# Neighbourhood Plan Submission and Regulation 16 Public Consultation

| **Representation:** | **Comment (summarised or extract):** |
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| Severn Trent Water | * Provided information on the company and its role in specific relation to sewage strategy, surface water and sewer flooding, water quality and water efficiency.
* Policy 4 General - policies in its current colouration is very difficult to read against a white background. Given the ambitions to reach net zero carbon, it may be beneficial to promote the use of carbon-neutral (or better) development methods and techniques using sustainable (and local where possible) materials.
* Policy 4(b) – encourage the use of sustainable drainage and follow the drainage hierarchy where possible.
* Policy 4(c) - encourage the use of sustainable drainage, e.g. permeable surfaces and/or SuDS features, on public realm.
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| Sport England | General - no specific comments. |
| Natural England | General - no specific comments to make. |
| West Midlands Police | General comments:* Supports the inclusion of policies and proposals within the Jewellery Quarter NP which are in accordance with national policy and give the theme of community safety, security and crime prevention prominence.
* Welcomes the inclusion of the recommendation in section 4.1 that developers consult with West Midlands Police.
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| The Coal Authority | General - no specific comments to make. |
| Canal and River Trust | General comments:* Section 3.2 – suggests that the Birmingham and Fazeley Canal towpath be included as a Key Route.
* Section 3.7 - requests clarification of the proposals for new access points at Charlotte Street and Near 32-35 Water Street.
* Section 3.7 - The existing access point at Old Snow Hill/Clive Passage can be improved and new access point at the Junction of Constitution Hill and Lionel Street can then be disregarded.
* Section 3.7 – requires improvement on existing towpath access point from Livery Street (currently via a staircase).
* The macro scale: Scale – requires clarity on key question 2 on Page 23 in relation to tall buildings.
* Context: A Short History of Urban Design in the Jewellery Quarter - the canal in this section (P.51) should be found in the 18th century (dates 1789).
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| National Grid | * General information about National Grid
* National Grid has identified that it has no record of assets within the Neighbourhood Plan area and no specific comments to the JQ Neighbourhood plan.
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| Victorian Society | Broadly supports the policies of the Jewellery Quarter Neighbourhood Plan.1. Requires clarification on the relationship between the Conservation Area and the Neighbourhood Plan.
2. Creative District may reduce the application of appropriate policies to the rest of the Conservation Area.
3. Inquiries about the Use Classes Order in relation to the “creative industries.”
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|  | 1. Questions if the *Jewellery Quarter Design Guide* is replaced by *Design in the Jewellery Quarter*.
2. Requires clarification on “proportionate to the extent of the benefit” in relation to residential development as the terms can be vulnerable to distortion.
3. Policy 4b vi (and 4b iv) looks like the encouragement of unacceptable pastiche.
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| Sustainable Travel West Midlands | The plan is an excellent document which sets out a long-term strategy for the neighbourhood.* Suggests that 20mph speed limit should be adopted in the city.
* Requires a deliverable scheme improving pedestrian and cyclist access over the A38 Queensway.
* Suggests new crossing between the Jewellery Quarter and the top end of Livery Street.
* Placing the entirety of the A38 Queensway into a tunnel through the city centre would cause significant disruption, take years and be expensive.
* Suggests to "hump" over the Queensway at the Livery Street end, effectively taking Livery Street over the A38 and effectively making it a through street. It would also allow the elimination of the Livery Street subway. It would be easier than lowering the Queensway then covering it over.
* Lack of details/ideas on ways to improve public transport.
* Jewellery Quarter rail station has been neglected since London Midland took over the operation in 2007, the station should be improved to encourage more usage.
* The ticket office (rail station) can be repurposed to allow retail use such as a coffee bar with the opportunity to purchase

tickets. |
| Historic England | Historic England is supportive of both the content of the document and the vision and goals set out in it. Considers that the plan is a well-considered, concise, and fit for purpose document that constitutes a very good example of community ledplanning. |
| Member of thepublic (1) | 1. The canal map showing old canal legs is not complete.
2. General support for the plan but concern regarding loss of architectural details due to “value engineering.”
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| Member of the public (2) | * Policy 3(a) - support the improvement of the footpath between Regent Place and Warstone Lane and the aim of reducing the risk (P.47).
* Policy 4(b) - existing building heights as a defining factor as it is too limiting, 5-6 story buildings would provide a good balance of increasing density
* Policy 4(d) - there should be an aim to encourage supporting local artists.
* Other - any use of CCTV should be minimal and not intrusive to the privacy and day to day activities of residents.
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| Member of the public (3) | * Policy 3(e) - there is no regard paid in the Plan to disabled people’s need for vehicle access and parking.
* Policy 4(a) - already historic breaches of JQ design principles - e.g. Heritage Court, The Platinum.
* Policy 4(i) - there is a need for day-long off-street parking to serve employees of local businesses. Off street car parking should be regarded as an amenity.
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|  | * Policy 4(j) - adequate parking is needed for residents of new developments.
* Other – needs to address the needs of a balanced demographic - e.g. families with young children, disabled people, older people - or suggest ways of encouraging them as residents, shoppers, or users of leisure facilities
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| Member of the public (4) | * Vision, implementation and monitoring unclear
* Policy 2(d) – one- and two-bedroom flats will encourage young single professionals but discourage family with children.
* Policy 3(b) – suggests fewer public roads not more.
* Policy 3(f) – open up canal, have buildings which celebrate water's proximity, plant trees.
* Policy 4(f) - brownfield sites should be used for development and parks.
* Policy 4(i) - end car parking other than the NCP site on Vyse Street.
* Other - there is a current imbalance between allowing high density developments and providing green spaces.
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| Member of the public (5) | * General - the language used is very confusing, prefers plain English.
* Policy 2(g) - Those e-scooters and bicycles will endanger pedestrian movements.
* Policy 3(a) – Prefers to use car for weekly shop, feels trapped with the key routes.
* Policy 4(j) – parking should be remained.
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| Member of the public (6) | 1) Active travel commitments* believes the plan needs greater clarity and commitment to active travel e.g. the references to bicycles are chiefly about the nuisance of having them chained to pavement furniture, rather than providing any detail on where the safe spaces to park bikes.
* the plan needs a clearer commitment to offering locations for 8-10 good bike parks for bicycle users commuting into the area.
* many residents' flats have no storage provision. All new developments should by regulation offer this
* BCC should provide 3-4 'Bike hanger' positions convenient for older flats.

These will all require space, but removing parking is the obvious solution, Cf London's approach to bike and e-scooter parks2) any new developments need to have significant levels of green space that is permeable and will retain water. Any changes to public spaces should look to absorb most of the rainfall locally |
| Member of the public (7) | * Doesn’t feel safe walking over that bridge over the A38, especially at night.
* Needs more new apartments, bars and restaurants, green spaces, and office space.
* Policy 2(a) – the height of new buildings should not be limited.
* Policy 3(a) - more on street seating for eating and drinking.
* Policy 3(c) - more cycle lanes and wider paths and fewer cars.
* Policy 3(f) - open up the canals and have green spaces or bars along them.
* Other – JQ needs better connection with the city core.
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| Member of the public (8) | * Fully supports the aims of the plan.
* Policy 1(a) - the Creative District seems short sighted when considering extensions to existing buildings or large new developments. Ground floor space is most valuable to retail businesses and manufacturing so this should absolutely be prioritised but should not limit the gross floor area for residential. This will simply strangle the scale of development by making project unviable or lead to an oversupply of commercial space.
* Policy 2(h) – it seems contradicted to policy 1a.
* Page 55: Visioning study area "i" should consider including the next street to the East.
* Page 68: Map 8 is long out of date – many of the vacant sites have since been built upon.
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| Member of thepublic (9) | - Policy 2(g) - more cameras could be added on Pope St and Camden St to support residents. |
| Member of the public (10) | * The lack of streetlights and CCTV in these streets have made it an easy target and with the lack of support from the police it is becoming a great concern to many.
* Other – suggests to reopen the road from Jewellery Quarter into the Chinese quarter.
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| Member of the public (11) | * Broadly supports the policies of the Jewellery Quarter Neighbourhood Plan.
* Other - current issues of concern include excessive litter and fly-tipping and drivers driving vehicles the wrong way down one-way streets.
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| Member of the public (12) | * The plan is easy to read and understand.
* Policy 4(g) – suggests a review on biodiversity angle after 5 years of the completion of new buildings.
* Other – would like to see some policy about how co-working spaces impact the area.
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| Member of thepublic (13) | * Very clear and inspirational, aligns with community’s vision and direction for JQ.
* Broadly supports the policies of the Jewellery Quarter Neighbourhood Plan.
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