

BLACK COUNTRY CORE STRATEGY PREFERRED OPTIONS (MARCH 2008)

SUMMARY OF COMMENTS AND HOW THEY HAVE BEEN ADDRESSED

Centres and Regeneration Corridors - Dudley

Subject	Summary of Comments	How Addressed
<p>Balance of development proposed in the Regeneration Corridors</p>	<ul style="list-style-type: none"> • Overall approach to focusing investment within the regeneration corridors and the balance of development proposed for Corridor 11 welcomed. Developing a comprehensive and robust transport strategy that is knitted into this pattern must be highlighted as a priority for joint working at the sub-regional level. 	<ul style="list-style-type: none"> • Support welcomed. Transport strategy will be at the heart of the Submission Document as one of the core strategic policies
<p>Potential for increased use of the canal network in Regeneration Corridor 11</p>	<ul style="list-style-type: none"> • Potential to support marinas at places along the length of the Stourbridge Canal as this area is on the border of the greenbelt adjoining the districts of Bromsgrove and South Staffordshire. The route to Dudley with its zoo, castle and the Black Country Living Museum whilst near to the countryside makes this an attractive location for boaters to 	<ul style="list-style-type: none"> • The regeneration benefits of the canal network will be a prominent feature of the Core Strategy with specific linked policies dedicated to the canal network and its tourism potential. Site specific issues such as marina development will be dealt with in subsequent development plan documents.

Subject	Summary of Comments	How Addressed
<p data-bbox="188 323 741 464">The overall strategic approach proposed by the Core Strategy for Regeneration Corridor 10 is broadly supported.</p> <p data-bbox="188 655 741 759">Figures attached to housing growth areas within Regeneration Corridors should be seen as a minimum.</p> <p data-bbox="188 986 741 1126">Selective Green Belt review for Regeneration Corridor 10 where appropriate urban extensions can be allocated and developed</p>	<ul data-bbox="837 323 1413 1206" style="list-style-type: none"> <li data-bbox="837 323 1413 576">• The identification of housing growth areas within the Corridor is welcomed and recognition of the potential of these sites to deliver high quality housing development which will contribute to wider Corridor regeneration objectives. <li data-bbox="837 655 1413 911">• Masterplanning / development proposals will likely demonstrate that increased housing numbers can be achieved on certain sites without compromising overall development density, design or environmental objectives. <li data-bbox="837 959 1413 1206">• Core Strategy must contain policies that allow for selective Green Belt review where appropriate urban extensions can be allocated and developed which complement and contribute towards the renaissance of the urban area. 	<ul data-bbox="1464 323 2040 1318" style="list-style-type: none"> <li data-bbox="1464 323 2040 360">• Support is welcomed <li data-bbox="1464 655 2040 759">• Figures are indicative only and are subject to more detailed analysis at development stage. <li data-bbox="1464 959 2040 1318">• The Core Strategy is primarily a brownfield strategy and does not propose to alter the green belt boundary or include any urban extensions. There are sufficient sites identified within the urban areas of the Black Country to accommodate the proposed housing requirements within the Core Strategy without the need to consider any urban extensions or

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<p>Regeneration Corridor 11 should feature good quality new housing which makes the most of the canal network</p> <p>Dudley's role as focus for tourism and cultural assets.</p>	<ul style="list-style-type: none"> • Much current industrial land generally is of poor quality and will not attract inward investment. The Core Strategy should include clear recognition of the need to consider cross boundary provision for high quality employment land including land for logistics, which will require selective Green Belt boundary review. • Regeneration Corridor 11 (between Brierley Hill and Stourbridge) should feature good quality new housing which makes the most of the canal network through the redevelopment of outdated and obsolete industrial sites. • Dudley's role as focus for tourism and cultural assets and major residential development should be more firmly embedded within the strategy. 	<p>incursions into the Green Belt.</p> <ul style="list-style-type: none"> • The Core Strategy is primarily a brownfield strategy and does not propose to alter the green belt boundary or include any urban extensions. There are sufficient industrial sites and opportunities identified in the Strategy for all types of employment land without the need to consider any urban extensions or incursions into the Green Belt. • Support welcomed and comments will be well reflected within the Strategy. • Dudley's role recognised in the Core Strategy and the Regional Spatial Strategy. Tourism will feature as a specific policy within the Submission

Subject	Summary of Comments	How Addressed
<p data-bbox="188 395 763 501">Recognition of Coombs Wood Sports Ground as a potential housing site in Regeneration Corridor 14</p> <p data-bbox="188 762 763 831">High density housing in Regeneration Corridor 13</p> <p data-bbox="188 1023 719 1091">Mix of housing and employment in Regeneration Corridor 13</p>	<ul data-bbox="837 395 1413 1171" style="list-style-type: none"> • Coombswood Sports Ground should be identified for housing development. It provides an opportunity for a sustainable residential development and the total estimated housing capacity figures for this Regeneration Corridor should therefore be increased. • Concerns about high-density housing and supporting services in the Corridor. Development must be in character with the area and provide a mix of housing types. • Consideration must be given to the impact on existing industry. The cheek by jowl nature of residential and employment land has not been dealt with. 	<p data-bbox="1503 320 1659 347">Document.</p> <ul data-bbox="1458 395 2040 1209" style="list-style-type: none"> • Core Strategy does not identify specific sites which will be done by other Development Plan Documents as well as housing sites being identified through the SHLAA process to support the submission document. • Housing density assumptions in all corridors have been reduced in order to provide greater flexibility in achieving housing numbers stated and in response to the changing nature of the housing market. • The Strategy is based on transformational change in the Black Country to improve the environment and to rationalise land uses to ensure that cheek by jowl development is minimised or phased out.

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SUMMARY OF COMMENTS AND HOW THEY HAVE BEEN ADDRESSED

SANDWELL REGENERATION CORRIDORS

Subject	Summary of Comments	How Addressed
Residential and employment growth within the corridors	<p>General support for the redevelopment of surplus employment land</p> <p>Requirement for sufficient employment land to be retained and improved</p> <p>Support for the redevelopment of canalside land</p> <p>Rattlechain site put forward as a potential housing site</p>	<p>Support welcomed</p> <p>This is being done</p> <p>Support welcomed</p> <p>This site is being assessed as part of the SHLAA process</p>
The need for a new local centre	<p>The potential for a new centre at Dudley Port should be examined</p>	<p>This will be addressed through the Sandwell Site Allocations document</p>
Alternative development within the corridors	<p>There is a need for alternative development to be considered. Types of alternative development should be set out in the text</p>	<p>It is recognised that alternative uses will be required to support the new employment and housing areas within the corridors. Appropriate alternative uses will be examined as part of Sandwell's Site Allocations document and when sites come forward for development.</p>
Provision of open space and	<p>General support for environmental</p>	<p>Support welcomed</p>

environmental improvement	improvement and improved access to environmental infrastructure	
Maximising the use of the canal network	<p>General support but with certain precautions needed.</p> <p>Support for the use of residential moorings</p>	<p>Support welcomed</p> <p>Welcome the comments and will take them on board when dealing with projects at the local level, particularly the need to address the issues of residential moorings</p>
Clear guidance and defined boundaries are required	Need to clarify the borders of corridors and centre areas, particularly through Area Action Plans	These issues will be addressed at the local level. The need for additional AAPs, SPDs and masterplans will be assessed by the individual local authorities and pursued as necessary.
Questions over deliverability and availability of land	<p>Its not clear how employment sites will be redeveloped for residential development.</p> <p>A consistent approach to safeguarding the most important employment land is required</p> <p>There has not been an assessment of land availability in the region</p> <p>A review of green field land may be necessary</p>	<p>Sites have been identified through the SHLAA process and assessed against deliverability criteria and a viability study.</p> <p>All employment land in the Black Country has been assessed using the same criteria.</p> <p>A review of green field land is not necessary as sufficient land is available on brownfield sites</p>
Concerns over local issues within the	e.g. access to green space, high density	These issues have been addressed

corridors,	development, energy efficiency	through policies in the main JCS document. Other, more local issues will be addresses at the local level
Role and function of Regeneration Corridors and free-standing employment sites	Policy needed to set out the role and function of the corridors and employment sites. Definitions are also required.	This has been addressed within CSP1 in the main document.
RC8, Hill Top	Support for Hill Top Estate as a strategic regeneration area and high quality employment location	Support welcomed
RC9, Brades Village-Dudley Port	Support housing led development, particularly along the canal frontage Rattlechain site put forward as a potential housing site The potential for a new centre at Dudley Port should be examined and is supported	Support welcomed The site has been assessed as part of the SHLAA process Support welcomed
RC12, Oldbury-West Bromwich-Smethwick	Support for new housing on redundant employment land There is a need to recognise that abnormal development costs can be significant	Support welcomed This has been recognised in both the Core Strategy and in more local documents
RC13, Rowley Regis-Jewellery Line	Support for housing led regeneration Propose an extension to the corridor	Support welcomed This site has been addressed as part of the SHLAA process
RC16, Coseley-Tipton-Princes End	Support for the regeneration of RC16	Welcome support for RC16 and will look

	Derelict buildings must be dealt with	at more detailed boundaries as part of the Sandwell Site Allocations Document This issue will be dealt with as sites within the corridor are redeveloped.
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BLACK COUNTRY CORE STRATEGY PREFERRED OPTIONS (MARCH 2008)

SUMMARY OF COMMENTS AND HOW THEY HAVE BEEN ADDRESSED

Walsall Corridors

Subject	Summary of Comments	How Addressed
<p>SC3 Walsall Town Centre</p>	<ul style="list-style-type: none"> • Derelict land should be used for development and not green field. • There is a need for 3/4 bedroom family homes at a maximum of 3-4 floors high. There is also a need for more homes for the elderly, near the town centre. • There is a need for better rail services to centres around Walsall. Parking facilities need to be improved. Bus routes should serve a larger area. There is also general support for the reopening of Aldridge and Streetly stations. • The Metro needs to go through town and link with transport interchange. • There is a need for more green spaces. The golf course and children's play areas should be protected. 	<ul style="list-style-type: none"> • One of the main strategic aims of the regeneration corridors is to bring derelict land forward for redevelopment. • The mix and design of dwelling types in particular locations would be a matter for detailed DPD's and SPD's. • Studies are due to report on the feasibility of reintroducing passenger services on the Walsall-Wolverhampton line and possible sites for stations. • A study is being analysed regarding feasibility of reintroducing passenger services on the Sutton Park. • An area-wide rapid transit study is planned. • A review of the bus network is underway. • A parking strategy has been adopted. • An area-wide study is planned which will investigate all rapid transit options, including tram-trains, heavy rail and Metro. • A study of open space, sport and recreation provision is being undertaken and this will assess the level of space needed and in what locations. There are also policies in the Core Strategy to protect and encourage the improvement of existing open space and sports facilities.

	<ul style="list-style-type: none"> • The range of shops should be improved and more facilities for young people are needed. Health services also need improving. • It may be useful to consider expanding the area to incorporate the area known as Waterfront West (currently 'white land' in the UDP); this emerging proposal will need further thought as to how it should be treated in terms of JCS planning policy. • Consider business improvement district area currently in development. Make Gallery Square area a key priority for improved town centre linkages within the plan. Continue to promote town centre as a priority for inward investment. 	<ul style="list-style-type: none"> • Retail, leisure and community proposals will be promoted in the town centre. • Any detailed changes to the boundaries of the strategic centres would be matters for subsequent DPD's and SPD's. • We welcome support for investing in the strategic centres, as proposed by the Strategy. The use of Business Improvement Districts could be one of the mechanisms to be used to deliver this investment, but it would not be appropriate to commit to a particular mechanism in a strategy of this nature.
<p>. RC5 Loxdale – Moxley</p>	<ul style="list-style-type: none"> • Protect the route of the Bradley Locks branch. Re-establish linkage between the Birmingham - Wolverhampton Canal to the Walsall Canal as this would be a valuable linkage for the expansion of the canal network in the future. • Explore the opportunity for the heating and cooling of large industrial units over 5000sqm by canal water. 	<ul style="list-style-type: none"> • Proposals for the restoration of disused canal routes will be supported where it can be shown that any such scheme is feasible / viable within the plan period of the core strategy. More detailed proposals for specific routes / branches may be safeguarded for the site allocations development plan document stage • The Joint Core Strategy will seek to promote beneficial and multifunctional use of the canal network, thus maintaining a strong association between industry and the Black Country network of canals. Whilst there may be merit to investigating the feasibility of the above comment, it should be remembered that any proposals which will, in effect, be ancillary to the main functions of the present day canal network will need to ensure

		<p>that these main functions, ranging from the protection and enhancement of the canal network's nature conservation value to the promotion of its leisure, recreation and tourism value, are prioritised where conflict occurs.</p>
<p>RC6 Wednesfield – Willenhall – Darlaston</p>	<ul style="list-style-type: none"> • There should be more acknowledgement of the sustainable use of water. • There are concerns over the transport programmes being 'subject to funding'. Further explanation is needed about funding, and the likelihood of its being secured. • The map is slightly confusing because it implies that the Anson Branch is connected to the Walsall Canal in Darlaston. However it has been 'stanked' off from it for several years. It should be reconnected to the Walsall Canal. Additionally the plan shows part of the Bentley Canal in water at the Wednesfield. However, other than the first 100 yards it has been filled in and built over. • The potential for housing sites should be investigated, in circumstances where residential development would also 	<ul style="list-style-type: none"> • An outline Black Country Water Cycle Study has been carried out to provide supporting evidence to the Core Strategy, and this identifies the potential to consider measures such as rainwater harvesting, grey water recycling and aims for 'water neutrality' to achieve more sustainable use of water. More detailed water cycle study work is likely to be produced at a site specific level (i.e. to inform the Land Allocations DPD stage) and this will further consider such issues. • Agree with the concerns but the proposals are subject to funding and at the present there is no further information available about the likelihood of funding • The map attempts to show gaps where the different canal branches have been disconnected over the years. However it may be useful to add an annotation to explain the canal situation in this area of RC6 as the map is only drawn at a diagrammatic level. • James Bridge. This is an important employment site and its potential for waste management is also being considered. There is a pressing need for new waste management facilities in the

	<p>secure the viable and beneficial recycling of land. This applies to the St. James Bridge site, where the WRC has already acknowledged its important housing potential, as part of a comprehensively planned scheme with employment incorporating the adjoining sites also.</p> <ul style="list-style-type: none"> • Walsall to Wolverhampton railway should be protected. • The canal corridor provides an opportunity as an artery for east-west movement connecting DSDA with the town centre, and also as a carrier for cabling and pipe-work for next generation broadband and a combined heat and power grid. Opportunities to make the canal more permeable with its surrounding area and re-animate it with more boats and pedestrian traffic should be promoted. • Highway proposals for Bentley Road South and Bentley Mill Way could also be underlined as critical regeneration infrastructure within the JCS. 	<p>Black Country and it is as important to make adequate provision for this as it is to make adequate provision for housing.</p> <ul style="list-style-type: none"> • Studies are due to report on the feasibility of reintroducing passenger services on the Walsall-Wolverhampton line and possible sites for stations. • Sustainable movement (e.g. walking and cycling) and its particular link with the canal network, is promoted through the Black Country Environmental Infrastructure Guidance (EIG) and it is agreed that this canal corridor offers an excellent opportunity for connecting DSDA with Walsall town centre. The suggestions for using canal corridors as a carrier for cabling / pipework have been included in the text for RC6 within the Regeneration Corridors and Strategic Centres document (see Appendix 2) but will require further investigation into the feasibility of using canal routes for such uses. • Bentley Road South and Bentley Mill Way are key parts of the Darlaston SDA major scheme. The scheme is designed to improve transport access to a key redevelopment site in the region. Along Bentley Road South we are upgrading of two weakened/narrow bridges in partnership with Network Rail and British Waterways. Along Bentley Mill Way we are looking at realignment and improvements to the junction with Darlaston Rd and removing the restrictions caused by the listed James Bridge Aqueduct. These works will also enable access to the EMR site by rail, which will also help relieve congestion on these routes.
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	<ul style="list-style-type: none"> • The boundary of the existing UDP Core Employment Area in Darlaston does not have the same aerial coverage as the DSDA. Their boundaries should be co-terminus, albeit that an area in the north-east of the DSDA incorporates the Alumwell College site and the land in the south-east comprising the National Grid gas holders. • Willenhall in particular presents opportunities well related to the existing centre to expand urban living and provide the services and facilities it depends on. Option 1 is consistent with achieving this, and advocates a mix of employment land and dwellings at a density appropriate to this location. In applying Option 1, it is important that a pragmatic and flexible approach is taken, consistent with policy at the national level, to promote the expansion of the centre where necessary to accommodate investment. • The corridor offers the potential to support a polycentric model of development in the same way as that advocated for the Black Country as a whole, albeit at smaller scale. Investment must be directed towards the centres to overcome shortcomings. Option 1 is consistent with achieving this, and 	<ul style="list-style-type: none"> • The boundaries of the Regeneration Corridors in the JCS are diagrammatic only. Detailed changes to the boundaries indicated in the current adopted UDP would be matters for subsequent DPD's. • Option 1 has been chosen to allow for the retention of employment land where there has been recent investment in modern premises and equipment, but with a lower density of residential development than previously envisaged, to recognise the relatively low existing level of accessibility to high capacity public transport. The housing development proposed, together with the maintenance of the economy in the area should help strengthen the performance of Willenhall district centre. Investment in retail, leisure and community facilities will continue to be directed towards the centre. • The housing development proposed, together with the maintenance of the economy in the area should help strengthen the performance of Willenhall district centre. Investment in retail, leisure and community facilities will continue to be directed towards the centre.
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	<p>advocates a mix of employment land and dwellings at a density appropriate to this location.</p>	
<p>RC7 Bloxwich – Birchills – Bescot</p>	<ul style="list-style-type: none"> • The key diagram is not clear and requires clarification as to the boundaries. Does the corridor include Metafin works, Caparo works, the former Reedswood Golf Course? • Question over the type of housing and development that should be encouraged in these locations? • The following change to wording on p.48 is suggested 'The preferred option is synthesised from these two options to provide a balance of retained local employment land in the Green Lane (A34) corridor, with housing growth focused on the Canalside Communities project, which is centred on the Walsall Canal extending from Walsall town centre towards Leamore and Bloxwich in the north, but which also allows suitable and appropriate housing opportunities to be developed on the canal to the south. • Birchills Regeneration Area should be acknowledged as an important regeneration priority for Walsall within the Council's Strategic Regeneration Framework. 	<ul style="list-style-type: none"> • The corridor boundaries are diagrammatic only and are not intended to show exact boundaries. However, these three sites would all lie within corridor 7. • Detailed policies for the types of development would be included in Area Action Plans or other DPD's and SPD's. • The wording incorporates these points. It would not be appropriate for the publication version of the Strategy to provide a detailed explanation of the options that existed in earlier versions of the document. • Proposals for new development along the canalside adjacent to Birchills that will complement the proposals in Birchills are referred to in the Strategy. However, the Strategy is not intended to be a comprehensive list of all projects, but is meant to concentrate on those proposals that will involve land use change.

	<ul style="list-style-type: none"> • UDP Policy E21 covers the designated <i>Best Quality Employment site</i> at Reedswood Way. It would be helpful if the JCS continues this allocation and accords the site with a similar status. • The main residential area within Birchills Regeneration Area should be identified as a housing-led regeneration initiative. 	<ul style="list-style-type: none"> • Detailed changes to individual site allocations would be a matter for subsequent Development Plan Documents and SPD's. No specific proposals for the land at Reedswood are included in the JCS. • The Strategy is intended to provide a framework for major changes in the use of land rather than regeneration that will not involve such changes
RC15 Brownhills	<ul style="list-style-type: none"> • Wyrley and Essington Canal, Daw End and Anglesey branches should be referred to in the vision for Brownhills where they have already made a substantial contribution. Uses to be promoted here include leisure, tourism, recreation, the development of a marina and improving transport links. • This area has the potential to support the Cannock Chase Reservoir if back pumping was restored to protect the water levels and manage flooding. • Opposition to the designation of free-standing employment land in the Aldridge-Brownhills area. Arguing that this seems to be inevitably Green Belt sites, divorced from main population centres and encouraging travel-to-work by private vehicles. 	<ul style="list-style-type: none"> • The canal network in this area of the borough is extremely prominent and has now been referred to in the vision for this corridor. The core strategy canals policy includes a requirement for any proposal likely to affect the canal network to promote the leisure, recreation and tourism value. • The Joint Core Strategy will seek to promote beneficial and multifunctional use of the canal network. There may be scope for investigating the feasibility of supporting the reservoir but it should be remembered that any proposals which will, in effect, be ancillary to the main functions of the present day canal network will need to ensure that these primary functions are prioritised where conflict occurs. • The sites referred to are the existing employment sites in these areas. They are designated freestanding in that they lie outside the Regeneration Corridors. No new employment land is proposed to be designated in these areas.

	<ul style="list-style-type: none"> • Brownhills should link more with Cannock Chase DC, as the A5 corridor does. There is potential for this link to become a much more substantial regeneration area. 'Local' should refer to natural communities as well as Government administrative boundaries: there are clear links between Brownhills and Cannock. Links should include improved transport routes and help with skills and learning. • The proposed regeneration strategy needs to be supported by additional investment in employment. The Sandhills site, located between the Canal and Lichfield Road to the south-east of Brownhills would provide an appropriate location for a sub-regional employment site of 10 to 20 hectares. The site should be taken out of the Green Belt and included within the Brownhills Regeneration Corridor and identified as a location for high quality employment. • Transport improvements should focus on sustainable solutions such as a new station at Brownhills and reinstatement of Lichfield-Walsall-Stourbridge rail line. • There are concerns regarding the provision of a new bypass for Brownhills, 	<ul style="list-style-type: none"> • Much of the area between Brownhills and Cannock District is green belt. The proposed regeneration corridor in Brownhills is intended to focus development on surplus former employment land, not greenfield or green belt sites. • Welcome support for investment in employment in Brownhills. However, release of green belt land would discourage the upgrading of existing employment sites and undermine the strategy. Developing Sandhills was rejected at the Examination in Public for the current Walsall UDP and there has been no change in circumstances since then to justify a change in stance. • Funds have been made available to enhance the strategic freight network across the country. The current disused Stourbridge-Walsall-Lichfield route has been identified as one that should be considered for early capacity enhancements. Once the line is reopened for freight then passenger services would logically follow on. • This refers to the previous Brownhills Transport Package which is no longer being taken forward. It is likely that any future
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	<p>particularly in relation to any eastern route through Lichfield District which may impact on local communities and residents, and questions the validity of this approach with regard to sustainable development objectives and seeking to address the issues of climate change.</p> <ul style="list-style-type: none"> • Housing needs to be more affordable with a mix of houses including 2/3 beds with gardens for young families. Current housing stock needs to be improved and managed better. More accommodation is needed for elderly. • Access to employment through transport links must be provided - including cars. Business should be encouraged to create new employment opportunities. • Concerns about immigration and pressure on amenities. 	<p>transportation improvements for Brownhills will be taken forward as part of the West Midlands Red Routes Package 2 Major Scheme.</p> <ul style="list-style-type: none"> • The mix and design of dwelling types in particular locations would be a matter for detailed DPD's and SPD' • Although one of the key spatial objectives of the Joint Core Strategy is to promote sustained economic growth and therefore employment. Another key spatial objective is to provide a first-class transport network which reduces the need for private car use along with improved road networks to deliver better connectivity across the Black Country in order to provide better access to employment. • Immigration is a national policy issue. The Core Strategy and work on the Regeneration Corridors and future plan making (where applicable) is seeking to identify future needs, ensure adequate levels of community facilities and encourage investment in other town centre uses.
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SUMMARY OF COMMENTS AND HOW THEY HAVE BEEN ADDRESSED

Wolverhampton Corridors and Centres representations

Subject	Summary of Comments	How Addressed
Regeneration Corridor 1 – Pendeford – Fordhouses	<ul style="list-style-type: none">• Welcome the reference to the Staffordshire and Worcester canal and the linkages to i54. These uses are suitable for water extraction for cooling and heating.• RC1 needs to recognise the opportunity for additional high quality employment land that will be created by the M6/M54/M6 toll and the ability to provide high quality RIS and logistics opportunities at the M6 jcn 11 location.• The opportunities to link industry and education to enhance skills needs to be in place.	<ul style="list-style-type: none">• Noted.• The need for additional MIS/RIS/RLS sites in the region is being addressed through the Phase 2 review of the Regional Spatial Strategy. The Submitted Review document does not anticipate there to be a need for additional first tier sites within the sub region.• This issue is addressed in Preferred Options Policy Area 40 and carried forward into Publication Policy EMP5.

Subject	Summary of Comments	How Addressed
	<ul style="list-style-type: none"> • Support for the identification of the Park and Ride proposal at Brinsford and the inclusion of 'high quality employment land' on the western side of the West Coast rail line. • The JCS should make provision for secure overnight parking and toilet facilities. 	<ul style="list-style-type: none"> • Noted. The Brinsford Park and Ride proposal is included on the Transport Key diagram in the Publication document. • The location of overnight parking facilities can be addressed at a site specific level in the Stafford Road Corridor Area Action Plan.
Regeneration Corridor 2 – Stafford Road	<ul style="list-style-type: none"> • British Waterways would welcome the extension from the Wolverhampton locks to the Brewery to provide amenity for residential development. • Support for the protection of the waste transfer station. • Support for the inclusion of the Dunstall Hill Estate within an area shown as 'potential high quality' 	<ul style="list-style-type: none"> • Noted. This will be addressed in the Stafford Road Area Action Plan. • Noted. The waste transfer station is identified as a strategic waste management facility on the Publication key diagram. • Noted. This designation to be carried forward into the Publication document.

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	<p>employment.</p> <ul style="list-style-type: none"> • Bus services up Stafford Road need improving. • The Policy lacks clarity on the Park and Ride proposal at Brinsford. • The proposals do not appear to provide sufficient linkage between employment provision and housing provision. • There is a need for affordable homes • Transport access is critical. • Agree with the proposed housing areas and retained employment, especially the proposals for the 	<ul style="list-style-type: none"> • Noted. This is recognised in Appendix 2 of the Publication document. • Noted. Anything for transport group to add here? • Publication Policy DEL2 provides the phasing mechanism to ensure an appropriate balance between housing and employment across the Black Country. • Noted. The proposed housing for this corridor will include affordable housing in accordance with Publication Policy HOU3. • Noted. This is recognised in Appendix 2 of the Publication document. • Noted. This area has been carried forward into the Publication document as a location for new

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	Bluebird and Fallings Park Estates. They could provide homes for hospital workers.	housing and retained employment.
Regeneration Corridor 3 – South of Wolverhampton City Centre	<ul style="list-style-type: none"> • Education and training opportunities are important. 	<ul style="list-style-type: none"> • This issue is addressed in Preferred Options Policy Area 40 and carried forward into Publication Policy EMP5.
Regeneration Corridor 4 – Wolverhampton – Bilston	<ul style="list-style-type: none"> • There is an old British Waterways dredging pit to the south of Spring Vale which could be designated for open space or as a waste transfer station. • Most businesses are located in this Corridor by choice. Employment locations adjacent to the Black Country New Road in particular should be retained. Generally the right areas have been retained for employment but the linkages between firms in considering areas for redevelopment should be discussed. • Businesses do not want to see Monmore Stadium lost – it is 	<ul style="list-style-type: none"> • Noted. This to be considered as part of the Bilston Corridor Area Action Plan. • Publication Policy DEL2 sets out a robust and flexible approach to phasing that seeks to encourage businesses to remain in existing sites or to find appropriate relocation premises. • Noted.

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	<p>synonymous with the area.</p> <ul style="list-style-type: none"> • There should be no upper limit on housing development on redundant employment land. • The development proposals for this Corridor should be based on an assessment of the character and potential of the area. • Options based on high density residential development will not be realised due to the state of the 	<ul style="list-style-type: none"> • Publication Policy DEL2 provides guidance on the phasing of the redevelopment of surplus employment land to housing. This Policy establishes the relationship between the proposed phasing in Appendix 2 and the employment land requirements in Policies EMP1-4. The Core Strategy needs to control the amount of employment land redeveloped to housing in order to maintain a sufficient stock of land to meet forecast job needs. • The Bilston Corridor Area Action Plan will be informed by an Assessment of the historic character of the area in accordance with Publication Core Strategy Policy ENV2. • Agree that options which are not dependant upon high density housing are more likely to be

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	<p>current housing market. Too much high density housing will not attract A/B households.</p> <ul style="list-style-type: none"> • More green spaces and improvements are needed. • There is too much industry close to housing. Unused factories should be replaced with housing, especially along the canal. 	<p>realised. This is recognised in the Core Strategy Publication document proposals for this Corridor.</p> <ul style="list-style-type: none"> • The Bilston Corridor Area Action Plan will identify the potential for additional open space in the area. • Noted. The phasing of new housing development on surplus employment land is addressed in Publication Policy DEL2.
Regeneration Corridor 5 – Loxley – Moxdale	<ul style="list-style-type: none"> • British Waterways would like to protect the route of the Bradley locks branch. 	<ul style="list-style-type: none"> • Agree that this route should be protected for potential future restoration, subject to resources becoming available.
Regeneration Corridor 6 – Darlaston – Willenhall – Wednesfield		
Regeneration Corridor 7 – Bloxwich – Birchills – Bescot		
Wolverhampton City Centre	<ul style="list-style-type: none"> • The learning quarter should be retained and enhanced. 	<ul style="list-style-type: none"> • Agreed. The Publication document encourages continued growth and investment in Wolverhampton University and other City Centre education facilities.

Subject	Summary of Comments	How Addressed
	<ul style="list-style-type: none"> • The Canalside Quarter has the potential to act as a visitor destination and residential and visitor mooring should be provided. • Additional retail floorspace in Wolverhampton City Centre should be provided within the City Centre boundary. • Support for a Policy that maximises the use of the existing environment in the City Centre, with an emphasis on the canals and built heritage. • The overriding aim of the Core Strategy should be to support the existing comparison retail core including Dudley Street, Mander and Wulfrun Centres, and to establish strong linkages with new shopping development. • Support for Option B in the Preferred Options Report. The City 	<ul style="list-style-type: none"> • The Canalside Quarter is identified as a key regeneration opportunity in the Publication Core Strategy. • The Publication Core Strategy seeks to direct major comparison retail, office and leisure development within the ring road. • The Publication Core Strategy encourages heritage led regeneration through the improvement of the built environment, historic environment and townscape. • Agree that the Core Strategy needs to consolidate and strengthen the role of this area. • The Publication document identifies this area as one of a number of

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	<p>Business District should be located within the ring road in a 23 acre site owned by the City Council and Midlands and Regional.</p> <ul style="list-style-type: none"> • The proposed Quadrant Initiative has the potential to provide a focus for the cultural and creative industries in a block of land within the ring road adjacent to the Chubb Buildings, Grand and Arena Theatres and the University. • It is likely that Summer Row will soak up additional retail development to Wolverhampton up to 2016. The reference to 'consolidation and improvement' of the Retail Core should also encompass major redevelopment if required. • Wolverhampton Market needs a more central location. There needs to be more independent shops in the City Centre. 	<p>regeneration opportunities within the City Centre. The quantum and phasing of new development will be established in the City Centre Area Action Plan.</p> <ul style="list-style-type: none"> • The Publication document identifies this area as one of a number of regeneration opportunities within the City Centre. The quantum and phasing of new development will be established in the City Centre Area Action Plan. • The Core Strategy will support the ongoing improvement of the City Centre retail offer. This could include major redevelopment of the existing Core area if proposals come forward. • The Core Strategy is a strategic document and the markets area will be considered at a detailed level through the City Centre Area Action

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		Plan.