the detail of such facilities planned for the Waterfront and other developments in the Borough.

**Proposed Change**

None

**Response**

Noted

This level of detail is inappropriate for this SPD. However, the provision of such facilities would be determined through the planning and building control processes.

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**General: General****Representation**

Concerned that Walsall does not currently have a high class performance space, eg a theatre that could double as a concert hall, and it must have such a facility if it is to be taken seriously as a cultural centre. This project is an ideal opportunity for that to happen.

**Proposed Change**

None

**Response**

Noted

Policy WA12 of the UDP and this SPD state that Waterfront should be principally a leisure scheme, and there will therefore be opportunities to attract leisure uses such as a theatre or concert space to Waterfront.

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John French

R1796/110/S

**General: General****Representation**

It is welcomed that key elements within the Waterfront SPD area are the Wharfinger's Cottage, the Art Gallery and the Wharf Bar.

**Proposed Change**

None

**Response**

Noted

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Keith Watkins

R873/103/O

Walsall CAMRA

**General: General****Representation**

Urban Splash's plans for Waterfront appear to include the demolition of Wharf Bar, which is an award winning pub. The Wharf bar is a good building which should be incorporated into the new development.

**Proposed Change**

None

**Response**

Noted

This representation is more relevant to the concurrent planning application and a copy has been forwarded to the development control case officer.

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Sport England

**General: General**

**Representation**

It is noted that Sport England's suggestions to incorporate references to play and recreation space have not been included, but it is important to ensure that residents have access to outdoor space for physical activity.

**Proposed Change**

None

**Response**

Noted

It is likely that there will be significant public realm provision on the site as befitting a town centre location. Play and recreational space may not be appropriate here, but residential schemes will be expected to make contributions through the Urban Open Space SPD.

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Vaughan Welch

R1397/136/O

Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)

**General: General**

**Representation**

IWA considers that there is still not enough emphasis placed on the user operational needs of the Waterway and that any new developments should not prejudice the canal infrastructure. The provision of key facilities for boaters are vital, so that they feel safe and secure, and there is a need to provide some degree of privacy and quiet for boaters, particularly at night. Potential developers will also need to keep the canal open throughout the construction phase.

**Proposed Change**

Amend text of SPD to emphasise the needs of boat users.

**Response**

Disagree

It is considered that the needs of boat users will be adequately provided for by paragraph 14.2.2 concerning environmental and public realm improvements. Furthermore, British Waterways will be a statutory consultee on all planning applications at Waterfront and will be able to ensure that such provision is delivered. It will also be able to liaise with developers to ensure that the canal remains open throughout the construction phase as much as possible, and this point is recognised in paragraph 8.7 of the SPD.

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#### 4: The Vision for Waterfront

##### Representation

British Waterways recommends that the SPD should include reference to its Waterways Access for All document, and that the Vision should also make reference to the site being accessible for all.

##### Proposed Change

As above

##### Response

Agree

Paragraph 3.3 amended to include reference to Waterways Access for All document and paragraph 4.2.1 amended to reflect reference to Waterfront being accessible for all.

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Andrew Tyrer

R877/122/O

British Waterways

#### 4.2.1: The Vision for Waterfront

##### Representation

British Waterways recommends that paragraph 4.2.1 should be amended to read "the creation of a thriving, sustainable city living quarter which will form a new gateway and a place for people to live, work and want to visit as a key destination with local, regional and antional attractions for all ages."

##### Proposed Change

As above

##### Response

Partly agree

Paragraph 4.2.1 will be amended with the addition of a new sentence to partly reflect this requirement "It will provide a place that people will want to live in, work in and visit as a key destination with attractions for all ages".

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Andrew Tyrer

R877/123/U

British Waterways

#### 4.2.3: The Vision for Waterfront

##### Representation

Paragraph 4.2.3 is welcomed in principle, but British Waterways feels that it should also make it clear that the public realm spaces are accessible for all, that links to the town centre are sustainable and integrated with the wider transport network.

##### Proposed Change

As above.

##### Response

Agree

Paragraph 4.2.3 has been amended to reflect these issues.

Andrew Tyrer  
British Waterways

R877/124/O

#### 4.2.5: The Vision for Waterfront

##### Representation

British waterways acknowledges the reference to the Black Country Tourism and Interpretation Strategy, but would welcome the inclusion of the key recommendations in the SPD.

##### Proposed Change

Include key recommendations, as stated above.

##### Response

Disagree

Inclusion of the key recommendations of this document, or summarises of all the other documents referenced in the SPD, would make the SPD too long and unuseable. Furthermore, planning documents should not repeat the content of other policy documents.

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Andrew Tyrer

R877/125/O

British Waterways

#### 4.2.6: The Vision for Waterfront

##### Representation

British Waterways welcomes the encouragement for world class architecture and public art within the scheme, but feels that the paragraph would also benefit from encouragement of the natural character of the area.

##### Proposed Change

Paragraph to be amended as above.

##### Response

Disagree

Whilst the sentiment is noted, it is not necessary to insert extra words in this paragraph. The natural character of the area, and the need to protect and enhance the environment, is adequately covered in chapter 11 of the SPD.

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I A Maturi

R3168/102/U

#### 5: Appropriate Land Uses

##### Representation

It would be wonderful for Walsall to have its own theatre and centrally located cinema.

##### Proposed Change

None

##### Response

Noted

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### 5.2.7: Appropriate Land Uses

#### Representation

The text should be amended to ensure that British Waterways is consulted about the details of any potential waterspace activities, and that reference should be made to the document "Code of Practice for Works Affecting British Waterways".

#### Proposed Change

Amend text of 5.2.7 as above.

#### Response

Agree  
5.2.7 amended accordingly.

### 7.3: The Character of the Area

#### Representation

Whilst acknowledging the need to retain clear views along the canal to the New Art Gallery, British Waterways feels that a fixed bridge could be accommodated that would not diminish the views of the Gallery.

#### Proposed Change

Amend text to reflect above.

#### Response

Disagree  
Whilst the desire to introduce a bridge across the canal at Waterfront is shared by the Council, this chapter which describes the existing character of the area, is not the appropriate place. Furthermore, the desire to see the installation of a bridge is covered in paragraphs 9.1.8 and 14.2.2.

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**8: Access and Public Transport**

**Representation**

The Highways Agency suggests that the SPD could explore further opportunities to improve local public transport infrastructure in-line with increased trip rates, and also encourages the Council to undertake an Area Travel Plan for the SPD area.

**Proposed Change**

As above.

**Response**

Partly Agree

Paragraph 14.2.9 concerning planning obligations has been amended to show that the enhancement of public transport provision on or off-site may have to be taken into consideration by applicants at Waterfront. However, as the end users at Waterfront are unknown at this stage, it would be difficult to assess the future area travel requirements at this stage. That said, paragraph 8.4 has been amended to recommend that developers undertake Travel Plans when submitting planning applications.

**8: Access and Public Transport**

**Representation**

The Highways Agency considers that there is a need to undertake an assessment (similar to the TA for Urban Splash's planning application) to provide credible transport considerations for the SPD.

**Proposed Change**

Undertake an additional piece of work, as per above, to inform the SPD.

**Response**

Disagree

At this stage, the end users at Waterfront are unknown (apart from that proportion of the site covered by Urban Splash's planning application), and it is difficult to accurately assess the impact of future developments on the highway. With this scenario in mind, the Council does not think a transport assessment for the entire site would be appropriate, though individual applicants will be expected to submit transport assessments as a part of the planning process.

**8.1: Access and Public Transport****Representation**

The proposed Metro route will border the eastern perimeter of the SPD area and will front development planned for Marsh Street. Therefore, any development should maximise integration with the proposed Metro.

**Proposed Change**

None

**Response**

Noted

The nearby location of the Metro link is adequately referenced in paragraph 8.1.

**8.1: Access and Public Transport****Representation**

Walsall railway station is in close proximity, and It is welcomed that there are good pedestrian links between the site and the surrounding area, which should include signage between the site and the station accesses.

**Proposed Change**

None

**Response**

Noted

The detail in paragraphs 8.1 and 8.2 adequately covers this point.

**8.1: Access and Public Transport****Representation**

Walsall bus station is also situated within close proximity of the development.

**Proposed Change**

Note proximity of the bus station to Waterfront.

**Response**

Agree

Paragraph 8.1 changed to reflect reference to Walsall bus station.

## 8.2: Access and Public Transport

### Representation

British Waterways feels that walking and cycling links from Waterfront should be integrated into the wider footpath and public transport networks, and towpath improvements to form an integral part of the development proposals.

### Proposed Change

Amend text as above.

### Response

Agree

However, the amendment has been made to paragraph 4.2.3 to accommodate British Waterway's representation reference 123.

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Richard Booth  
Centro

R2/108/U

## 8.2: Access and Public Transport

### Representation

Complementary measures should be introduced to improve routes to public transport services for pedestrians beyond the boundary of the site.

### Proposed Change

Amend text to reflect above.

### Response

Noted

This site specific SPD can not influence such issues beyond its boundary. However, these measures will be pursued through other avenues.

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Andrew Tyrer  
British Waterways

R877/130/O

## 8.3: Access and Public Transport

### Representation

Any parking strategy should be compatible with and not adversely affect the use of the waterway, and therefore potential developers should seek advice from the British waterways document "Code of Practice for Works Affecting British Waterways".

### Proposed Change

Amend the text accordingly to accommodate this proposal.

### Response

Disagree

It seems inappropriate to continually reference this document, particularly in this less relevant chapter, when it is already mentioned at other points in the SPD.

#### **8.4: Access and Public Transport**

##### **Representation**

The approach to sustainable transport is welcomed, though complementary measures, such as Travel Plans, should be required for significant developments within the SPD area.

##### **Proposed Change**

Amend text to include reference to the need for Travel Plans for significant schemes.

##### **Response**

Agree

Paragraph 8.4 amended to reflect this issue.

#### **9.1.8: Urban Design Principles**

##### **Representation**

Reference to cycle, as well as pedestrian access, should be made to paragraph 9.1.8 in line with other changes made to the previous version of the SPD.

##### **Proposed Change**

As above

##### **Response**

Agree

Paragraph 9.1.8 amended accordingly.

#### **10: Massing and Layout Principles**

##### **Representation**

IWA supports the desire for high quality design at Waterfront, and considers that the "Vee" of the junction of the canal may be an appropriate location for a landmark building.

##### **Proposed Change**

None

##### **Response**

Support welcomed

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## Campaign to Protect Rural England (Staffordshire)

**10: Massing and Layout Principles****Representation**

CPRE is pleased that statements within paragraphs 10.3, 10.6 and 10.7 of the SPD suggest that the Council is committed to design at Waterfront in its entirety, but is not certain that the SPD will be able to deliver these commendable aspirations. It feels that the SPD should also include an overall design skeleton and principles in the form of guidance on massing, proportions and materials.

**Proposed Change**

As above

**Response**

Disagree

The Council is also producing an Urban Design SPD which will provide this level of urban design guidance.

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Andrew Tyrer

R877/128/O

British Waterways

**10.5: Massing and Layout Principles****Representation**

Whilst acknowledging the need to retain clear views along the canal to the New Art Gallery, British Waterways feels that a fixed bridge could be accommodated that would not diminish the views of the Gallery.

**Proposed Change**

Amend text to reflect above.

**Response**

Disagree

Whilst the desire to introduce a bridge across the canal at Waterfront is shared by the Council, this chapter which describes the existing character of the area, is not the appropriate place. Furthermore, the desire to see the installation of a bridge is covered in paragraphs 9.1.8 and 14.2.2.

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**11.4: Environmental Issues / Ground Conditions****Representation**

English Nature welcomes the recognition given to the requirements of the natural environment in Section 11. It does however recommend a slight amendment to the wording of paragraph 11.4 from "should" to "will be expected" to take the following measures into account when developing proposals.

**Proposed Change**

As above.

**Response**

Agree

Paragraph 11.4 will be amended accordingly.

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Vaughan Welch

R1397/135/S

Inland Waterways Association (Birmingham, Black Country & Worcestershire Branch)

**12: Heritage Issues****Representation**

IWA supports the SPD's proposals to consider the possibility of re-opening some of the former canal basins, the need to undertake an archaeological assessment of the site and the need to retain any historical material and artefacts found during the works.

**Proposed Change**

None

**Response**

Noted

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Richard Booth

R2/109/U

Centro

**14: Planning Obligations****Representation**

Contributions towards the development of the Metro or other public transport provision should be secured through planning obligations for approved development in the SPD area.

**Proposed Change**

Amend text to reflect this recommendation.

**Response**

Agree

Paragraph 14.2.9 has been amended to reflect the need to consider contributions towards public transport provision when seeking planning obligations.

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#### 14: Planning Obligations

##### Representation

Network Rail supports chapter 14 of the SPD, and feels that any development which adds to the number of passengers using Walsall Station should be expected to contribute towards its improved capacity and access.

##### Proposed Change

None

##### Response

Noted

This is adequately covered in paragraph 14.2.9, which has been amended to reflect the potential need to enhance public transport provision through planning obligations.

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Andrew Tyrer

R877/132/O

British Waterways

#### 14.2.2: Planning Obligations

##### Representation

The SPD should be amended to make developers aware of their responsibilities in relation to the maintenance and management arrangements for towpaths adjacent to new developments.

##### Proposed Change

Amedn text to reflect this issue.

##### Response

Disagree

This issue is already adequately covered by paragraph 14.2.2 which refers to a non-exhaustive list of examples of canal-side works which may be covered through planning obligations. British Waterways will of course be involved in negotiations with individual developers for such planning obligations, and will be able to negotiate management and maintenance contracts as appropriate.

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Andrew Tyrer

R877/131/O

British Waterways

#### 14.2.2: Planning Obligations

##### Representation

British Waterways recommends that this paragraph is amended to strengthen the need for planning obligations to improve and maintain the canal infrastructure.

##### Proposed Change

Text changed to reflect the above.

##### Response

Disagree

This issue is already adequately covered by paragraph 14.2.2 which refers to a non-exhaustive list of examples of canal-side works which may be covered through planning obligations. British Waterways will of course be involved in negotiations with individual developers for such planning obligations.



Maggie Taylor

R19/144/O

Sport England

#### **14.2.4: Planning Obligations**

##### **Representation**

Sport England would welcome a reference to the Sports Facility Calculator in paragraph 14.2.4. This can calculate the demand for (and cost of provision of) built sports facilities to meet the additional demand arising from new housing development.

##### **Proposed Change**

Amend text appropriately to reflect this request.

##### **Response**

Disagree

At this stage, reference to the Urban Open Space SPD is sufficient. Furthermore, Sport England will be consulted on all planning applications at Waterfront as a statutory consultee and will be able to negotiate with developers appropriately.

---

Graham Walker

R128/116/S

English Nature

#### **SA: Sustainability Appraisal**

##### **Representation**

Now that recognition has been given to biodiversity and protected species, English Nature agrees that the SPD has the potential to deliver greater environmental benefits than policy WA12 of the UDP . A slight change to the wording in paragraph 2.5 of the Sustainability Appraisal is also recommended.

##### **Proposed Change**

A slight change in paragraph 2.5, from "should" to "will be expected to" take the following measures into account when developing proposals is recommended.

##### **Response**

Agree

Paragraph 2.5 of the Sustainability Appraisal is amended accordingly.

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Andrew Canning-Trigg

R30/119/U

Countryside Agency

#### **SA: Sustainability Appraisal**

##### **Representation**

Though the content of the Sustainability Appraisal is important, the Agency does not have the resources to consider all development plan documents.

##### **Proposed Change**

None

##### **Response**

Noted

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Graham Walker

R128/117/S

English Nature

**SEA: SEA Screening Statement**

**Representation**

English Nature welcomes the way in which the Council has undertaken the SPD process, and considers that it should be applauded.

**Proposed Change**

None

**Response**

Support welcomed

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