

DOCUMENT 3: Summary of Written Representation -5th April 2019

Impact on the Heritage, character and amenity of the Staffordshire & Worcestershire Canal and Calf Heath Reservoir

The Trust remain concerned with the overall visual impact of the proposals on the canal conservation area and Calf Heath Reservoir.

The Trust consider that the canal still retains a tranquil and a predominately rural character and the current mitigation will not sufficiently address the impacts of the proposed development to its heritage, character or amenity value.

It generally remains a concern that the existing varied use of the canal corridor and reservoir has not been fully understood by the Applicant and thereby the resulting impacts of the development or requirement for particular mitigation not fully appreciated.

The Trust consider that to ensure the impacts to the canal corridor and reservoir are minimised it is essential that the height of the landscape bunds are set as part of the DCO and put in place across the site within the first phase of development.

The Trust consider that a 150m consultation buffer should be included within the Protective Provisions.

Bridge Crossings

The layout and design for the proposed road bridge crossing and surrounding pedestrian / cycle linkages have altered significantly from that presented as part of the pre-application consultations.

The bridge layout and design, as currently shown within submitted documents refs: 2.17, 2.18A & 2.18D, is not acceptable to the Trust due to:

- Proposed bridge span
- Retention the existing access track to Gravelly Way Farm
- Offside abutment
- Design
- Parapet design

Existing Bridge Crossings

There are currently 2no. canal bridges at Gravelly Way (bridge nos 78 & 78a) the proposed development will result in 3no. bridges being in close proximity to one another. The Trust are concerned with the visual impacts this arrangement will have on the setting, character and user experience of the canal corridor.

The Trust consider that the existing road bridge (no.78a) should be removed as part of the proposals to mitigate the impact of the new road bridge on the character / setting of the canal corridor and the user's experience and to enhance the setting of the existing brick arch bridge (no.78) which is an original feature of the canal corridor.

The Trust consider that as a Requirement in the DCO a detailed assessment of the suitability of Bridge 78 to support additional pedestrian / cycle traffic from the development should be undertaken. This should then be used to inform the pedestrian / cycle connections across the canal and to the towpath and the extent of any restoration works required.

Provision should also be made for the removal of Bridge 78a.

Impact on towpath

The canal is identified as a principal pedestrian / cycle route to the site. The proposal does not include any enhancements to the canal corridor outside of the WMI Order Limits.

The canal provides a key traffic free pedestrian and cycling route and the development will result in increased footfall on the towpath within and outside the WMI Order Limits. The towpath could not currently support this additional footfall.

Limiting the canal enhancements to within the site does not seek to fully unlock its potential and this will impact on the delivery of a full and comprehensive network of pedestrian and cycle infrastructure to serve the proposed development.

The CES should extend beyond the WMI Order limits covering the towpath from Penkrudge to Junction 2 of the M54.

An assessment of the towpath corridor along this length of canal should be undertaken. This should include a towpath width survey, assessment of existing access points to the towpath and requirement for any new access points.

This baseline assessment should then be used to inform detailed mitigation works to be completed as part of the CES. This should be included as a Requirement within Schedule 2 of the DCO.

Impact to Calf Heath Reservoir

The Trust are concerned with the overall impact of the development on the visual amenities and impacts to users of the reservoir, such as the sailing club and, as above, consider strategic landscaping should be installed as part of the first phase of the development.

The submitted plan 'Works Associated with Canal & River Trust Ditch Network' (1516-0425-WDK-SI-C-301-012) (Document 6.2 - Appendix 16.3) needs to be amended to show the entirety of the ditch course around the reservoir and show provision of a 5m wide maintenance strip to the ditch course.

Natural Environment (inc Noise & Air quality)

The Trust remain concerned with the impact of the predicted noise levels for various locations along the canal and the impact this will have on the amenity and users of the canal corridor and Calf Heath reservoir.

The development has the potential to 'sterilise' this stretch of canal and reduce its attractiveness as a leisure facility and affect business operations at the marina / reservoir / moorings along the canal corridor.

The Trust consider further work in relation to the noise impacts to the canal is required though as a minimum and, as outlined elsewhere, the strategic landscaping should be put in place as part of Phase 1 to aid in mitigating some of these impacts.

The Protective Provisions should include wording to clarify that FAL's indemnity to the Trust shall include any loss sustained by the Trust in the event that the Trust's tenants / licensees terminate their agreements in respect of the use of the waterway as a consequence of the effects of the DCO.

Surface Water Discharge

Surface water discharge from the whole site to the canal may be feasible. An application for SWD to the canal has recently been submitted to the Trust and is currently being considered.

Anne Denby, Area Planner

Anne.denby@canalrivertrust.org.uk

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