

ADOPTED  
PLANNING &  
DESIGN BRIEF

# BRINDLEY II, SMETHWICK

JANUARY 2007



# **BRINDLEY II, SMETHWICK PLANNING AND DESIGN BRIEF**

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## **PREFACE**

Sandwell is undergoing a transformational change in order to provide a safe environment in which people wish to live, work and visit. Smethwick is one of the areas that will benefit further from regeneration initiatives in the coming years. It is vital, therefore, that sites which are capable of providing new, quality homes and businesses are brought forward for development.

I believe the Brindley II site offers an excellent opportunity to kick start this regeneration process in bringing forward a site which has already been identified as an appropriate residential site in the Unitary Development Plan. However, in order to ensure that development is of a high standard, and the heritage issues are addressed, it is important to set out the Council's requirements in line with its adopted policies for affordable housing, open space and design as well as issues for access and education provision.

This document sets out these aspirations in order to bring forward a high quality development which will be attractive for residents who wish to settle in Smethwick.



A handwritten signature in black ink, which appears to read 'Bob Badham'. The signature is written in a cursive, flowing style.

**Councillor Bob Badham M.B.E.**  
**Cabinet Member for Regeneration & Transport**

# 1. INTRODUCTION

- 1.1 In order to bring forward appropriate sites for redevelopment for the regeneration of the Smethwick Area, it is necessary to set out the expectations of the Local Authority on any sites it feels will contribute to the holistic transformation of the area.
- 1.2 Brindley II is one such site which has been identified as a key driver in achieving this change with a good quality development of appropriate uses on a brownfield site. Set alongside the canal network, and adjacent to a previously developed residential area which has proved popular with local residents, Brindley II offers the opportunity to extend this success with appropriate development on this site which meets the national and local aspirations for good quality development in urban areas. The site is an allocated site in the Adopted Unitary Development Plan for mixed-use, Residential/B1 with ancillary retail and A3 uses.
- 1.3 This Brief sets out the planning context for the consideration of the future use of the site, together with the design criteria and other relevant information which will bring forward development for good quality housing in a comprehensive and co-ordinated manner. It is intended to adopt this Brief as a Supplementary Planning Document to the Unitary Development Plan.



## **2. AIMS OF THE BRIEF**

- 2.1 The aim of this Brief is to inform potential developers of the relevant issues to consider in bringing forward this site for appropriate development. It will outline the national planning guidance which will need to be addressed as well as setting out the local planning context within which this site is located.
- 2.2 As well as setting the national and local context for future development, the Brief will also highlight other issues which will need to be addressed for this prime site. The Council is committed to encouraging a high standard of development with particular emphasis on the quality of design and materials, as well as ensuring the appropriate physical and social infrastructure is provided. The Brief will also emphasize the need for development to reflect and complement the natural and built heritage and historic fabric where appropriate.
- 2.3 Any relevant policies or proposals which need to be taken account of are outlined, as well as issues regarding the provision of open space and play space, educational contributions arising from any development, the need for developers to take into account any other contributions which may be required in order to facilitate development.
- 2.4 The Planning and Design Brief will be supported by a Sustainability Appraisal, which will incorporate a Strategic Environmental Assessment to ascertain any social, environmental and economic effects to arise out of the proposed development of the site and investigate how these can be mitigated.

### **3. NATIONAL POLICY CONTEXT**

#### **3.1 *Planning Policy Statement 1 (PPS1) - Delivering Sustainable Development***

This sets out the Government's intentions of ensuring that Local Authority's consider the economic, social and environmental implications in preparing development plans and that any proposals lead to the creation of sustainable developments. The Statement highlights the need for allocations to be made which ensure that development supports existing communities whilst providing for safe, liveable mixed communities with good access to jobs and services as well as leisure and community facilities, especially by walking and cycling. It also encourages Local Authorities to consider good design which makes efficient use of resources while protecting the natural and historic environment.

#### **3.2 *Planning Policy Guidance Note 3 (PPG3) - Housing***

PPG3 sets out how Local Authorities should help in ensuring that everybody in the community has the opportunity of a decent home, with a choice of housing type and tenure, including affordable or special housing, which should not reinforce social distinctions. It also promotes more sustainable developments, housing which is located close to local towns, facilities and services and which makes the best use of previously developed land. The guidance also promotes housing and residential environments to be well designed and which improves the quality of life.

#### **3.3 *Draft Planning Policy Statement Note 3 (PPS3) - Housing***

This Planning Policy Statement is currently out for consultation. Its objective is to deliver new homes at the right time in the right place. The national policy framework will reflect the need for flexibility in planning between urban and rural areas, and in areas experiencing high or low demand. The aim is that the planning system is used to its maximum effect to ensure the delivery of decent homes that are well designed, make the best use of land, are energy efficient, make the most of new building technologies and help to deliver sustainable development.

#### **3.4 *Planning Policy Statement 9 - Biodiversity and Geological Conservation***

PPG9 is concerned with considering the protection and enhancement of biodiversity through planning decisions and to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development.

#### **3.5 *Planning Policy Statement 12 - Local Development Frameworks***

The Planning and Compulsory Purchase Act 2004 made changes to the way the planning system should be carried out. Part of the changes have been incorporated into PPS12 which sets out how plan making for the future should consider not only the future land use, but implications on the environmental and social issues associated with such change. PPS12 defines the content of and process to be taken in formulating documents contained within the Local Development Framework including Development Plan Documents and Supplementary Planning Documents. It also outlines the need for early and continuing community involvement in the preparation of such plans.

3.6 *Planning Policy Guidance Note 13 (PPG13) - Transport*

PPG13 promotes the need for an integrated transport system which will support a strong and prosperous economy. Future land use planning should shape the pattern of development by providing a wide mix of uses in locations which can be accessed easily by public transport and therefore reduce the need to travel. Housing should be located principally within existing urban areas, and of a density which makes best use of land. Sites should be located close to public transport links which would promote sustainable transport choices and reduce reliance on the car for work and other journeys.

3.7 *Planning Policy Guidance Note 15 - Planning and Historic Environment*

This PPG deals with the specific identification and protection of historic buildings, conservation areas and historic environment and complements the guidance provided in PPG16. Given the historic nature of the site in terms of Listed Structures and the Conservation Area, the details concerned with its future development will need to make reference to this guidance.

3.8 *Planning Policy Guidance Note 16 - Archaeology and Planning*

PPG16 provides advice and guidance on the handling of archaeological remains, including how they should be preserved or recorded, and the weight that should be attached to them while making decisions on planning applications where they may be affected by development.

3.9 *Planning Policy Statement 23 - Planning and Pollution Control*

The recently revised PPS on Planning and Pollution Control outlines the need for planning decisions on the allocation and development of land to consider any potential impacts of such development, to ensure previously developed land is used in preference to Greenfield sites and to ensure that any polluting activities necessary for society and the economy are planned so that any adverse effects

are minimised and contained to within acceptable limits. The guidance also promotes the need for opportunities to be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination.

3.10 *Planning Policy Statement 25 - Development and Flood Risk*

PPS25 aims to provide planning policy guidance on the consideration of development and flood risk through all stages of planning. This will ensure that flood risk is taken into account including avoidance of inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. It also promotes the appropriate location, siting and layout of new developments and the inclusion of sustainable drainage systems to reduce the risk of flooding to and from new developments.

## 4. LOCAL POLICY CONTEXT

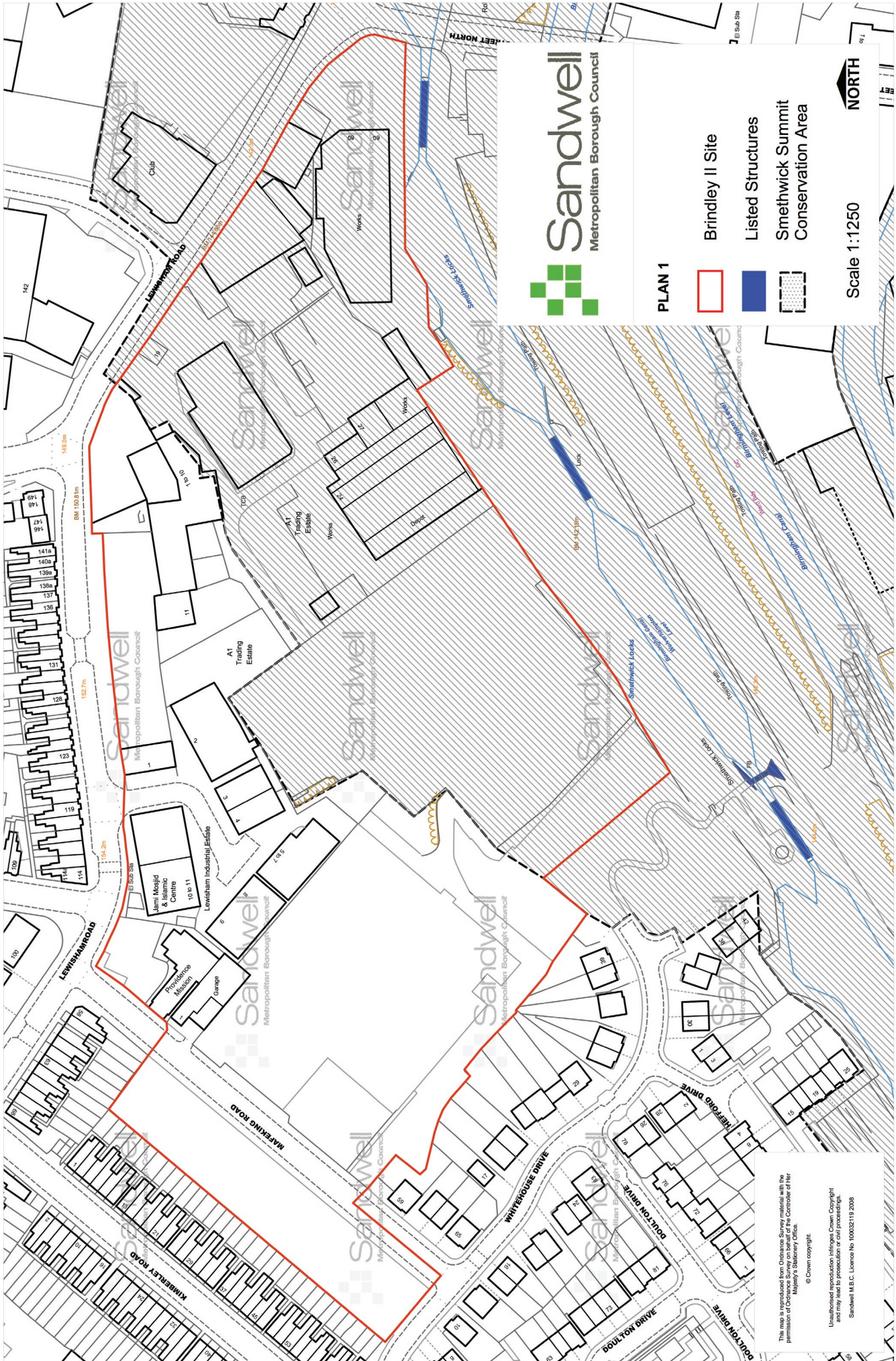
- 4.1 The Sandwell Unitary Development Plan was adopted in April 2004 following a lengthy consultation period. Brindley II has been included as a proposal site within the Adopted UDP and has the allocation of Mixed Use (Residential/B1 with ancillary retail and A3 uses).
- 4.2 The site is also within the Smethwick Town Plan which is Supplementary Planning Guidance to the Unitary Development Plan. This was formally adopted on 27th July 2005. Within the Town Plan, it is also allocated for Mixed Uses, with a preference for residential led development, with some community uses and limited A3, leisure and retail uses.
- 4.3 The site also lies within the areas covered by Housing Market Renewal Pathfinder and Regenco, who are both preparing Frameworks for development in their particular areas. Urban Living, the agency set up to deal with a potential failing housing market in the area, will be assessing bids for funding of projects which contribute to revitalising the housing market and associated facilities for the future.
- 4.4 Regenco is the agency set up to secure investment and to deliver the regeneration of West Bromwich and Smethwick. The Regeneration Framework acts as the basis for the implementation of development projects for the next 15 years. Brindley II, part of the North Smethwick Canalside, is one of Regenco's priority areas in which funding from partner organisations will be directed.
- 4.5 Brindley II is also an important site for other agencies and stakeholders who have an interest in the area such as British Waterways, English Partnerships and Advantage West Midlands.
- 4.6 The relevant policies from the Unitary Development Plan that should be referred to for any development proposals are outlined further in this Brief.



## 5. SITE DESCRIPTION

- 5.1 Brindley II lies to the north-east of Smethwick High Street. It is bounded by Lewisham Road to the north and east, Birmingham Canal to the south and Brindley I to the west. The site is approximately 5.1 hectares (12.60 acres) in size. The current land uses include the A1 and Lewisham Road Trading Estates which are occupied by a range of uses including a mosque. The condition of many of the buildings and the sites themselves are poor. The site also contains land within the ownership of Advantage West Midlands, formerly a factory, which has been vacant for a number of years and an area of council owned land on Mafeking Road. This land was a former housing site and cleared some years ago using CPO powers. It has been safeguarded from disposal in recent years so it can contribute to the wider regeneration of the Brindley area.
- 5.2 Adjacent land uses include housing known as Brindley I consisting of a range of housing with between 2 and 6 bedrooms, built in the late 1980's. There are also a number of other uses such as a Mosque, public houses and retail shops as well as redundant vehicle hardstandings. The land slopes downwards towards the Birmingham Canal from north west to south east, with a change in levels of approximately 15 metres.
- 5.3 The site lies approximately 1 mile from Junction 1 of the M5 and close to the A457 which provides easy access to a number of areas including Wolverhampton and Birmingham. Access to the site is currently off Lewisham Road via Middlemore Road, Sydenham Road and Downing Street. Lewisham Road was the subject of traffic calming measures in the late 1990s in the attempt to deter heavy vehicles from using the roads through the residential area as a route through from north to south Smethwick. Unfortunately, the traffic calming measures were of limited success due to the volume of heavy vehicles still using this as a through route.
- 5.4 As well as Lewisham Road, an additional access is gained to the site from Mafeking Road. Visibility at these points is poor and any new development will require junction improvements as well as new road infrastructure.
- 5.5 The site is approximately one third of a mile from Rolfe Street Station and The Hawthorns Metro and Rail Stations. The area is served by a half hourly evening and Sunday service (478) running along Lewisham Road and Bridge Street. There are proposals to divert this service to Brasshouse Lane. During the daytime, services 450, 123 and 445 will serve the area from Halfords Lane and Rolfe Street. There will be a need to review the public transport requirements arising from development of this site.





**Sandwell**  
Metropolitan Borough Council

**PLAN 1**

Brindley II Site

Listed Structures

Smethwick Summit Conservation Area

Scale 1:1250

**NORTH**

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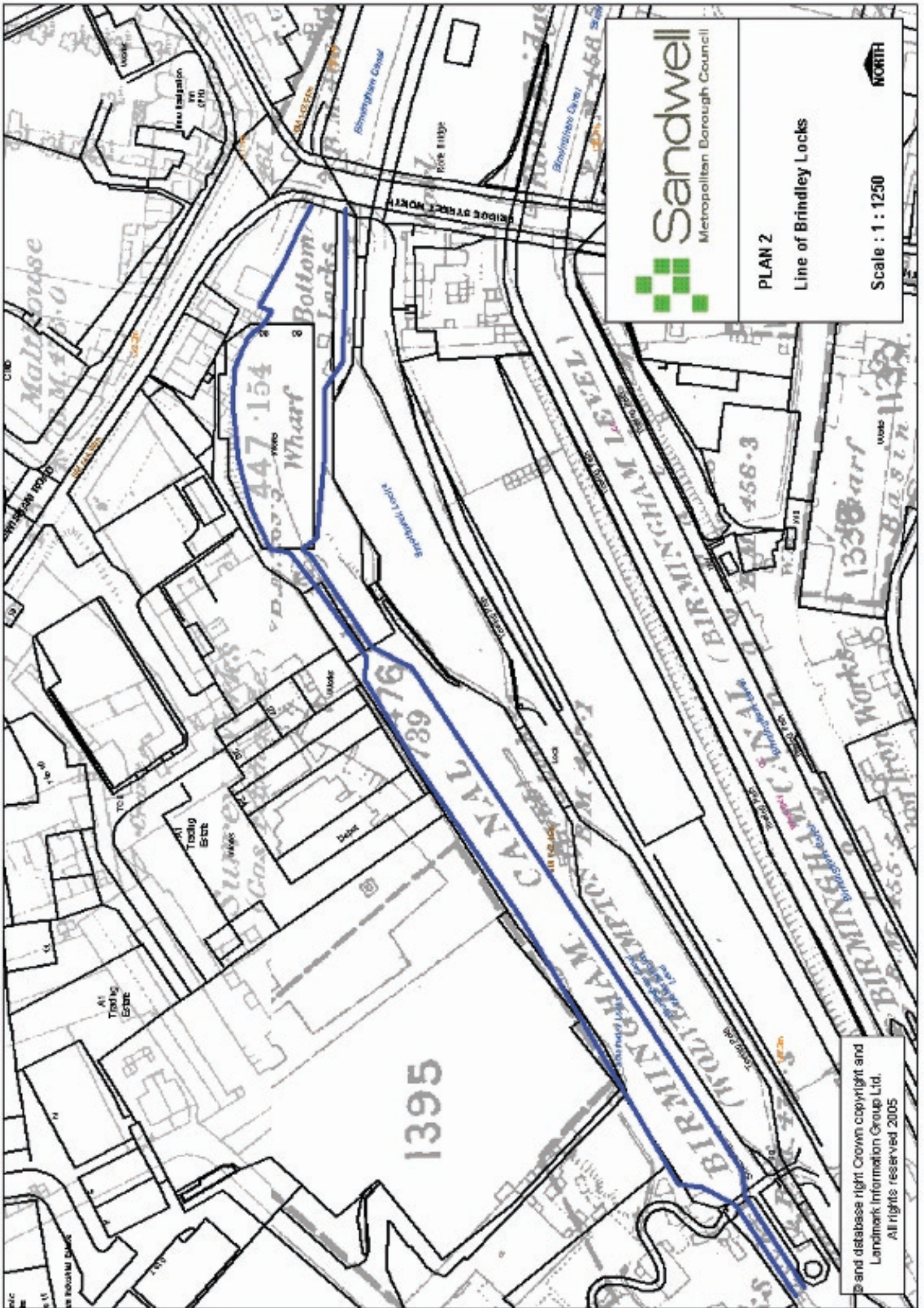
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5.6 The Birmingham Canal (Wolverhampton level) lies to the south of the site and is identified as a wildlife corridor which links to the Site of Nature Conservation within Galton Valley further along the canal close to Galton Bridge. Sandwell Council, supported by the Manpower Services Commission, British Waterways and Urban Programme and Heritage Lottery funding, implemented improvements to the canal. Smethwick New Pumping Station and chimney were restored as a visitor attraction, increasing awareness of the benefits of the canal environment and preserving the historical and cultural importance of the canal nationally and locally. Other schemes have improved the towpath and created new and improved links to the surrounding, restored bridges and lock, rebuilt a toll house and provided interpretation for canalside features, including the creation of a canal heritage centre and record of canalside pubs and cottages. The improvement work is ongoing and future schemes include improvement and restoration of the walls and towpaths, canal clearance as well as promoting events on and using the canal as a venue. Heritage Lottery funding was secured for improvements to the canal which included restoration works on the New Smethwick Pumping Station, increasing awareness of the benefits of the canal environment and preserving the historical and cultural importance of the canal locally and nationally. Future schemes include improvement and restoration of the walls and towpaths, canal clearance as well as promoting events on and using the canal as a venue.



Metropolitan Borough Council

PLAN 2

Line of Brindley Locks

Scale : 1 : 1250



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## 6. CONSERVATION AND CANALS

- 6.1 The canal to the south is part of the Smethwick Summit Conservation Area, designated in 1985 and reviewed in 2004. The Conservation Area stretches from Galton Bridge, through Smethwick and up to Rolfe Street and contains some listed structures within it. The canal is also a source for natural vegetation and is identified as a wildlife corridor. Both levels of the Birmingham Canal are of nature conservation importance and are afforded protection, and management required by the Habitats Regulations. It has the benefit of providing a place for active travel, walking and cycling, increasing the value of this site. The extent of the Conservation Area is shown on Plan 1.
- 6.2 The designation of a Conservation Area on this part of the site does not preclude development from taking place. However, any development will need to respect and compliment the designation of the Conservation Area as well as preserve and enhance the character and appearance. Regard should be had to the setting of the Conservation Area, the design and layout of the new development and the materials used in construction. Special attention should be given to the boundary treatment with the canal and the improved linkages between the new development and the existing landscape. The site includes an area which is particularly sensitive and which demands careful consideration in the design of any scheme. This is the area of the lost lock dating from 1768-9, on the canal immediately adjacent to Popes Bridge (Rolfe Bridge). Further work is necessary to establish the condition of this lock to ascertain whether its retention and protection is required and whether there is the prospect to incorporate it within any future scheme. There is the potential for a landmark building of possibly 4-6 storeys to be located adjacent to this lock, creating a focal point alongside both the canal and road line.

- 6.3 There will be a requirement for an open-area archaeological excavation prior to development. This may reveal that the canal structures are in a good state of preservation and that there is the potential to include them within the overall scheme. The original form and function of Popes Bridge could be shown and the link with the locally important New Navigation Public House on the north side of Lewisham Road. Sensitive redevelopment should seek to re-establish the important link between the pub, the original Popes Bridge and the canal locks. It will be necessary to attach conditions to any planning permission for the investigation and recording of any archaeological features.

- 6.4 There are listed structures alongside the canal which will require the appropriate protection whilst development is undertaken. Consideration should also be given to preserving the setting of the listed structures. The listed structures are;

Bottom Lock, Smethwick Locks,  
Birmingham Canal, Wolverhampton Level  
(Reference 9/42)

Middle Lock, Smethwick Locks,  
Birmingham Canal, Wolverhampton Level  
(Ref 9/41)

Top Lock/footbridge, Smethwick Locks,  
Birmingham Canal, Wolverhampton Level  
(Ref 9/40)

All three structures are Grade II Listed. Given it's Conservation Area status, a full application would be required to ensure all the issues are considered in full.



## 7. CONSTRAINTS

### 7.1 Canals

7.1.1 As previously mentioned, alongside the Birmingham Canal (Wolverhampton Level) lies a former route of parallel flight of locks that ran from Bridge Street. These were the original Brindley locks which were filled in as surplus to requirements in the 1960's. Land allocated within the Smethwick Town Plan for open space preserves two of the locks although it promotes development on the area of the bottom lock. However, the bottom locks will also need protection from being built on with the potential for retention and future restoration. The line of the original locks is shown on Plan 2. The site is also situated within the Smethwick Summit Conservation Area which was the subject of an Appraisal and Review in 2003 and should therefore be an important factor in the design of future development.

7.1.2 This area will, therefore, be excluded from any development although this area could be considered acceptable as Public Open Space. However, developers will be encouraged to design a scheme which successfully incorporates all or part of these locks as part of the overall design, this will also be considered and encouraged. Further discussions will be required with the appropriate waterways and heritage agencies.

### 7.2 Contamination

7.2.1 Due to past activity on the whole of this site, there is every likelihood that there will be considerable contamination on the site. Previous surveys have identified the possibility of various contaminants on-site which may include fuel deposits, hydrocarbon, asbestos and gas from former landfill. A full survey will be required in order to ascertain the amount and level of contaminants on site. This must be undertaken and submitted with any planning application.

7.2.2 It will be necessary for a reclamation strategy to form part of any application for development of this site.

7.2.3 In addition, the developer will need to ascertain, by direct enquiry of the relevant companies, the exact availability, position and capacity of all the service apparatus on and in the immediate vicinity of the site. In particular, issues regarding drainage should be investigated given the height differences in the northern and southern ends of the site.

### 7.3 Land Ownership

7.3.1 A significant amount of the site lies within public ownership, whether it is the Local Authority or Advantage West Midlands. However, the Trading Estates within the site area are privately owned and comprehensive development of the whole of the site will be dependent on an acceptable agreement for acquisition and relocation being reached with the owners. It may be necessary for the Local Authority to use its powers to acquire the site, subject to the action being underwritten by the Developer.

### 7.4 Flood Risk

7.4.1 Sandwell has begun the process of preparing the Strategic Flood Risk Assessment for the Borough as part of the Joint Black Country Core Strategy. The SFRA will be in place in 2007, and will therefore be used to assess and amend as necessary the Brindley II SPD after its adoption in 2006. Any development which takes place on this site prior to the SFRA will need to assess the flood risk with the most up-to-date information available at the time.

## **8. FUTURE LAND USES**

- 8.1 Given the allocation for Residential/B1 with ancillary retail and A3 uses in the UDP, the most acceptable use for this site is proposed for a residential led, mixed-use scheme. This will reflect the allocation of the Unitary Development Plan and the aspirations of the Smethwick Town Plan in delivering residential with community and A3 uses included within the whole site. It would also allow for the step change in providing aspirational housing for the area, which is both affordable and innovative. This should also meet the needs of the new families we wish to attract as well as retaining existing residents, with an emphasis on sustainable development.
- 8.2 The Council owned cleared site on Mafeking Road has received much interest from potential developers in the past, particularly for individual self build plots. Previously it was considered that this land could contribute to the wider regeneration of the site and was safeguarded for that purpose. However, through further consultation it has been decided to set aside this part of the site to accommodate the potential for a new mosque/Islamic centre and self build plots if required.
- 8.3 It is anticipated that the majority of the area will be taken up by residential uses. However, there will be a need for some A1/A3 uses to serve the development and local catchment as well as the provision of accessible open space. These will be small-scale uses which are most likely to be found in a residential area. Large retail or leisure uses which are more suited to town centre locations will not be allowed due to the possible detriment to the vitality and viability of the nearby Smethwick High Street. Small scale leisure uses may be appropriate dependent on size and type and would be best located near to or alongside the canal.

## 9. REQUIREMENTS OF DEVELOPMENT

Any development of this site will need to consider the following issues;

### 9.1 Design

9.1.1 Sandwell is committed to ensuring that new developments are of particularly high quality in terms of material and design which contributes to the Government's agenda of good quality, sustainable communities. Therefore, for any future development, the Local Authority will expect a high level of design which will be safe and well used and be expected to contribute to a quality living environment.

9.1.2 With regard to any residential development of this site, design will need to address the Council's policies on Housing contained within the Unitary Development Plan (2004). It will also be assessed against the adopted Residential Design Supplementary Planning Guidance (2004) and that on Community Safety (2004). Planning applications for development will need to be supported by a Design Statement to show how the site will address design issues within the site as well as in context to the wider area. Comprehensive development of the site is preferred. Therefore, should a phased approach be taken, applications for development will need to provide a phasing plan for development, together with a legally binding undertaking to complete development for the whole of the site. Some general principles that should be taken into consideration are listed below with accompanying plans which show in diagrammatic form only, how these principles could be addressed on the site. They do not show the exact layout which will be the subject of a future planning application.

9.1.3 The key design development objectives are -

*i. To create a new, innovative, sustainable, high quality residential neighbourhood.*

- The aspiration of the Council and its partners is to encourage high quality, innovative, contemporary development that makes a statement in its own right. However the historic canalside vernacular should be acknowledged in terms of particular features, materials and detail. This would ensure that a positive but co-ordinated relationship (with the more traditional form of development aspired to on the opposite side of the canal, and at Soho Foundry), is achieved.
- A mixture of dwellings should be provided dominated by family housing which meets the housing needs of the area.
- The density of the site should be between 40 - 50 dwellings per hectare with a mixture of housing providing between 2 and 6 bedrooms.
- Habitable rooms should overlook the streets and canal to provide natural surveillance onto the streetscene, thereby promoting safety.
- Residential development should be designed so that rear gardens back onto one another to improve crime and safety considerations. Private, semi-private and public space should be clearly defined.
- Where rear boundaries can be viewed from the public realm, particular attention should be given to the boundary brick wall treatment to add interest.
- Open Space adjoining the canal will be incorporated within the scheme. Where other open space is provided, this should be useable with a scheme clearly identified for its future maintenance.
- The design of the development should incorporate design features for the most effective use of natural resources, such as natural daylight and use sustainable materials where appropriate.



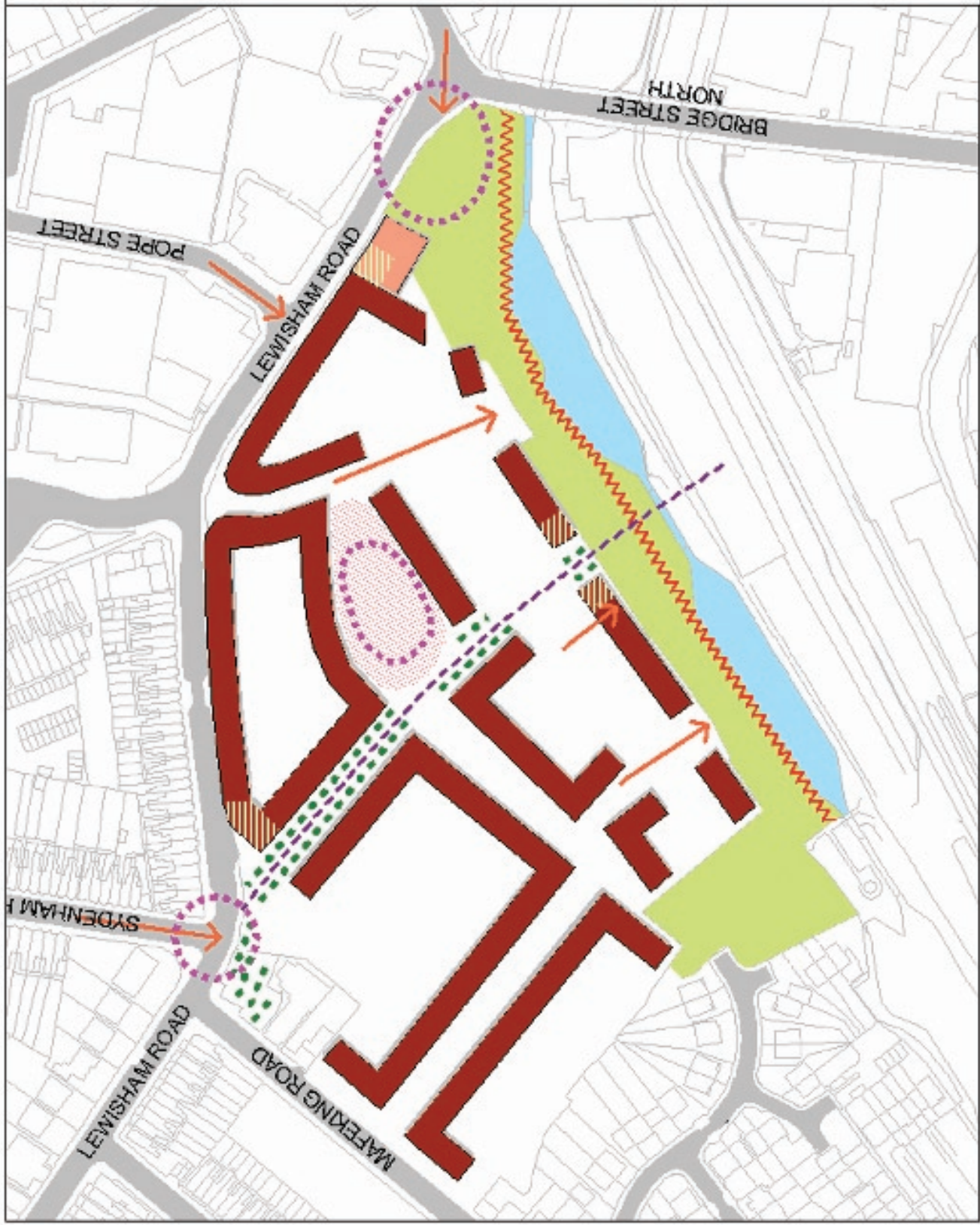
**Indicative plan showing  
Urban Design Considerations**

- New Residential
- Open Space
- Mixed Use
- Public Square
- Landmark Building
- Key Canalside Frontage
- Key Space/Focal Point
- Potential for attractive views
- Potential new pedestrian routes



NOT TO SCALE January 2007

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**Illustrative 3-D examples of potential development**



- The development should be designed to avoid the over dominance of car parking. Dwellings should incorporate adequate parking facilities within the plot boundary, without parking spaces and garages dominating the frontage detail. Ideally, car parking should not be located adjacent to the waterway.
- Car parking courts, if proposed, should be well lit and overlooked to ensure adequate natural surveillance. They should incorporate security measures, should be gated and the locking mechanism should be approved by the Police Architectural Liaison Officer.
- Corner properties should have dual frontage qualities incorporated into the design to avoid blank gables and encourage greater natural surveillance.
- Avoid continuous building lines that close off spaces or visual links along the canalside in order to assist natural surveillance.
- Consideration should be given to the use of sustainable materials and construction techniques which minimise waste and recycle materials wherever possible. Design features which use energy, water and other natural resources efficiently will be encouraged. Construction standards such as BREEAM/Ecohomes should be considered as a minimum.
- The site will need to take full account of the use of sustainable drainage systems, and obstacles to their use fully justified.
- Any other uses proposed within the development should relate to the surrounding residential uses and be sensitively designed. Adequate car parking to serve these uses should be provided in an appropriate location.

*ii. to maximise the opportunity of the historic canalside setting*

- New canalside building should reflect the scale of existing development where appropriate. The opportunity for building heights in excess of 3 storeys, as indicated on the attached diagram, would enable the traditional form of industrial canalside buildings to be reflected in a design masterplan.
- The design and layout should respond to the sites natural topography and location adjacent to the canalside. The opportunity for views through the development to the canal should be reflected in the new development layout, and the use of continuing the water theme considered.
- Appropriate materials will be used in the public realm which reflect the historic environment.

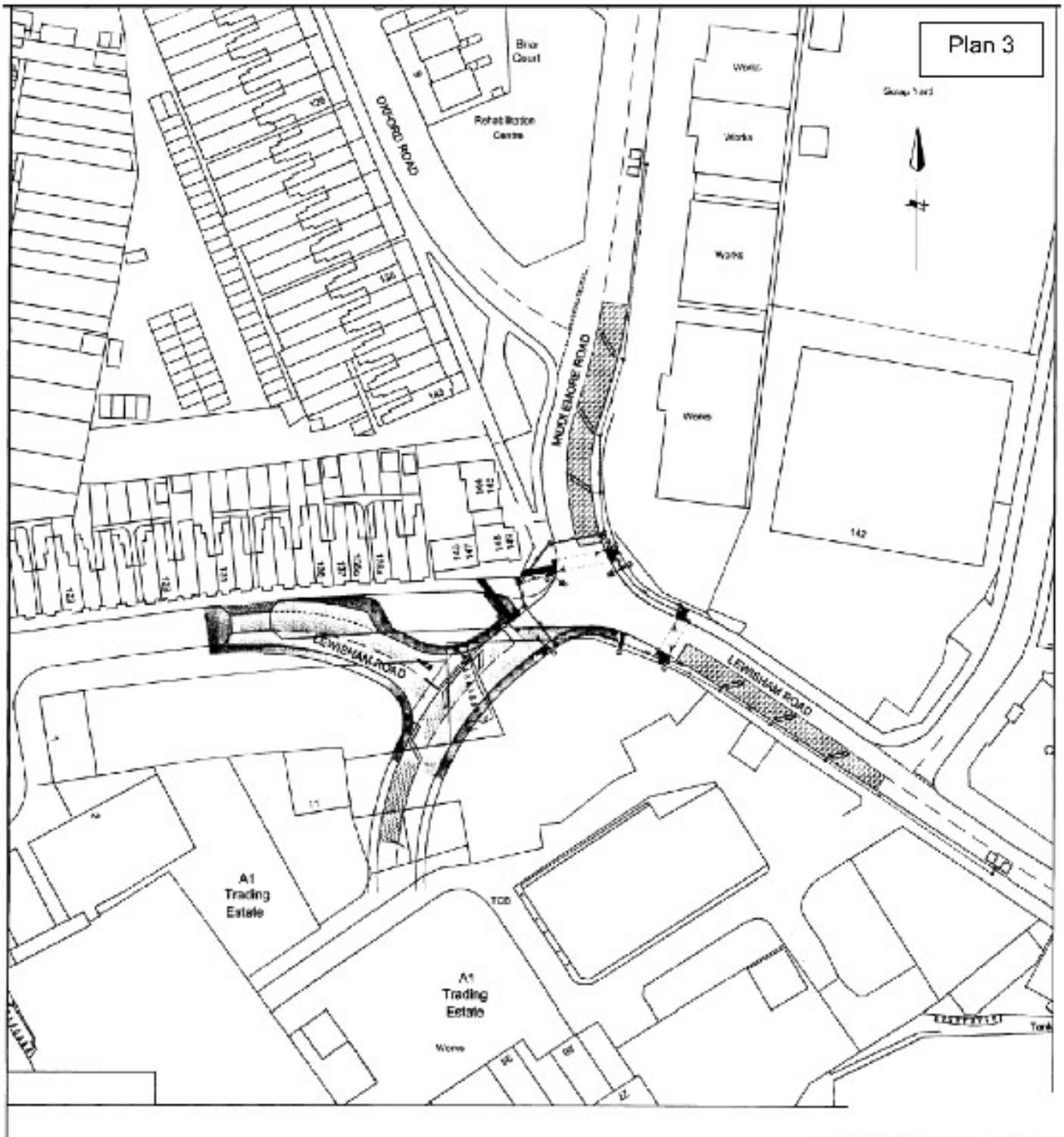
*iii. to create a series of linked pedestrian routes through the development and to the wider area particularly the canal corridor*

- Direct and safe pedestrian and cycle connections should be provided through the site and to the surrounding area - including the potential for a new footbridge linking into the local network and improving the north / south linkages across the canal corridor.
- Direct safe pedestrian routes should be provided through the site and to the surrounding area to improve connectivity to public transport services and to aid natural surveillance of the development and canalside area.
- Consideration should be given to the provision and width of footpaths and cyclepaths.

*iv. to introduce a new landmark building*

There is a key opportunity for a major landmark building to be introduced, as indicated on the attached diagram, subject to further investigation and preservation, if necessary, of existing archaeological features.

- 9.2 **Access**
- The proposed junction improvement is shown on Plan 3 overleaf.
- 9.2.1 The North Smethwick area suffers from an abundance of heavy vehicles passing through from the north to south and vice-versa. Traffic calming measures installed some years back have been ineffective, with many heavy goods vehicles still using Lewisham Road as the main access route into the area. This has implications for residents living on Lewisham Road and the surrounding area in terms of a quality living environment and safety. Public transport is provided in this area although more encouragement to residents to use it is needed.
- 9.2.2 Proposals for a realignment of Lewisham Road were considered which would increase the capacity for all road users, including buses and cycles, and which would in turn, open up more land for development and therefore further investment. However, the realignment proposals did not meet the criteria in 'value for money' terms to warrant funding from the Local Transport Plan. They would therefore need to rely on developer contributions which were unlikely to be forthcoming for the whole length of the road.
- 9.2.3 Consultants were commissioned to look at the scheme in more detail and it was concluded that there was not a viable business case for a re-aligned Lewisham Road. Further work by the consultants has resulted in a Preferred Scheme of junction improvements. Whilst individual junctions have been identified, they have been carefully planned as a package of transport improvements and therefore should be considered as such in the development of the North Smethwick area.
- 9.2.4 Accessibility to this site at present is unsatisfactory with poor visibility at the junction of Middlemore Road and Lewisham Road and priority markings have been eroded over time. With the redevelopment of this site, it is proposed to create a signalised junction with puffin crossing points to all three arms of the junction. There will also be a slight realignment at the end of Lewisham Road with the creation of an additional access road to the proposed redevelopment site.
- 9.2.5 The proposed junction improvement at the entrance to Brindley II will require a contribution by way of a Planning Obligation on the submission of a planning application. The total amount to be payable will be negotiated with the Highways Section of Sandwell M.B.C.
- 9.2.6 In addition to vehicular access, pedestrian access to, through and from the site is also essential. Of particular importance is the provision of a safe linkage across the canal which is compliant with the Disability Discrimination Act and which will increase accessibility to vital services and facilities such as schools, health centres and shops, as well as increasing usage of the canal corridor. New linkages, such as bridges, will need to be designed to an appropriate scale, height of materials which respect and compliment the canalside setting and any existing structures or buildings. Any proposals will also be subject to a Transport Assessment to ascertain the impact on the Strategic Road Network. The Developer will be required to work with the Council on developing a Residential Travel Plan in line with the Adopted "The Preparation of Transport Assessments and Travel Plans" Supplementary Planning Document, especially with regards to 'Travel Plan Considerations for Residential Developments'.



Plan 3

Group Yard



**ONLS WORKS LEGEND**

- Area of new or highway construction
- Area of new or highway construction
- Trade parking, not in colour
- Area of high traffic density, 2000+ per hour
- Proposed outside lane change
- Proposed outside lane change
- Proposed M41 police
- Proposed 60km/h & 40km/h one way only in either direction

**WHITE LINES LEGEND**

- STOP LINE 200mm wide continuous line to Dig. No 130L
- CHOKING STRIP 1.00mm dashed line to Dig. No 130C
- WARNING LINE 40mm mark 200mm gap 100mm wide to Dig. No 130A
- GAZE BOUQUARDING 40mm mark 200mm gap 100mm wide to Dig. No 400A  
80mm mark 200mm gap 100mm wide to Dig. No 400B

NOTE: All signs and markings are referenced from 'The Traffic Signs Regulations and General Directions 2002'.

**DUSTING & SIGNS WORKS LEGEND**

- 3.00m x 0.60m signal head
- 2.00m x 0.60m signal head
- Protective rail
- Non signal controlled and uncontrolled fence pillar
- Signal pole in sketch
- Start signal head bracket
- De-mounting of existing unit
- Re-mounting of unit of signal head unit
- P11700 post (white)
- P11700 post (black)
- Face unit
- Face number
- System 73 Loop
- Double 60 Lines

Note: Preliminary Design. The drawing indicates the signalized junction to be controlled via system 73 loops with double aspect operation on Middlesmore Road and Lewisham Road approaches.

1	Issue	20/11/2024	Dr	AL	ALB
2	Issue	15/11/2024	Dr	AL	ALB
3	Issue	15/11/2024	Dr	AL	ALB

**JACOBS BARTIE**  
CONSULTANTS ENGINEERS ARCHITECTS INTERIORS DESIGNERS

**JACOBS CONSULTANCY**  
CONSULTANTS ENGINEERS ARCHITECTS INTERIORS DESIGNERS

Project: **Prelim Design Work on a Business Deal**  
 Lewisham Road, Greenwich

Package: **Proposed Traffic Lights**  
 Middlesmore Road/Lewisham Road Junction

Designation: **PRELIMINARY DESIGN**

Author: **JC ARDRA**

Check: **JC ARDRA**

Drawn: **JC ARDRA**

Scale: **1:1000**

Project No: **JC 25008A/JIB/02a**

Sheet No: **A1**

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9.3	<b>Affordable Housing</b>	The particular housing types is calculated as;
9.3.1	Affordable housing will be required to be provided on all sites over 25 dwellings or 1 hectare in size except where the developer can demonstrate;	32 x 2 bed house 17 x 3 bed house 9 x 4+ bed house 2 x 1 bed bungalow 2 x 2 bed bungalow
	<ul style="list-style-type: none"> <li>• The site does not have access to local centres and public transport;</li> <li>• There is no demonstrable need for affordable housing in the Borough;</li> <li>• There are abnormal development costs that will prejudice the viability of the development if an element of affordable housing is included.</li> </ul>	9.3.6 However, should the total amount of units to be developed on this site increase or decrease from the above mentioned 250 dwellings, this calculation will be amended accordingly. Further discussions on this issue will be required prior to a detailed application being submitted and based on the latest housing needs survey.
9.3.2	The site is approximately 5.1 hectares in size and therefore is capable of providing up to 200 - 250 homes based on a density of 40 - 50 dwellings to the hectare. It is anticipated that the site could accommodate a mix of dwellings ranging from two bedroomed apartments to family housing of up to 6 bedrooms.	9.4 <b>Open space and Play Space</b>
		9.4.1 It is important to consider the need for open space provision within any built up area to contribute to the residents quality of life and to maintain a network of open space within the Borough. Policies contained within the Adopted Unitary Development Plan state that certain types of development will require open space and/or children's play space to be provided as part of the development. Principally this will apply to residential developments but can also include industrial, commercial and retail developments.
9.3.3	The Council will require that all of the affordable housing is provided on-site and there are three options available, as set out in the Affordable Housing Supplementary Planning Document (May 2005);	
	<ul style="list-style-type: none"> <li>• The site is developed and a proportion of the units are transferred by the developer to an RSL to manage (with or without a transfer of ownership of land);</li> <li>• The transfer of a site, with full access rights, to a housing association;</li> <li>• A proportion of the units are constructed by the developer and sold at an agreed discounted market value.</li> </ul>	9.4.2 In this case, given that the development could potentially provide up to 250 new homes, additional businesses and some retail provision, total redevelopment of the Brindley II site will necessitate a certain amount of open space and/or play space to be provided on site. It will also be necessary to safeguard a commuted sum for future maintenance of the open space.
9.3.4	The Council will be seeking the first option to be taken which ensures an even distribution of the affordable houses across the site, not in an isolated part of the development.	9.4.3 The amount and type of on-site provision will need to be considered dependent on the type of scheme to be developed. For example, it may be necessary to incorporate a Local Area for Play if family housing is proposed and local provision for play is inadequate. Open Space provision could ideally be located alongside the canal with the implementation of an appropriate landscaping scheme, or improving the open space between the canals.
9.3.5	Based on the presumption of 250 homes for this site, the affordable housing element of 25% as defined in Policy H9 of the Unitary Development Plan would generate 62 homes being affordable. The breakdown is set out in the Supplementary Planning Document on Affordable Housing.	



Ownership and future maintenance of the open space will also need to be established. These are details which will require pre-application discussions with the Parks and Open Spaces section of the Local Authority as well as other interested parties such as British Waterways. As a guideline, Policy DC9 sets out that Community Open Space should be based on 20 sq.m per person generated by the development.

9.4.4 Any form of open space to be provided, whether it be in the form of play space or landscaping should serve a purpose and be of sufficient quality. Play equipment should be to the Local Authority's specification and be located in an appropriate location. The provision of landscaping will be of quality design and pay due regard to security and safety in terms of its design, location and size. The inclusion of any landscaping scheme will need to take into consideration and contribute to the existing wildlife corridor and its future maintenance as well as complement the heritage assets where appropriate.

#### 9.5 Education Provision

9.5.1 In line with Policy H7 of the Adopted UDP, it may be necessary to provide a commuted sum in order to provide for additional educational provision as a result of the additional dwellings to be constructed on this site. A formula in calculating contributions is currently being developed by the Local Authority. This will ensure that the effects of social infrastructure arising from new development can be accommodated. However, until such time as the formula is finalised, it will be necessary to negotiate commuted sums for educational provision with potential developers based on past practice.

9.5.2 With regards this planning brief, the nearest primary schools are Brasshouse Infants and Albion Junior. The nearest secondary school is Holly Lodge High School with Shireland Language College second closest. The City Academy will also be in the catchment area once opened. All four schools have a surplus of places based on the School Organisation Plan 2004/09. However, this surplus is very low at present, being 2 places at the Infants school, 8 at Albion Junior, 253 at Holly Lodge and 24 at Shireland Language College. Based on these figures, it would appear that some contribution would be required.

#### 9.6 Sporting Facilities

9.6.1 Arising from the development of this, there may be a requirement for a contribution to sporting facilities in the area. If a need for facilities is identified, the contribution will be calculated using the Sports Facility Calculator devised by Sport England.

#### 9.7 Canal and Towpaths

9.7.1 Due to the potential for increased usage of the canal and towpaths arising from this development, additional funding may be required to ensure the continued maintenance of towpaths, landscaping and locks by way of a Planning Obligation. This amount of contribution will need to be discussed further and agreed with the Developer, British Waterways and the Local Authority.

9.7.2 Encouragement will also be given to developers in providing appropriate signage/interpretation boards in conjunction with this development.



# **APPENDIX 1 - RELEVANT UNITARY DEVELOPMENT PLAN POLICIES**

## *H6 - Design of Housing Development*

A high standard of design will be required for new housing development in the Borough. Proposals will be considered on the basis of:

- Overall scale and density,
- Access and parking arrangements for motor vehicles and cycles,
- Reduction in the use of non-renewable energy,
- The character and quality of the local environment,
- Security and safety.

## *H7 - Amenity of New Housing*

New housing developments, of 10 dwellings or more, will be required to provide appropriate levels of Community Open Space, including children's play areas. (See policies OS5, OS8 and Development Control Policy DC9 - "Provision of Community Open Space and Play Space in New Residential Areas"). Developers will be required to carry out landscaping schemes on developments where appropriate. Consideration will be given to demand for other supporting facilities e.g. schools and community centres, where appropriate to the development proposals.

## *H9 - Affordable Housing*

On all sites of at least 1 ha or 25 dwellings in size, the Council will seek to negotiate an element of affordable housing up to 25% of the total units to be provided, unless it can be demonstrated to the Council's satisfaction that:

- The site does not have access to local centres and public transport;
- There is no demonstrable need for affordable housing in the area;
- There are abnormal development costs which will prejudice the viability of the development if an element of affordable housing is included.

The type and size of units to be provided will be determined by the Council's latest Housing Needs Survey and based on local need. Smaller sites, which could reasonably be expected to form part of a larger site in future, will also need to take this policy into account.

The Council will also use planning conditions and S106 Agreements to provide affordable housing at another location if it would better meet identified needs for affordable housing and not compromise the acceptability of the development proposed.

## *H10 - People and their Housing Needs*

The Council will seek to negotiate a mix of housing (types and size) on sites to ensure that all existing and future citizens have access to a range of housing that meets their needs, as identified in the Borough's Housing Strategy and the various Housing Needs Surveys undertaken by Sandwell Council.

## *H11 - Housing for People with Special Needs*

Where a need is identified for housing to cater for the special needs of people, especially those with disabilities and the elderly, the Council will seek to negotiate a proportion of housing which is accessible to disabled people on suitable sites.

## *E7 - Design Quality and Environmental Standards*

The design of industrial development should be of a high standard and should take into account the design principles set out in Policy UD1. Industrial development will be required to pay particular attention to:

- Materials and landscaping,
- Pollution and noise control,
- Environmental impact on the site and surrounding area, including wildlife habitats;
- Potential impact of crime in the area

Prominent sites which act as gateways or landmarks, for example, on the strategic highway network, are particularly important in terms of improving the image of the Borough and this should be reflected in their development. The Development control guidelines in this plan provide further guidance on the Borough's Gateways.

The design and improvement of industrial areas will be addressed in more detail in future Supplementary Planning Guidance.

### *T1 - General Policy*

In order to encourage a shift in transport usage from the private motor vehicle to other modes, notably walking, public transport and cycling, new developments will be required to include measures to help to integrate transport modes. The Council will adopt a priority for movement to provide choice and provision of access for all of the community, which addresses modes in the following order;

- Walking
- Public transport and cycling,
- Private motor vehicles

Developments will be required to demonstrate appropriate provision in accordance with this. Developments will be required to demonstrate provision for access for disabled people and people with mobility difficulties, including access to transport, buildings and the external movement.

### *T2 - Walking*

Developments should take account of walking as a genuine choice for journeys, particularly access to schools, local facilities and those providing for day-to-day needs. Developments should provide direct, safe and convenient routes well integrated into existing and expected lines of movement.

Pedestrian movement through a development site should be provided for by clear and obvious routes, signed where necessary. People walking to or within a development site should be able to access all buildings safely and conveniently, particularly without having to cross

service areas and car parks.

In new developments walking at the beginning and end of all trips should be facilitated, particularly by the integration of footpaths with bus services and other public transport.

### *T3 - Public Transport Accessibility and Location*

Subject to the other policies of this Plan, development that could generate high levels of public transport usage will be directed to land within 400 metres of quality public transport interchanges. Residential development within or adjoining the main town centre, town and district centres, as defined in the Shopping and Role of Centres Section, or within a 400 metre radius of a bus service (with at least a ten minute frequency during peak periods) and either a Metro Stop or Heavy Rail Station, will be expected to be at a minimum density of 50 units per hectare or the equivalent number of habitable rooms. The development of major sites and the creation of new roads and access to serve such sites will be required to make provision for access by public transport.

### *T10 - Roads*

Road improvements and new roads will be encouraged only when it is necessary to address one, or more, of the following:

- They are an essential part of a regenerative scheme, including new or improved access to developments;
- They improve road safety;
- They address environmental problems;
- They improve the safety and security of all road users, or
- They enable improved public transport.

### *T16 - Road Safety*

The safety of all highway users will be promoted and encouraged in order to reduce road danger. All developments should demonstrate attention to the need for road safety.

### *OS5 - Community Open Space*

Community Open Spaces are open spaces which are physically accessible and publicly available. These are shown on the Proposals Map.

The Council will seek the provision of Community Open Space at a minimum ratio of 2 hectares per 1000 population, and will seek to ensure that at least 1 hectare of Community Open Space is provided within walking distance (0.4 km) of all the Borough's residents.

Quality Community Open Space is seen as an integral part of quality living space, and should be provided as part of new housing developments where such spaces are not available within easy access of the development. Where provision locally is adequate in terms of quantity, greater emphasis will be placed on improving the quality of existing nearby Community Open Space.

### *OS6 - Open Space Network*

The network of open spaces across the Borough will be secured by protection of linear open spaces and wildlife corridors, and by providing new or enhanced links between existing open spaces.

### *OS8 - Community Open Space in association with new housing developments*

Developers will be required to ensure that there is sufficient good quality open space provided to meet the needs of the people living in the new housing development. Where new community open space is provided, the developer will be required to make provision for its future maintenance. Where the development is too small to provide a useful area of open space on site, or where local provision is already sufficient in terms of quantity, a contribution may be required to improve the quality of existing community open space within 400m of the proposed development, a legal contract will be drawn up for this purpose.

### *NC1 - Nature Conservation and New Development*

The Council will seek to promote development in accordance with natural ecological processes and nature conservation interests. New development will be required to address the following;

- Retention of existing natural features, including geological and habitats, and protecting them during construction
- Making provision for replacements, where the loss of such features is unavoidable;
- Incorporating creative measures, such as the development of new habitats, or where possible the opening up of fresh geological exposures;
- Incorporating the maximum possible area of permeable ground surface, and taking the necessary steps to regulate surface water flows in the interests of nature conservation;
- Including, in the design of built structures, features attractive to wildlife;
- Positively addressing adjacent or nearby nature conservation resources.

### *NC2 - The Nature Conservation Network*

The Nature Conservation Network is shown on the Proposals Map. These are the Local Nature Reserves, Sites of Importance for Nature Conservation, Sites of Local Importance for Nature Conservation and the wildlife corridors. The Council will seek to maintain and, where possible, enhance the quality, amount and distribution of the Borough's natural assets. The Council will seek the management for wildlife of these features in its ownership, where resources allow, and of sites in private ownership through voluntary agreement and where appropriate the development process.

### *NC3 - Sites of Importance for Nature Conservation and Local Nature Reserves*

Development will not be permitted if it would directly or indirectly destroy or adversely affect;

- Any Local Nature Reserve,
- Any site of Importance for Nature Conservation

Over the plan period the Council will support the identification where justified of new LNR's and SINCs and will apply the policy to these, following consultation and notification.

### *NC4 - Sites of Local Importance for Nature Conservation*

The nature conservation value of Sites of Local Importance for Nature Conservation will be protected from development which would damage them. These are identified on the Proposals Map. Over the plan period the Council will support the identification of new SLINC's and will apply this policy to these, following consultation and notification. Proposals which directly or indirectly would have adverse effects on these will be required to demonstrate that a full ecological survey has been carried out; how the ecological information has been evaluated; what the relevant design considerations are; how the most valuable features will be protected; and how the overall ecological values of the site will be maintained.

### *NC5 - Wildlife Corridors*

The integrity of wildlife corridors and linear features will be protected. Proposals which sever these, or reduce their value to wildlife will not be permitted, unless they demonstrate adequate mitigation measures.

### *NC6 - Habitats*

The Council will seek to ensure that the quantity of the Key Habitat types i.e. Hedgerows, Woodland, unimproved and semi-improved Grassland, Heathland, Open Water and Wetland remains at least at the current levels. It will contribute as far as possible, through the development process, to the implementation of the Biodiversity Action Plans on habitats, thereby enhancing both the quality and quantity of the resource.

### *NC8 - Access to Natural Open Space*

The Council will seek to ensure accessible wildspace within 400 metres of all homes. Proposals which would prejudice this will not be permitted unless adequate and appropriate alternatives are provided.

### *UD1 - General Urban Design Principles*

The Council will expect all new developments to be of good quality design and constructed of high quality materials. The Council will reject poor designs, particularly those designs that are inappropriate in their locality, for example, those clearly out of scale or incompatible with their surroundings.

Particular regard will be paid to how the development relates to the street, its relations with the public realm, the ease with which the public are able to move through and around the development, and the nature and height of any buildings and their effect on the surrounding urban area. The Council will also encourage the innovative use of greenspace and the natural habitat where appropriate.

The Council will produce and adopt relevant design guidance to assist all applicants when applying for planning permission. In addition, the design of the urban form must incorporate appropriate security and safety measures in accordance with Policy UD3 - Security and Safety, and the Supplementary Planning Guidance (SPG) - Community Safety.

### *UD2 - Design Statements*

All applications for planning permission within the following areas must include a Design Statement containing both written and illustrative material:

- Town and district centres;
- Adjacent to major junctions and nodes;
- Gateways;
- Transport Corridors;
- Conservation Areas and Areas of Townscape Value;
- Sandwell Valley

The Council will also use conditions and planning obligations, where appropriate, to secure a high quality of design.

### *UD3 - Security and Safety*

All applications for new development will be assessed in accordance with the Crime and Disorder Act 1998, and against the guidance contained in Government Circular 5/94 and other policies within the Development Plan. Applications for new or refurbished schemes for residential or commercial properties will need to be considered against the criteria set out in "Secured by Design", a guidance document produced by the Association of Chief Police Officers.

The Council will also work in conjunction with the Police, in particular, the Police Architectural Liaison Officer, when considering any proposal for new development.

As set out by Section 17 of the Crime and Disorder Act 1998, the Council and Police will work together to take into account the reduction of crime when considering all planning matters.

The Council will also work with the Sandwell Community Safety Unit to prepare Supplementary Planning Guidance on Community Safety.

### *UD4 - Urban Spaces*

The Council will expect any proposal for a large development to pay particular regard to its setting within the urban fabric and its relationship to the public realm.

Consideration should be given to;

- Improving the quality of the urban fabric;
- The provision of an attractive, manageable, useable and accessible public space;
- The provision of a safe and secure environment, preferably with natural surveillance;
- The provision of public art where appropriate;
- The creation of a lively relationship between the building and the street that is of a human scale;
- The protection, enhancement or provision of natural habitats.

### *CS2 - Community Uses*

The Council will seek to retain existing community facilities and to encourage the provision of new facilities whenever unmet needs are identified.

### *PC5 - Land Affected by Tipped Material Generating Landfill*

The Council will give appropriate weight to the advice of the Waste Disposal Authority in the determination of planning applications where the possibility of landfill gas is a material consideration, and seek appropriate remediation measures to allow the development to safely proceed.

### *PC6 - Land affected by contaminants, mineshafts of unsatisfactory load bearing capacity or other constraints*

All planning applications for built development must be accompanied by information relating to ground conditions, together with details of remedial measures to deal with contaminants, mineshafts of unsatisfactory load bearing capacity or other constraints. The Council will reclaim, or support the reclamation of derelict waste and contaminated sites to a standard commensurate with the proposed after-use, and protect the environment from increases in pollution arising from development proposals.



### *PC7 - Surface Water*

The Council recognises the importance of the natural watercourse system for providing essential drainage, which will be protected when considering any form of development. Therefore the council will:

- Ensure that new development constructed in areas susceptible to flooding should be protected to an appropriate standard to ensure that it is safe. Flood defences required as a result of development should be fully funded by developers as part of the development;
- Endeavour to ensure that adequate foul and surface water provision is available to serve new development, and that the ultimate discharge does not cause an environmental problem;
- Resist development that poses an unacceptable threat to the quality of surface and ground waters; and
- Ensure that adequate pollution control measures are incorporated into new developments, to reduce the risk of water pollution.

The Council will encourage developers to consult the Environment Agency for any advice concerning floodplains, before submitting applications for planning permission.

### *C1 - Conservation*

The Council will continue to protect, preserve and promote the range of historical, architectural and archaeological sites, buildings and structures of merit or heritage within the Borough.

#### *C2 - Buildings of Special Architectural or Historic Interest*

Listed Buildings will be fully safeguarded by use of statutory powers. Their regular maintenance will be encouraged.

Consent for the demolition of a listed building will not be granted unless every option for its restoration, retention and alternative use has been exhausted.

When considering proposals for the demolition, alteration or extension of Listed Buildings or buildings and other structures within their curtilage, the Council will have regard to the possibility that earlier concealed structures may be found within or under the buildings. Where consents are granted, conditions may be imposed to ensure that such features may be investigated recorded, and where feasible and appropriate, preserved in situ or elsewhere.

The Council will not permit any external, or internal alteration, or addition to a listed building where there would be an adverse effect on its architectural or historic character.

The Council will encourage the reuse of Listed Buildings, particularly where new uses may lead to a building's preservation. However, it is expected that any external alterations carried out should not be detrimental to the character or appearance of the building.

The Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features.

### *C3 - Conservation Areas*

Planning applications made in Conservation Areas will be expected to show sufficient detail so that the impact of the proposed development on the character and appearance of the area can be fully assessed. Consent to demolish a building in a Conservation Area will be granted only where it can be shown that its repair is not economically viable, that it is of reasonable beneficial use, of inappropriate structure or design, or where its removal or replacement would benefit the appearance or character of the area. Demolition will only be permitted where there are approved detailed plans for redevelopment. The Council will require development to respect the character of the existing architecture, in scale, grouping and materials.

Having regard to the special character and unique townscape qualities of individual Conservation Areas, the Council will consider whether it is appropriate to exercise control over detailed features of the Conservation Area by the making of Directions under Article 4 of the Town and Country Planning (General Permitted Development) Order, 1995, or Areas of Special Advertisement Control.

#### *C4 - The Local List of Buildings and Structures*

In addition to statutorily protected sites, the Council will seek to retain and preserve other noteworthy buildings and structures which are a vital part of the local architecture and history and which contribute to the uniqueness of the locality. This will be achieved through a Local List of Buildings.

#### *C7 - Canals*

The Council will seek to protect the Borough's canal heritage, including canalside buildings and associated structures and areas around the canal network that are of special interest.

Where the opportunity exists, encouragement will be given to the use of canals as a feature to enhance the quality of development through appropriate layout and orientation. The Council will assess all proposals for development adjacent to the canal network against the guidelines and criteria set out within the Development Control Policy DC4 - Canals. In particular, the Council will seek to ensure that:

- The original scale, style, materials and character of the canals is not prejudiced or eroded and that its buildings, structures and artefacts are retained;
- The design, layout, boundary treatment and landscaping of canalside development takes full account of the opportunity created by its setting;
- The nature conservation value of the canal network is protected.

Where appropriate, the enhancement of the canals and their settings will be secured through S106 Agreements.

#### *C11 - Archaeology and Development Proposals*

In considering proposals for development, the Council will seek to ensure that archaeological sites of special regional or local importance are identified as being particularly worthy of preservation in situ. Other sites will be preserved wherever possible, but where it would be unreasonable to withhold planning permission for the development of such sites, provision will be made through agreements and conditions of planning permission for an appropriate level of archaeological investigation and recording, prior to damage or destruction through development.

It is essential that archaeological sites and their settings are preserved and enhanced so as to fully exploit their archaeological, recreational and educational value, and, where appropriate, made attractive to visitors.

In Areas of Potential Archaeological Importance, the local planning authority will require archaeological information (derived, if necessary, from an archaeological evaluation), prior to the determination of planning applications. This information will be needed to assess the archaeological implications of the development proposals and to identify requirements for archaeological preservation or investigation.

The integration of the preservation of archaeological deposits with other land uses will be achieved by means of management agreements.

### *DC1 - Access for Disabled People*

In accordance with Transport Policy T1, developments will be required to demonstrate appropriate provision for access for disabled people and people with mobility difficulties, including access to transport, buildings, and the external environment. Specifically, the design and layout of developments which include public access must have regard to the needs of disabled people and others with mobility difficulties.

Developments in Town Centres, District Centres, Local Centres, and residential areas need to include well-defined and safe access arrangements for disabled motorists. Consideration should also be given to safe access for disabled pedestrians, particularly those who are blind or partially sighted. In particular, walkways, pavements and other public areas should include flat or adequately ramped areas either as primary means of access and travel, or as alternatives where steps are provided.

Major development proposals (such as those requiring Environmental Impact or Transport Assessments) are expected to positively enhance links with adjacent areas to improve access for disabled people and others with mobility difficulties.

Planning conditions may be imposed to require improvements relating to pedestrian routes, public transport facilities (such as bus stops), parking spaces and their management and use, the provision of information, and other relevant matters, such as the priority given to pedestrians, including disabled people. Where such conditions are imposed, the Access Officer will be consulted with regard to compliance. A planning, development, or design brief for a proposed development must be produced in consultation with the Sandwell Access Group and the Sandwell Access Officer. Detailed advice on access issues is available from the Council's Access Officer, who will be pleased to comment on proposals at pre-application or design brief stage.

Parking for disabled people will be provided in accordance with Policy DC5.1 Car Parking for Disabled People and People with Mobility Difficulties.

### *DC4 - Canals*

In considering proposals for development on, over or alongside the canals, the Council will require that every effort be made to retain and incorporate original buildings and structures where these form part of the canal history and character. New buildings and structures will use appropriate materials and styles to respect the history and character of the canals.

In exceptional circumstances, proposals for canal development which do not reflect canal history and vernacular style may be permitted. However, the proposals must exhibit a high quality of design and materials, and the design statement must demonstrate how the proposal makes a positive contribution to the canal environment. Where appropriate, the enhancement of canal and their settings will be secured through S106 Agreements.

When considering proposal for development on, or adjoining canals, the Council will have regard to the need to integrate the canal and towpaths with the urban area, with particular regard to their use as part of the cycleway network, linear open spaces and footpaths, and other nature conservation aspects.

In considering proposals for development on land adjoining a canal, the Council will give particular consideration to the visual impact on the canal environment. Opportunities to use the canal as a feature to enhance the quality of the development should be taken, wherever they arise, by appropriate layout and orientation.

In other cases where the development has no direct link to the canalside, it will be necessary to ensure that buildings, material, boundary treatment and landscaping have regard to their appearance from the canal, towpath and public places. Open storage areas should be screened.

### *DC6 - The Borough's Gateways*

When assessing proposals and application for planning permission that will affect the environment of the Borough's gateways, the Council will apply the following principles:

- Key landmark buildings, structures and features will be preserved and improved;
- The topography of the area will be emphasised in the design and location of new buildings or features;
- New development should be of a high quality, architectural design, using good quality, modern materials.

In addition, the Council will work towards improving the image of the area at the gateways through:

- The removal or refurbishment of insensitively designed buildings where possible;
- More strict control of advertising;
- The provision of high quality street furniture, boundary treatment and paving materials;
- The removal of redundant street clutter;
- The incorporation of public art; and
- Improving ease of movement for all modes of transport.

### *DC8 - Development in Conservation Areas and Areas of Townscape Value*

When assessing proposals for new development and redevelopment in Conservation Areas and Areas of Townscape Value, the Council will expect high quality architectural design, that is original and individual and will integrate the buildings with the public realm. All applications for new development in designated areas will be determined in accordance with the urban design policies contained within the UDP, particularly Policy UD2 - Design Statements.

Buildings and features that make a significant contribution to the special interest of a Conservation Area or Area of Townscape Value should be retained and reused rather than redeveloped.

The Council will support the improvement and, where necessary, the redevelopment of buildings that do not contribute to the architectural or historic interest of the area. However, they must be replaced with a high quality development of an appropriate architectural design, sympathetic to the area.

Extensions to buildings will also be expected to be complementary. The use of modern materials for contemporary architectural design is acceptable, but they must be of high quality. However, any works relating to Listed Buildings should be undertaken sympathetically in accordance with the criteria set out in PPG15 - Annex C, Guidance on Alterations to Listed Buildings.

The design of new buildings should be based on an analysis of the characteristics of an area and its historical development, rather than on the style of any adjacent buildings. Standard building designs for houses, supermarkets, A3 uses, such as fast food outlets and others, do not add to local distinctiveness and will not be accepted in designated Conservation Areas and Areas of Townscape Value.

Proposals for shop fronts and roller shutters will be assessed using the principles and the guidelines contained within this policy and with the Development Control Policies for Shop Front Design and The Design and Installation of Shop Front Roller Shutters.

### *DC9 - Provision of Community Open Space and Play Space in New Residential Areas*

All new residential development of 10 dwellings or more, should contain provision for Community Open Space and play space and its maintenance, based on 20 sq.m. per person generated by the development is equal to the number of bedrooms, for example, a three bedroomed house generates three people.



It is the intention that existing areas of Community Open Space will be improved in quality before new areas of Community Open Space are provided. Where new residential development takes place in town centres, or in areas where sufficient quantity of existing Community Open Space in appropriate locations to serve the new development, commuted sums for the improvement of adjacent facilities will be required. Policy OS1 - Open Space Hierarchy, has analysed existing provision and identified areas for improvement.

Where the Council is satisfied that a development will not, during its lifetime, generate demand for play space, the requirement for children's play will not be necessary. However, this will not automatically reduce the overall open space requirements as indicated by policies H7 - Amenity of New Housing, OS5 - Community Open Space in association with new Housing Developments. Examples of development that will not require play space include developments for the elderly, one bed roomed flats etc.

Where provision for play space is required, the Council will look at the type of space most required in a defined area, within 400m of the new development. Play space should then be calculated as 40% of the total Community Open Space provision, or 8 sq.m/person. Of this 8 sq.m., 2.4 sq.m. per person should be for formal play provision. The remaining 5.6 sq.m. of play space is for informal children's play space.

The following should be taken into account when siting playing space for children:

- It is important that play spaces are part of the design of an area and not just an after thought;
- All play spaces should be accessible by safe, practical routes;
- All play spaces should be sited in welcoming, open areas, not on backland or land that is undevelopable for other purposes;
- Play spaces should be accessible from pedestrian routes and away from major vehicle movement;

- Play spaces should be sited on land that is suitable for the type of play space identified. For example, equipped or kickabout areas on slopes are inappropriate;
- Play spaces should be overlooked by houses or well-used pedestrian routes, but also be far enough away from houses to reduce the likelihood of general disturbance;
- Play spaces should be linked with other open spaces, play spaces and footpath systems etc;
- Psychological, as well as physical, barriers should be avoided. Such barriers could include, territorial barriers of having to move from one housing area to another, or the fear of having to use a bridge to cross a busy road;
- A wide a range of play opportunities should be provided. Playgrounds should include unobstructed open space to kick or throw a ball, as well as natural opportunities for play for creative development;
- Play spaces need to be attractive and safe to encourage children to play there, as well as meet the needs of the wider area, particularly those people living nearby.

#### *DC10 - Community Facilities including places of worship and/or religious instruction*

In considering proposals for new, or conversion or extension of existing community facilities, including places of worship and/or religious instruction, the following criteria will be taken into account:

- Encouragement will be given to locating such uses on sites with main road frontages at the fringes of commercial areas, particularly district or local centres.
- If the building(s) to be used shares a party wall with any sensitive use (particularly residential) it is unlikely that planning permission will be granted. Exceptions to this are likely to occur only when there is clear proof submitted to the Council that the use will not adversely affect the occupiers of adjoining properties.

Where noise from the proposed activities is likely to affect neighbouring properties, consideration will be given to attaching conditions to any planning permission granted, which would reduce or eliminate such problems. These may include:

- Installation and retention of suitable sound insulation;
- Restricting the use of parts of the building, or the type of uses proposed;
- Restricting the hours of use of all or parts of the building.

Consideration will be given to the need for the provision of car parking in association with the development. This will include an assessment of :

- Whether the majority of people walk to the place of worship or religious instruction;
- The proximity and availability of public transport facilities;
- The availability of other car parking in the vicinity;
- The use of the centre for wider community purposes and for special events drawing large numbers of participants;
- The adverse effects of on-street parking on adjacent occupiers, the environment of the neighbourhood, and whether it would create potential hazards to pedestrians and other road users.

Consideration may be given to the granting of planning permission for a limited period where the concern relating to an application is insufficient to deem immediate refusal. The provision of additional community facilities will be encouraged, including those serving cultural and other social needs.

Reference should also be made to Supplementary Planning Guidance on;

- Residential Design
- Community Safety
- Cycling

And Supplementary Planning Document on Affordable Housing.

## **APPENDIX 2 - CONTACT DETAILS**

This Planning and Development Brief has been prepared by the Planning Policy Section of the Directorate of Planning and Transportation.

Contact:

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Other contacts within Sandwell M.B.C. are;

Development Control -  
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**Martin Wheeler: 0121-569 4136**

Urban Design -  
**Chris Jones: 0121-569 4086**

Conservation -  
**Graham Eyre-Morgan: 0121-569 4022**

Traffic and Road Safety -  
**Lee Smith: 0121-569 4198**

Corporate Property Division -  
**0121-569 3954**

Building Regulations -  
**Graham Downs: 0121-569 4069**

Other contacts outside the Council are;

British Waterways - **0121-200 7400**

Regenco - **0121-524 1910**

Urban Living - **0121-580 6740**

Advantage West Midlands -  
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Police Architectural Liaison Officer -  
**0845 113 5000**

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