

GROVE LANE

SMETHWICK

ADOPTED SUPPLEMENTARY
PLANNING DOCUMENT



NOVEMBER 2011

CONTENTS



CONTENTS

1	Introduction	7	4	Smethwick Context	21
1.1	The Vision	10	4.1	Site Context	25
1.2	Purpose of the Supplementary Planning Document	10	5	Urban Design Appraisal & Principles	29
1.3	Key Objectives	11	5.1	Sandwell and West Birmingham NHS Trust Acute Hospital	33
1.4	Key Features	11	5.2	Grove Lane/Cranford Street Area	36
2	Policy Context	13	5.3	Grove Lane/Dudley Road	41
2.1	National Policy	15	6	Delivery Strategy	47
3	The Site	17			
3.1	Site History	19			

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

1 INTRODUCTION



INTRODUCTION

The redevelopment of the Grove Lane site is a key component of the Council's regeneration proposals for Smethwick and the Borough. The site represents an area of underused, dated employment buildings, the majority of which are of poor quality. The area has been identified in the Smethwick Area Action Plan (AAP), as a development site under Local Policy Sme4. As part of the regeneration proposals for the site, it has been identified as the location of a new acute hospital to serve Sandwell and West Birmingham. In addition to the proposed new hospital, other proposed uses include ancillary employment and residential uses which would initiate regeneration and change in this part of Smethwick.

Outline Planning permission for a new Acute Hospital was granted in October 2008 on land between Grove Lane, Heath Street and London Street. The granting of the outline permission was a significant step forward in terms of achieving the Council's policy objectives set out in the Smethwick AAP to regenerate the Grove Lane area of Smethwick.

To supplement the outline planning application further consideration was given to the potential integration of the hospital proposals with the Council's aspirations for the wider Grove Lane area as conveyed in the Smethwick AAP. GVA Grimley was commissioned to produce an Enhanced Supporting (ESI) Information document, which supported the application. The ESI described how the proposed new hospital could relate to

the surrounding area if it were to be regenerated in line with AAP Local Policy Sme4.

Identification of the Grove Lane site (Grove Lane Site Area Plan) for the new hospital followed extensive research of other sites within the Smethwick and Birmingham areas, it was agreed by the partners that this site was the optimum location for the new hospital to serve both Sandwell and west Birmingham for the NHS. Located on the border between the two authorities it provides good access from the Strategic Road Network and would provide a state of the art facility.

The development would bring regeneration benefits to Smethwick and the wider area, especially with the possibility of spin off developments associated with the health industry. Since the hospital development only requires 6.5 hectares, the remainder of the site can accommodate B1 uses, as well as have the potential for residential led mixed-use development. The B1 uses would ideally be located to the north of Grove Lane, with residential led mixed use development to the south of the proposed hospital site.

Atkins and Thomas Lister were commissioned by the Council to develop a deliverable Masterplan for the Grove Lane area, south of the proposed hospital site. The work undertaken by Atkins and Thomas Lister has been in collaboration with SMBC, with the end product being a deliverable regeneration scheme that responds to the needs of the borough and the surrounding local context.

Following on from the work undertaken by Atkins and Thomas Lister, it was considered that a Supplementary Planning Document (SPD) is required to provide guidance on the area's future development and design expectations. The SPD aims to set out a mix of acceptable land uses, the preferred locations and supplementary information such as access by a range of means, scale, massing and other design issues. Information contained in the Atkins and Thomas Lister Masterplan has formed the basis for the development guidelines set out in section 5.3 (Grove Lane/Dudley Road) of the document.

In preparing the SPD, this site needs to be considered in relation to other developments or interventions being undertaken now, or planned for the future. The hospital development cannot be considered in isolation. The effects the hospital development may have on the surrounding area need to be considered against the wider regeneration potential of adjoining parcels of land and sites north of Cranford Street.

The AAP proposals have the active support of the NHS Hospitals Trust and are seen as being a key mechanism for progressing the delivery of this major new facility. The Council has worked closely with the NHS Trust to develop the proposals and there has been an alignment of processes, including the AAP to help deliver the new facility.

Grove Lane Site Area



NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100052119 2011

1.1 The Vision

The Council want to see a high quality employment and residential led mixed use development that will maximise the potential of the new acute hospital development and make a statement for the Grove lane area, whilst forming strong connections with planned developments within the wider Smethwick area. It is anticipated that the reshaping of Grove Lane will bring forward real physical, social and economic benefits for Smethwick.

1.2 Purpose of the Supplementary Planning Document

The purpose of the Supplementary Planning Document is to establish a planning and design framework, which should be acknowledged and used in the preparation of detailed proposals. Alternative options and forms of design will be considered, though the broad principles of the Brief must not be compromised.

It is recognised that the successful redevelopment of this area will be essential in delivering the overall regeneration strategy for Smethwick. The SPD seeks to achieve this as well as providing in a co-ordinated way detailed guidance on development and design issues and will be a material consideration in the determination of planning applications on sites within the Grove Lane area.

In 2009 the Council commissioned Atkins Limited and Thomas Lister, to review and develop a deliverable Masterplan and Design Code for the Grove Lane/Dudley Road area. The work undertaken by Atkins and Thomas Lister will be carried forward and incorporated into this SPD.

1.3 Key Objectives

The Grove Lane Area is considered as a Strategic Proposal to assist the delivery of the regeneration aspirations for the Smethwick area. The key delivery objectives are;

- Deliver a high quality B1 and residential led mixed-use scheme complementing the new hospital development
- Provide high quality landmark buildings
- Provide innovation in design and sustainability
- Implement comprehensive development on a phased basis
- Provide a high quality public realm that includes outside spaces for people to enjoy and relax. That incorporate sustainable material choices and design features
- Minimise the impact of vehicular traffic within the development and promote walking, cycling and public transport
- Provide safe and attractive pedestrian links
- Introduce green links which complement development and link with wider proposals in the area.

1.4 Key Features

The Key Features of the Grove Lane Supplementary Planning Document

The Supplementary Planning Document for this site sets out the principal issues for consideration for its future development. Therefore, the following have been identified as the key features of the strategy for the regeneration of this brownfield site and defines the amount, location and type of development envisaged for the site with the key points of consideration.

1. The hospital site is located on the southern part of Grove Lane.
2. The area to the north of the hospital site, between Grove Lane and Cranford Street has been identified as a site, which could be developed out for B1 uses.
3. The area situated on the southern part of Grove Lane and Dudley Road has been identified for mixed use development for residential, B1 and small scale retail uses.
4. The proposed residential development on the Atlas Metals site on Cranford Street provides an opportunity to form a strong link between the proposed Masterplan area and the Birmingham Main Canal to the north.
5. A key regeneration objective of the area is to achieve canal side improvements, which promote the Cape Arm Canal as a central asset, which provides a link to the Birmingham Main Line Canal.
6. Improve the local pedestrian and cycle network and access to public transport.



2 POLICY CONTEXT



2.1 National Policy

Black Country Core Strategy (2011)

The Black Country Core Strategy (BCCS) sets out the strategic policies and broad locations of land uses proposed within the Black Country and broad targets for housing and employment land. The site is located within Regeneration Corridor 12, which incorporates West Bromwich, Oldbury and Smethwick and is anticipated to accommodate housing and employment growth.

The corridors boundaries broadly reflect the distribution of large parcels of employment land across the Black Country. The backbone of this network is a system of sustainable transport routes and the extensive canal system.

The most relevant policies in the BCCS include (though this is not an exhaustive list):

- 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 EMP1: Providing for Economic Growth
- Policy CEN1: The Importance of Black Country Centres for the Regeneration Strategy
- Policy CEN2: Hierachy 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 Developments
- Policy ENV2: Historic Character and Local Distinctiveness
- Policy ENV3: Design Quality

Smethwick Area Action Plan

The AAP guidance for Grove Lane broadly follows the guidance in the UDP, stipulating that the site is suitable for mixed use development.

The aims of the AAP area;

To produce areas which meet the needs of the communities'

To provide good quality, affordable housing,
To ensure the provision of services and facilities within easy reach, good transportation links,
Ensure there is good access to employment, and
Enhance the quality of employment land and make Sandwell a place where people wish to invest.

Local Policy Sme4 - Grove Lane, identifies the site for employment use to accommodate new health and ancillary uses for Sandwell and west Birmingham NHS Trust. The remainder of the site to accommodate high quality B1 uses, residential and other complementary uses.

Residential Design Supplementary Planning Guidance

The aim of the Supplementary Planning Guidance (SPG) is to provide a focus for residential development within the Borough and meet the aspirations of both the Council and local communities to provide an attractive, high quality and sustainable environment. It concerns the connections between people, places, movement and urban form and the creation of lively places with a distinct character that are enjoyable, safe and accessible.

In order to encourage good quality and well designed development the SPG aims to draw on basis principles that are interrelated and encompass different aspects of development. The principles aim to be qualitative and also objective as possible.

Residential Intensification Paper Supplementary Planning Document

Sandwell as the Local Planning Authority (LPA) is giving careful consideration to housing density ranges in view of the approach being advocated in national policy, particularly with regard to density being translated into specific types of housing and the effect this will have on places within the borough.

Areas in Sandwell are generally considered to be urban or suburban. Urban locations will be those sites within town centres or those that are well connected to regular public transport links and convenient walking distance to local facilities.

The Supplementary Planning Document will be appended to Sandwell's adopted Residential Design Guide and will seek to further develop policies relating to housing density. The aim of the document will be to support the development of a range of density solutions that relate to their surroundings. It will discourage the rigid application of higher density solutions that deliver development that has an adverse impact on the character of areas and where the concerns exist about the quality of resulting living environments.

Building for Life Supplementary Planning Document

The Council is currently in the process of adopting Building for Life as a Supplementary Planning Document.

Building for Life is (BfL) is a nationally accredited standard for well designed homes and neighbourhoods. There are 20 BfL criteria based around for key themes of Environment and Community, Character, Access and Design and Construction. When considered together the criteria evaluate the attractiveness, functionality and sustainability of housing development. The principles of the criteria are found in government policy and sound design guidance the majority of which is already identified in the Council's adopted residential design guidance.

3 THE SITE



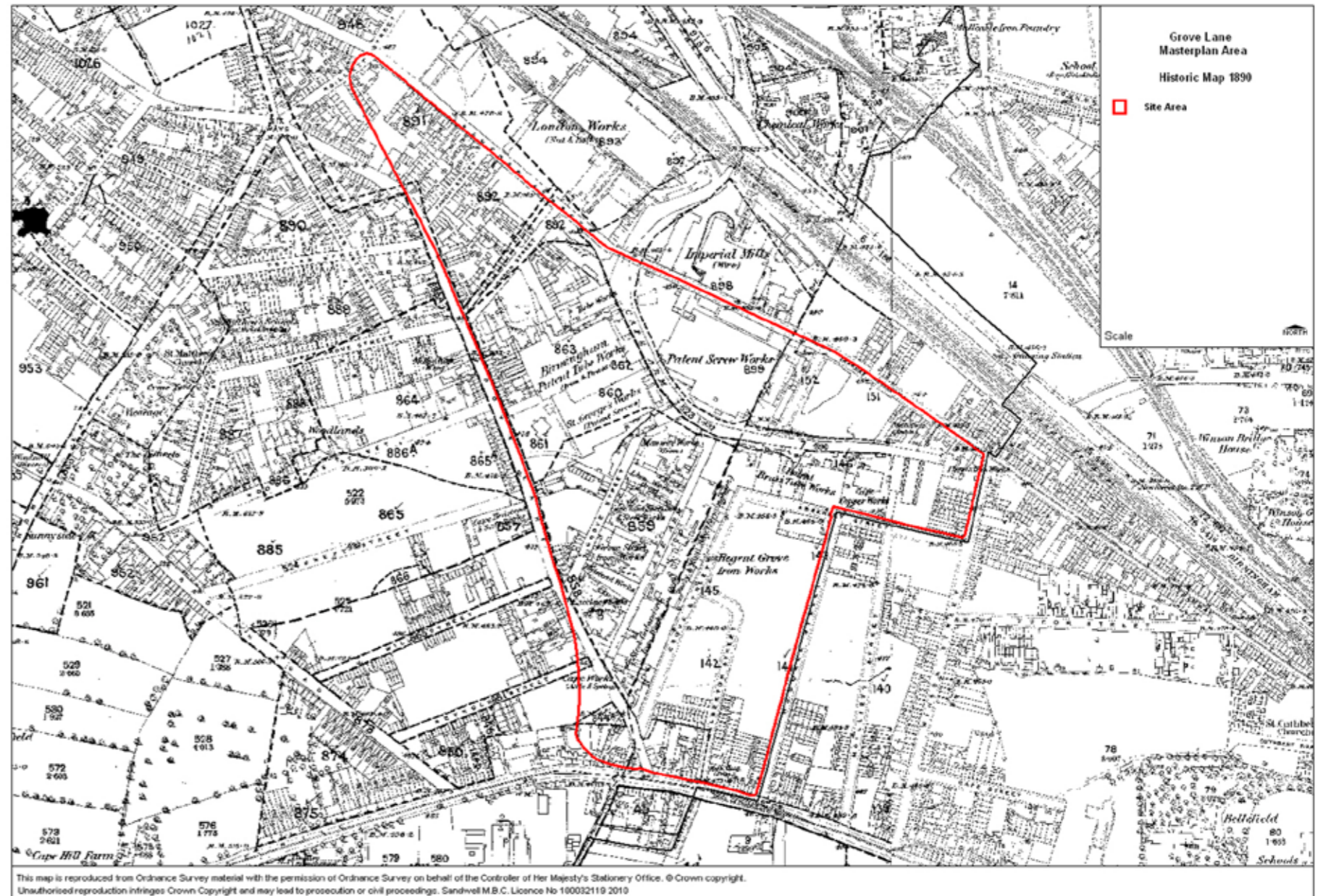
3.1 Site History

Originally farm land until the development of the metal forging and manufacturing industries in the 1800's changed the landscape of the Black Country. These activities increased rapidly from the mid eighteenth century. A combination of natural resources, along with the establishment of the canal system (initiated by James Brindley 1769-1772) launched the area into the Industrial Revolution. From open farmland with some emerging metal works to a dense and highly integrated but organically planned industrial and residential area within just 60 years.

Several firms engaged in engineering and metalworking, were established in Smethwick in the mid 19th century. The first engineering works was located on the angle between the present London Street and Grove Lane and had a frontage on the Cape arm of the Birmingham Canal to the east.

In the late 1960s the headquarters of Guest, Keen & Nettlefolds Ltd., by then an investment company, adjoined the Heath Street Works, a 50-acre complex run by G.K.N. Screws and Fasteners Ltd. and employing some 4,500 people. G.K.N. had several other subsidiaries in Smethwick. G.K.N. Distributors Ltd. had its headquarters at the London Works, while G.K.N. Group Services Ltd. was in Cranford Street, G.K.N. Reinforcements Ltd. in Alma Street, and G.K.N. Fasteners Corrosion Laboratory in Abberley Street.

Since the 1890s much of Smethwick's industry has changed to adapt to new needs and developments, and a few prominent names have disappeared. The site today is an amalgam of industrial storage, processing and manufacturing sites of varying quality. Some of these are functioning however most are now either redundant or are in need of repair.



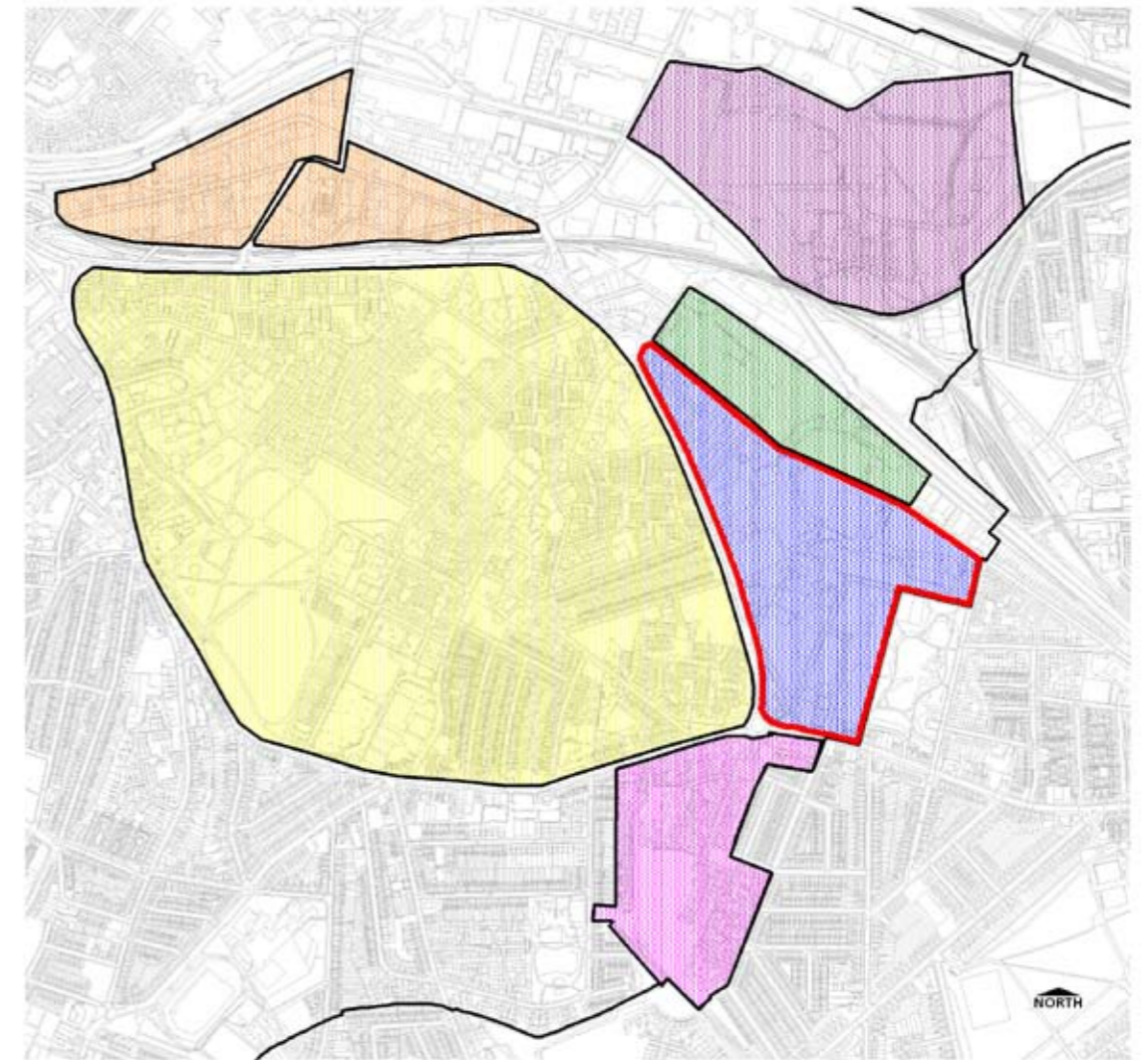
4 SMETHWICK CONTEXT









SMETHWICK CONTEXT

There are a number of regeneration initiatives (Smethwick Regeneration Areas) proposed within the Smethwick area at the current time, with the potential for significant investment to create a total transformation of the land uses within the area.

Smethwick Regeneration Areas



- | | |
|---|--|
|  Grove Lane |  Black Patch/Soho Foundry Regeneration Area |
|  Windmill Eye Regeneration Area |  North Smethwick Canal Side/Rabone Lane |
|  Cranford Street Regeneration Area |  Cape Hill |

NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032119 2011

SMETHWICK CONTEXT

Northside of Cranford Street/Heath Street

Within the Smethwick Area Action Plan, a site (Smethwick Regeneration Areas Plan) has been identified for future residential development north of Cranford Street. This site is within two ownerships, split by the Cape Arm of the Birmingham Canal. On the one side is the site of Atlas Metals premises, and the former Atlas House which has now been demolished. Atlas Metals are still operational on the site, processing scrap metal. Planning permission has been granted for the construction of 184 dwellings on the site, along with landscaping and associated infrastructure improvements.

The other site currently consists of vacant industrial buildings and storage areas. A scheme is currently being considered for this site for residential development, which reuses some of the fabric of the existing buildings for part conversion to both commercial and residential use. New development would also be built to the rear for more family type housing. Both schemes will need linkages to the proposed hospital to the south as well as improving connectivity to the canal network in the north.

Windmill Eye

The Windmill Eye (Smethwick Regeneration Areas Plan) is located within an area undergoing major change and regeneration and represents an important opportunity to meet the strategic objectives of the Council for Smethwick and the borough as a whole. The area is predominantly residential in nature, supported by a range of uses contributing to the social infrastructure, which provide some important services to sustain the population.

The area has been identified for future intervention for residential and associated social infrastructure. The overarching purpose of the Windmill Eye Neighbourhood Plan is to produce a clear, attractive and shared vision for the area, developed with local residents, community and business partners, which will co-ordinate the actions and investments of a range of partners including the council over the next decade or more.

North Smethwick Canal Side

This area has been identified for a residential mixed-use scheme which may incorporate some commercial uses, for minor office development. This will exploit the prime site in a canalside location, close to public transport links and the canal network. The area lies to the south of the Birmingham Canal, straddling Rolfe Street and encompassing land between Birmingham Canal and Engine Arm. The area at present contains a number of businesses ranging from light to general industrial and some office uses, with in premises of varying quality. The site is in a large number of ownerships.

Black Patch, Foundry Lane and Soho Foundry

This redevelopment area lies to the north of the Birmingham to Wolverhampton rail line. It comprises of the north east area of Black Patch Park, an area of cleared land on Foundry Lane and primarily the site of Avery Weigh Tronix, which includes the historic Soho Foundry.

The primary allocation for the Black Patch area is open space, with future enhancements considered. The Foundry Lane area is an area of cleared land, which were once local authority maisonettes. The site also contains an enclave of houses and a hostel. Part of the site adjoins Avery Weigh Tronix, with Black Patch to the north. Development of this area is for light industrial uses and will aid the provision of employment land in this area. The Soho Foundry area is primarily the site of Avery Weigh Tronix, which contains the historic Soho Foundry. It may be possible that in the future, relocation of part or the whole Avery Weigh Tronix operation will release some of the land for redevelopment. The strategy for this site is to enable the continuation of the existing employment and to promote the remainder of the site for good quality employment use. There is also the potential for additional community, leisure and educational uses.



SMETHWICK CONTEXT

4.1 Site Context

The Grove Lane site is situated adjacent to the boundary between Sandwell and Birmingham and covers approximately 18.76 hectares. The area is bound by Grove Lane to the west, Cranford Street/Heath to the north, Dugdale Street to the east and Dudley Road to the south.

The area is almost entirely industrial with a few retail uses on the periphery of the area, on Dudley Road. Most of the industrial space is accommodated in buildings dating from the 1900s to modern space from the 1970s onwards. There has been some more recent development such as the Unifix site on Grove Lane that provides a number of modern shed units.

More than half of the industrial and commercial land within the site is classified as poor quality or vacant/derelict. There are pockets of fair to good industrial space located in the area bounded by Grove Lane, Grove Street and Cranford Street.

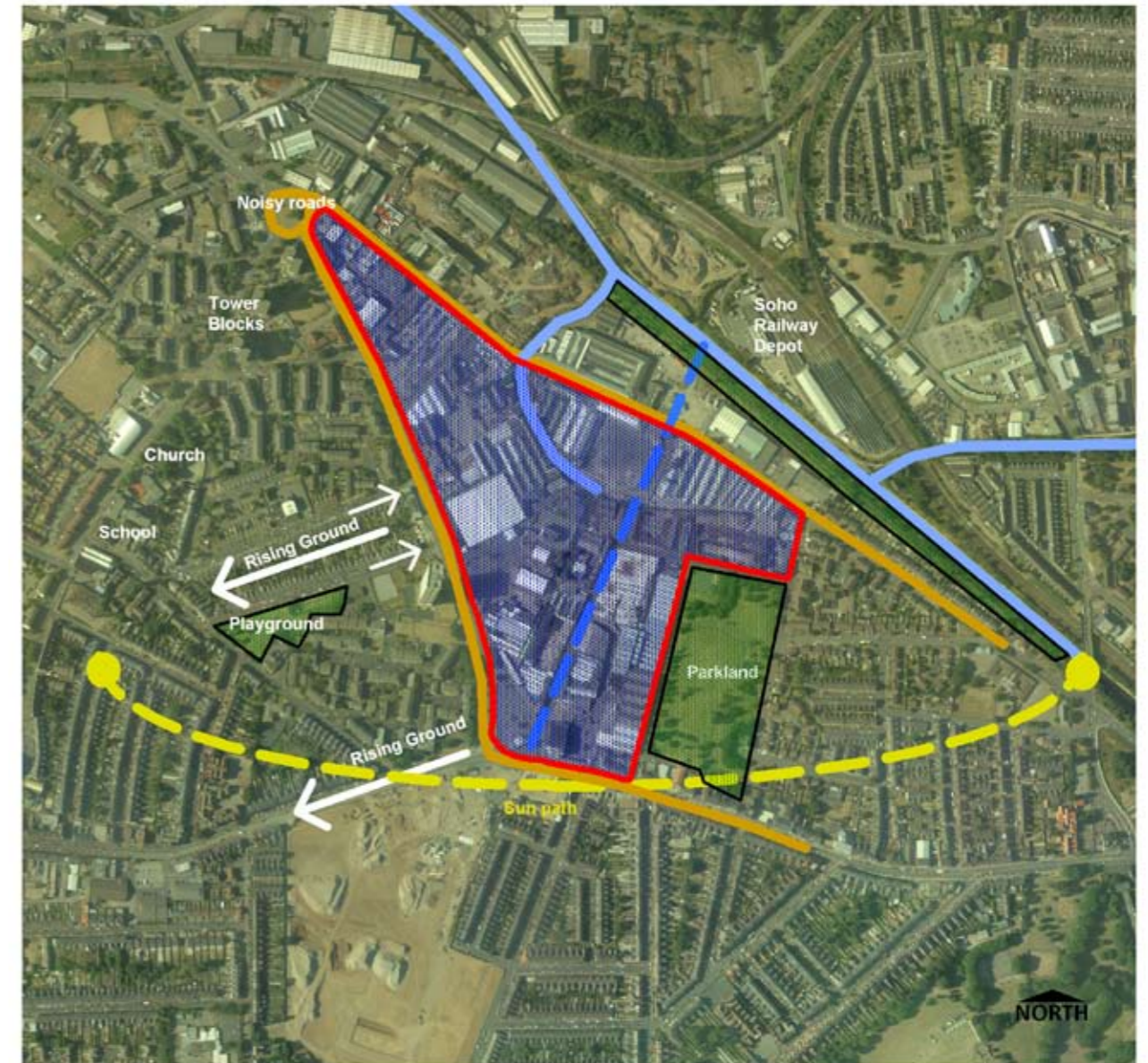
A key feature of the site is the Cape Arm Canal, which links the site to the Birmingham Main Line Canal to north of Cranford Street. The canal presents an excellent opportunity to bring waterfront animation into the heart of the site. A culverted water course running northward along Grove Street, this may prove to be a constraint in that area.

The Grove Lane site is well served by local facilities, including leisure, retail and education. The extensive facilities of Birmingham and West Bromwich lie within 5 km and local shopping and services are available to the south of the site along Cape Hill and Dudley Road, which is less than 0.5 km from the site.

A number of primary schools are located close to the Grove Lane site, but access to these schools is not easy due to their location across the Grove Lane dual carriage way. The schools are currently operating within capacity, however, where there is an identified need resulting from new development, it will be necessary to secure contributory funding by way of a Planning Obligation to meet long term future educational needs.

Opportunities for development have the potential to contribute to the wider regeneration of Smethwick and the Grove Lane area.

Opportunities and Constraints



NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032119 2011

SMETHWICK CONTEXT

Wider Site Constraints and Opportunities

The surrounding road network creates strong edges to the site with Grove Lane being the most aggressive barrier to linkages to the west. There are also levels changes between Grove Lane and the north west of the site. However, any opportunity to ease pedestrian crossing of this route at strategic points should be investigated as should improving access to public transport linkages.

The public open space to the south east of the site presents an opportunity and a constraint in that it provides amenity to the area, yet is under used and poorly maintained and is also currently outside the development area, being within Birmingham City Council control.

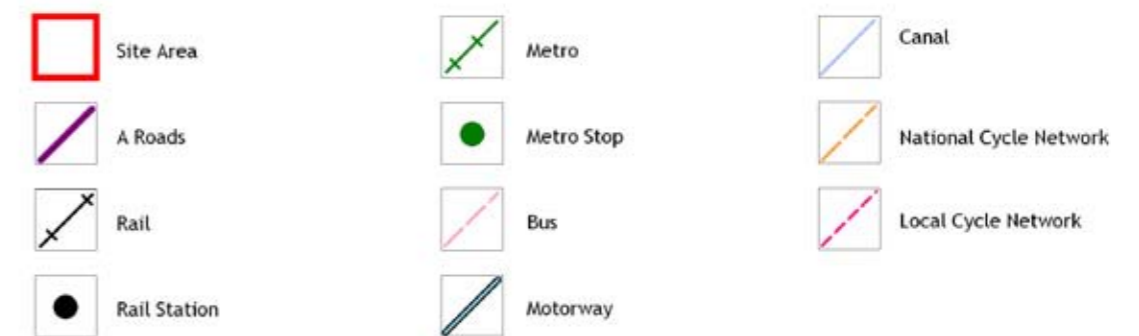
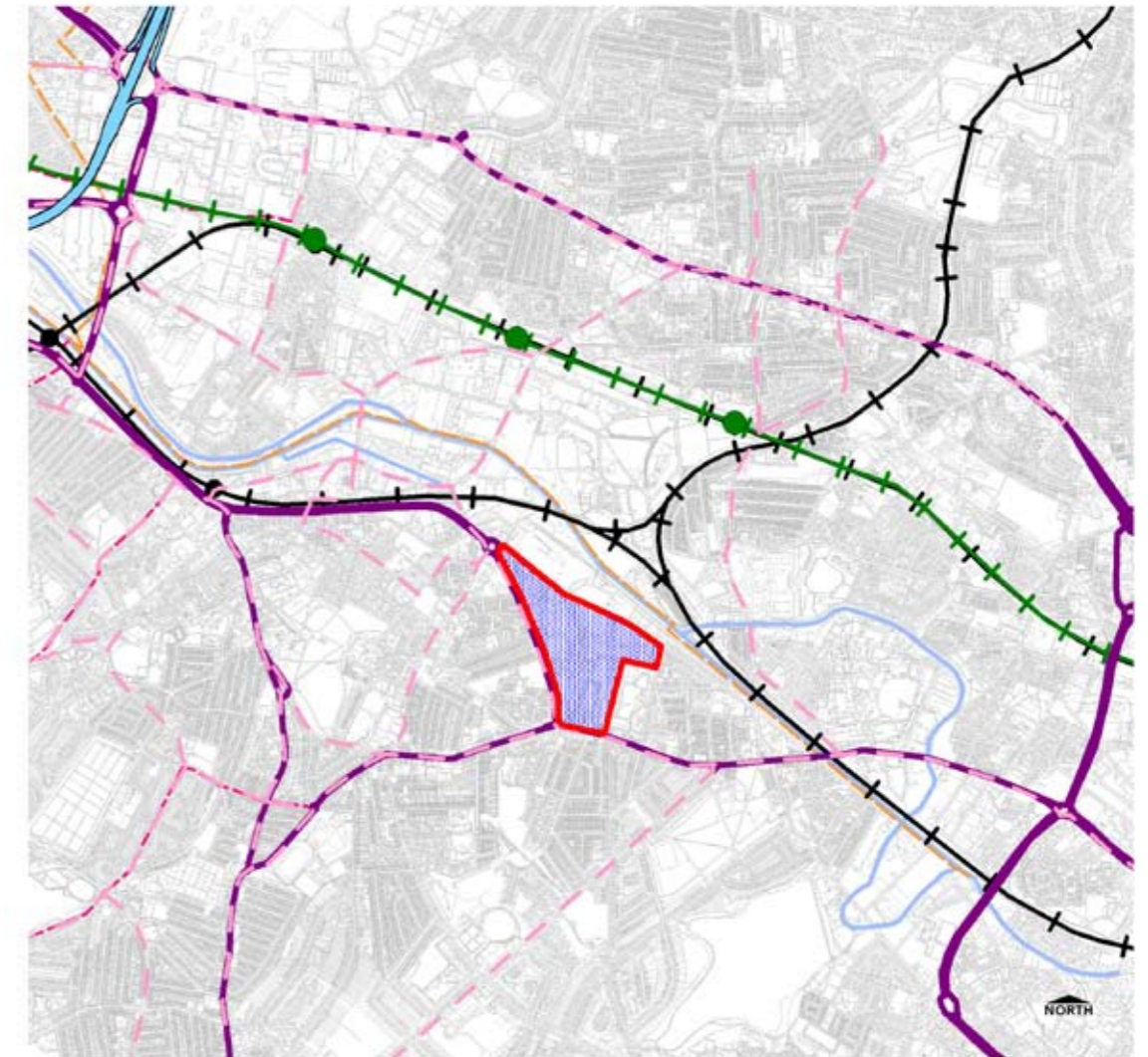
The Cape Arm of the canal represents an excellent opportunity to bring waterfront activity into the heart of the site, with the potential to extend the arm along its old route. A culverted watercourse running northwards along Grove Street and may prove to be a constraint.

The whole site is also highly contaminated due to the historical industrial uses and will need remediation prior to redevelopment. Hot spots have been identified and may inform the layout of open spaces within the master plan proposals.

The existing activities of Dudley Road need to be built on and upgraded and connecting pedestrian routes provided. . Focal point built form will be required to establish landmarks on the Dudley Road and Grove Lane junction as well as the Grove Lane and Cranford Street junction, as both locations have primary relationships with key traffic nodes.

There are further opportunities to revitalise the Grove Lane, Cranford Street and Heath Street frontages, through the positioning of buildings that will provide localised focal points and interest along key access routes into the borough. Enhancing and providing new pedestrian and cycle linkage to ensure safe and sustainable connections within the collective sites and wider integration to the local context should also be prioritised.

Connections and Accessibility



NOT TO SCALE
 This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100022119 2011

SMETHWICK CONTEXT

Access and Movement

The Grove Lane site is situated adjacent to the strategic Highway Network (the A457), which provides good access for journeys made to and from Birmingham into the borough and easy access to junction one of the M5 Motorway.

The B4135 Cranford Street/Heath Street is classified as a local road and currently carries a high volume of traffic creating severance and congestion on this route. This route is used as an alternative to the A457 Grove Lane/Dudley Road for trips made into Birmingham. Vehicle access into the site is likely to be restricted from primary road frontages and early discussions with the Highway Authority are recommended.

There are other local roads that bisect the site including London Street, Fawdry Street, Grove Street and Halberton Street. These roads carry low volumes of traffic and are used mainly as access roads to site frontages or small car parks.

There are three rail stations Galton Bridge, Rolfe Street and The Hawthorns within close proximity to the site, providing local services between Birmingham and Wolverhampton and Worcester. The Metro line operating between Birmingham and Wolverhampton runs to the north of the boundary and provides a sustainable means of travel for existing and future residents to and from the area. There are nearby stops at the Hawthorns, Booth Street and Winson Green.

The A457/A4092 acts as a major bus corridor to the south and west of the site. Three different routes the 82, 87, 89 run west from Birmingham to West Bromwich, Bearwood and Oldbury. There is also a limited service operating along Grove Lane/Dudley Road, with the 81.

There are a number of local cycle routes within the surrounding Smethwick area and a national cycle route, which follows the route of the Birmingham Main Line Canal.



5 URBAN DESIGN APPRAISAL & PRINCIPLES



Grove Lane Regeneration Area

The granting of the outline planning permission can be seen as being the first phase in delivering a regeneration vision for the wider Grove Lane area. It is imperative therefore to ensure that the hospital integrates into the proposals for the wider regeneration area.

The outline planning application identified significant social, economic and environmental regeneration benefits. One of the main social benefits is that it will act as a catalyst for new residential mixed use regeneration, which has been identified on the site to the south of the hospital site; Grove Lane/Dudley Road. Economic benefits are that the proposed development will create a number of employment opportunities, with the Grove Lane/Cranford Street area being identified as a location for B1 employment uses.

1. Acute Hospital

The proposed new acute hospital (Context Plan) represents a huge public sector investment. It will be a visible symbol of high quality physical regeneration, provide a step change in the provision of health services to local communities and to be a major focus and generator of activity. The hospital will employ 4,000 staff and service a community of over 500,000 people. The hospital proposal therefore acts as a key driver to stimulate and secure the regeneration of the wider area.

The regeneration of the Grove Lane site will start with the hospital and it is crucial that a stance is taken at this stage on the way it could interact with the land uses around it as they are today.

With the granting of outline planning permission, this is seen as a significant step forward in terms of achieving the Council's policy objectives set out in the Smethwick AAP to regenerate the Grove Lane area.

The delivery of a high quality state of the art building is expected as well as complimentary public realm that integrates with the local context and provides a setting for the new building. Emphasis must be placed on reinforcing gateways with ancillary built form to compliment the form and function of the hospital and the layout design must acknowledge key movement corridors and improve access to public transport links. Surface car parking should be minimised with the majority of demand designed into built form.

The redevelopment of the area will remove low quality piecemeal industrial development and replace it with a well designed and comprehensive scheme to provide a new acute hospital facility. This will benefit the wider community specifically from a health services delivery perspective and provide people with excellent access to a wide range of facilities.

2. Grove Lane and Cranford Street

Within Core Strategy Regeneration Corridor 12 the area to the north of the hospital site (Context Plan) has been identified for employment uses, this will contribute to the employment land required in the area and complement the adjacent hospital development. The development of the site will be of a high quality in terms of design and materials to attract further investment on this prime site.

The redevelopment of the existing uses and vacant sites within the area could serve to raise the quality of the environment and profile of the area by acting as a catalyst for further investment. The area is very visible from Grove Lane and given this and the fact that the area could serve as a major gateway into the wider area the development of sites in this locality are a priority.

Given the area's proximity to the new hospital, it could support B1 (Research & Development) uses. However the development of other employment uses would also be supported providing they could achieve a high quality environment. The area could support approximately 9,375 sqm of B1 floorspace. This figure has been calculated by using a 40% floorspace coverage per hectare.

With the potential to achieve access into the wider area from the Grove Lane/Cranford Street junction, the Council will require high quality design proposals in order to establish a major gateway into the area with landmark buildings.

3. Grove Lane/Dudley Road

The area (Context Plan) has been identified as being a residential led mixed use development which responds to the local context whilst also meeting the Council's requirements in terms of the provision of houses, employment, opportunities, high quality design and regeneration.

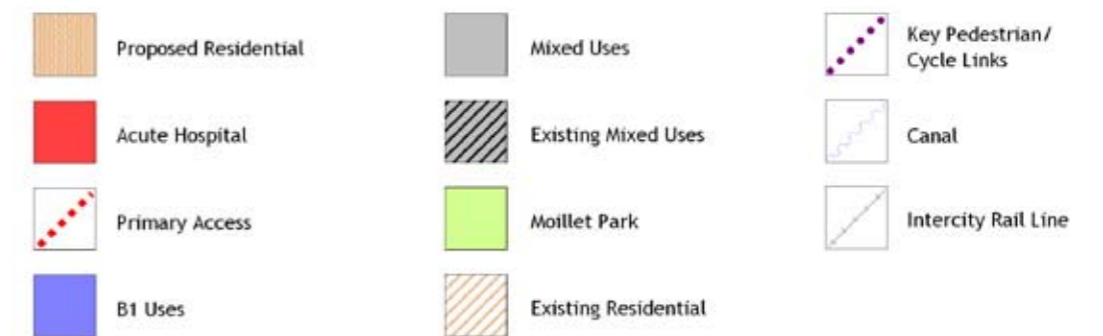
The site comprises 8.7 ha of brownfield land and is situated on the border between Birmingham and Sandwell. It is bounded by Dudley Road and Grove Street to the south and west and by Cranford Street/Heath Street to the north. The eastern boundary is defined by an area of under used public open space (known as Moillett Park which is within the administrative area of Birmingham City Council) and Winson Street, a residential road.

The land over looking Moillett Street Open Space, off Abberley Street and Dugdale Street, has been identified for residential development. Providing a more active frontage to the park and will help to create an improved residential environment and natural surveillance to the open space which is presently underused.

Dudley Road forms a vibrant local centre with a variety of shops and commercial premises. High levels of traffic pass along this route and it is served by a frequent bus service to the south of the site. A high profile mixed use corner development is proposed at the junction of Dudley Road and Grove Lane, which should be complementary the existing uses on Dudley Road and the hospital.

The northern edge of the site, Cranford Street/Heath Street has been identified as a mixed use development area, which could accommodate uses complementary to the hospital, such as offices and conference/leisure facilities and an element of residential development.

Context Plan



NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorized reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032119 2011

5.1 Sandwell and West Birmingham NHS Trust Acute Hospital

The proposed new acute hospital represents a huge public sector investment and will be a visible symbol of quality physical regeneration. Providing a step change in the provision of health services to local communities and be a major focus and generator of activity. The hospital will act as a key driver to stimulate and secure the regeneration of the wider area. It is imperative therefore to ensure that the hospital integrates into the proposals for the wider regeneration area.

Development Form

The new hospital will form part of a key gateway regeneration site into the borough. With such a prominent location design potential should be maximised to create and develop high quality buildings that will compliment the neighbouring regeneration projects. To the north of London Street the proposed

The site has a prominent location at a key gateway into the regeneration area. Therefore design potential should be maximised to create and develop high quality buildings that will establish a sustainable long term vision, for design quality in built construction and form as well as public realm improvement that integrate and compliment the wider context.

Opportunities and Constraints

The hospital will be one of Sandwell's most significant development projects and help transform a largely derelict and run down part of the borough. The new hospital development will remove low quality piecemeal industrial development and replace it with a well designed and comprehensive scheme to create a landmark /gateway building.

Based on the outline proposals the new hospital will be set within a landscaped context and will provide a high quality building that will dramatically improve the visual appearance of the area. The siting of the hospital next to the canal will enable public access to this part of the canal network, as part of the public realm, which will be available to staff, visitors and patients.

The wider Grove Lane site is bisected by a culverted watercourse that runs along the line of Grove Street before cutting across several sites and ultimately connecting to the Birmingham Canal. This culvert forms a major constraint to any development of scale across its line due to the complex issue associated with riparian ownership and any potential repairs or maintenance required on this drainage route in future.

Linkage and Connections

The layout of buildings and connections will need to be designed to allow pedestrian movement through and across from the remainder of the site to the existing community and vice versa because of the nature of the service that the building will provide. It is a priority of the Trust that the site be secure and that routes across are defined and able to be "secure by design". Indicative layouts detail across routes through the site, mainly to the south - via the main entrance from Grove Lane across the site to the Canal. While it is possible to enter the building from the north eastside of the site (Cranford Street and Heath Street) it is not the intention that the landscaped zone to the north of the hospital, which connects the main staff car parking facility to the Hospital, be 'open' to the public. However the North East side and routes through the hospital are available all year round and certainly the edge of the canal is open to the public to move through the site to the wider area and is seen as major advantage on an acute site of this nature for exercise and family space.

To the south of the building is a main public space connecting the Education, Research and Administration building to the Hospital. This space is truncated in the current DCP and as such is not linked to the AAP area to the immediate east, this however is a reversible situation as the site may not be developed for some time but when it is the new space needs to be increased in scale to take its place at the heart of what would be a fully integrated site.



URBAN DESIGN APPRAISAL & PRINCIPLES

Connections



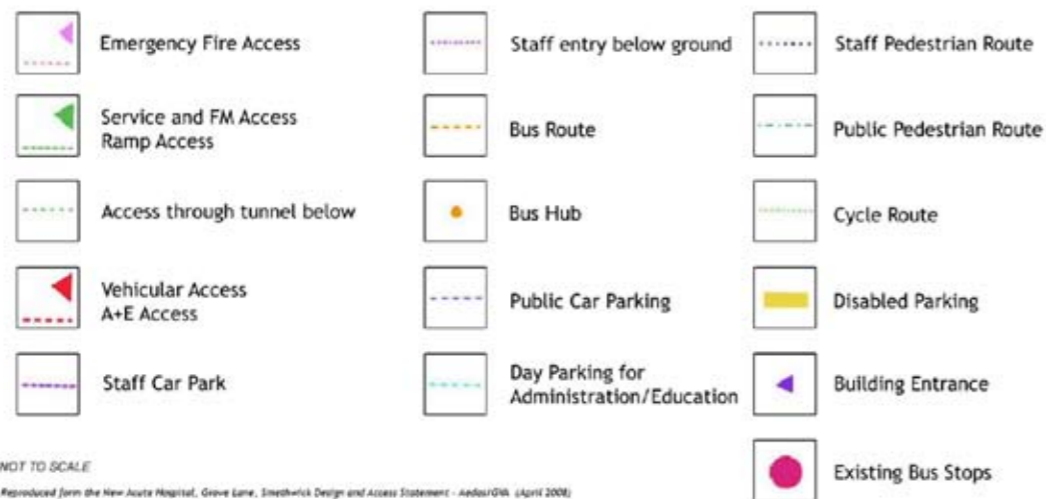
Design Analysis

The hospital setting allows the boundaries to relate to the urban context, the public realm is seen as a series of community spaces allowing the free flow of pedestrians and cyclists to permeate from the wider area while the Hospital can be secured at the building line. The building will address Grove Lane to the west strengthened by tree planting whilst the open canal walk will provide the eastern boundary. The AEB to the south provides a visual stop whilst allowing the space to flow around from the entrance plaza to the southern linkages.

The PSC sets the site up with three parallel longitudinal pedestrian routes. Two of these routes are public and enable, at any time, pedestrians to move easily through the site to the wider area. The first of these is the pavement along the edge of Grove Lane, which will be provided and dramatically enhanced by the defensive planting to the edge of the building.

This allows movement past the site from the Dudley Road roundabout to the area north of London Street. The second and more significant public path provision is along Grove Street then up the side of the side of the Cape Arm Canal. This will allow the connection on foot of Dudley Road and the area to the north of Cranford and Heath Streets including the main canal.

It is anticipated that this would for example ultimately enable the new housing on Cape Hill Brewery site a pleasant and safe access through to the main canal network. This Path would also provide the basis to hook in to subsequent developments within the redevelopment area.



NOT TO SCALE
Reproduced from the New Acute Hospital, Grove Lane, Smethwick Design and Access Statement - Addis/Oak (April 2008)

The remaining longitudinal route through the site forms the central organising axis of the main Hospital building and acts as a spine running through the whole site from which the other functions of the medical facility are hung. The central portion of this route is formed by the covered atrium area of the Hospital. As can be seen from Section 2.5.1 there is a substantial level change across the site which is taken up at the central cores containing the organising vertical circulation for the hospital.

The significance of this is that it enables the route to the south of the hospital from Grove Street and Grove Lane which will form the principle entry point past the Education, Research and Administration Centre, past the bus set downs and into the Atrium reception area, Outpatients Department and the vertical circulation at the heart of the hospital to be made essentially level for ease of movement from the southern tip of the site.

Design Layout (Indicative)

The external design and the building form are developed in tandem, in order to illustrate all the functionality required, without ever losing sight of the fundamental driver of providing a high quality urban setting with a rich natural experience. Depth to this scheme has been created by the envisioned use of strong earth sculpting and extensive tree planting.

The hospital setting allows the boundaries to relate to the urban context, the public realm is seen as a series of community spaces allowing for free flow of pedestrians and cyclists to permeate from the wider area while the hospital can be secured at the building line.

This significant building requires an environment which is no less strong and demonstrative. The hospital form strives to be welcoming and nonthreatening with its lively and inclusive atrium and threaded through this the landscape weaves a coherent mesh to draw and relate to wider community.



Design Layout



NOT TO SCALE
Reproduced from the New Acute Hospital, Grove Lane, Smethwick Design and Access Statement - Andon/GW. (April 2008)

5.2 Grove Lane/Cranford Street Area

The Masterplan provides for B1 Employment development, which responds to the local context of the site.

Grove Lane/Cranford Street Development Area



NOT TO SCALE
This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 10002118 2011

Development Form

The peninsular shaped site provides a gateway into the wider master planning area, the tip of the site being located at the junction of Grove Lane and Cranford Street where a traffic island links other main connecting routes to Windmill Eye and West Bromwich. The site is triangular in shape and it is separated from the hospital site by London Street.

The site has a unique location at a key gateway into the regeneration area. Therefore design potential should be maximised to create and develop high quality buildings that compliment neighbouring regeneration projects and planned changes in the area to achieve a sustainable long term vision, for design quality in built construction and form as well as public realm improvement.

Opportunities and Constraints

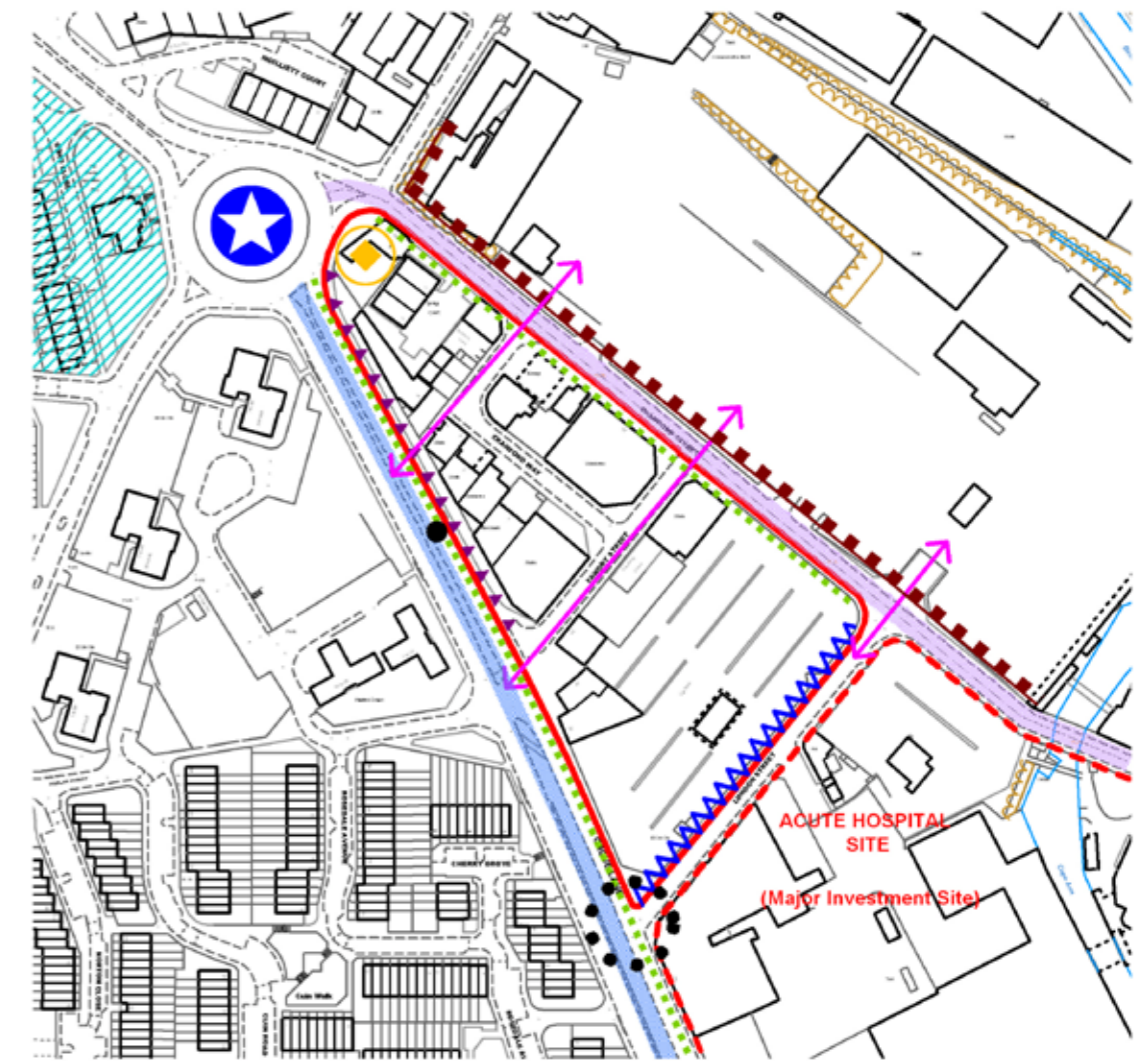
The potential to develop B1 uses on the site presents an opportunity to explore building form and mass in architectural design, in order to create the landmark/gateway building that is required at the entrance of the regeneration zone. Finished designs and layout should be mindful of the proposed scale of the Acute Hospital and the indicative siting and building heights on the neighbouring site. Additional consideration will also need to be given to the domestic scale of potential new housing on the opposite side of Cranford Street.












The design of new development will be expected to embrace highly sustainable technologies. Sustainable green building consideration will also need to be given to the design of outdoor spaces and how they contribute and integrate with other regeneration objectives.

There is a levels difference between the site and Grove Lane frontage but it will be important to ensure pedestrian connectivity and access for bicycles links the site to this primary frontage. It is envisaged that the change in levels could assist the design of undercroft or underground car parking on the site to maximise development potential and reduce the need for large expanses of surface car parking, a principle that would be in keeping with the hospital design.

It is considered important to improve the perception of the site from the external road corridors in terms of visual and physical linkage as well as greening.

Constraints & Opportunities



 Site Boundary	 Bus Stop	 Improve green quality of street frontages
 Windmill Eye Major Housing and Public Realm Regeneration Project	 Levels Change	 Proposed Housing Regeneration
 Gateway Location	 No Vehicle Access	 Access Point Emergency Traffic
 Primary Route - Grove Lane	 Improve Visual Links	
 Secondary Route - Cranford Street - Restricted Access	 Landmark Opportunity	

NOT TO SCALE
This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032118 2011

URBAN DESIGN APPRAISAL & PRINCIPLES

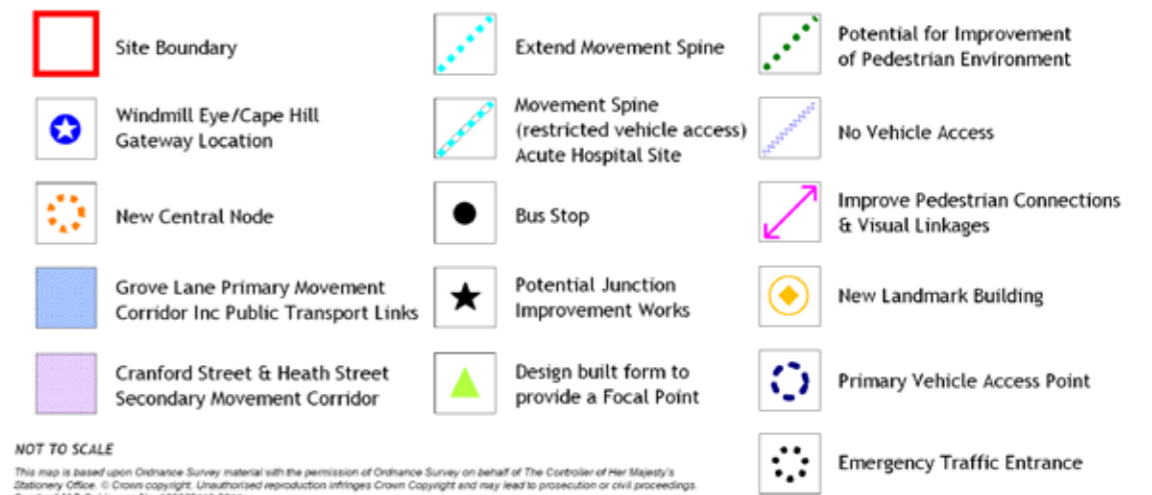
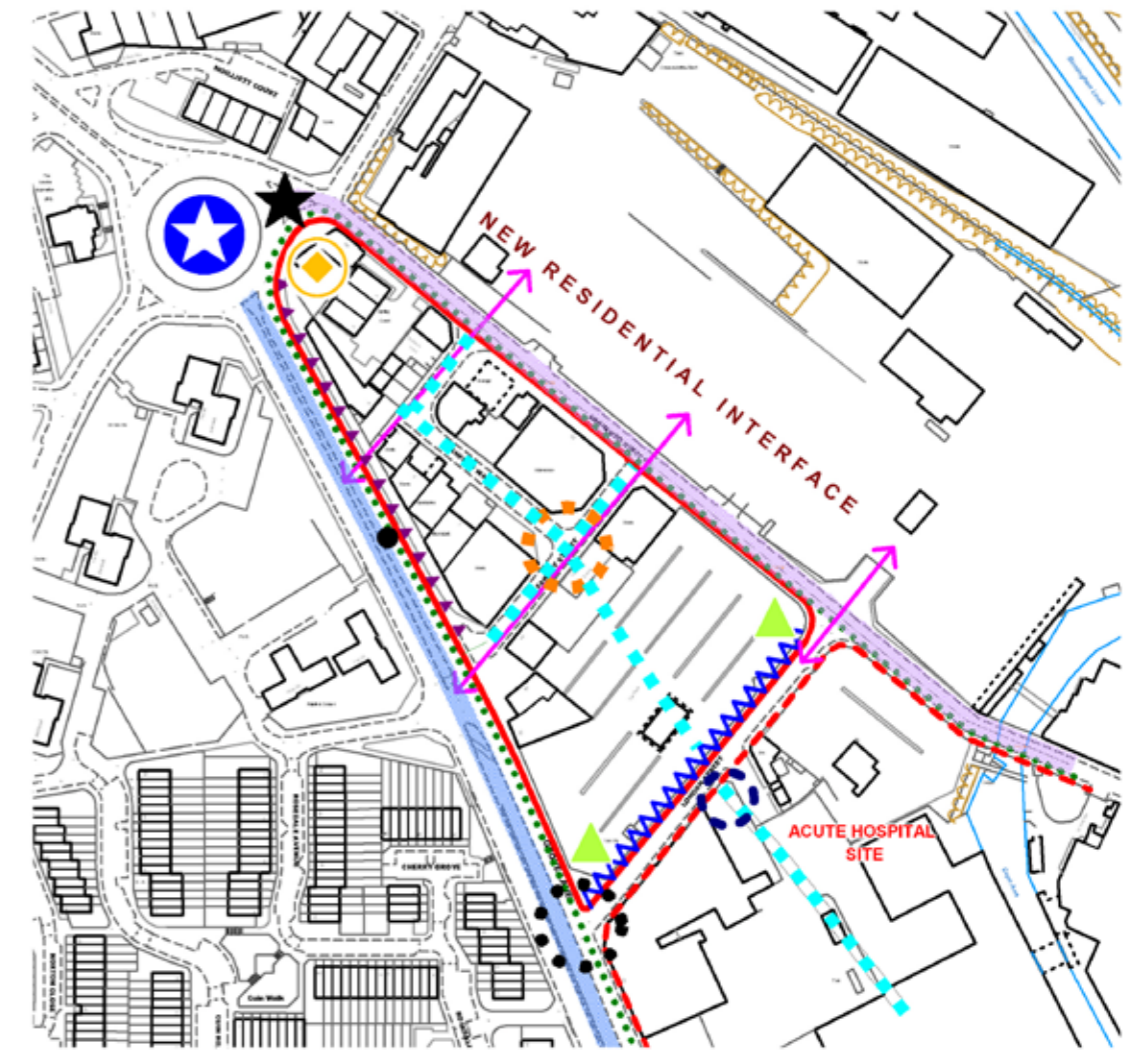
Linkage and Connections

It will be important to achieve visual and physical integration with the immediate context of the site in any final design. The design of new buildings should be legible from the street and should enforce opportunities for localised focal points and way finding to be achieved. The overall layout should also achieve a sense of place through architectural design and the quality of external spaces.

Encouraging pedestrian and cycle connectivity will be important to ensure safe and direct connections to main public transport links as well as local and national cycle routes located in the area.

As vehicle access into the site is likely to be restricted to Cranford Street, given the issue of level changes between the site and Grove Lane and the proximity of the main vehicle entrance that is approved to serve the hospital site via London Street. Therefore it is highly likely that the current entrance points located off Cranford Street will prove the best option for designing the site layout. It is also unlikely that due to the conflict in interest with hospital traffic that access off London Street will not be possible for vehicle traffic.

Linkages and Connections



Design Analysis

The design analysis for the site develops the theme established by the indicative hospital layout of a through spine, with enclosure being achieved with the siting of built form, to the external and internal street scenes. A closed vista along key visual links from the north and south achieved by a landmark building at the tip of the site is expected. Design emphasis must be placed on creating a highly sustainable development both in terms of construction techniques, choice of materials and the overall design of buildings and outdoor spaces.

Incorporation of Environmental Infrastructure Guidance when proposals come forward will assist in developing a network of multi-functional green spaces which will contribute to improved health and better quality of life for residents. Measures could include green roofs, street trees and Sustainable Urban Drainage.

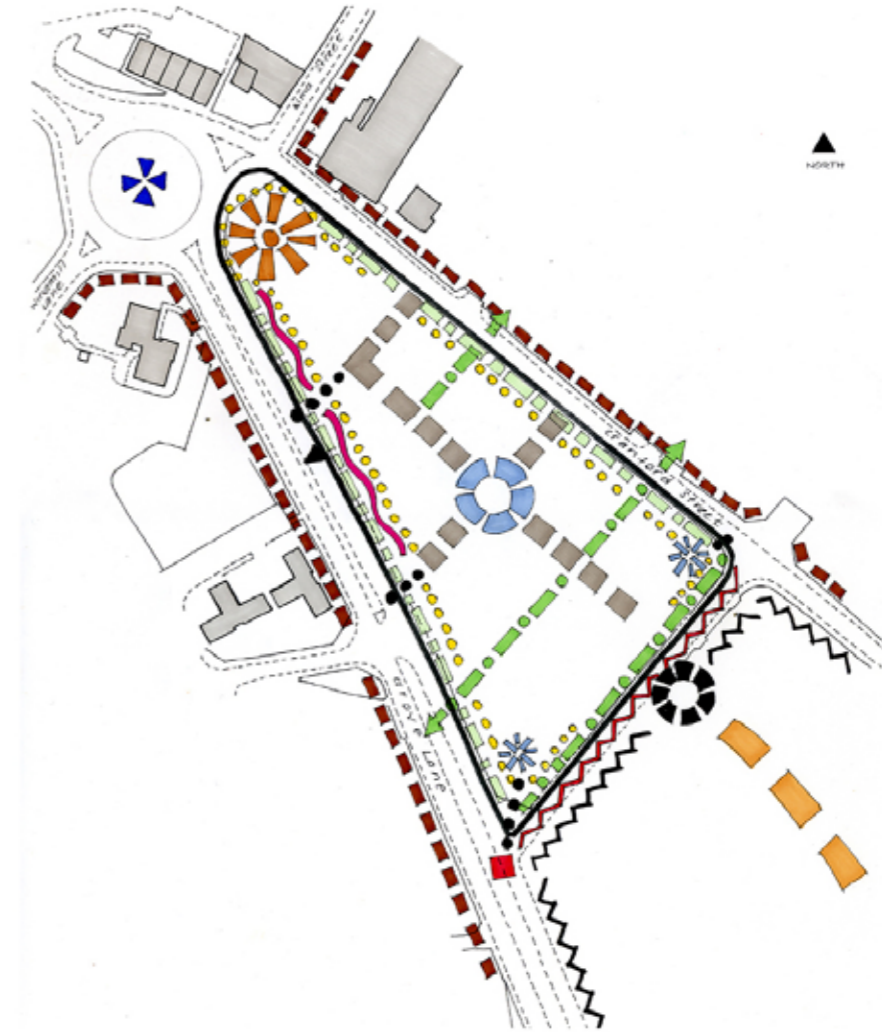
Although vehicle access off London Street and Grove Lane is unlikely to be achieved it will be important that new development occupying the site faces out and contributes to the street scene along both main frontages.

Direct vehicle links are envisaged from Cranford Street allowing internal links to be achieved based on a grid layout. This will enable through movement to be achieved back onto Cranford Street. It is anticipated that the road design will enforce a central entrance point where public realm design will provide a focal point, and that streets will be designed to enforce low traffic speeds. A road hierarchy should be established that promotes the use of shared space in secondary areas that introduces a variety of hard and soft landscaping materials. Greening will be an important feature of the design layout to ensure that new uses integrate well with new and existing residential hinterlands.

Emphasis should also be placed on the quality of pedestrian movement so that it is safe and convenient particularly at key nodes along Grove Lane and Cranford Street.

Changing land levels along the Grove Lane frontage should be utilised by built form to integrate car parking and minimise its visual dominance within the final design.

Design Analysis



	Gateway		Green Linkages and Wider Integration		Restricted Access to New Hospital Site off London Street
	Landmark Building		Level Changes		Primary Vehicle Circulation Point for New Hospital and Central Access Spine
	Primary and Secondary Building Frontage to respond positively to Cranford Street and Grove Lane		Tree Planting		Emergency Access Point for Hospital off Grove Lane
	Focal Point Buildings		Pedestrian Connections to Wider Context		Bus Stop
	Focal arrival point for Vehicle Traffic		Hospital Site		Proposed and Existing Residential Interfaces

NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032119 2011

Design Layout (Indicative)

The finished design and layout of buildings, spaces and connecting routes will be expected to achieve a high quality sustainable design solution, that maximises opportunities for the sites development potential as well as complimenting regeneration objectives in the wider area. There will be an expectation that building form and quality will deliver a sense of place linked to the regeneration of the hospital site and commitment by the NHS to deliver high quality, sustainable built form and external public spaces.

It is envisaged that the site is capable of being developed for a range of building footprint sizes and building heights. It is not envisaged that the scale and massing will compete with the bulk of the main hospital building, but there is scope to introduce a range of building heights increasing from 3 to 6 storey building heights. In particular higher building heights will be considered more favourably along the Grove Lane frontage where there is an opportunity to utilise site levels and where there will be a need to accentuate a landmark feature at the road traffic island. Given the possibility of land use changes to residential on the opposite side of Cranford Street more modest domestic scale building heights are envisaged.

Architectural design coding should be incorporated into finished designs that links new built form together to enforce a sense of place in the final design layout is achieved, even if a phased approach is considered likely.

A central arrival point within the site will be encouraged as will green links and a shared surface theme that reduces the dominance of surface car parking. The sensitive use of hard and soft landscaping materials will be expected to ensure a high quality public realm which compliments the good quality architectural design solutions envisaged on the site. Pedestrian and bicycle connections should be prioritised so that new development encourages the use of sustainable transport methods given the location of the site.

Design Layout



- | | |
|--|---|
|  Storey Heights |  Locate Building Entrance Points to promote street legibility from street frontages and align with external connecting routes to achieve integration with the local context and public transport links |
|  Landmark Building |  Improve the quality of the public and private realm using high quality materials |
|  Architectural Design to respond to primary street frontages as well as internal road network. |  Design shared spaces |
|  Focal Point Buildings |  Reduce surface car parking areas by including car parking within built form |
|  Develop a design code for building form that promotes visual cohesion of the whole development opportunity |  Include green infrastructure and technologies and promote sustainable design |

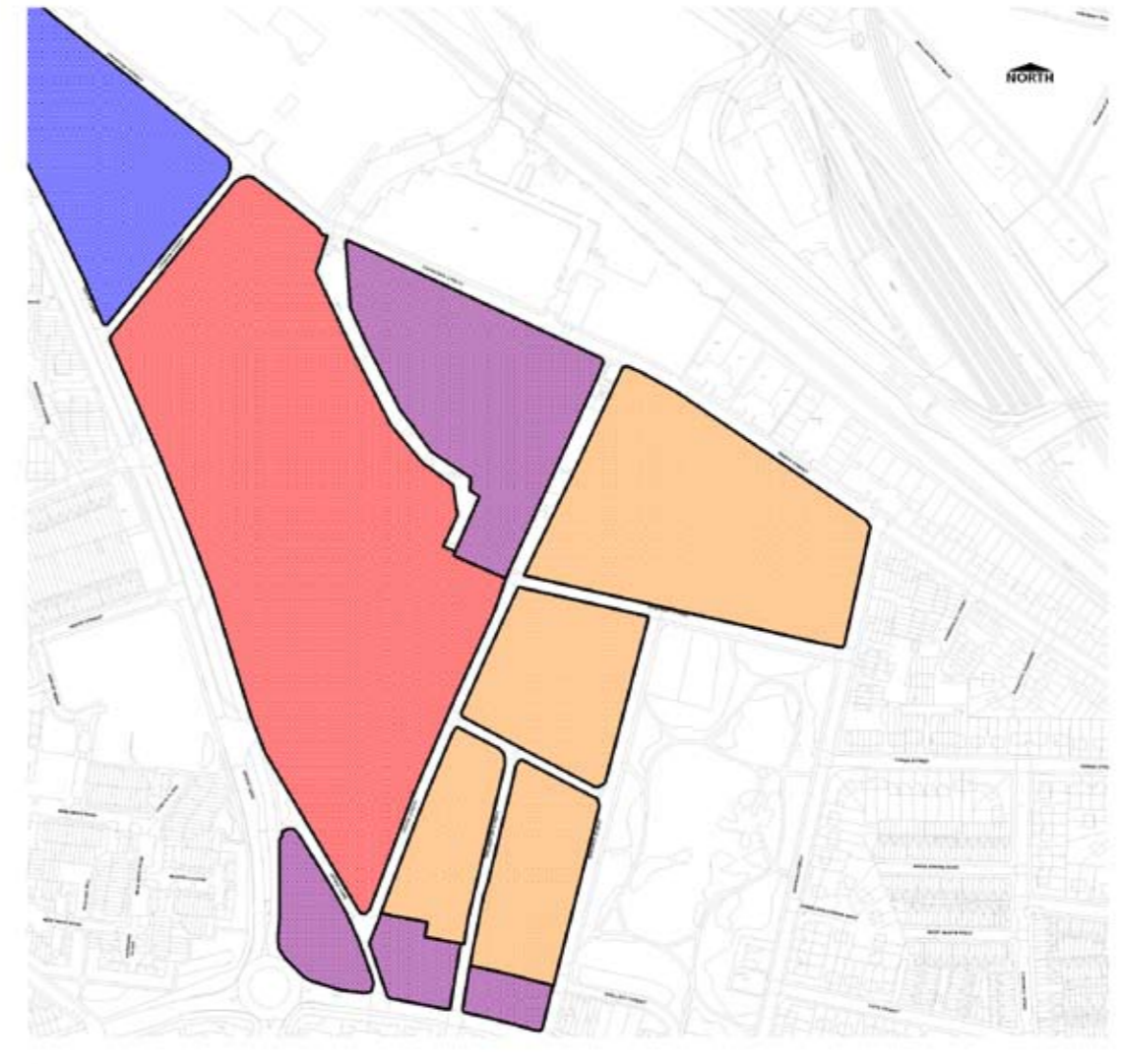
NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No: 100032119 2011

5.3 Grove Lane/Dudley Road

The layout of the area provides for residential led mixed use development which responds to the local context whilst also meeting the Council's requirements in terms of the provision of houses, employment, opportunities, high quality design and regeneration.

Grove Lane/Dudley Road Development Area



NOT TO SCALE

This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office. © Crown copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Sandwell M.B.C. Licence No. 100032119 2011

Development Form

The development parcels have been created through the provision of a network of streets which seeks to improve connectivity across the site, by joining up existing streets with new streets and spaces. Consideration has also been given to land ownerships and how each development block can be brought forward.

The layout has sought to retain a number of buildings which provide community assets. It is considered that the removal of these buildings to an alternative location would be detrimental to the existing community and also costly as alternative locations would need to be found. The existing church and the retail units fronting onto Dudley Road in the southern part of the site has been retained.

It is proposed that the remaining frontage along Dudley Road (currently occupied by a disused cinema) would be an appropriate location for additional ground floor retail uses that are complementary to the existing uses along Dudley Road. Retail uses in this location would seek to strengthen the role of Dudley Road as a local centre. Above the retail, it is considered that the parcel of land would support a hotel, therefore providing a landmark building/gateway feature at this prominent site along the Dudley Road.

To the centre of the site it is considered to be appropriate for residential development and a mix of housing types to be included in the proposed development. The layout is flexible in the type of dwellings that could be provided in this location in order to reflect the needs of the Council and future market conditions. Consideration has been given to the height and scale of the dwellings having particular regard to the scale and mass of the permitted Acute Hospital.

It is important that a relationship in scale and mass is achieved between the residential development and hospital. Therefore an allowance has been made for increased storey heights on Grove Street fronting onto the hospital. It is proposed that the heights are reduced towards the east to reflect the scale of the existing residential development on Winson Street, but also make allowance for views over Moillett Park.

Residential development is also provided within the north east of the site, development is set back from Heath Street by landscaping in order to create a suitable standoff from Heath Street and the employment uses to the north.

Office led development is proposed to the north west of the site, alongside a number of apartments and leisure development which fronts onto the Cape Arm of the Birmingham Canal and a new public open space.

The layout has been designed so that it can be delivered through a series of indicative phases; the boundary of these phases is flexible to accommodate an evolving development plan, existing land ownerships and existing buildings. The Cape Arm of the canal represents an excellent opportunity to bring waterfront activity into the heart of the site, with the potential to extend the arm along its old route.



Opportunities and Constraints

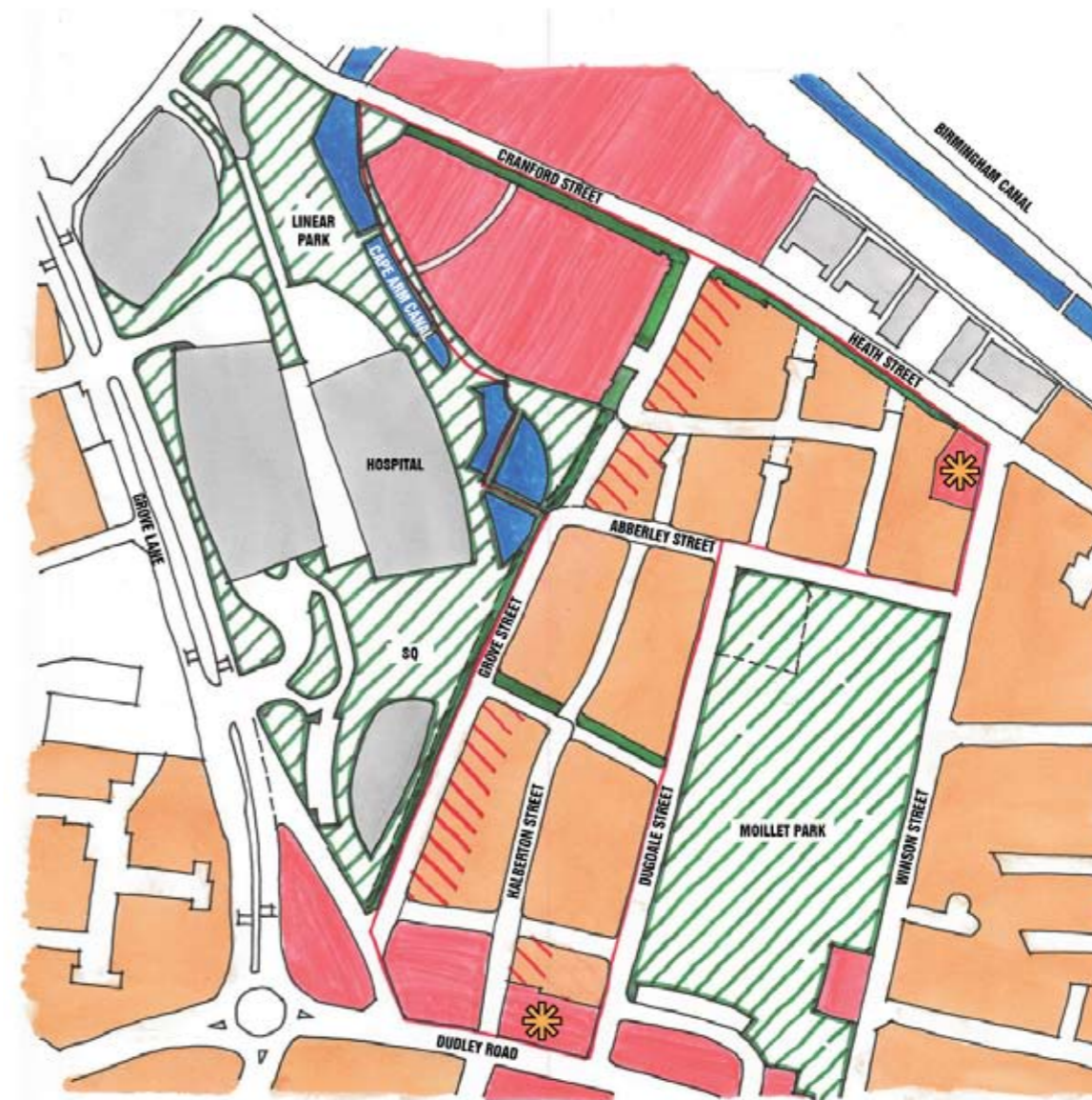
The potential to develop residential led mixed uses on the site presents an opportunity to explore building form and mass in architectural design, in order to create the landmark/gateway building that is required at the gateway entrance into the borough. Finished designs and layout should be mindful of the proposed scale of the Acute Hospital and the indicative siting and building heights on the neighbouring site.

There is a levels difference between the site and Grove Lane/Dudley Road frontage but it will be important to ensure pedestrian connectivity and access for bicycles links the site to this primary frontage

It is considered important to improve the perception of the site from the external road corridors in terms of visual and physical linkage as well as greening.

The Cape Arm of the canal represents an excellent opportunity to bring waterfront activity into the heart of the site, with the potential to extend the arm along its old route. A culverted watercourse running northwards along Grove Street, may prove to be a constraint.

Land Use



NOT TO SCALE
Reproduced from the Grove Lane Masterplan and Delivery Strategy. Published on behalf of Sandwell by Thomas Lister and Atkins, May 2010

Linkages and Connections

The existing network of streets allows for good connections from the site southwards to Dudley Road. However there are poor connections east, west and north. The proposed additional streets, pedestrian and cycle links, would enhance the existing network of streets and provide enhanced permeability to the site. This will improve connectivity to the new heart of the site, the proposed public open space and destinations at the boundaries of the site including; the hospital site and Grove Lane to the west, Cranford Street/Heath Street and Birmingham Canal to the north, Moillett Park and existing housing to the east and Dudley Road to the south.

Proposed additional east-west street links between Grove Street and Dugdale Street extend through the northern part of Halberton Street eastwards, connecting the hospital square with Moillett Park. The southern street link between Grove Street and Dugdale Street connects Moillett Park, Dugdale Street and Halberton Street with Grove Street and the proposed Grove Lane Bus stops. This link may be located northwards to accommodate a longer mixed use block on Dudley Road if required. However it is necessary to retain views of the Grove Lane bus stop.

By extending Grove Street northwards, this improves the connection between Abberley Street with Heath Street/ Cranford Street, thus improving connectivity to the proposed square at the heart of the site. The southern part of the Grove Street extension provides restricted and controlled vehicular movement at the edge of the proposed square to improve the environmental quality, limit the impact of through traffic on Grove Street and allow bus access to the proposed new bus stops on Grove Lane. The northern part of Grove Street extension provides access to Phase 4 and 5 and allow future connection to Birmingham Canal to the north.

The proposed north-south street links from Abberley Street towards Heath Street will connect Moillett Park and Abberley Street with Heath Street. The eastern street link opposite the centre of Moillett Park can provide a street link between Phase 1 and 5 and links westwards to the northern part of the extended Grove Street.

The site is well served to the south by public transport and there are a number of existing bus stops on Dudley Road. A new bus hub is proposed on the southern part of Grove Lane to serve the new hospital and wider site.

All streets within and adjacent to the site area, with the exception of the primary roads are designed to reduce vehicle speeds to a pedestrian friendly maximum speed of 20 mph

New pedestrian and cycle links are proposed along the northern side of Cape Arm Canal from the new public open space at the heart of the site north towards Heath Street. This would reinforce and extend the pedestrian and cycle movement along the Cape Arm Canal, through the adjacent Smethwick Area Action Plan Masterplan area (SME5) to the north.

Connectivity



- | | | | | | |
|---|--------------------|---|----------------------|---|---|
|  | Primary Roads |  | Existing Streets |  | Proposed Street Links |
|  | Proposed Bus Hub |  | National Cycle Route |  | Proposed Cycleway & Pedestrian Footpath |
|  | Development Blocks |  | Open Space | | |

NOT TO SCALE
Reproduced from the Grove Lane Masterplan and Delivery Strategy. Published on behalf of Sandwell by Thomas Lister and Atkins, May 2010

Design Analysis

The proposed layout identifies landmark frontage, primary frontage and minimum frontage enclosure.

Parts of the site are prominent from long distance views from outside the site. Any new development has the potential to form key landmark frontages. In particular these include; the corner development parcel on the junction of Grove Street, Grove Lane and Dudley Road, which is highly visible in long views from: Cape Hill, Grove Lane, and Dudley Road. This landmark frontage serves as a gateway between Birmingham and Sandwell and as a gateway to the site. The southern frontage of the Cranford Street mixed use area, at the heart of the site fronting the new square, can be seen along Grove Street from Dudley Road. The corner of the site on Cranford Street, adjacent to the Cape Arm Canal, can be seen approaching the site along Cranford Street.

The frontages provide the opportunity for landmark buildings, which stand out from their surroundings to creating landmarks which assist legibility. Primary frontages are associated with key spaces and busy streets. Rich architectural detailing and variety of materials will be required on these frontages.

Secondary frontages include all frontages within the site, other than the areas identified as primary frontages. Secondary frontages with more simple architectural detailing and variety of materials will be required.

Traditionally development blocks have a high level of frontage enclosure to define the public realm and limit public view of the private backs of the blocks. Of particular importance is the continuity of frontages with the exception of Heath Street/Cranford Street.

With the proposed new hospital being the focal point of the development site, which will be designed to be highly visible from the surroundings areas. The massing of the buildings proposed for the adjacent areas should be massed to allow for a more suitable stepping up in scale from low level 2 storey houses to increased building heights, to add setting and scale up towards the hospital. It is appropriate for the forms of buildings proposed to be larger in the typical context in order to lend commercial weight to the density of the scheme and to visually mitigate against the impact of the hospital.

Design emphasis must be placed on creating a highly sustainable development both in terms of construction techniques, choice of materials and the overall design of buildings and outdoor spaces.

Incorporation of Environmental Infrastructure Guidance when proposals come forward will assist in developing a network of multi-functional green spaces which will contribute to improved health and better quality of life for residents. Measures could include green roofs, street trees and Sustainable Urban Drainage.

Urban Design



NOT TO SCALE
Reproduced from the Grove Lane Masterplan and Delivery Strategy. Published on behalf of Sandwell by Thomas Lister and Atkins, May 2010

Design Layout (Illustrative)

Development parcels are based on a network of new and existing streets, development blocks and new spaces and are linked to existing land ownerships.

The proposed redevelopment of the site is residential led, with two areas of mixed use centred on Dudley Road and the heart of the site/new public open space adjacent to the main hospital building, through to Cranford Street/Heath Street.

A high profile mixed use corner development is proposed at the junction of Dudley Road and Grove Lane, opposite the proposed bus hub on Grove Lane and the southern hospital entrance. This area should select complementary land uses to the existing ones on Dudley Road and provide active ground floor uses, such as shops, which may contain a small supermarket. Other possible acceptable uses include restaurants and cafes or medical and health services. On the upper floors suitable uses would include offices or apartments.

The Dudley Road frontage could continue with 3 storey heights with retail at ground level and office development above. The Grove Street/Cranford Street mixed use The Grove Street/Cranford Street gateway building will stand out from the surrounding development by height.

Development on Cranford Street should select land uses complementary to the Hospital and Cape Arm Canal/ Cranford Street location. The area could accommodate apartments, which animate the Cranford Street and the Cape Arm Canal and provide 24 hour activity. The area would also be suited to office development with it being a high profile site on Cranford Street and Cape Arm Canal amenity. At the heart of the site/proposed square, uses such as a restaurants/public house, banqueting/ conference facilities could be considered appropriate with the proximity of the area to main hospital building.

Other possible uses include a crèche, leisure/ gym facility, hotel, residential and medical/ health services. Development in this area could accommodate building heights ranging from 3-5 storeys.

With the current and anticipated housing market being largely focused on family housing with a lesser market for apartment, residential building heights could range from 2-4 storey housing, 3-6 storey apartments and 4-6 maisonettes. Proposed storey heights will respond to the context of the site area.

Moillett Park is a large open space which provides the opportunity for a larger scale of housing with a build height range of 2 to 6 storeys.

In response to the scale of the hospital; residential of a minimum height of 3 - 4 storeys, largely terrace in form, which may include: apartments, maisonettes and larger houses.

The average residential density range for the site could range between 35-70 dwellings per hectare (dph). This density range at the lower end of the scale allow for all dwellings to be developed at the density of the southern housing areas on the site (i.e. for family housing), or at the higher end of the density range, to incorporate a higher percentage of apartments or retirement apartments see area III or incorporate flats up to 6 storeys. This demonstrates that the density across the site can be flexible to reflect the Council's requirements and the aspirations of the market.

There is the option to retain the existing church and shops on the southern boundary of the site, along the Dudley Road.

Illustrative Masterplan



NOT TO SCALE
Reproduced from the Grove Lane Masterplan and Delivery Strategy. Published on behalf of Sandwell by Thomas Lister and Atkins, May 2010

6 DELIVERY STRATEGY



The overall site lends itself to a number of distinctive phases, based on the land ownership and potential uses.

1. Acute Hospital

The hospital will be procured via the Private Finance Initiative (PFI) and itself will enhance surrounding land values and change perceptions of future use and function of the Grove Lane area. This process can be added to by the public sector promoting the site through the planning process and selected interventions such as investment in the public realm. The strategy should aim to keep interventions to a minimum whilst delivering the comprehensive regeneration of the area.

2. Grove Lane/Dudley Road

Delivery of the site is dependent on a number of factors, not at least the viability of the site. In order to enable development to begin within a five year period, it will be necessary to gather further information, through such things as site investigations, to clarify costs and constraints. Overall the engagement of the private sector is crucial.

Delivering the vision for the wider area will be a complex, multi-faceted and long term project. A key issue will be land assembly. The wider Grove Lane area is currently in multi ownership, predominately private ownership. To achieve comprehensive redevelopment, it is likely that public sector agencies will be involved to enable, manage and complement the private sector in delivering the aspirations of the development framework.

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

3. Grove Lane/Cranford Street

The hospital will act as a driver to stimulate and secure the regeneration of this area for B1 employment uses. It is important to ensure that the hospital integrates with the proposals for this area. The hospital development will bring significant regenerative benefits to Smethwick and the wider area, especially with the possibility of spin developments associated with the health industry. Businesses engaged in the health sector would want to take advantage of the opportunity to be located by the hospital

Viability

Viability of the redevelopment is a factor. The delivery of development within the site may be subject to private sector funding and planning obligations will be important.

Housing market conditions are therefore a key determinant for the development of the Grove Lane/Dudley Road area. It will be necessary to carry out a review of the residential values and land values, and the local housing needs and demand in order to identify the nature of development which can be carried forward.

Key Steps to Implementation

This SPD provides broad guidance for developers, landowners and others in terms of the nature of redevelopment that is being sought. There are a number of steps which need to be taken in order to provide more certainty in the implementation process.

Early negotiations with the landowners will be the key. This will help to ensure that the design principles and concepts are known from the outset and can be bought into universally in order to aid the delivery of high quality, comprehensive, sustainable schemes on the site. From this point a number of other aspects relating to the scheme can be determined.

Planning obligations resulting from any potential residential element of a scheme need to be identified and quantified, including affordable housing and open space and play space.

