SA/ED28

LYNG INDUSTRIAL ESTATE

LYNG LANE, WEST BROMWICH

BLACK COUNTRY GROWTH POINT DEVELOPMENT FRAMEWORK




FEBRUARY 2011

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This document has been prepared by

Spatial Planning Division,
Sandwell MBC,
Development House,
Lombard Street,
West Bromwich,
West Midlands,
B70 8RU.

For further information, telephone **0121 569 4128** or email **ldf_planning@sandwell.gov.uk**

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1 INTRODUCTION

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INTRODUCTION

Sandwell Council is seeking transformational change. The challenge is to create cohesive, healthy and prosperous communities with equal access to a mix of affordable and aspirational housing, and a range of community services and facilities.

The Council has recently been successful in obtaining 'Growth Point' funding, in conjunction with other Black Country authorities. The emphasis of the Growth Point Programme of Development is on measures to accelerate land use transformation, assisting land assembly, relocation of businesses and site decontamination. These have to be in conjunction with investments in infrastructure (particularly transportation) and enhancement of the social and green infrastructure, as well as continuing to provide employment sites for modern needs.

In Sandwell, a number of Priority Housing Projects have been identified, including the Lyng Industrial estate. The Project proposes the redevelopment of marginal or redundant employment land to provide approximately 450 dwellings.

This document seeks to provide information and guidance for developers, and form the basis of further consultation. This Development Framework represents the Council's preferred option for development of the site. The framework allows for changes within it over time to take account of changing circumstances.

Study Objectives

The key delivery objectives for the Lyng Industrial Estate Study are:

1. A development framework showing a preferred option for comprehensive development of the site.

2. Identification of the most appropriate way in which to provide access to the site for both vehicular and pedestrian movement, set within any approved transportation schemes or strategies.

3. Assessment of the likely contamination of the site given the existing and past uses within the area and costings for the reclamation of the land, together with identification of any other constraints on the future use of the land such as the location of hazardous premises.

4. An understanding of the physical capacity of the site to accommodate the built form proposed. This should make reference to proposed densities across the site, how the built form will reflect the existing urban fabric and how other social, green, or transportation infrastructure may impact on the amount of housing to be provided.

INTRODUCTION

Location of Development Site

To West Bromwich

To Oldbury

To Smethwick

2 POLICY CONTEXT




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POLICY CONTEXT

There is a wide raft of policy, which is relevant to the Lyng Industrial Estate. This is explained below.

2.1 National Policy

PPS1 – Delivering Sustainable Development (2007)

The Government is committed to developing strong, vibrant and sustainable communities and to promoting cohesion in both urban and rural areas. This means meeting the diverse needs of all people in existing and future communities, promoting personal well being, social cohesion and inclusion and creating equal opportunities for all.

PPS3 – Housing (2006)

The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

PPG13 - Transport (2001)

This PPG provides guidance on transport issues including public transport, car parking, traffic management, walking and cycling and the inter-relationship with the planning process.

Photos: CABE award winning residential schemes

2.2 Sub Regional

Black Country Joint Core Strategy (2011)

The Core Strategy is a spatial planning document (dealing not only with land use but also environmental, economic and social issues) that sets out the spatial vision, objectives and strategy for future development in the Black Country up to 2026. The Joint Core Strategy sets out the regeneration corridor approach and contains broad proposals, core policies and a monitoring and implementation framework. The Lyng Industrial Estate is located within West Bromwich Strategic Centre and Regeneration Corridor 12 (RC12).

West Bromwich Strategic Centre is due to experience major change as a result of a number of significant development proposals, which provides the opportunity to provide high quality environments. The West Bromwich of 2026 will offer a wide range of high quality retail,employment, leisure, cultural, civic and public services with opportunities for sustainable living. This will all be served by high quality public spaces and linkages all supported by an integrated public transport system.

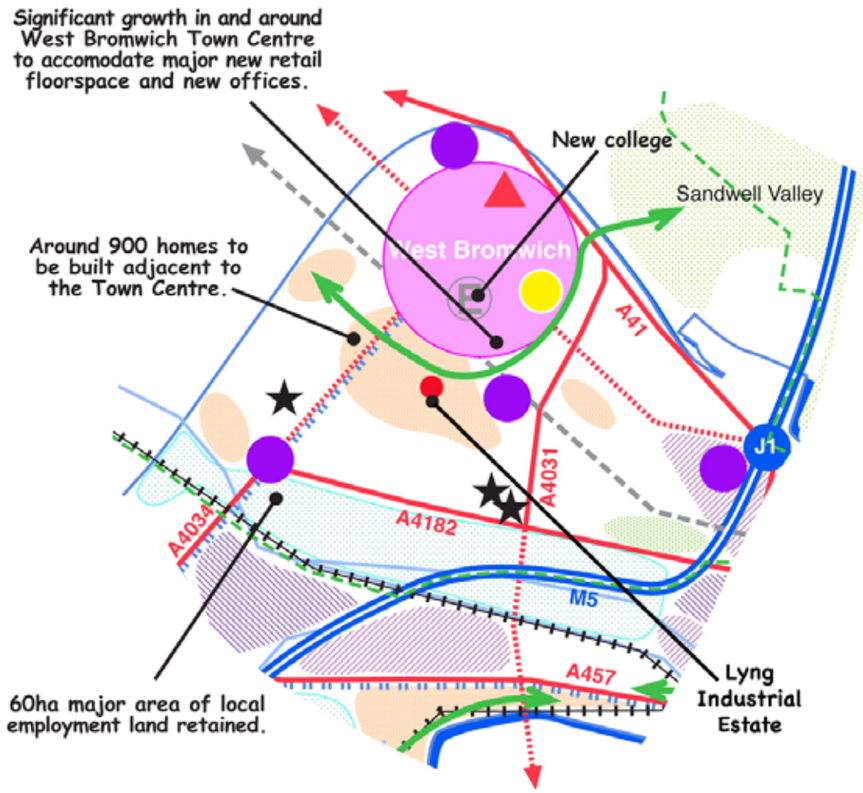
RC12 is envisaged to provide significant employment growth / consolidation and pockets of significant housing growth, particularly adjacent to the town centre.

New Sandwell College - West Bromwich


New Retail Extension - West Bromwich


The Public - West Bromwich

Extract from the Black Country Joint Core Strategy - Regeneration Corridor 12



POLICY CONTEXT

Features

The corridor benefits from good transport links via the West Coast Mainline – Sandwell and Dudley, Smethwick Galton Bridge and Smethwick Rolfe Street Stations, The Jewellery Line – Langley Station, Smethwick Galton Bridge and Hawthorns Interchanges and the Wolverhampton to Birmingham Metro Line.

West Bromwich Strategic Centre is seen as pivotal to attracting retail, leisure and office growth within the Borough.

Opportunities

There are opportunities for continued growth and expansion of West Bromwich Town Centre, the concentration of quality employment land associated with the strategic highway network and residential led regeneration in outmoded employment locations.

Spatial Strategy

The corridor is the gateway to the Black Country from the south and London via the national road network (M5 and M42)) and rail and extends to within 3 miles of Birmingham City Centre. A significant level of employment land of various types will be retained within this corridor, with the ambition to uplift it to High Quality*. Considerable opportunities for employment will also be available through new office development within West Bromwich Town Centre. The town centre will also see a big change in its retail and education offer with the construction of new shops and a new building for Sandwell College.

(*Black Country Core Strategy - Publication Document - November 2009).

New Sandwell College - West Bromwich

The Economy, Employment & Centres

There are opportunities for significant retail expansion within West Bromwich Strategic Centre, combined with Oldbury Town Centre, which already provides a significant edge of centre retail offer.

Transport and Accessibility

West Bromwich Town Centre public transport interchange
M5 Junctions One and Two
Junction/Highway Improvements

The most relevant policies in the Black Country Joint Core Strategy (though this is not an exhaustive list) include:
Policy DEL2: Managing the Balance Between Employment Land and Housing
Policy CSP1: The Growth Network
Policy CSP3: Environmental Infrastructure
Policy CSP4: Place Making
Policy CSP5: Transport Strategy
Policy HOU1: Delivering Sustainable Housing Growth
Policy HOU2: Housing Density, Type and Accessibility
Policy HOU3: Delivering Affordable Housing
Policy HOU5: Education and Healthcare Facilities
Policy EMP1: Providing for Economic Growth
Policy CEN1 The Importance of Black Country Centres for the Regeneration Strategy
Policy CEN2 Hierarchy of Centres
Policy CEN3: Growth in the Strategic Centres
Policy CEN6: Meeting Local Need for Shopping and Services
Policy CEN8: Car Parking in Centres
Policy TRAN1: Priorities for the Development of the Transport Network
Policy TRAN2: Managing Transport Impacts of New Development
Policy ENV3: Design Quality
Policy ENV5: Flood Risk, Sustainable Drainage Systems and Urban Heat Island
Policy ENV6: Open Space, Sport and Recreation

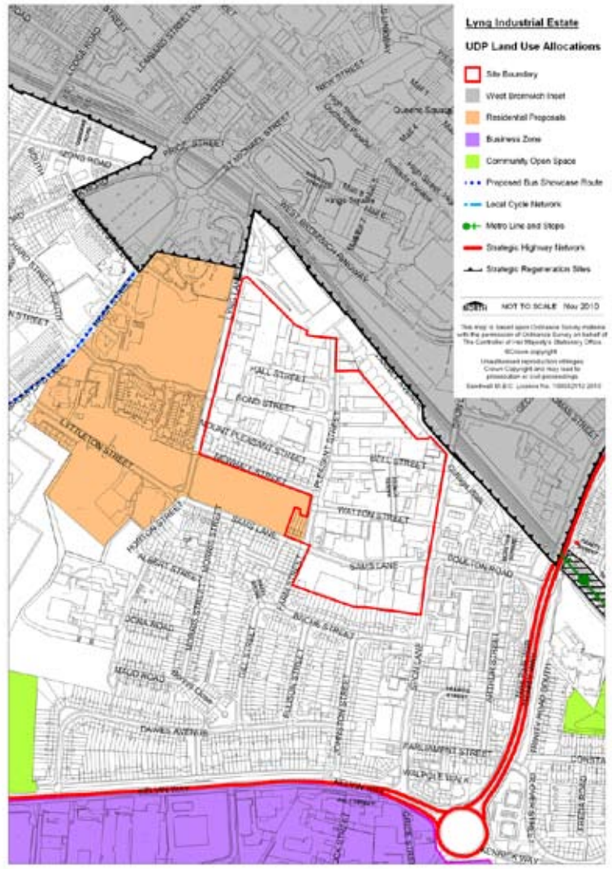
2.3 Local

Sandwell Unitary Development Plan (2004)

The Sandwell Unitary Development Plan (UDP, 2004) provided the local land use planning framework for bringing forward development within the Borough prior to the introduction of the Local Development Framework. The UDP (2004) has now been refined to account for the Joint Core Strategy (2011) (with which it now combines to provide the land use planning framework) in order to remove duplicated policies. These two documents will continue to provide the local planning framework until the adoption of the Site Allocations and Delivery DPD, which will provide specific new land use proposals and new policies that will replace the remaining content of the UDP (2004).

The Lyng Industrial Estate is not allocated within the UDP (2004) and is situated to the south of West Bromwich Town Centre, which is designated as a Strategic Regeneration Site. The site is well connected given its proximity to the town centre, public transport interchange and the local cycle route network. The site benefits from local biodiversity assets in the form of a SLINC and wildlife corridor.

The most relevant UDP policies include:
Policy H3: Windfalls
Policy OS5: Community Open Space
Policy OS8: Community Open Space in Association with New Housing Development



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POLICY CONTEXT

Site Allocations and Delivery (SAD) Development Planning Document (DPD)

Emerging policy in the form of the SAD DPD is under preparation. The SAD DPD will consolidate the regeneration corridor strategy for Sandwell, with a detailed approach to site specific proposals within each corridor. The Lyng Industrial Estate is located within the employment led Regeneration Corridor 12: Oldbury, West Bromwich, Smethwick. However, for the time being, the site will not be identified within Regeneration Corridor 12 due to the Lyng Industrial Estate being subject to the separate West Bromwich Area Action Plan process.

The opportunities for residential development are primarily within underused or poorly located employment areas. It is considered that the more recent, fit for purpose and strategically located employment areas will be retained during the plan period. The continued growth and expansion of West Bromwich Strategic Centre, will provide a high quality shopping environment with leisure opportunities, significant office employment and residential development.

West Bromwich Area Action Plan (AAP)

Emerging policy in the form of the West Bromwich AAP is currently under preparation and upon adoption will provide the planning framework for the town centre and immediate surrounds. The Lyng Industrial Estate is identified within the West Bromwich Area Action Plan: Preferred Options (2008) as being a suitable site for housing growth.

Consultation on the proposed changes to the West Bromwich AAP: Preferred Options is scheduled to run during January-March 2011, with Publication set for August 2011, Submission during October 2011, Examination January 2012 and Adoption during Spring 2012.

New Office Development - All Saints, West Bromwich

3 THE SITE

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3.1 Site History

The earliest available plans, (County Series 1890) show that the site is occupied by predominantly residential properties and the majority of the current road structure is already in place. There are four iron foundries shown within the site, three off Watton Street. Bullocks Farm is shown south of Sams Lane within the site.

GroundSure

Site Details:

Lyng Industrial Estate,, Lyng Estate,, West Bromwich,, West Midlands

Client Ref: Lyng Industrial Estate
Report Ref: HMD-310-767600
Grid Ref: 400487, 290645

Map Name: County Series
Map date: 1890
Scale: 1:2,500
Printed at: 1:2,500

Surveyed 1890
Revised 1890
Edition NA
Copyright NA
Levelled NA

Surveyed 1890
Revised 1890
Edition NA
Copyright NA
Levelled NA

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W: www.groundsureinsight.com

Production date:08 April 2010

THE SITE

By 1919, land adjoining Bullocks Farm had been developed for residential use and Sponwell Brewery had been established on the corner of Sams Lane and Spon Lane.

GroundSure

Site Details:

Lyng Industrial Estate,, Lyng Estate,, West Bromwich,, West Midlands

Client Ref: Lyng Industrial Estate
Report Ref: HMD-310-767600
Grid Ref: 400487, 290645

Map Name: County Series
Map date: **1919**
Scale: 1:2,500
Printed at: 1:2,500

Surveyed 1919
Revised 1919
Edition NA
Copyright NA
Levelled NA

Surveyed 1919
Revised 1919
Edition NA
Copyright NA
Levelled NA

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Production date:08 April 2010

THE SITE

The County Series of 1936-1938 show that a number of the foundries have been extended. Sponwell Brewery is no longer recorded and a Club now replaces Bullocks Farm.

GroundSure

Site Details:

Lyng Industrial Estate,, Lyng Estate,, West Bromwich,, West Midlands

Client Ref: Lyng Industrial Estate
Report Ref: HMD-310-767600
Grid Ref: 400487, 290645

Map Name: County Series

Map date: 1936-1938

Scale: 1:2,500

Printed at: 1:2,500

Surveyed 1936
Revised 1936
Edition NA
Copyright NA
Levelled NA

Surveyed 1938
Revised 1938
Edition NA
Copyright NA
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THE SITE

By 1958, further industrial development (recorded as "Works") has occurred within the site.

GroundSure

Site Details:

Lyng Industrial Estate,, Lyng Estate,, West Bromwich,, West Midlands

Client Ref: Lyng Industrial Estate
Report Ref: HMD-310-767600
Grid Ref: 400487, 290645

Map Name: National Grid

Map date: **1958-1959**

Scale: 1:1,250

Printed at: 1:2,500

Surveyed 1958 Revised 1958 Edition NA Copyright 1959 Levelled 1956	Surveyed 1958 Revised 1958 Edition NA Copyright 1959 Levelled 1956
Surveyed 1958 Revised 1958 Edition NA Copyright 1956 Levelled 1956	Surveyed 1958 Revised 1958 Edition NA Copyright 1956 Levelled 1956

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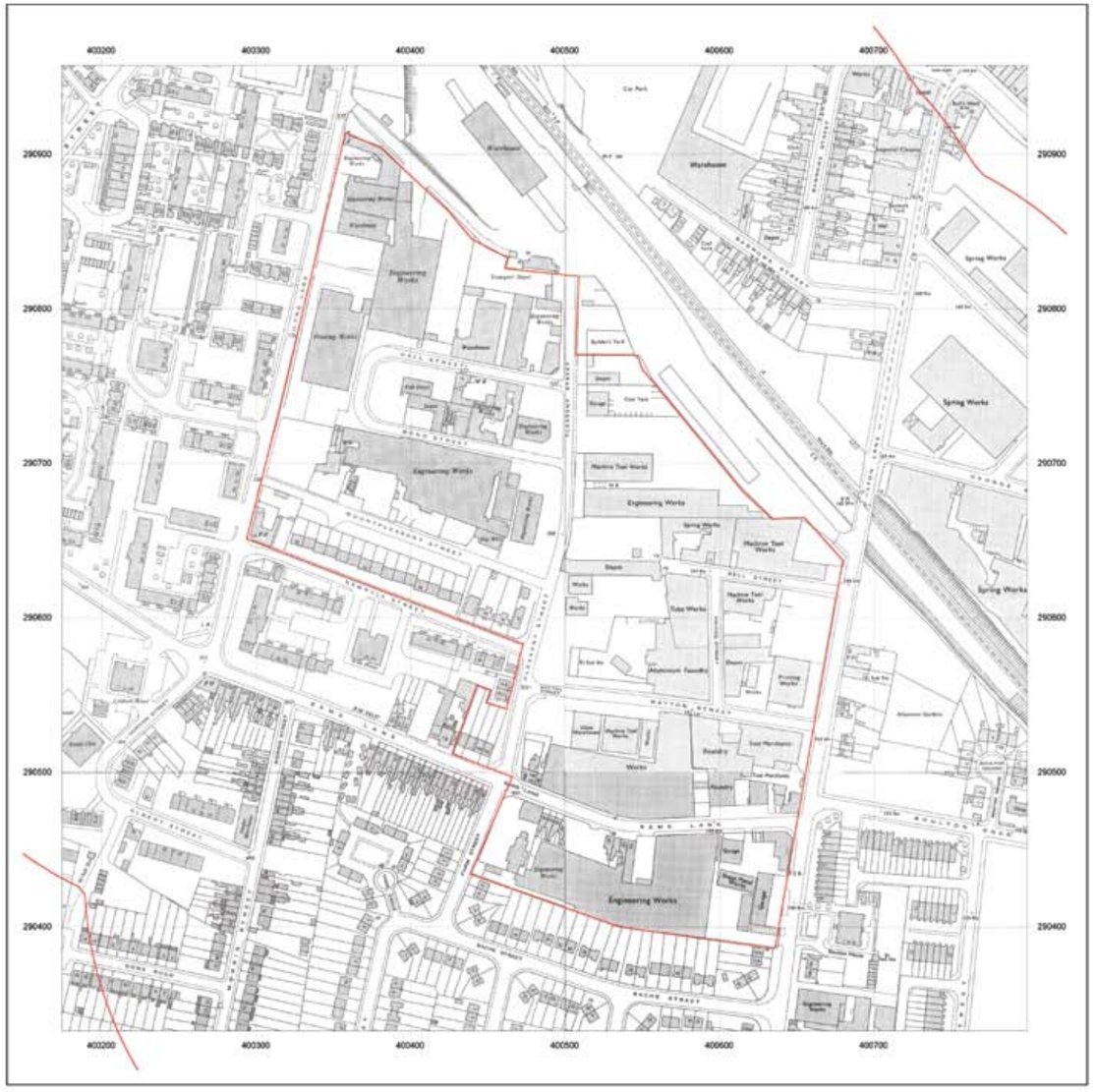
Production date:08 April 2010

THE SITE

The National Grid Map of 1969-1974 indicates that significant redevelopment has occurred within the site and many of the residential properties have been replaced with industrial buildings.



GroundSure

Site Details:

Lyng Industrial Estate,, Lyng
Estate,, West Bromwich,, West
Midlands

Client Ref: Lyng Industrial Estate
Report Ref: HMD-310-767600
Grid Ref: 400487, 290645

Map Name: National Grid

Map date: **1969-1974**

Scale: 1:1,250

Printed at: 1:2,500

Surveyed 1958 Revised 1968 Edition NA Copyright 1969 Levelled 1962	Surveyed 1958 Revised 1970 Edition NA Copyright 1971 Levelled 1962
Surveyed 1958 Revised 1968 Edition NA Copyright 1969 Levelled 1956	Surveyed 1958 Revised 1974 Edition NA Copyright 1974 Levelled 1956

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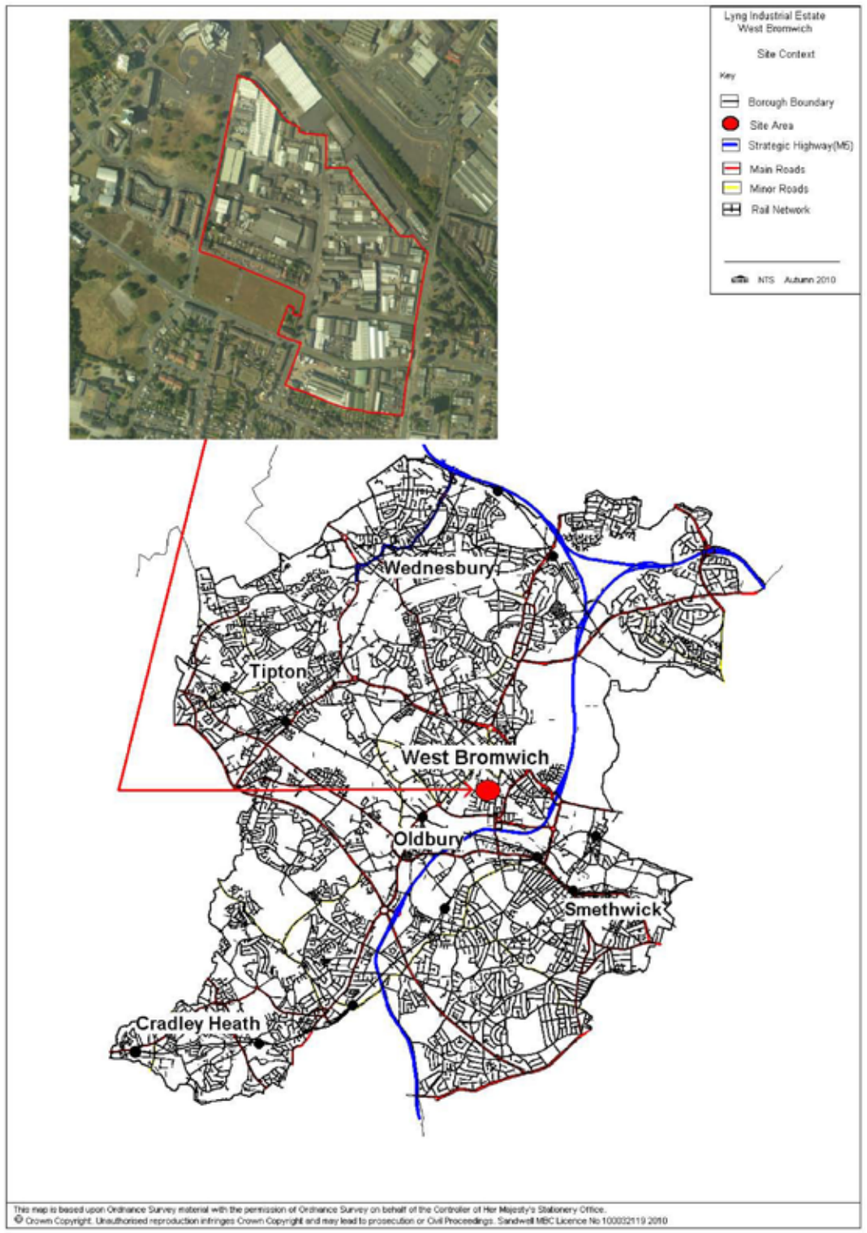
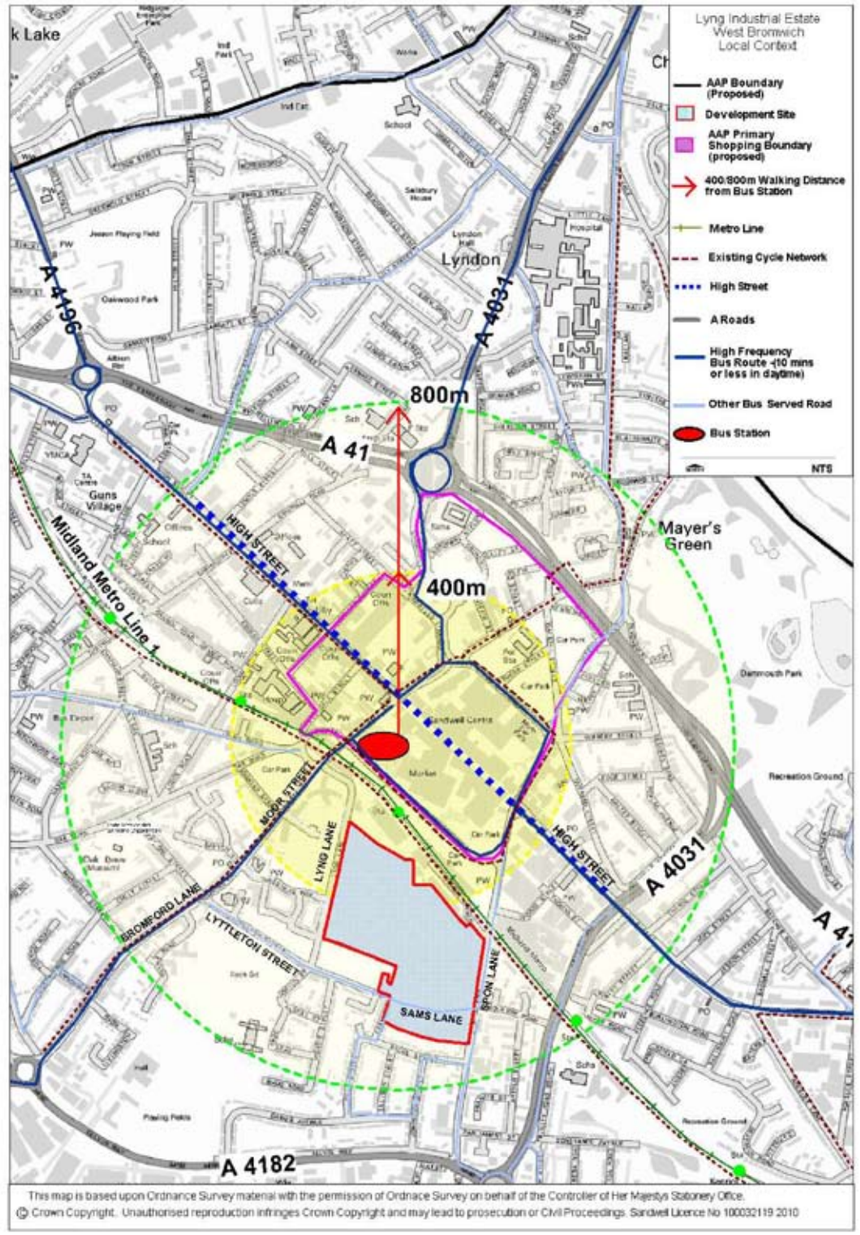
Production date:08 April 2010

3.2 Site Context

The plans show the site's location within Sandwell, and its local context within West Bromwich, including walking distance from the Town Centre.

The series of photographs in and around the site depicts existing uses and examples of the built form around it. This is complemented by a more detailed area analysis.





3.3 Area Analysis

This area analysis builds upon the appraisal of the site context and history summary. A photographic survey provides a good basis to understand the site area and its immediate surroundings.

The Lyng Industrial Estate lies to the south of West Bromwich Town Centre between Spon Lane and Lyng Lane, bound by Spon Lane trading estate and Commercial Buildings along the northern edge, shown by photos 32/33 36 which are then bound by the Midland Metro Line towards the Town Centre. There is a strategic pedestrian link running along Lyng Lane that connects to the town centre shown by photos 34/35.

There is a key primary east west vehicular/pedestrian link along Sams Lane to the South, shown by photos 19/20, which connects to the main north/south links externally to the site of Bromford Lane and Spon Lane. Sams Lane feeds into Lyng Lane which part bounds the western edge of the site and both roads collectively feed smaller secondary and tertiary streets for the site and wider area. These connections have shape the physical built environment around it.

Land Uses

The immediate site is occupied by a number of commercial uses including office, light industry and more heavy industrial operations in varying states of disrepair. This mix of commercial uses renders the area in poor environmental condition, a situation that is likely to continue. External to the site is the new expansion of residential on the Lyng residential site and further landmark profile buildings such as the Health Centre, mixed use buildings on Moor Street, a new police station and college building at the edge of town centre which are promoting the economic regeneration of the area.

The site is immediately adjacent to the Lyng Regeneration area, which has received full planning permission for the latter phases of wider integrated residential development securing a further 364 units including a new housing office and supporting public realm works.

This development has provided a broad density range of 60-70 dwellings per hectare across the site. On site works will commence shortly. This, together with the completed early phases will introduce back into the area new, high quality family residential living environment in an important location close to the town centre and public transport interchange.

There appears to be no real pattern to the types of business or concentrations of particular users to any particular part of site. This has therefore led to quite a fragmented collection of building types and structures, although notably the maximum storey height is typically no more than 2/2.5 storeys with a large proportion of single storey shed structures across the site. There appears to be no real consistency in terms of the size of building therefore varying levels of scale, proportion and general massing is quite prevalent.

The site area does host two specific areas of existing residential notably fronting Newhall Street and fronting the corner of Sams Lane and Pleasant Street.

Built Form

The Industrial estate has evolved over time with residential sharing predominantly its eastern, western and southern boundaries. This can be shown typically through photos 6 to 33. In terms of residential the urban grain predominantly consists of between 2-3 storey dwellings that offer differing forms of type and spatial plot arrangements. The existing residential within the site is illustrated through photo’s 6 and 16 and some of the newer residential as part of the first approved phase seen by photo number 4.

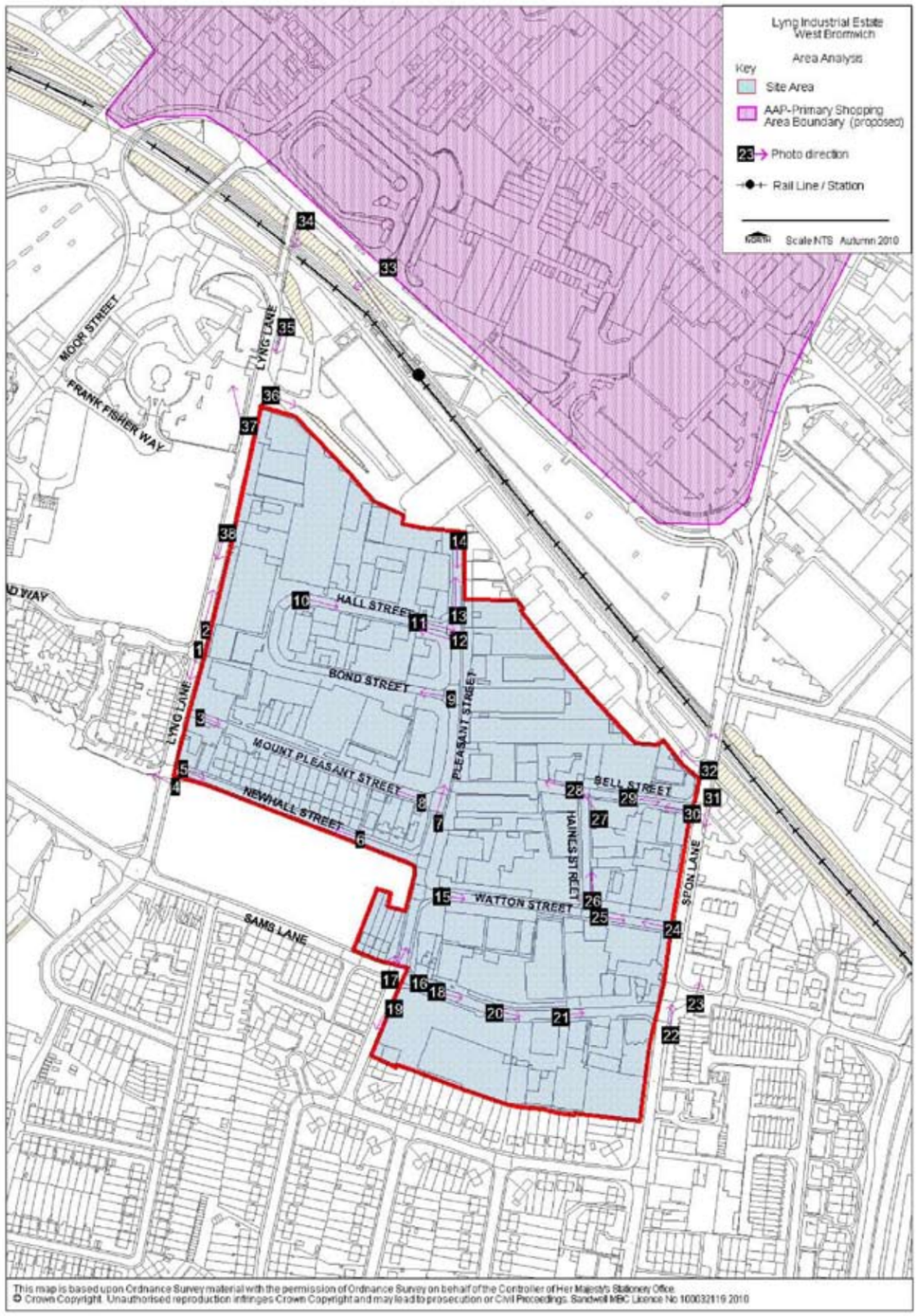
The existing housing together with road hierarchy and wider public realm has helped define the character and sense of place of the area.

External to the site area there are 3 high rise blocks, 2 situated to the west along Bromford Lane and the other on Spon Lane which also contains a small cluster of single storey bungalows leading towards the metro line as seen by photo number 23.

The newly approved residential scheme builds upon the first phase of new residential for the Lyng Regeneration site which has seen clearance of older housing stock which included high rise structures and replaced with modern sustainable residential living. This progressive development aims to bring about a new quality urban environment which in tandem with the new approved phase will introduce new character areas born out of the design, typically introducing higher density forms of housing provision towards the north of the site which is naturally closer to the town centre and less dense pattern of development moving south. An integrated framework of green open spaces runs through the scheme. The character areas will help integrate more fully with the surrounding urban fabric and be appropriate in context.

The ongoing housing development will provide a range of units offering differing scale and density which provides a range of architectural styles and coding helping to give the area visual quality and richness. This is coupled by the public realm areas and new movement hierarchy to help define its character and reinforce its sense of place.

THE SITE

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Sandwell Metropolitan Borough Council

THE SITE


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There are a couple of older industrial buildings identified along Bell Street which provides a unique quality environment borne mainly out of their visual presence, massing and enclosure to the street. These are shown by photos 27/28.These buildings offer a strong level of architectural coding and detail that should be recorded and be effectively used within this area to reinforce character and define the character of new residential development.

An example could be to develop out a mews style street and space and would therefore be proactively encouraged in terms of celebrating the areas industrial legacy and heritage. This area could be considered in supporting a shared live/work environment given its location and physical connections to the town centre.

It is envisaged that any new residential development will build upon, integrate and provide a harmonious relationship with the adjoining proposed scheme whilst also being responsive to its particular environment and context and in doing so developing a scheme which is economic and efficient in terms of land use.

Street Hierarchy

The historical and industrial legacy has helped shape the pattern of movement in relation to the street hierarchy.

The primary route running east/west through the site is Sams Lane, which connects to other primary routes of Bromford Lane and Spon lane which run north/south linking to the town centre. To the north of the site lies Spon Lane trading estate and Commercial units which is further bound by the Midland Metro line. Both these uses have direct vehicular access off Spon Lane and Lyng Lane respectively. There is no through access both for vehicular and pedestrians along this northern edge of the site.

From the Primary route off Sams Lane the immediate site is served by series of secondary and tertiary streets which are in various states of physical condition. The existing industrial uses and relationship with the residential only exacerbates the poor physical environment created which has a negative affect on the quality of space and the physical experience gained moving through the site.

THE SITE

An example would be the pedestrian link from Lyng Lane to Mount Pleasant Street which due to the poor interface of uses spatially the conditions provides a very unwelcome place and environment to be in.

The existing north/south linkages are a strong characteristic of the site with the tertiary streets contributing in establishing a much restricted pattern of movement through the site and onto the wider adjoining area. The key aspiration of the framework is to try and guide a pattern of further development that provides much improved vehicular and pedestrian permeability running east west and in doing so integrating linkages in a more sustainable way.

More recently the immediate and adjoining residential stock is seeing change in housing type and form particularly relating to design and spatial arrangement. Much of the older stock which exists and which has now been cleared was designed to meet different patterns of social lifestyles which in many ways are different to today's needs.

The redevelopment proposal offers a real change to promote a well-connected and integrated residential scheme that, given its links to the town centre, its access to local and wider services and facilities, means a sustainable approach needs to be encouraged.

New Sandwell College - West Bromwich

THE SITE

The plan on this page shows the existing analysis of vehicular and pedestrian movement of the site and in relation to the street network developed by the approved Lyng residential development.

North South Axes

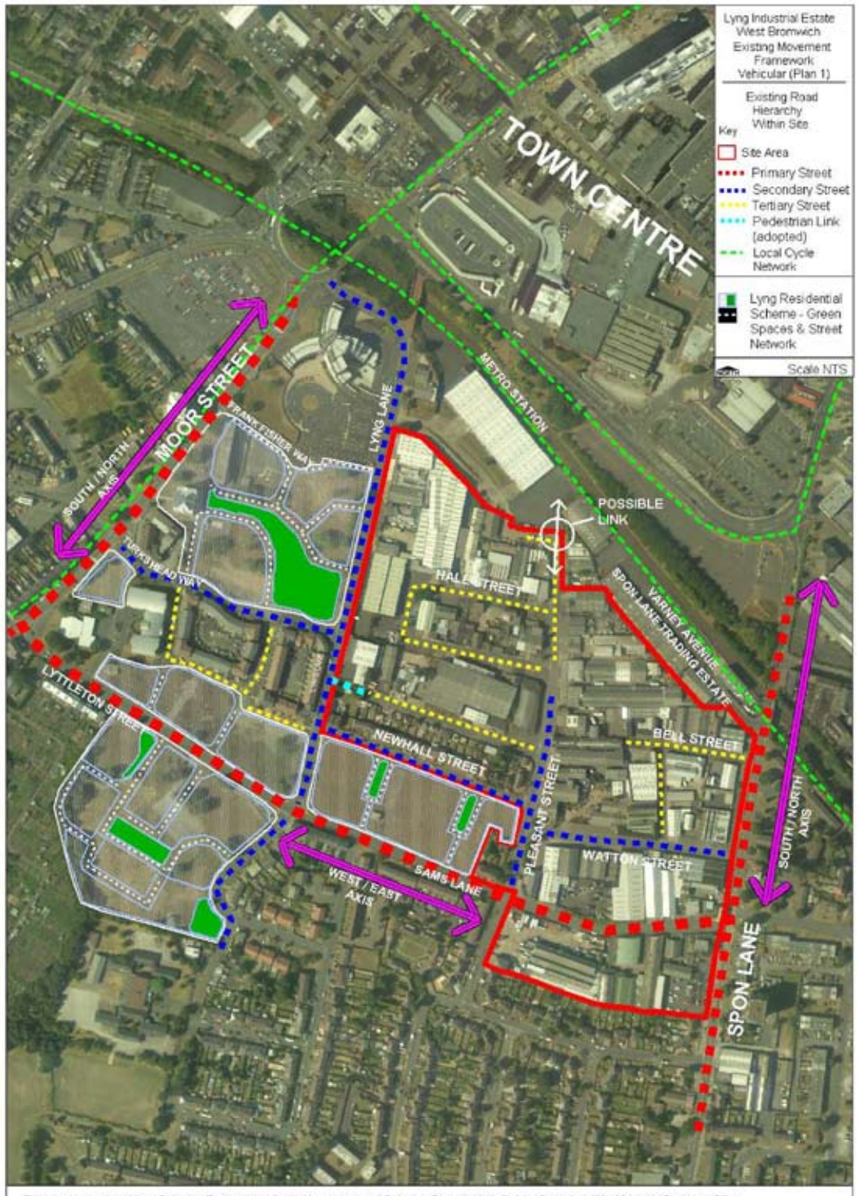
The principle north south axis will run from the south at Sandwell and Dudley station, up Bromford Lane through the core of the town centre and out across All Saints Island on the Expressway. This is a key public transport route which will be supported by recent and planned developments to reinforce the corridor as a main access to the town. The need to encourage and improve pedestrian access to, along and across it through safe direct crossing points and high quality treatment, will be promoted whilst seeking to reduce the impact of traffic on the environment.

The same consideration will be given to the other axes to the west and east that are likely to see significant change as a result of development opportunities. The north/south axis running along Spon Lane; Bull Street onto Reform Street provides the opportunity to provide a high quality "boulevard" linking the south of the town with Dartmouth Park and Sandwell Valley beyond.

Plan 1 - Vehicular Movement

The site is connected by the primary north/ south axis of Bromford Lane and Spon Lane and east/west along Sams Lane and Lyttleton Street running through the site.

There is a series of secondary and tertiary streets that run through the site linking to Spon Lane and onto Lyng Lane which connect into the existing and newly approved street network of the residential development. There is an opportunity to connect more fully into the approved residential scheme particularly along the east/west axis which is constrained at present by physical built form. Introducing new streets will break this barrier and help connect visually and physically with the new scheme and provide a more integrated sustainable pattern of street network. The hierarchy of streets and spaces will build upon the approved scheme.



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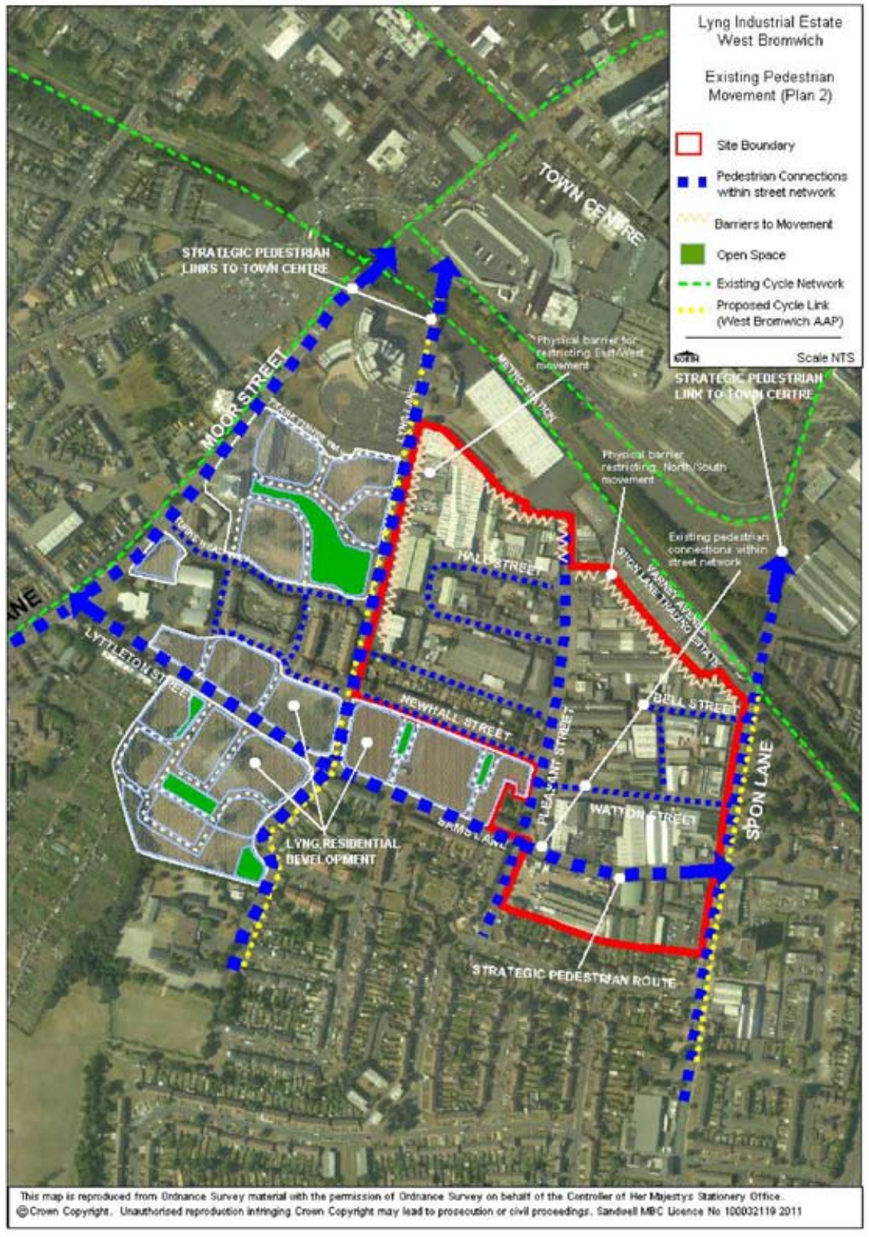
Plan 2 – Pedestrian Movement

The existing street hierarchy provides a series of primary, secondary and tertiary links in and through the site. There is no access into the Spon Lane trading estate and commercial premises off Lyng Lane along the northern boundary of the site. Given the uses that occupy this area, it may be feasible to promote some form of pedestrian access along this boundary linking with the Metro station; but it may present many issues over physical construction, topography, security, management of space and land ownership. Gaining metro access is important but opening up access from the southern edge would begin to detract from reinforcing the primary north/south and east/west axes.

Pedestrian access is also prohibited along the east/ west axis particularly from Pleasant Street towards Bond Street and Hall Street areas. There is an adopted footpath link from Mount Pleasant Street to Lyng Lane. North of Spon lane there is much smaller links along Watton Street, Bell Street and Haines Street.

The pedestrian network has a defined hierarchy that should provide a strong physical relationship with the approved scheme and therefore opportunity to promote and define different character areas perhaps similar to the approved residential scheme. The opportunity to break down the physical built areas along Lyng Lane will open up access to this north south axis and provide essential connections into the new residential scheme.



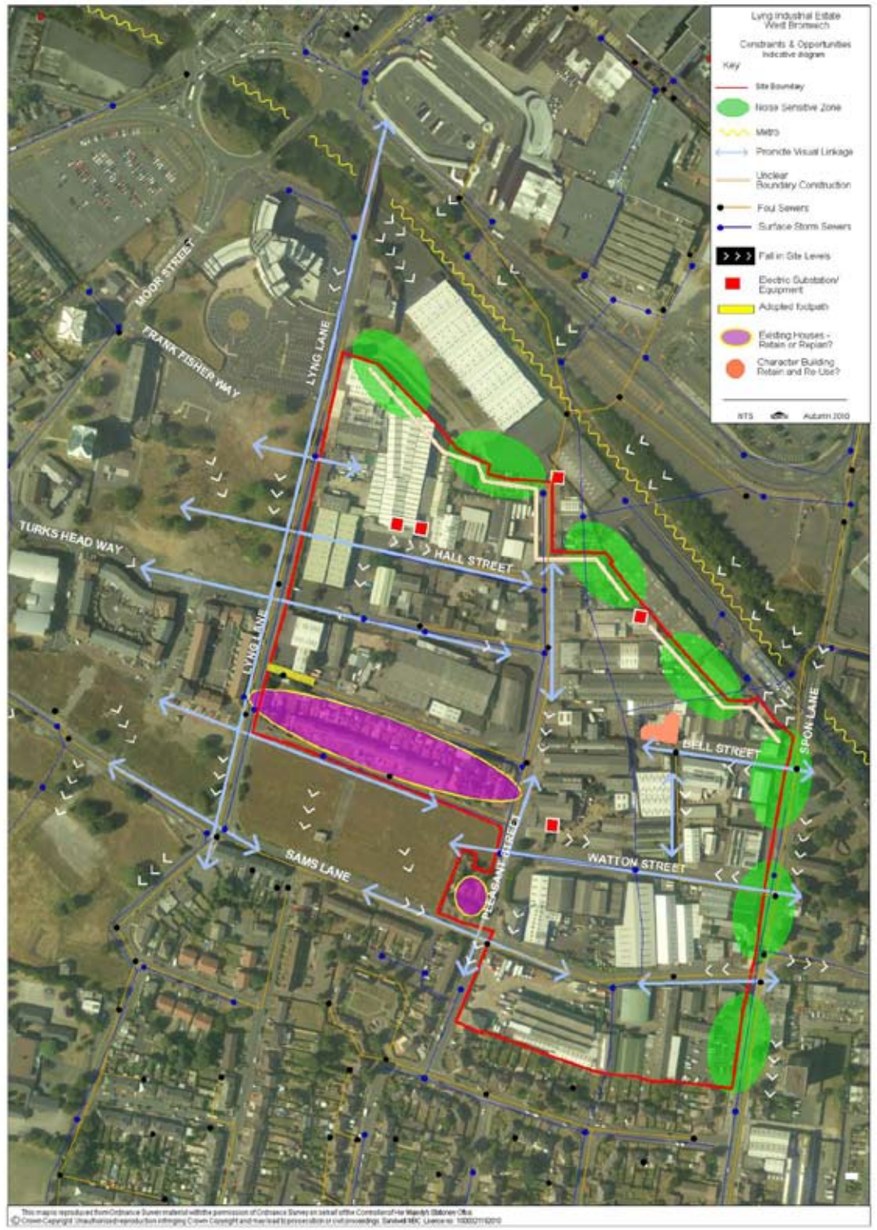
3.4 Constraints and Opportunities

The site is subject to a number of constraints which will either limit the developable area or require mitigating action.

The major constraint is the occupation of the site by industrial premises for a number of years and the likely legacy of contaminated land. A site investigation will be completed by the Council in 2010 but this will be limited and further investigations will be required once a definitive site layout has been prepared.

Other constraints include a drop in levels of 10 metres from the north towards Sams Lane, noise from major roads and transport links on the perimeter of the site, a main surface water sewer running through the middle of the site within private land, the presence of existing residential accommodation in reasonable condition and buildings of historic interest.

The site does however have opportunities. The proximity of the new facilities of the Town Centre and the public transport links provided by Bus and Metro are significant assets for the site.



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3.5 Ground Conditions

Location

The Lyng Industrial Estate is situated between Lyng Lane and Spon Lane, separated from West Bromwich Town Centre by the Midland Metro tram line (OS references 400359-400633 eastings and 290918-290390 northings).

The area currently contains a mixture of industrial premises, many of which are now marginal in terms of viability and most of which are housed in outdated buildings which cannot be economically improved for employment uses.

Land uses to the north within the Town Centre are predominately retail with the areas to the south, west and east being predominately residential. The former high-density, system-built Lyng residential Estate to the west was allocated for residential redevelopment and a Planning Application has recently been submitted by proposed developers for a scheme of over 350 dwellings.

Topography

A topographical survey (outline level survey with spot heights and contours) was carried out by Johnson Poole and Bloomer for the Council in 2010 with funding provided through the Growth Point.

This survey was only a preliminary survey as the work was severely constrained by the presence of buildings over the majority of the site.

It does however provide useful information on the topography of the site and does reveal that the site falls from north to south falling in height from 161 metres above sea level at the north-western corner at Lyng Lane to 150 metres above sea level at Sams Lane on its southern boundary. This topographical survey is available in Autocad format from the Council.

Site History

The history of the site has been investigated as far as possible from the examination of historical maps supplied by Groundsure Limited (Brighton).

1886, 1890 County Series (1:2500 and 1:10,560)

The 1890 County Series indicates the site includes predominantly residential property and the majority of the existing road infrastructure is in place with the exception of Bache Street, and Farm Street (south of Sams Lane). Many of the residential properties are shown to include pumps/wells. Lyng Foundry (iron) is shown fronting Bond Street along with Garter Foundry(iron) adjacent to Pleasant Street/ Watton Street, Spon Foundry (iron) adjacent to Watton Street/ Spon Lane and Britannia Foundry (iron) fronting Sams Lane. A watercourse trending approximately north to south is shown flowing through the eastern part of the site and raised ground is recorded towards the north eastern boundary within the site. Bullocks Farm comprising open fields and associated farm buildings is shown south of Sams Lane within the site. Fields extend southwards beyond the sites southern boundary. Residential properties are shown west of the development site along with a vicarage and school.

A railway and associated sidings and goods sheds is recorded immediately beyond the north/north eastern boundary. Beyond the railway are residential properties along with saw mills, nail works and Victoria Foundry. Residential properties are also shown immediately to the east of the site. Victoria Colliery is indicated some 130m to the south west which includes old shafts and Spon Lane Colliery (disused) 170m to the south. Several collieries (some recorded as disused) and quarried ground are also shown further to the west of the site.

1902 and 1904 County Series (1:2500 and 1:10,560)

Sponwell Brewery and a suspected pit are now shown within the extreme south eastern corner of the site, adjacent to Sams Lane and Spon Lane. An Iron Foundry is also shown within the central area of the site fronting Pleasant Street. A tramline now runs along Spon Lane and the nail works is now an iron and brass foundry.

1913, 1919 and 1921 County Series (1:10,560 and 1:2500)

Residential properties are shown fronting Sams Lane within the southern part of the site and allotments within the northern part of the site. The watercourse is no longer shown at surface flowing through the site however it issues within the southern part of the site suggesting the watercourse is present within a culvert. A tank is recorded within the railway land adjacent to the northern boundary.

THE SITE

1936-1938 County Series (1:2500 and 1:10,560)

On this edition many of the foundries have been extended including Garter Foundry which is now labelled as Eagle Tube Works. Britannia Foundry now extends south of Sams Lane and Sponwell Brewery is no longer recorded. A club now replaces Bullocks Farm and a warehouse is present fronting Hall Street within the site. A chimney is shown north of Bell Street and north of Bond Street within the site. The tank is no longer present adjacent to the northern boundary. Extensive residential development has now occurred south of the development site including houses fronting Bache Street, immediately to the south. Beyond the railway, the saw mills are now recorded as Tallow Works and the iron and brass foundry is now a Spring Works. The tramline is no longer shown along Spon Lane.

1949 and 1958 Provisional and National Grid Map (1:10,560 and 1:2500)

Further industrial development (recorded as 'Works') has occurred both within and surrounding the site. A builders yard is shown north of Hall Street within the site. A garage is indicated fronting Spon Lane within the south eastern corner of the development site. The suspected pit/quarried ground is no longer shown within the south eastern corner of the site.

1969 - 1974 National Grid Map (1:2500)

This edition indicates significant redevelopment has occurred within the site and to the east and west. Many of the residential properties are now replaced with industrial buildings which include; engineering works, printing works, depots, machine tool works, spring works, tube works, foundries (including an aluminium foundry), sheet metal works, a glass warehouse, a transport depot and several garages.

Bond Street and Hall Street no longer continue to Lyng Lane and now form a crescent within the site. Suspected flats are shown west of the development site and beyond the southern boundary, south of Newhall Street. Redevelopment comprising new residential properties and flats is also present to the west. The railway and associated sidings are no longer shown and the goods shed is now recorded as a warehouse.

1978 - 1981 National Grid Map (1:10,000)

This edition does not indicate any significant change to the site itself. The former collieries surrounding the site are no longer shown and extensive development has now occurred.

1983 – 1988 National Grid Map (1:1250)

Several additional industrial buildings are recorded on site including a yard with a weigh bridge, a garage, depot and further works. In particular the former large engineering works between Bond Street and Mount Pleasant Street has been redeveloped and incorporates several new industrial units including a builders yard, warehouse, depot and works. Varney Avenue and several work units now occupy the former railway land to the north of the site.

1991, 1992 and 1996 National Grid Map (1:1250)

This edition does not record significant changes to the site and the immediate surrounding area.

2009 Master Map and National Grid Map (1:10,000 and 1:2500)

This edition does not indicate significant changes to the development site however the residential flats to the south of Newhall Street and west of Lyng Street are no longer shown and is now indicated as open space.

Ground Conditions

In the British Geological Survey Technical Report WA/92/33 'A geological background for planning and development in the Black Country' and its' appended geological plans the site is shown to be clear of Made Ground. However, worked out ground is shown immediately to the north and east which is likely to be associated with the former railway cutting. Made Ground is inferred some 120m to the south and south west and 200m to the east.

The Made ground is recorded to comprise of mainly colliery spoil or domestic, industrial, building and quarry waste or embankments. Raised ground is recorded on the historical maps towards the north eastern boundary within the site. Superficial deposits are recorded across the site in the form of Glacial Till with a tongue of overlying Glaciofluvial deposits which masks the majority of the site except for the southern quadrant. Glaciofluvial deposits typically comprise undifferentiated silts, sands and gravels while Glacial Till deposits comprise pebbly clay with lenses of sand and gravel. The superficial deposits are recorded to depths of between approximately 10m and 15m, increasing in thickness from the south to the north.

Bedrock geology, underlying superficial deposits over the site, is recorded as the Keele Formation, comprising purple – red mudstones and sandstones passing up to orange-red mudstone, siltstone and sandstone.

The site is recorded to be clear of geological faults. The exact nature, extent, physical and chemical characteristics of made and natural horizons beneath the site can only be derived by carrying out a suitably designed ground investigation

In addition, the following potential development constraints are known to affect the site and will need to be considered as part of any proposed redevelopment proposals.

THE SITE

Coal Workings

In house records and Coal Authority report ref 0001500710 indicate that the site is in the likely zone of influence of two seams of coal at 250m and 340m depth which were last worked in 1920. Any ground movement however from these workings should have ceased by now.

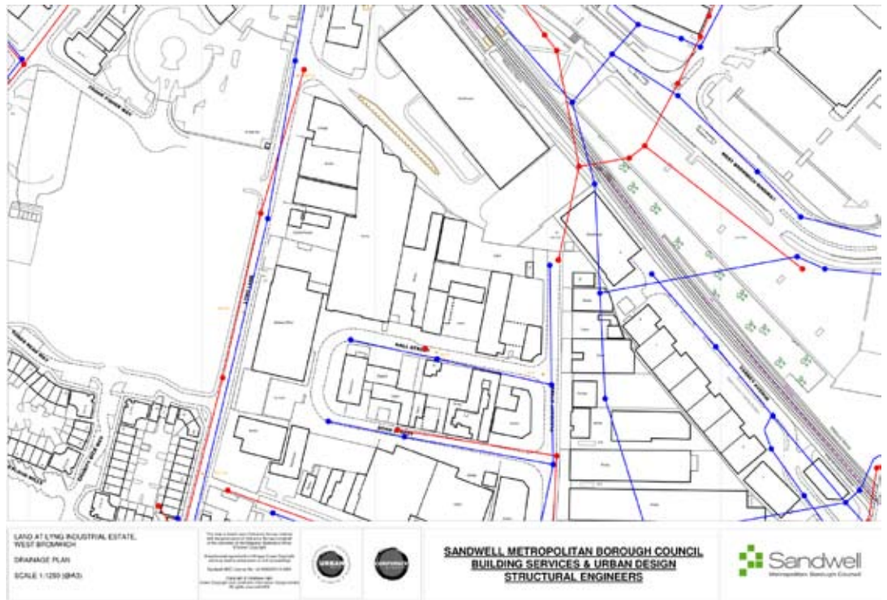
There are no known mine entries on or within 20m of the boundary of the site.

Sewers

The sewer record provided by Severn Trent Water shows that the site is crossed by many lengths of public sewer, the majority within the adopted road network though by no means all. It is likely that some of these sewers will be abandoned and some will need to be diverted. Public sewers on their retained or diverted alignment must be provided with protected strips, centred on the sewer of width 6 metres (<300 diameter) or 10 metres (300<1000 diameter). It seems likely that the arterial storm sewer that runs north – south through the middle of the site, currently predominantly within land in private ownership, will need to be diverted otherwise its alignment could constrain proposed redevelopment. It is noted that such diversions can be protracted matters.

With regard to storm water, subject to the provision of evidence that soakaways would be ineffective or otherwise inappropriate, connections (new or existing) to the arterial storm sewer (on its existing or diverted alignment) would be acceptable.

Connections to retained or diverted public foul sewers would be acceptable. Alternatively, to suit a possible comprehensive redevelopment, connections to the arterial public sewers in both Pleasant Street (if retained) and Spon Lane would be acceptable.



Statutory Undertakers Apparatus

Existing statutory authority apparatus within or traversing the site may pose a development constraint in terms of easements and costs of diversion. Existing service plans indicate extensive services associated with the existing infrastructure. In addition, drainage plans indicate service runs, which also traverse existing premises within the site, possibly reflecting a culverted watercourse, as previously identified within the historical maps. The possibility of unrecorded services being present within the area of proposed redevelopment should also not be discounted.

Ecology (Flora and Fauna)

Constraints (if any) should be assessed by an ecology report, which should be carried out when more extensive access is available to the site.

Contaminated Soil and Ground Water

It is possible that contamination may be present from existing and former features at the site such as the extensive industrial activities. Some contaminants, if present in sufficient concentrations, also have the potential to cause harm to both human health and the built environment. Identifying the presence of and quantifying the potential constraint caused by contaminated soils and / or groundwater can only be determined via a suitably designed ground investigation, incorporating comprehensive chemical and analyses. The control of any potentially contaminated soils and groundwater should be of prime importance during construction works (in accordance with Environmental Protection Act part IIA).

Buried Structures

Buried former and existing structures across the site in the form of footings, basements, weigh bridges, former carriageways, and chimneys located on the site may pose a constraint to any excavation works on site and construction of new foundations for the proposed development.

Poorly Compacted Fill Materials

Made Ground is likely to be present to some extent over the whole site. This may result in poor or differential load bearing characteristics. The degree to which this influences any proposed development will be related to the thickness and composition of material and the load bearing requirements of the proposed development. With the presence of Made Ground, there also exists the potential for excessive differential and / or total settlement, possibly beyond the tolerances of any proposed structures, due to the variance in load bearing capabilities between infilled ground / natural stratum and also artificially hard buried sub structures. Intrusive investigations would be necessary to assess the load bearing characteristics of the soils on site.

Buildings of Historic Interest

Two buildings, Hodson's timber yard and Atlas House, both on Bell Street, were considered worthy of recording by the Council's Conservation Officer though neither were considered to be of such quality to be Listed. The recording of these buildings has been undertaken using Growth Point funding.

Conclusion

Given the ground conditions of the site and the potential development constraints highlighted in the previous section, a preliminary site investigation will be carried out on behalf of the Council in 2010/2011.

Based on historical records and site reconnaissance however, contamination is likely to be present and hence the redevelopment is likely to require further supplementary investigations targeting areas of concern. In addition, supplementary works may be necessary to assist with detailed site specific engineering considerations, based on the finalised development proposals.

It is anticipated that a degree of remediation is likely to be necessary as part of the redevelopment, particularly as residential houses are proposed and both direct (hand to mouth and breathable soil dusts) and indirect ingestion (via consumption of home grown vegetables) of contaminated soils is feasible. Should this be the case then supplementary investigations may also be necessary in order to derive an appropriate remediation strategy and associated validation works undertaken as part of the remediation. A closure report would also be necessary to confirm that the site is suitable for the purpose for which it is intended. At this stage, in the absence of intrusive investigations, it is difficult to estimate the costs associated with these works.

4 DEVELOPMENT FRAMEWORK

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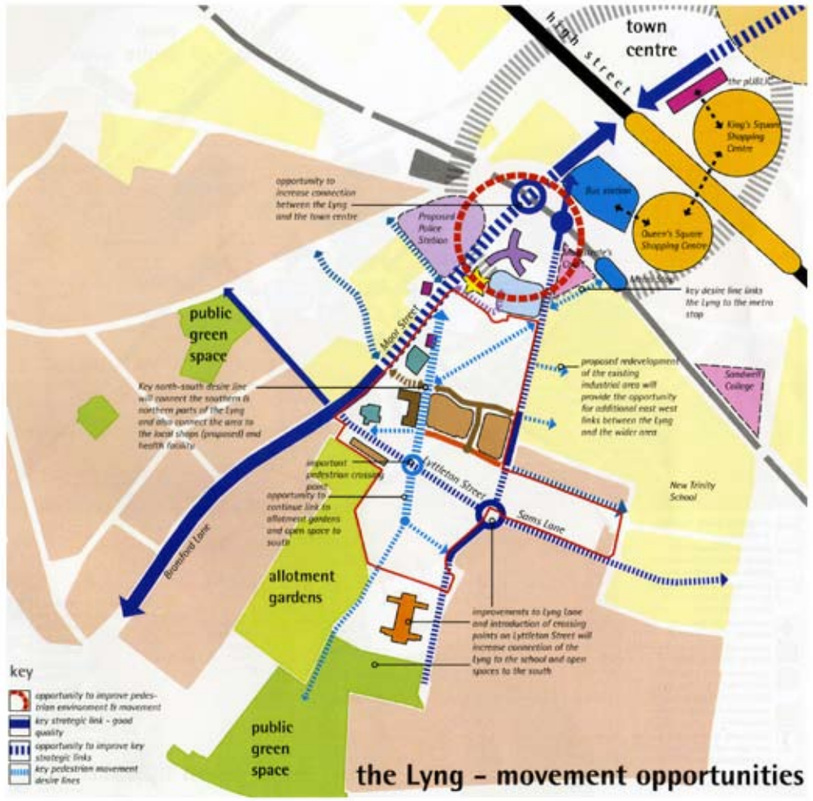
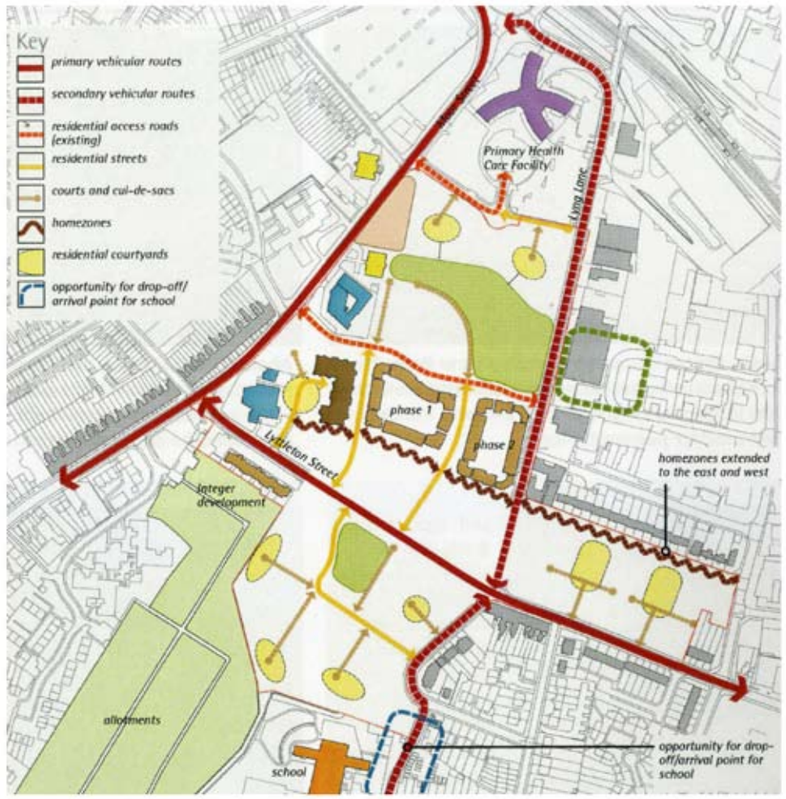
DEVELOPMENT FRAMEWORK





Plan Development

4.1 Rationale

The above illustrations from the adopted Lyng SPD formed the basis to the street hierarchy for the first and latter phases of the Lyng residential scheme. These core principles have shaped this scheme. It is therefore suggested to build upon these strong elements for the Industrial Estate. The principles within this framework are firmly embedded in the detail for the option/illustration provided.

Sandwell Metropolitan Borough Council

DEVELOPMENT FRAMEWORK

The Lyng Industrial Estate development will comprise a new residential neighbourhood. It will be founded on the very best practice in urban design, community integration and sustainable development to provide a comprehensive approach to the site. The aim is to create a development that respects the industrial history and local character of the West Bromwich area, particularly its close proximity to the town centre. The development will promote a high quality design and provide a rich varied townscape with a strong identity, activity and strong sense of place.

The future development should seek to reinforce local character and to strengthen and foster local identity and pride. New developments need to face the street, with buildings on key routes and junctions forming landmarks to aid orientation. The entrances to particular character areas should be highlighted by significant buildings which are easy to identify. Public spaces need active frontages.

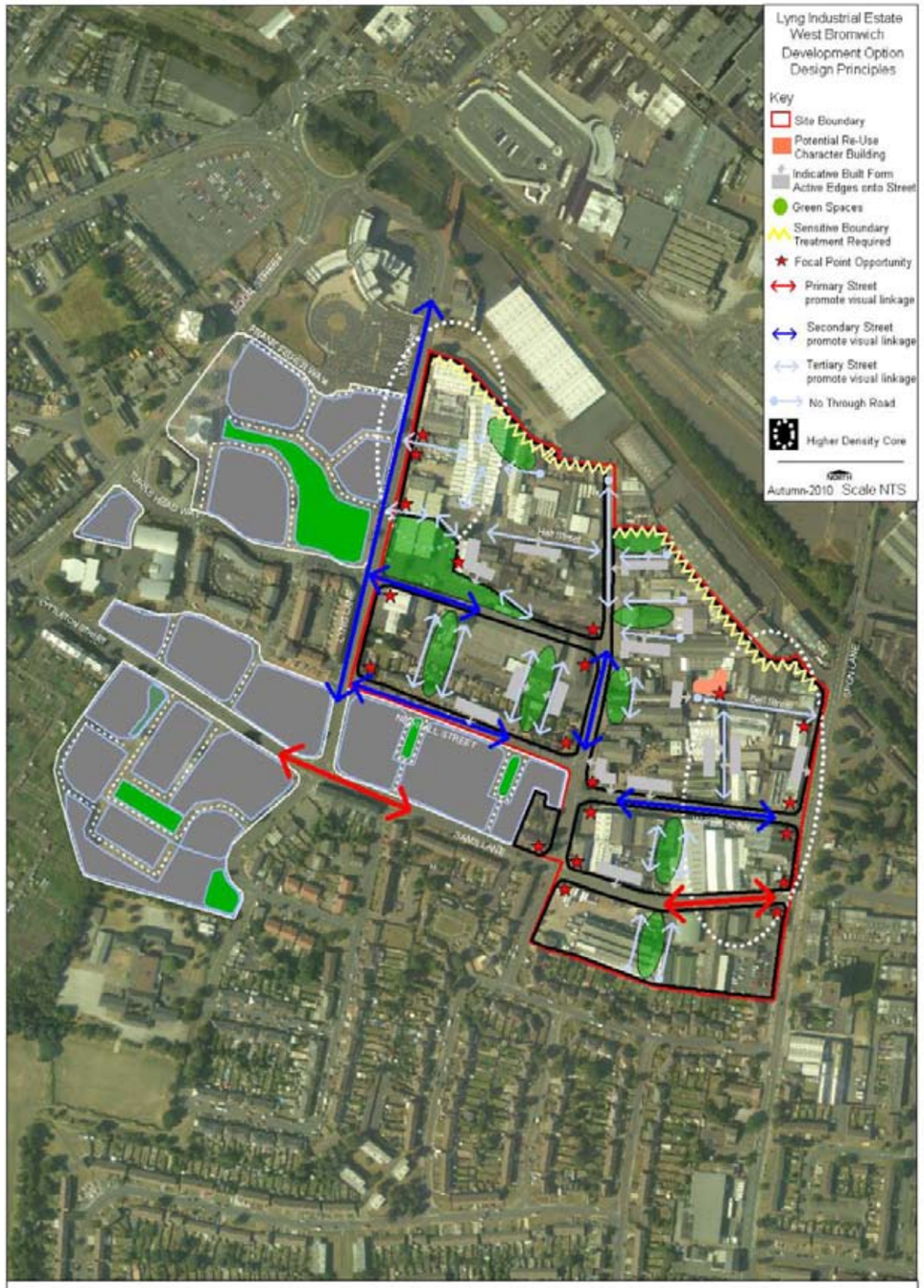
4.2 Design Principles

A key aim is to comply with national and local design guidance, including Urban design Compendium 1 / 2, By Design, Manual for Streets, Joint Core Strategy 2011 policies and proposals and Sandwell's Residential Design documents SPG/SPD, Lyng Development framework SPG and emerging West Bromwich Area Action Plan. The newly approved Lyng residential scheme will provide a good benchmark and provide some basic design principles that would share synergy between the two schemes. The development will be expected to achieve a 'gold' level under the Building for Life criteria. The Council is currently in the process of adopting the 'Building For Life" principles/criteria as a Supplementary Planning Document.

CABE principles

The Commission for Architecture and the Built Environment (CABE) identifies 7 key principles as being those characteristics that together create successful places.

- Character – A strong identity and sense of place built upon local character.
- Continuity And Enclosure – A place where public and private spaces are clearly distinguished. The promotion of permeable perimeter block pattern.
- Quality of the Public Realm – A place that is attractive and safe to use, with spaces that are successful outdoor areas that are valued by people who use them or pass through them.
- Ease Of Movement – A place that is easy and safe to get to and move through, particularly for pedestrians and cyclists.
- Legibility – A place that has a clear image and that is easy to understand and interpret.
- Adaptability – A place that can change easily, responding to changing social, technological and economic conditions.
- Diversity – A place with variety and choice.
- To promote a viable place that responds to local needs through the mix of development.



DEVELOPMENT FRAMEWORK

Additional Principles

- Build upon change of the area through sustainable design – led by other development schemes etc.
- Provide housing types and tenures in response to local need and market demand.
- Respect environmental and any physical constraints
- Promote a strong green environment and landscape structure.
- Respond to existing topography.
- Be commercially viable and be sensitive to stakeholder aspirations.
- Be responsive to Constraints and Opportunities
- Be deliverable in terms of land assembly through appropriate phasing.

Specific Design Principles

- Achieve a minimum of 50-70dph for the site. Would expect much higher concentrated levels as indicated towards key primary routes and northern edges towards the town centre.
- Provide denser accommodation-Live, work, play-a balanced mix of housing and public/private open space.
- Provide a mix of housing types, ranging from density blocks at 3-4 storeys (50-75 dph) built closer to town centre and public transport nodes, to more family orientated buildings at lower densities situated closer to the established residential areas on Kenrick Park (35-50dph). The transition from high to lower density development reflects the approach being taken on the approved Lyng residential scheme, allowing full integration of both development areas into the urban fabric. Densities across the site should be secured at a minimum of 50 dwellings per hectare, in line with the Residential Design SPG 2004.
- Be responsive to local need and meet lifetime homes standards.

Character / Built Form/ Sense of Place

- The creation of character areas through the use of density and high quality design will be pursued with an emphasis on creating safe and attractive environments for all users living and navigating through a space and place.
- Build upon relationship with approved Lyng residential scheme.
- Relate positively to historic or valued buildings and their setting, particularly those on northern side of Bell Street that could be converted to bring about live/work units.
- Expect a high quality landscape scheme to compliment to build upon the approved Lyng residential scheme.
- Residential development to achieve Code level 4 (code for sustainable homes 2009) or the higher equivalent minimum at any time in the future.
- Residential scheme to incorporate between 5-10% of renewable energy sources in accordance with SMBC targets.
- Provide Community Open Space to SMBC standards.

Landscape and Public Realm

- Guiding design principles should be based around the following:

Cohesion: organisation and structure – bringing everything together
Hierarchy: social order of spaces, primary secondary and tertiary – defines spaces and functions.
Place: situation, location – where you pause, meet and greet, identify and orientate.
Richness: vibrancy and intensity – the detail of colour and texture.
Memory: remembrance association- the 'spirit' of the place

- Provide a strong public realm comprising of a series of open spaces and traffic calmed streets.
- Reinforce and support provision and design of public open space as approved for the Lyng Residential scheme.
- Hard and soft public realm areas to provide legibility and integration to approved residential scheme.

Movement

- Provide new and improved pedestrian and vehicular links through and across the site, reinforcing the north-south and east west primary axes.
- Provide a new hierarchy of streets, taking cues from the approved Lyng residential scheme.
- Break down barriers along Lyng Lane by allowing egress of vehicular, pedestrian and cycle movement along its east west axis.
- Smaller streets based more around Home Zone Principles/Manual for Streets.

Transport Principles

- Provide a new integrated network of streets that allow safe movement of vehicles, pedestrians and cyclists through the various hierarchies of space.
- Reinforce key primary north south and east west axes within and external to the site.
- Promote and develop further cycle movement along Lyng Lane.
- A residential Travel Plan and Transport Assessment need to be submitted alongside any planning application for the site development.
- To allow for any road expansion and pedestrian improvement works identified through the emerging Area Action Plan's transport plan strategy up to 2011 and to 2026 for the West Bromwich area, where the wider aspiration for improved pedestrian linkage to the southern side of the metro link is identified.

DEVELOPMENT FRAMEWORK

Housing

- Deliver a mix of housing which supports local demand.
- Deliver 25% affordable units to meet local demand.
- Achieve Code level 4 or any higher rating at time of facilitating development.
- A range of storey heights to provide visual interest.
- Promote innovative design for living environments.
- Developer contributions to apply in accordance with the Council's adopted SPD.

Assessing Physical Constraints

- Land Contamination- detailed site investigations and remediation strategies will be required.
- Phasing strategy needs to safeguard amenity of new occupiers of any new housing scheme from noise/ vibration and effects from the general existing industry.
- Access service constraints and incorporate them into the new development.
- Make efficient use of known level issues to maximise focal points and massing within the streetscape.
- The Developer will need to submit with the planning application a "Design and Access Statement" that must include an explanation as to how the proposal meets these objectives and the principles of good design.

Sustainability

The Egan Review 2004 and more recently work by the Building Research Establishment (BRE) highlight the need for master-planners and developers to promote more sustainable measures in their plans and schemes. Accordingly, this framework supports sustainability in the place-making process. The following indicators will help in developing the framework, and also act as a guide for the developer when preparing schemes.

1. Place Making - ensuring that the design process, layout structure and form provide a development that is appropriate to the local context.

2. Community - promoting a vibrant, diverse and inclusive community which integrates with surrounding communities.

3. Climate Change - ensuring that the framework mitigates, and can be appropriately adapted to, present and future climate change impacts.

4. Transport - ensuring that the transport hierarchy is fully addressed within the framework.

5. Buildings - ensuring that the design of individual buildings does not undermine the sustainability of the overall framework. The Code for Sustainable Homes Level 4 is considered to be the minimum standard across the site but this should be challenged according to opportunity. The promotion of 'greener' more sustainable approaches in terms of building design, its internal/external space/orientation and public/private space should be promoted. More specific design codes will be developed for this site. A Building for Life Gold Award should be the ambition.

6. Ecology - the primary green wedge to the north/west boundary and linkage to the Bearmore Mound playing field will be important considerations when considering how this will be conserved and enhanced.

7. Resources - promoting sustainable use of resources, including water, materials and waste, in demolition, construction and operation.

8. Business - ensuring the framework contributes to the sustainable economic viability of the local area and wider region.

It is important that all of the above indicators contribute in driving the framework forward, although inevitably there will be 'trade offs' between the factors when options are developed.

Recommendations from Sandwell Healthy Urban Development Unit.

One consideration that could enhance the positive health impact of the developments is ensuring that the housing developments support independent living for older and disabled people. As more detailed plans for the area are developed the impact the developments may have on healthcare demand in the area should be assessed. SHUDU can provide support with this if required. The developer should explore how the cycling routes within the site can link to the wider networks within Sandwell. The developer should put the green and open space within the area in the context of the Sandwell Open Space strategy. The development should include traffic speed reduction proposals within the area. The introduction of 20mph zones in all residential roads in the area is supported by evidence for harm reduction. The development should ensure accessibility for older people or people with a disability. This could be supported by reference to relevant legislation for example the Disability Discrimination Act.

Indirect Influences on Health

The developer should scope the potential for allotments or community agriculture in the area as part of the developments. This could include interim use of vacant land. The development should include proposals for recycling and waste management in the final plan. The developer should expand on the potential for improved ecology within the area. The developer should scope the potential for sustainable drainage systems in the area.

4.3 Development Option

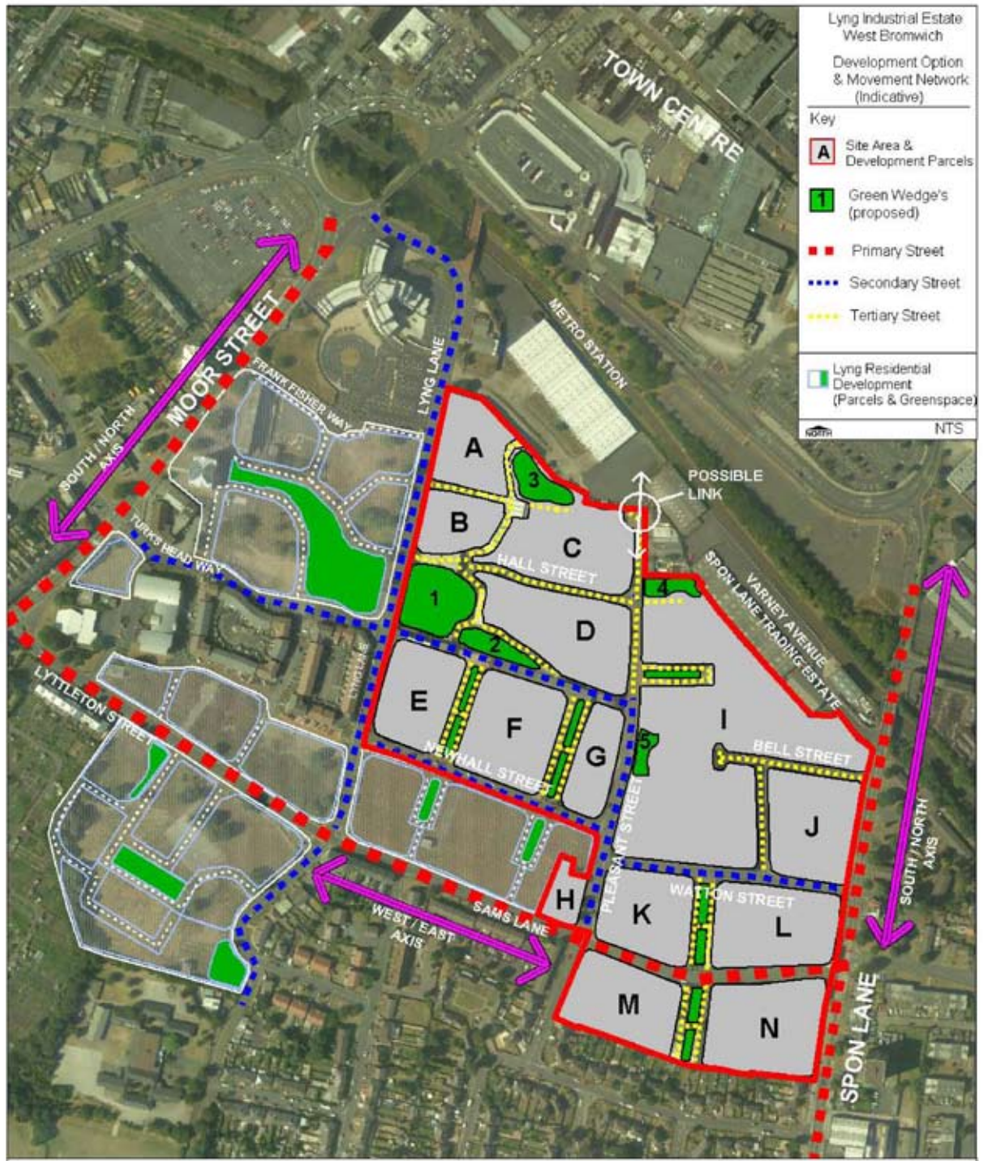
The indicative plan shows how the site could be broken up into coherent development parcels which would also lend itself to be developed out in a phased approach depending on market conditions.

In terms of movement the primary north south and east west axis externally and within the site is being reinforced and built upon by using where possible the existing street connections.

The newly approved Lyng residential scheme has reinforced the need for a movement pattern that must integrate with any new development scheme for the industrial estate. The approved scheme has set important physical connections with the existing development parcels that enable a continuation of movement into the new site.

The resulting existing and approved scheme provides the opportunity to inform development parcels and facilitate a hierarchy of road linkages particularly along the Lyng Lane interface whilst then trying to preserve the existing street pattern towards Spon Lane so being efficient in its approach whilst providing a sustainable permeable network.

Indicative capacity work has been undertaken on this layout showing that the site may be capable of providing circa 450 units of mixed housing with a density of 57 dwellings per hectare (dph) on a net development area of approximately 7.88 hectares. The gross site area is 10.8 hectares and the green spaces amount to 0.62 hectares.



PLOT AREA (HA)						Green Wedge's Ha	
	A	0.34	I	2.1		1	0.23
	B	0.25	J	0.52		2	0.07
	C	0.63	K	0.44		3	0.09
	D	0.64	L	0.57		4	0.04
	E	0.41	M	0.47		5	0.04
	F	0.55	N	0.59		remaining fingers	0.15
	G	0.26					
	H	0.11	Total 7.88 Ha				
			Approx 450 units @ 57 Dph			total green space	0.62Ha

DEVELOPMENT FRAMEWORK

The aim is for a density range between 50-70 dph, with higher density areas in the northern / north eastern edge with a lower range moving centrally and in a southerly direction. Generally, a minimum range of 50 dph should be secured for densities across the site, in line with the Councils Residential Design Guide 2004.

Illustrative Option - Concept Diagram

Based on the framework outlined previously, an illustrative layout has been prepared showing how the site could be developed. Basic block structures have been introduced within a permeable and well connected road hierarchy, that seeks to provide a high quality network of streets, buildings and spaces.

This should be taken as an example, but does seek to show how the objectives and aspirations for the site could be realised.

DEVELOPMENT FRAMEWORK

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DEVELOPMENT FRAMEWORK

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5 DELIVERY STRATEGY




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DELIVERY STRATEGY

Delivery of the development is dependent on a number of factors, not least the viability of the site. In order to enable development to begin, it will be necessary to gather further information, through such things as site investigations, to clarify costs and constraints. Some of this can be done using the limited Growth Point funding available. Overall, however, the engagement of the private sector is crucial.

5.1 Ownership and Phasing

The overall site lends itself to distinctive phases of development, based on the initial analysis of land ownership patterns, landowner intentions, and physical factors.

5.2 Viability

Viability of redevelopment is a key factor. The delivery of development on this site is primarily subject to the availability of private sector funding, although there may be a limited amount of public sector funding available, in respect of affordable housing for example.

Housing market conditions are therefore the key determinant for development. It will be necessary to carry out a review of residential values and land values, and the local housing need and demand, in order to identify the nature of development which can be brought forward.

It is therefore intended to commission a viability study in 2010/2011.

5.3 Key Steps To Implementation

This development framework provides broad guidance for developers, landowners and others in terms of the nature of redevelopment which is being sought. There are a number of key steps, some of which will be undertaken during 2010/2011 in order to provide more certainty in the implementation process.

Preliminary site investigations will be carried out in 2010/2011. Additional site investigations will be required in due course to identify the level and nature of contaminated ground or other constraints.

A preliminary levels survey was carried out in 2010/2011. Additional detailed surveys will be required once access within the site is improved.

An inventory of occupiers has been compiled following a questionnaire in 2010. This inventory, funded by the Growth Point Initiative, is not comprehensive and is time limited to an extent. It does however provide useful information on trades, numbers of employees and ownership details and is held by the Council.

Development blocks will need to be identified within each of the proposed phases followed by density targets and design codes for each block.

Density targets should be based initially on the overall density target for this Regeneration Corridor of 50 dwellings per hectare gross.

Design Coding needs to be established to ensure that advantage is taken of the opportunities available to produce distinctive and high quality of development.

Access requirements will be identified through the preparation of a Transport Assessment to be carried out in 2010/2011 covering vehicle, pedestrian and cycle movement.

Studies to assist any potential planning application need to be carried out, and may include (in addition to the above), a Flood Risk Assessment, an Ecological Appraisal, a Noise Assessment, and an Air Quality Assessment.

Planning Obligations resulting from residential development need to be identified and quantified, including affordable housing and open space & play space.

Site Investigations - November 2010

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