

# **Sandwell MBC**

## **Smethwick to Birmingham Corridor Framework and Grove Lane Masterplan**

### **Consultation Statement**

**February 2022**



## **Birmingham City Council & Sandwell Council**

### **Smethwick to Birmingham Corridor Framework and Grove Lane Masterplan Consultation Statement**

#### **1. Introduction**

Birmingham City Council and Sandwell Council consulted on the Draft Smethwick to Birmingham Corridor Framework Document and Grove Lane Masterplan from 18<sup>th</sup> October to Friday 3<sup>rd</sup> December 2021. This statement sets out the engagement strategy, describes the level and type of responses received, the main issues raised and how they have been addressed in the final Documents. The statement has been prepared in accordance with Birmingham Statement of Community Involvement (SCI).

#### **2. Purpose**

The Smethwick to Birmingham Corridor Framework has been produced jointly by Birmingham City Council and Sandwell Council. The area covers the corridor of the BCN Main Line and Soho Way/Dudley Road between Smethwick Galton Bridge Station (in Sandwell MBC) and the Ladywood Middleway ('the Corridor).

The purpose of the Area Framework is to promote coordinated regeneration and redevelopment within the Corridor. This includes a vision and guiding principles for the future development of the Corridor, design and development principles for the main regeneration sites, and a transport strategy.

Alongside, and informed by, Corridor Framework a masterplan has been prepared for the Grove Lane area of Sandwell immediately surrounding the new hospital, but also extending to include Moilliett Street Park in Birmingham.

#### **3. Engagement Approach**

The preparation of the Framework and Grove Lane Masterplan were undertaken at a time of national coronavirus restrictions and purdah in advance of local elections in Sandwell Borough. Notwithstanding that a webinar for local stakeholders and community organisations was held on 11<sup>th</sup> March 2021 via MS Teams at which the corridor and its main development sites were introduced and the draft vision and objectives shared.

Also in March a website for the project **[smethwicktobirminghamcorridor.com](https://smethwicktobirminghamcorridor.com)** was set up as a platform for individuals and organisations to register their interest in the project and complete a short questionnaire. 29 people responded to register their interest and/or complete the questionnaire.

The project was introduced at the North Edgbaston Ward Forum meeting on 3<sup>rd</sup> December 2020 and briefings for ward members were held electronically on 10<sup>th</sup> March and 10<sup>th</sup> May 2021.

The Corridor Framework and Masterplan project was presented initially to the Smethwick Town Members Board on 25 February 2021 and updates on progress reported at subsequent meetings. Details of the consultation event were circulated to Members at the meeting on 14 October 2021.

In addition, as two Town Deal projects fall within the Corridor Framework area, details of the consultation were shared with the Smethwick Town Deal Local Board at meetings held on 18 August, 28 October and 18 November 2021 and Superboard on 23 September 2021.

The draft Corridor Framework and Masterplan were uploaded onto the City Council's website with an opportunity to comment via BeHeard (the City Councils engagement website) through a structured survey. Links to the consultation were similarly posted on Sandwell Council's website. The documents and survey were also hosted on the dedicated project website [www.smethwicktobirminghamcorridor.com](http://www.smethwicktobirminghamcorridor.com).

Emails and / or letters were sent to all contacts on the Planning and Development Consultation Database, including:

- Residents associations
- Community groups
- Neighbourhood forums
- Ward councillors
- Local Members of Parliament
- Local educational institutions
- West Midlands Combined Authority
- Neighbouring local authorities
- Chambers of commerce
- Local Business Improvement Districts (BIDs)
- Greater Birmingham and Solihull Local Enterprise Partnership
- Disability user groups
- Landowners
- Developers and agents

Additionally, emails were sent to those who had registered their interest in the project earlier in the year.

Flyers advertising the consultation and how to respond were delivered to approximately 750 residential properties in Winson Green in the area between Dudley Road, Heath Street and Winson Street.

Sandwell Council also notified relevant consultees and interested stakeholders of the consultation, and shared the consultation on the council's Twitter and Facebook sites.

Hard copies of the consultation documents were placed at the Council's offices at Woodcock Street and in Spring Hill Library and Smethwick Library (in Sandwell) and at Sandwell Council House. Flyers advertising the consultation were also provided to the libraries to be distributed to persons expressing interest. A3 Posters advertising the consultation were put up in the foyer of the Tesco superstore on Dudley Road, the foyer of the Summerfield Community Centre and at Sandwell Council House.

On Wednesday 3<sup>rd</sup> November and Saturday 20<sup>th</sup> November officers of Birmingham and Sandwell Councils stood outside Lidl on Dudley Road and Smethwick Library with pull up banners and distributed flyers to raise awareness of the consultation. Officers presence on these dates was advertised on the Birmingham Be Heard website and by email to stakeholders. At these events officers discussed the proposals with members of the public.

On 15<sup>th</sup> November 2021 a special Edgbaston Ward Forum was held via MS Teams. The meeting was attended by 20 residents. At the meeting officers presented the consultation documents including the transport strategy and then a Q&A session was held.

The public consultation ran for seven weeks from Monday 18<sup>th</sup> October 2021 to Friday 3<sup>rd</sup> December 2021. Due to continuing high Covid 19 case rates in the area and government guidance to meet outside where possible it was decided not to hold indoor public meetings.

#### **4. Responses**

The consultation held in October to December 2021 received responses from 39 people and organisations. These comprised 14 emails/letters and 25 responses to the online questionnaire. A further 30 residents registered during the consultation period to receive further information about the project but did not complete the online questionnaire.

The main points raised during the consultation are summarised below:

- There was support from several respondents to improving biodiversity within the corridor and more detail was sought on this.
- There was a high level of support from respondents for active travel improvements, including reallocation of space away from motorised vehicles/parking.
- A number of respondents sought clarification on future plans for bus routes linked to the new hospital.
- There were divergent views on densities. Some responses considered densities to be too high whereas others considered them too low.
- There was support from several respondents for retaining historic buildings in the area and the contribution these could make to regeneration. Some respondents sought a stronger commitment to the retention of such buildings.
- Some respondents sought greater clarity as to the intended planning status of the Corridor Framework and Grove Lane Masterplan. Some respondents raised the issue of consistency with the new Black Country Plan (in Sandwell Borough).

- A number of respondents expressed support for a new railway station in the corridor. A number of respondents highlighted issues with levels of traffic and parking. There was considerable support for active travel provision.

In response to the representations the following principal changes have been made (additional changes are detailed in the responses to individual comments below):

- New text added to both the Framework and the Masterplan to make clear their planning status.
- Additional references to biodiversity have been incorporated into the Framework City Hospital section and expansion of the 'Green Corridor' text on Framework page 33.
- A number of the maps in the Framework were amended to clarify the identification of non-designated heritage assets.
- The cycle network map in the Framework has been updated to fully reflect the Dudley Road Improvement Scheme.
- Additional text on digital infrastructure.

Further details of the representations and how they have shaped the final Corridor Framework and Grove Lane Masterplan are provided in the schedule of comments received below.

## Schedule of comments received and the council's response

Consultee	Main issue raised	Officer response and how the issue has been addressed
Victorian Society	The former Chance's Glassworks and the Soho Foundry sites should be included within the corridor framework area.	Sandwell Council considered the inclusion of these sites within the corridor at the outset of the project. It was decided that this would extend the corridor area too far and reduce its focus. However, Sandwell Council is working with the owners of both sites to develop their proposals.
Victorian Society	There should be some provision in Moilliett Street Park for interpreting the demolished Grade II* listed Bellefield Inn.	Wording added to the Grove Lane masterplan to reflect this aspiration.
Natural England	Agree SEA not required.	Noted
Historic England	Agree SEA not required.	Noted
Historic England	Generally supportive but express concern that the retention of historic buildings could be put in doubt by the proposed provision of a dual track cycleway on Cranford Street.	The buildings in question are non-designated heritage assets. Provision of a segregated cycleway in Cranford Street is one of the options being considered for delivering the missing link in the cycle network between Rolfe Street Station and the Birmingham City Council Dudley Road Improvement Scheme. While it would be desirable to retain these buildings, it is considered that the public benefits of delivering a cycle track would likely outweigh their loss. The buildings are also in a poor condition and it may not, therefore, be viable to retain and refurbish for future use.
Historic England	Timeline on page 16 should refer to late 1800s population growth	Change made

Consultee	Main issue raised	Officer response and how the issue has been addressed
Historic England	Retention of non-designated heritage assets should be considered further in relation to the city hospital site. There would be opportunities to incorporate the Victorian element within any wider scheme that may come forward as set out on P.55	<p>The guidance in the Framework is that the LPA wishes to see the retention of the Victorian infirmary building.</p> <p>However, any decision on the retention of the buildings on the City Hospital will be considered at the planning application stage informed by evidence including heritage advice, viability advice and design advice.</p>

Consultee	Main issue raised	Officer response and how the issue has been addressed
Historic England	on p. 52's statement that because of the location of the site within easy access of the city centre, there is some potential for higher density and higher rise living: "This seems a spurious statement since there is no sound evidence base to suggest that higher rise living would be appropriate at this location. The implications go beyond the parameters of Policy GA2 of BCC's BDP 2017 and we would question the inclusion of this statement and the message it is implying within the SPD."	<p>Birmingham City Council do not consider that there is a conflict between this statement and Policy GA2. Accordingly, no change is proposed.</p> <p>The current City Hospital campus is defined by a significant number of buildings of scale. The re-development of the site should promote an efficient re-use of this sustainably located brownfield site, close to the City Centre. The scale and density of the re-development will also need to respond to the local context including hospital buildings that are to be retained (for example, treatment centre, multi-storey carpark, eye hospital) in addition to the scale and massing of development in surrounding areas including high density development at Soho Wharf. These factors suggest that a higher density development could be appropriate here, but development will also need to be sensitive to neighbouring properties to the west as well as considering other issues such as identified housing needs and local housing market conditions. These issues will be considered further at the planning application stage.</p>
Canal & River Trust	On page 21 of the Framework it should be flagged up that the Smethwick Galton Valley Pumping Station is Grade II listed	Change made.
Canal & River Trust	On page 24 of the Framework, plan 7 the Enterprise Centre masterplan should refer to the adjacent Scheduled monument and designated heritage assets on the canal here.	Change made.



Consultee	Main issue raised	Officer response and how the issue has been addressed
Canal & River Trust	Page 24, Plan 7 appears to show a new crossing alongside the Engine Arm Aqueduct. This would not be supported because of its impact on the Grade II* listed aqueduct.	Reference to a new crossing deleted.
Canal & River Trust	Biodiversity should be included in all of the main area-based sections of the framework and there should be more reference to it in the Grove Lane Masterplan. For example, Soho Loop currently has a fantastic "green feel" that should be maintained / enhanced by the City Hospital development.	<p>Changes made to reference green feel of the canal in the city hospital text and enhance text on page 33.</p> <p>Large buildings and areas of hard standing occupy areas near to the canal edge. The treatment of this edge and opportunities to green it will be considered at the planning application stage.</p>
Canal & River Trust	error within the Grove Lane Masterplan in terms of the route for the pedestrian / cycle way along the Cape Arm, which is currently shown on the wrong side. We have agreed with Sandwell Council to design and construct this on the Smethwick side (as opposed to Birmingham side) of the Cape Arm	Change made.
Canal & River Trust	Query the need for another bridge link across from City Hospital to All Saints Park as shown on plan 30, consider that improved routes using existing links would be sufficient here. Express concerns in terms of the deliverability and construction of a further canal crossing given the available land.	The guidance in the Framework is to seek a new canal crossing to All Saints Park, but this will be subject to technical design and delivery agreements.
Canal & River Trust	The proposed bridge link from the Soho Loop (Soho Wharf) development which is currently under construction provides linkage with the towpath which would provide a more direct access for residents to get towards Edgbaston Reservoir and the city centre.	Bridge within the Soho Loop development added to the plans.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Canal & River Trust	Signage / wayfinding should be integrated and co-ordinated between the different modes of movement.	There is already reference to signage wayfinding in the walking part of the transport strategy, this has been amended to reference coordinating between different modes.
Canal & River Trust	We would like to see the document specifically include aspirations for integrating/linking the boating communities at Hockley Port and Engine Arm to the wider communities	While this would be a worthwhile aspiration, it is not clear what action in line with the development framework could be taken to achieve this. Therefore no change has been made.
Canal & River Trust	We note there is another link / bridge indicated towards Winson Green Bridge, but it is not really clear how / why this is included other than as an aspiration.	No new bridge is proposed near to Winson Green Bridge.
Canal & River Trust	It would appear that there would be instances of side elevations and private gardens facing the Cape Arm waterside. The visualisations/plans also suggest some tight spaces on the towpath aside active frontages which seemingly have little margin for spill out/shared space. Clearly there is a further level of design detail that would be required at the application stage, however we would recommend firming up the proposals within parameter plans showing building footprints proximity, height, towpath active and frontage directions and setting out that side elevations and private gardens to the canal should be avoided.	With the exception of the retained building line along Cranford Street, where the buildings will turn the corner onto the canal arm, the intention is for frontages to be provided along this edge. This ambition is set out in the character area, where it states that a continuous built edge should be provided to create a positive relationship with the canal arm. The detailed design stage will address how the buildings turn the corner, to make sure this positive edge is achieved.
Canal & River Trust	We would welcome reference being made within the document to the need to ensure that any development on the Grove Lane site would not undermine the stability or structural integrity of the canal infrastructure.	Text added to the Grove Lane Masterplan to reflect this.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Canal & River Trust	Contact Maurice Bottomley of the Trust about the potential for thermal energy from the canal, and nearby Rotton Park Reservoir.	Sandwell Council has contacted Mr Bottomley.
Pall Mall Investments	Support proposals for residential use of site north of Midland Metropolitan Hospital	Noted
Pall Mall Investments	Status of the documents needs to be clarified. If they are SPDs this needs to be clear on the front of the documents and they should identify the development plan policies to which they are supplementary	Only the document proposed to be adopted as an SPD at this stage is the Corridor Framework and only within Birmingham. This document is not being adopted as an SPD in Sandwell because changes are needed through the new Black Country Plan to ensure alignment with the development plan.
Pall Mall Investments	The following types of development on the Grove Lane site are not viable/attractive to developers: high rise buildings, four storey town houses, undercroft/underground car parking, apartments, courtyard-style perimeter blocks.	The precedent imagery illustrates the townscape/character ambitions for the area. The masterplan has inherent flexibility in its typologies to allow it to adapt to changing market requirements.
Pall Mall Investments	Remove reference to retention of bridge structure across Cranford Street these are post-war additions and their retention won't be viable. All reference to retaining historic buildings should be qualified as subject to technical feasibility and viability.	Reference to the bridge structure being a landmark has been removed, but the proposed text qualification in relation to all historic buildings is considered to be unnecessary.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Pall Mall Investments	The scale of new open space proposed on the Grove Lane site will not be achievable, query decision to develop on Moilliett Street park	The Grove Lane Masterplan recognises that it may not be possible to meet the full Sandwell Council standards for quantum of open space within the development area. However, as a significant residential population is envisaged and existing open space provision within the area is limited it would not be acceptable to further reduce/dispense with the open space, as suggested. Development of part of Moilliett Street Park is intended to facilitate improvements to the security, attractiveness and use of this space,
Pall Mall Investments	Consider both documents are seeking unrealistically to increase density on the site. Masterplan Page 50 indicative capacity for Cape Arm character area based on 80dph is unrealistically high and won't match market demand. Bottom range should be set at 70 homes (35dph).	The densities are informed by market analysis/advice. Other respondents seek higher densities. The proposed densities are considered to strike an appropriate balance.
Pall Mall Investments	Proposed widening of Cranford Street would create excessive carriageway widths which would not be good for pedestrians. Query why widening is proposed only on the southern side. Framework page 42 on pedestrian and cycle networks should include text on Cranford Street widening 'these proposals should be subject to further technical and feasibility work demonstrating that there is a robust and justified case for the requirements set out in the Masterplan'	Proposed widening is for enhanced cycling and walking provision. There is sufficient description of issues relating to this in the text. No additional text considered necessary.
Pall Mall Investments	Framework and masterplan should clarify whether or not developments themselves are intended to be net zero	This clarification is unnecessary as the framework does not and could not introduce such a requirement.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Pall Mall Investments	Framework chapter 3 page 37 should be clarified to say that the Grove Lane Masterplan is illustrative and strategic and subject to both market demand and development viability as and when sites come forward.	This clarification is considered unnecessary.
Pall Mall Investments	The following Framework proposals should be qualified as being subject to feasibility and viability: page 38 and 39 objectives on layout principles, focal buildings, heritage and canals, and movement networks.	As the Grove Lane Masterplan and Smethwick Corridor Framework are non-statutory in Sandwell, clarifying every proposal as being subject to feasibility and viability is not considered to be necessary.
Pall Mall Investments	Framework page 40 aspirations for comprehensive development should be caveated to be 'as far as possible'	The partners maintain an aspiration to comprehensive development.
Pall Mall Investments	Framework Plans 23, 27 and 28 and diagram 2 should be marked as 'illustrative/indicative'	As the Grove Lane Masterplan and Smethwick Corridor Framework are non-statutory in Sandwell, labelling this plan as indicative is not necessary.
Pall Mall Investments	Page 12 of the masterplan should add the following to its viability and delivery text: further work will be required at the development management stage to ensure that the proposals are aligned with market demand and are viable and deliverable'.	This amendment is considered to be unnecessary.
Pall Mall Investments	Masterplan page 31 additional text should make clear the preferred option is illustrative and subject to further viability analysis.	This amendment is considered to be unnecessary.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Pall Mall Investments	The following masterplan requirements should be qualified as subject to feasibility/market demand and viability: page 21 reference to tall building of up to 10 storeys; page 28 the description of house types; page 29 references to layout principles, focal buildings and heritage buildings; page 32 discouragement of cul-de-sacs; page 34 commercial and community uses; page 35 retention of heritage buildings; page 36 tall buildings; page 37 parking; page 38 landmark buildings; page 50 buildings fronting public square	As the Grove Lane Masterplan and Smethwick Corridor Framework are non-statutory in Sandwell, clarifying every proposal as being subject to feasibility and viability is not considered to be necessary.
Pall Mall Investments	Masterplan Page 34 Figure 4.11 flatted element should be moved so that it faces the Cape Arm.	The flatted development at this node has been located to address the two key spines: the canal arm and the green link. The taller element on the corner plays a vital role in connecting the two primary areas of open space, which both present the opportunity for flatted development. Flats overlook what is potentially the widest area of the canal arm, with the heights stepping down to the west to a townhouse typology with front doors onto the street, activating the space and introducing a human scale to the space.
Pall Mall Investments	Masterplan at page 50 should be clear that learning campus won't preclude development of residential if it doesn't come forward	Text added to clarify that residential would be considered if Learning Campus not pursued in the future.
Pall Mall Investments	Key principle 8, page 52 requirement for 3m canal footways is excessive, more than what is there already, should be deleted	The council disagree, there is an opportunity to enhance the canal paths through development and this should be taken.
Birmingham Civic Society	Commend the councils collaborative working on the framework	Noted

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Birmingham Civic Society	Bus services could also be enhanced along Icknield Port Road to allow the Port Loop/Edgbaston Reservoir area to have enhanced services to Birmingham City Centre and Smethwick.	The 80 service route serves this area and is currently every 12 mins weekday daytime. As well as serving West Bromwich and Birmingham city centre, it has interchange opportunities with the 8, 11 and 82/87. Frequency of this route will be kept under review as new development occurs in the corridor.
Birmingham Civic Society	The feasibility of providing a railway station on the New Street to Smethwick Rolfe Street line to serve the Grove Lane area and in particular MMUH could be investigated – as the crow flies the distance between entrance of the MMUH and the railway line at the Soho EMU Depot is less than 500 metres. Consideration could also be given to the provision of a station in the City Hospital-Port Loop area.	We agree this would be desirable, but Network Rail has advised that “there is no feasible way, without a significant investment in capacity above what is proposed by HS2 and Midlands Rail Hub, that will enable a station in this location to be reliably served by a credible train service”. West Midlands Rail Executive (WMRE) will consider the issue further as part of West Midlands wide rail development work on potential new stations.
Birmingham Civic Society	Although there are no listed buildings at the City Hospital site heritage assets (such as the Gothic Infirmary entrance building) should be retained and incorporated into the new development	Noted, the current Corridor Framework text anticipates this but the retention and conversion will be subject to technical feasibility and financial viability.
Birmingham Civic Society	Housing should be low carbon	It is not within the scope or powers of the framework SPD to set building sustainability or energy usage standards. These are proposed to be set nationally through the Building Regulations under the Future Homes Standard but will also be considered as part of the new Birmingham Plan (BDP review)
Birmingham Civic Society	Icknield Square/Freeth Street site should be designed to enhance the links between Port Loop and Ladywood Middleway/Birmingham City Centre.	Text added to Framework page 57 to reflect this point.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Birmingham Civic Society	Welcome the commitment on page 51 for appropriate lighting in high-use areas along the canal to increase security and encourage use	Noted
Birmingham Civic Society	Comment on the importance of the Grove Lane Masterplan and links to Birmingham with regard providing 800 new homes and a new hospital, providing medical facilities and being a major employer.	Noted
Birmingham Civic Society	Accessibility to Birmingham [from the new hospital] is important – not only along the corridor to Birmingham City Centre but also to the south to Bearwood/Harborne/QE Hospital and the north to Handsworth.	Noted. A workstream led by Transport for West Midlands is underway on planning new bus service enhancements and new shelters to serve the new hospital. Further consultation with residents will take place in relation to this.
Birmingham Civic Society	A small bus station similar to the one at the Queen Elizabeth Hospital but with comfortable waiting facilities should be included at the MMUH entrance	Noted. A workstream led by Transport for West Midlands is underway on planning new bus service enhancements and new shelters to serve the new hospital. Further consultation with residents will take place in relation to this.
Birmingham Civic Society	Support for Smethwick Heat Network, Cape Arm Moorings	Noted
Birmingham Civic Society	The lack of certainty regarding the retention of some of the heritage industrial buildings, their loss could result in loss of character of the area. Adaptive reuse of buildings is important from an environmental perspective.	Encouragement will be given to retention of heritage industrial buildings where possible and viable to do so. In addition, where redevelopment does take place, inclusion of interpretation of or reference to the industrial heritage/history within the new development will be encouraged.
Birmingham Civic Society	Need clarity over where industrial tenants will go to	This concern is mainly applicable to Grove Lane. A relocation strategy workstream is underway
Birmingham Civic Society	Biodiversity is not discussed in any detail	Text added to Framework page 33.



<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Birmingham Civic Society	There doesn't appear to be any commitment to housing standards - though there are various images of successful schemes elsewhere, how will quality, both in terms of aesthetic appearance and spatial performance be managed in practice?	In practice the development management process, through application of development plan and supplementary policy – such as the Sandwell Residential Design Guide and the Birmingham Design Guide – is the council's main mechanism for seeking to ensure quality. However where land is assembled for development by public sector agencies there is potential for the use of their powers as landowners to support quality.
Future Garments Limited	Landowner of land within Grove Lane Masterplan area. Generally supportive but requests councils engage with them.	Sandwell Council will make contact with the landowner as suggested.
Future Garments Limited	Recommend that the next stage of the Black Country Plan Review matches the Councils' aspirations for the delivery of an indicative 200 to 220 residential dwellings at a density of up to 105 dph in Character Area 7, as set out in the dFD and the dGLM.	Sandwell Council will work with the Black Country Plan team to ensure the next version of the Black Country Plan is aligned with the Grove Lane Masterplan and Corridor Framework.
Metropolitan Holdings (Birmingham) Ltd	The status of both documents needs to be explicitly stated within each document.	This change has been made.
Metropolitan Holdings (Birmingham) Ltd	The provisions differ in these documents to those of the emerging Black Country Plan.	Sandwell Council will work with the Black Country Plan team to ensure the next version of the Black Country Plan is aligned with the Grove Lane Masterplan and Corridor Framework.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Metropolitan Holdings (Birmingham) Ltd	Object to the proposals in their current form, as they relate to the land to the north of the Midlands Metropolitan Hospital (MMH) in that they fail to make the most effective use of the land. Suggest Masterplan should support taller buildings here. States that Sandwell Council's planning committee did not object to 200 dwellings or proposed building height of 6-9 storeys on parcel J3.	The densities are informed by market analysis/advice. and the proposed densities are considered to strike an appropriate balance. The Masterplan suggests the preferred building type and height in principle, with the detail of any proposed scheme will need to be discussed at pre or planning application stage with reference to the masterplan once approved.
Environment Agency	Support for six guiding principles.	noted
Environment Agency	Support for development corridors, suggest "Perennial wild flowers, flowering native shrubs and small flowering/fruited trees or multi-function corridors such as Sustainable Urban Drainage swales with wetland plants would all provide multiple benefits to biodiversity, water management, climate change and carbon reduction."	Text added to the Framework 'Corridor Projects green corridor' on page 33 to address this point.
Environment Agency	Canals: "efforts to establish marginal vegetation would be very beneficial to biodiversity and the aesthetics of these areas" suggest also "opportunities to install flowering islands e.g Thamesmead canal"	Text added to the Framework 'Corridor Projects green corridor' on page 33 to address this point.
Environment Agency	Parks: suggest cutting and bedding plants is a waste of resources. Recommend "The only areas that really need to be regularly cut are those for access, sports and resting" recommend "Perennial wildflower areas only require 1-2 cuts per year and can be zones to grade into flowering shrubs, scrub and flowering/fruited trees". Also recommend edible plants.	Arrangements for management of parks are beyond the scope of the development framework and a decision for the councils' respective parks departments.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Environment Agency	If brownfield land is developed or formalised this needs to be done in a sensitive manor in order to preserve habitat and biodiversity resource. Specifically reference land at Heath Street.	Text added to Framework p.57 to address this point.
Resident	Concern over delivery "Many proposals are good, but as yet there is no clear idea of how they will actually be funded".	This is a fair comment. The intention of the partner organisations working together is to maximise prospects of securing delivery of the changes and funding to support deliver.
Resident	Car domination is a key feature of this corridor and has numerous downsides. Pedestrian travel is not generally pleasant, cycling does not feel safe, the buses are not reliable and in recent times the trains are not reliable either.	We agree and the transport strategy sets out steps to make non-car modes more attractive.
Resident	On page 34, the cycling map does not appear to show the segregated cycle paths promised in the so called "Birmingham City Council (BCC) Dudley Road Major Scheme". Why not?	The map has been amended to properly reflect the cycle improvements in the Dudley Road Improvement Scheme.  The has been amended to show blue arrow going south to Summerfield Park.
Resident	Concern about the Dudley Road improvement scheme facilitating increased car traffic levels within the corridor	The Dudley Road improvement scheme is a committed and funded scheme. It is not being reconsulted upon as part of the corridor framework.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Resident	Introduce a new railway station in the southern-most part of the Framework area. Ideally located on the West Coast Main Line and historically a railway station (by Spring Hill Industrial Estate). New railway station could include facilities to promote active travel. The delivery of a new station will also enable enhanced landscaping and greening of the canal, where it may be possible to integrate access to the station from the towpath in a similar fashion to Bournville and University stations.	We agree this would be desirable, but Network Rail has advised that “there is no feasible way, without a significant investment in capacity above what is proposed by HS2 and Midlands Rail Hub, that will enable a station in this location to be reliably served by a credible train service”. West Midlands Rail Executive (WMRE) will consider the issue further as part of West Midlands wide rail development work on potential new stations.
Resident	Spring Hill Industrial Estate has potential for redevelopment in the future to complement the new residential uses at Port Loop and Soho Wharf.	This will be considered through the review of the Birmingham Plan.
Resident	Purpose of cycle links not clear, which age group of the community are they for?	<p>The cycle links will improve conditions for cycling for local trips of residents and for longer trips as part of wider increased cycling in the corridor and beyond.</p> <p>LTN 1/20 design guidance for cycling by the Department for Transport (DfT) requires that provision needs to be suitable for anyone 8 to 80 years and beyond.</p>

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Resident	Improvements to buses and transport don't go far enough.	A workstream led by Transport for West Midlands is underway on planning bus service enhancements and new shelters to serve the new hospital. Further consultation with residents will take place in relation to this. This will further improve bus provision in the corridor. Many other schemes and measures in the strategy will significantly improve conditions for public transport, walking and cycling
Resident	Seeks investment in GPs, chemists, leisure	Ladywood Leisure Centre, part of the Port Loop development area, opened in 2019. The developments at Port Loop and potentially also City Hospital and Grove Lane will include space for non-residential uses which could include GPs and chemists if there is demand.
Resident	Should retain as many industrial buildings as possible.	The framework and Grove Lane masterplan both identify historic buildings which should be retained. They also support the objective of heritage-led regeneration. As many of these characterful industrial buildings in the corridor are non-designated, paragraph 203 of the National Planning Policy Framework will apply. This requires the effect of planning applications on such assets to be taken into account and a balanced view reached.
Sport England	The planning status of the Grove Lane Masterplan should be made clear.	This has been clarified in the text.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Sport England	Sport England would advocate an amendment to the objectives (of both Masterplan and Framework) referencing the aspiration to create a place that promotes physical activity (ie. an active environment) including through active means of travel.	The framework sets as an objective the area becoming an 'active travel exemplar' it also sets an objective of greening the corridor. It is considered that these objectives will further the goal of creating a place that promoted physical activity without specific use of these words being needed.
Sport England	Framework misses the opportunity to recognise the importance of the role of Victoria Park, Summerfield Park and Edgbaston Reservoir to meet proposed residents needs for facilities for sport and physical activity. Existing parks and opens spaces would benefit from investment, there is no reference to this in the masterplan or framework.	Victoria Park and Edgbaston Reservoir are outside of the corridor area.
Sport England	The linear open space to connect to the canal is supported in principle but Cranford Street bisects it so priority needs to be given to cycling and pedestrians in this space.	Thank you for your comment. This is a detailed design matter that will need to be resolved later. We agree that priority should be given to active travel in this space.
Sport England	Grove Lane Masterplan should reference improved links to Victoria Park	The Grove Lane Masterplan identifies as an objective on page 29: "Enable clearer and safer links between development parcels and nearby centres and facilities". Local facilities includes Victoria Park.
Sport England	Support primary school next to park. Support larger school site options in Grove Lane as this would allow provision of a playing field which is not possible in the smaller school site option.	Noted.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Sport England	Lack of opportunities for physical activity within the City Hospital development is a concern. The improvements to connectivity via a new bridge to All Saints Park is supported. Opportunities to strengthen links for walking and cycling to and from Summerfield Park and Edgbaston Reservoir should be referenced.	The guidance in the Framework is to seek a new canal crossing to All Saints Park, but this will be subject to technical design and delivery agreements.
Sport England	Missed opportunity to identify opportunity to undertake improvements to open space at Perry Street/Dartmouth Road/Great Arthur Street	This open space is outside of the corridor area.
Theatres Trust	Theatres Trust is supportive of the key principles for Site H2, the former Grove. This non-designated heritage asset is worthy of retention and would benefit from refurbishment. There is great merit in returning this building to community/cultural use as envisaged within the Masterplan.	Noted.
Be Heard respondent (works in area)	The retention and reuse of historic buildings will enhance the sense of place	We agree.
Inland Waterways Association	Wish to see 1. Enhanced/new residential and visitor moorings along the Main Line Canal through the Smethwick to Birmingham Corridor 2. Provision of a service block with all necessary boater facilities at an appropriate location along the Main Line Canal	Opportunities for residential moorings are referenced in the Grove Lane section of the Corridor Framework. Provision of a service block is a detailed matter beyond the scope of the Corridor Framework.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Inland Waterways Association	<p>On the Cape Arm they wish to see:</p> <ol style="list-style-type: none"> <li>1. Restoration of the Cape Arm to full navigability</li> <li>2. Restoration to full navigability of the junction between the Cape Arm and the Main Line Canal</li> <li>3. Provision on the Cape Arm of both residential and visitor moorings</li> <li>4. Provision of a service block with all necessary boater facilities on the Cape Arm</li> </ol>	<p>We note the aspirations, but it is not at present considered feasible to restore navigability between the Cape Arm and Main Line.</p>
Inland Waterways Association	<p>The canal route would be considerably improved by:</p> <ol style="list-style-type: none"> <li>1. Bringing into full use towpaths on both sides of the canal</li> <li>2. Ensuring the safety of walkers and cyclists by establishing separate lanes for both types of user</li> </ol>	<p>Table 1 of the transport strategy section includes Scheme 21: “Canal towpath improvements, including ‘dualling’”</p> <p>The widening of canal towpaths is not always possible due to restrictions on available space. For this reason, segregating cyclists and pedestrians is not possible, and it is understood to be a shared use path with communication and messaging to “share with care”.</p>
Be Heard respondent (visitor to area)	<p>A large hospital like this will attract significant staff numbers and visitors from a wide area. The whole bus strategy needs rethinking to give physical connectivity on a radial route basis. Loss of the no 11 bus connection is a poor outcome.</p>	<p>A workstream led by Transport for West Midlands is underway on planning bus service enhancements and new shelters to serve the new hospital. Further consultation with residents will take place in relation to this.</p>



<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Be Heard respondent (visitor to area)	Priority should be improving public transport and exploiting the industrial heritage with first priority Soho Foundry	<p>The Dudley Road Improvement Scheme and Cross City Bus Route Scheme are both funded. Construction has started on the Dudley Road scheme (Western Road junction). The Cross City Bus Route Scheme will be on-site in 2022. These will deliver significant improvements to public transport.</p> <p>The framework seeks to use industrial heritage as a catalyst for regeneration. Soho Foundry is outside of the corridor area.</p>
Be Heard respondent (visitor to area)	There should be proposals to show or interpret importance of the area to world history	New wording added to the 'Corridor Timeline' section of the Corridor Framework to reflect this ambition.
Resident	A solution to littering and fly tipping is needed	Noted but this is an operational matter outside of the scope of the framework and masterplan.
Be Heard respondent (works in the area)	Highlights issues of cleaning, waste, maintenance in area	Noted but these are operational matters outside of the scope of the framework and masterplan.
Be Heard respondent (works in the area)	More investment needed for residents already living in the corridor and their longstanding concerns should be taken into account	The framework seeks to ensure that investment in the corridor through regeneration will benefit existing residents as well as new residents.
Be Heard respondent (works in the area)	Hopes the consultation will be highlighted to the wider community	Efforts were made to highlight the consultation to as wide an audience as possible as detailed in the consultation statement above.
Be Heard respondent (works in the area)	The consultation is too focused on planning/building and needs to include other services	The focus of the corridor framework and masterplan are on planning and development, however, we work with other council services.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Resident	More cycle lanes, less space for cars. More one-way single lane streets and wider pavements and cycle provisions.	The transport strategy contains many measures to improve conditions for walking and cycling and promote a mode shift from car use to sustainable transport.
Resident	Needs much higher residential densities, build tall and make this a walking and cycling neighbourhood	The Grove Lane masterplan is informed by market and viability advice. Based on that advice the proposed density is as high as we could reasonably go. The intention is to make this a walking and cycling focused neighbourhood.
Resident	I think this is a brilliant start to what could be a much more ambitious plan. It should be the total opposite to the awful new housing estate on Cranford Street behind the hospital site, which is a massive wasted opportunity. There should be absolutely no "classic" housing unless it is high density terrace. Build taller, build bolder, and make the most of this impressive site.	Thank you for your comments.
Resident	Would like to see bolder plans for Rolfe Street. Make it one way, or pedestrianise, put in a giant cycle lane, pivot away from vehicles and make it a centrepiece avenue which will attract investment	Comments are noted. Sandwell Council will be looking at the wider masterplanning of the Rolfe Street area during 2022 which will consider these issues.
Resident	Area has an opportunity to be the "Digbeth of Smethwick" and plans should reflect as such. There should be high density new housing mixed with heritage industrial assets, creating a mix of creative/hospitality/experience	Thank you for your positive image for the future of the area. We agree and the documents seek to incorporate your ideas.
Resident	Must link last mile to Bearwood etc to help make more useful and more users	The transport strategy sets out bus, walking and cycling links to areas adjoining the corridor.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Other Be Heard respondent	<p>The wording of the key to plans 5, 21 and 30 is unclear (“Industrial/ heritages/ existing buildings and features for retention”) Does it mean heritage assets?</p> <p>P24 Enterprise Centre: Buildings highlighted within the Conservation Area Appraisal as having local heritage interest should be retained [“could” is too weak a word to use]</p>	<p>The key to plans 5, 21 and 30 has been amended to state that these buildings are non-designated heritage assets.</p> <p>The Smethwick Enterprise Centre is currently being considered as part of Smethwick Town Investment Plan and whilst they are not statutorily protected buildings, their potential reuse is being assessed. No change to the wording is considered necessary.</p>
Other Be Heard respondent	<p>p52 The original Victorian buildings on the City Hospital site are non-designated heritage assets and they contribute to the character of the area.</p> <p>p54 Retained buildings. The intention to retain the Gothic infirmary frontage building facing Dudley Road is strongly welcomed. Retention of this building should be a requirement. The final sentence "Retention and conversion will be subject to technical feasibility and financial viability" should be deleted.</p>	<p>The guidance in the Framework is that the LPA wishes to see the retention of the Victorian infirmary building.</p> <p>However, any decision on the retention of the buildings on the City Hospital will be considered at the planning application stage e informed by evidence including heritage advice, viability advice and design advice.</p>
Resident	<p>Plan too car focused. Need to remove car lanes and replace them with cycle lanes. Cycling is too focused on canals which is too unsafe to use, and can't be used at night. Want to see more space reallocated away from cars.</p>	<p>The framework's transport strategy is based on modal shift away from car to sustainable transport. Cycle measures proposed will significantly improve conditions on the highway network through new segregated cycle tracks with supporting traffic calming and other measures on other roads and local streets. Canal towpath improvements complement these measures.</p>

Consultee	Main issue raised	Officer response and how the issue has been addressed
Resident	“I am so sick of my family and I almost getting killed by motorists because we travel by bike or on foot, and so sick of planners and designers who actively put us in danger because they only care about catering to the motorist's every whim. Grove lane, for example, should have a concrete-protected cycle lane on each side, and you should take space away from motorists to do that.”	Cycle measures proposed will significantly improve conditions on the highway network through new segregated cycle tracks with supporting traffic calming and other measures on other roads and local streets. Improvements to conditions for walking are another important element of the framework's transport strategy. Sandwell MBC's Smethwick Connected transport improvements will provide improvements for cycling on the A457 in Sandwell.
Resident	Moilliett Street Park is a vital green space and should be protected. Increased housing would create more demand for green spaces and green spaces are what makes an area pleasant to live	Birmingham City Council agrees that green space is important. However, the park at present is not as pleasant and well used as it could be. The concept in the Grove Lane Masterplan is to develop part of the park to improve the remainder and link it to a wider open space network. The future of the park will be considered through the Birmingham Plan.
Resident	The Dudley Road is not a pleasant place to shop due to the amount of traffic and street parking. Street parking should be prohibited and enforced. The pavements should be wider and there should be more pedestrian crossings.	The transport strategy states that “The management/ enforcement of parking in high street locations (Smethwick High Street and Dudley Road) and trials of footway parking exclusion zones are core proposals.” These will improve conditions. There is also a MMUH – City Hospital via Dudley Road Walking Route proposed which will also improve conditions for walking.
Resident	The strip of land between Heath Street and the canal is a vital "green lung" it should not be cleared and built on.	The wording of this section has been amended to recognise the importance of retaining the site's biodiversity value in any future development.

Consultee	Main issue raised	Officer response and how the issue has been addressed
Resident	There should be new train stations at Port Loop/Soho Loop and by the new hospital.	We agree a new station would be desirable, but Network Rail has advised that “there is no feasible way, without a significant investment in capacity above what is proposed by HS2 and Midlands Rail Hub, that will enable a station in this location to be reliably served by a credible train service”. West Midlands Rail Executive (WMRE) will consider the issue further as part of West Midlands wide rail development work on potential new stations.
Resident	A proper network of active travel routes should be created by narrowing/removing traffic lanes of parking and reallocating space to cycling.	Cycle measures proposed will significantly improve conditions on the highway network through new segregated cycle tracks with supporting traffic calming and other measures on other roads and local streets. Improvements to conditions for walking are another important element of the framework’s transport strategy.
Other online respondent	Tram lines would be great and please make the cycle lanes segregated/ protected from traffic	Transport for West Midlands current plans for future tram provision in the West Midlands do not include a new tram line for the Dudley Road corridor. Tram improvements for the corridor are based on improved walk and cycle links to existing Metro Line One stops. The Cross City Bus Route scheme will improve core bus public transport provision in the corridor. Cycle measures proposed will significantly improve conditions on the highway network through new segregated cycle tracks with supporting traffic calming and other measures on other roads and local streets

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Resident	We need a golf course to replace Brandhall	The corridor is a densely developed urban area. Planning for a new golf course in this location is not considered to be feasible and is not in line with the allocation in the Local Plan.
Resident	Wants to see less traffic lights, better parking areas	The Dudley Road Improvement scheme and Cross City Bus Route scheme will consider suitable traffic management measures. These will support the promotion of sustainable transport to reduce traffic pressures from high car use.
Resident	Concern about maintenance of existing roads in the area	Subject to approval in January 2022 by the West Midlands Combined Authority Board, the new West Midlands City Region Sustainable Transport Settlement for 2022/23 to 2026/27 will contain an increased amount for maintenance in the West Midlands. This will be able to help improve road maintenance in the corridor.
Resident	Apartments are unsightly and not many people want to live in them outside of city centres. Suggests need more modern and green design to make people feel more proud of their places and look after them	The masterplan and development framework both seek to encourage best practice in design and sustainability. Modern green design is therefore encouraged.
Resident	We have to have more bus services because of City hospital. There are only 3 bus services now 11, 82 & 87 only at present.	A workstream led by Transport for West Midlands is underway on planning bus service enhancements and new shelters to serve the new hospital. This will consider provision for City Hospital. Further consultation with residents will take place in relation to this.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Resident (x2)	You want to build a block of high rises directly opposite our flats and completely block of our view and direct sunlight that shines on us from sunrise to around mid-morning.	The sunlight and daylight on the adjacent properties will be addressed at the detailed design stage in line with statutory planning requirements. Residents will be consulted through the planning application process and will have further opportunities to comment on the detailed design as it comes forward.
Resident	Wants to see 20mph limit rigorously enforced	Sandwell Council and Birmingham City Council will get new moving traffic enforcement powers in 2022. This will enable better enforcement of speed limits.
Resident	Plant more trees	The proposals in the Framework and Masterplan promote the expansion and improvement of green areas in the corridor area, including tree planting.
Resident	Want to see traffic calming measures as main roads used as racetracks	Traffic calming and other measures on other roads and local streets are part of the framework's transport strategy. Sandwell Council and Birmingham City Council will get new moving traffic enforcement powers in 2022. This will enable better enforcement of speed limits.
Resident	Concern about access to bicycles for residents	The Birmingham 2022 Commonwealth Games Active Travel Legacy Package – "Cycling for Everyone" programme includes measures to help people on low incomes loan and purchase bikes.

<b>Consultee</b>	<b>Main issue raised</b>	<b>Officer response and how the issue has been addressed</b>
Resident	Concern about maintenance of cycle paths	Subject to approval in January 2022 by the West Midland Combined Authority Board, the new West Midlands City Region Sustainable Transport Settlement for 2022/23 to 2026/27 will contain an increased amount for maintenance in the West Midlands. This will be able to help improve maintenance of cycle provision in the corridor.
Resident	New homes should be affordable to people living in the area.	The councils will work through the planning process to seek to deliver affordable housing as part of development within the area in line with the Black Country Plan and Birmingham Development Plan.
Resident	There is a need for a new secondary school, college, adult education facility, GP clinic and leisure facilities.	It remains the intention of Birmingham City Council to seek deliver of a new secondary school within the area as part of the Ladywood Estate regeneration in line with Birmingham Development Plan Policy.