

SUPPLEMENTARY
PLANNING
DOCUMENT

THE LYNG

OCTOBER 2006



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FOREWORD

The vision for Sandwell of 2020 will be “a thriving sustainable, optimistic and forward looking community, where residents will live in a transformed and safe living environment.” The preparation of new policies and proposals governing the future use of land across the borough will contribute greatly towards achieving this vision.

This Supplementary Planning Document provides detailed guidance for the redevelopment of the remaining areas of land on the Lyng housing site, close to West Bromwich town centre. It is currently one of the largest opportunity sites available in Sandwell. Its location on a key gateway route into the borough’s principal town, coupled with the scale of development proposed, provides an opportunity to secure major transformational change to the urban fabric for the benefit of both existing and future residents of the borough.

This document has been prepared in partnership with key stakeholders, including the Lyng Community Association, Urban Living, and the Commission for Architecture and the Built Environment (CABE). It has also been the subject of wider public consultation. Comments arising from the consultation exercise have, where appropriate, been incorporated into this document. Following this process, the Regeneration and Transport Cabinet Advisory Team have adopted the document as a Council policy, supplementing the Sandwell Unitary Development Plan 2004.



Councillor R.S. Badham

**Cabinet Member for
Regeneration and Transport**



INTRODUCTION

Purpose of the Document

Sandwell Metropolitan Borough Council has prepared a draft Supplementary Planning Document (SPD) for the Lyng Redevelopment Site (known as the ‘Lyng SPD’).

The document has been prepared by Sandwell MBC in partnership with Tibbalds Planning and Design Ltd, and Kim Sangster Associates.

The purpose of the document is to set out a clear policy context for the regeneration of this site. By doing so, the guidance will assist potential development partners in preparing submission bids of sufficient quality to meet the aspirations of both the Council and the local community.

The Council intends to adopt the Lyng SPD by Council resolution, following appropriate public consultation, as supplementary to the Unitary Development Plan for Sandwell.

Site Location

The site is a gross area of approximately 11 ha (27.2 acres) lying immediately to the south of West Bromwich town centre. It is bounded by Moor Street, Lyng Lane, Newhall Street and Pleasant Street, Sams Lane, Horton Street, the Lyng Primary School and allotment gardens, and Lyttleton Street (see figure 28, Appendix 1).

To the west and south of the site are residential areas. Immediately to the east, Newhall Street is a residential street, in addition to industrial uses fronting the east side of Lyng Lane.

Strategic Importance

The Lyng is currently one of the largest redevelopment opportunity sites available in Sandwell. Its location on a key gateway route into the borough’s principal town centre, coupled with the scale of development proposed, provides an opportunity to secure major transformational change to the urban fabric, for the benefit of both existing and

future residents of West Bromwich. The redevelopment will therefore act as a catalyst for the restructuring of the housing offer within the wider area of West Bromwich, not simply the Lyng estate.

Activities have already taken place on or around the site, for example the refurbishment of two residential tower blocks (section 2 includes more details) and the new INTEGER development. These have set a benchmark for the exemplary standard of housing required in the future, in terms of design and sustainability. However, high quality design does not simply apply to new buildings, but also to the relationship between these buildings and the space around them, in particular the need for high quality community open space.

Consequently, it is critical that the Council set down clear policy and design guidance for the remainder of the site. This is the main reason for preparing this SPD.

Key Objectives

In light of the above, it is considered that the guidance has these key objectives (in no particular order):

- Interpret national, regional and local planning policy relevant to the site, in order to set the context for regeneration of the site;
- Seek to maximise the quality of residential-led mixed use development, in terms of design, layout, mix of uses, movement, access and parking, and sustainability for the benefit of all existing and prospective residents;
- Seeks to secure a development of exemplar design quality, establishing good practice standards to be applied across the rest of the West Bromwich and Greets Green area;
- To create and maximise the quality and functionality of open space in the area;
- To improve and enhance the connection between the site and West Bromwich town centre.

Lyng Community Association

Of particular importance to the regeneration of the Lyng estate is the need to encourage local tenants and residents to get involved in discussions around the future of their area.

The Lyng Community Association (LCA) has been formed for this very purpose. It is a registered social landlord (RSL), and via legal agreements with the Council, will provide 200 homes for rent on the site, of which 86 have now been built. The LCA itself is made up of 12 members, including six residents, four independent (non-residents, but having connections to the estate) and two councillors. The group meets regularly to discuss matters relevant to the estate, and have been involved in masterplanning exercises concerning the redevelopment of the area.

Furthermore, the LCA is a key partner in the delivery of housing to meet the affordable housing needs of residents in the Lyng area.

Preparation & Consultation Process

Past Activity

As alluded to above, a considerable amount of preparatory work has already been undertaken on the future redevelopment of the Lyng. This was focussed around the production of a detailed masterplan ('Lyng Development Framework') for the site, commissioned by Sandwell Council and the LCA. The document was endorsed following its completion in November 1999.

More recently, however, Tibbalds Planning & Urban Design/Kim Sangster Associates/Housing Vision Consultancy, again on behalf of the Council and the LCA, undertook a review of that work. This was completed in December 2005, which provides more up to date guidance on issues such as urban design that will be incorporated into this SPD. Both the original masterplan work and the review process have, therefore, involved consultation with local stakeholders.

It is also worth stating here that a considerable amount of consultation has been undertaken with local stakeholders and residents on various projects that are either completed or currently under construction in the Lyng area. For example, the LCA have been involved in consultation exercises run by Kier Partnership Homes in relation to their two-Phase scheme for the development 86 high quality social housing units on part of the site. The second phase (39 dwellings) has now been completed.

Therefore, the context for the preparation of this SPD is one of on-going engagement with those people and organisations with an interest in the Lyng area. It is for the SPD consultation process to maintain the success achieved to date in engaging the local community.

SPD Consultation Process

Part 2 section 18 of the Planning and Compulsory Purchase Act 2004 requires all local planning authorities to prepare a Statement of Community Involvement. Guidance set out in the Council's 'Statement of Community Involvement' (currently in draft) provides the detail as to how the Council should consult with the local community. For the purposes of this document, the Council will carry out consultation for a period of six weeks with various parties including local stakeholders, residents, councillors, and any relevant statutory bodies.

Comments made on the draft will then be analysed and any changes considered appropriate will be made prior it being adopted by the Council as a supplementary planning document.

Sustainability Appraisal and Strategic Environmental Assessment

Section 19(5) of the Planning and Compulsory Purchase Act 2004 requires all local authorities to produce what is known as a Sustainability Appraisal for all planning documents, including SPDs. This, therefore, includes the Lyng SPD.

Sustainability Appraisal is a technique used to help local authorities assess the significant sustainability implications of their development plans, and acts as supporting documentation. The Council will also assess the need or otherwise to prepare a Strategic Environmental Assessment (SEA), in line with the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programs on the environment", which focuses on the significant environmental effects of the SPD.

The results of the assessment of this draft SPD are set out in section 5 of this document.

Structure of the Document

The document is set out in the following way:

Introduction.

This explains the purpose and justification for a supplementary planning document for the Lyng site, site location and strategic importance, the main objectives, together with reference to the preparation and consultation processes.

Section 1: Site Context.

This provides a brief description, recent developments on or around the site.

Section 2: Policy Framework.

This details the various planning policies governing redevelopment of the site, together with reference to other strategies that are relevant to this area.

Section 3: Development Principles.

This sets out the Council's and local community requirements in terms of design, layout, mix of uses, dwelling types/mix, access and parking, and sustainability, in particular the provision of high quality open space. This section makes reference to work undertaken by Tibbalds Planning & Urban Design, Kim Sangster Associates, and Housing Vision Consultancy, which focussed on reviewing and developing the design principles work for the site.

Section 4: Implementation.

This briefly summarises the approach to development, the development process envisaged including reference to the tendering process, the likely development requirements associated with the site, reference to public sector involvement, and the financial modelling exercise.

Section 5: Sustainability Appraisal.

This include an assessment of the need to conduct a Strategic Environmental Assessment.

Section 6: Appendix 1.

Sets out a summary of information covering the site, and likely documentation required in support of proposals.

1. SITE CONTEXT

1.1 This section provides additional information on the site, including reference to recent developments undertaken on or around the site.

Site Description

1.2 The Lyng site has a gross area of approximately 11 ha (27.2 acres) lying immediately to the south of West Bromwich town centre (see figure 1). The site is situated along a significant radial route in and out of the town, thus forming a key gateway development opportunity for the borough.

1.3 There are a number of access routes onto the Lyng site, allowing access in particular to the recently built housing areas (more details provided below). Moor Street, Lyng Lane, Sams Lane, and Newhall Street provide the main access routes, whilst Lyttleton Street intersects the site between Moor Street and Sams Lane. Frank Fisher Way provide access from Moor Street to the new Health Centre to the north of the site.

1.4 The site exhibits a number of existing features worthy of note. The site generally slopes from north to south, and a number of mature trees are situated across the site. In addition, there is a belt of trees cordoning the southern boundary with the adjacent allotments site. The site also includes a number of poor quality areas of open space.

1.5 A summary of information relating to the site, including sources of documentation (covering issues such as ownership, ground conditions, utilities, flood risk etc) is set out in Appendix.

Recent Developments on Site

1.6 A number of developments and refurbishments have been completed or are in progress on smaller portions of the site.

Bowater House/Braybrook House

1.7 On the Moor Street frontage, Bowater House (off-site) and Braybrook House (on-site), two 1960's local authority residential blocks, have been refurbished.

The renovation of both buildings, as part of a national pilot for the SUREURO Programme, incorporated innovative 'green' features such as photovoltaic panels, advanced sound insulation, and involved the use of local labour and materials. The programme sought to achieve the following objectives:

- Ensure the community is at the heart of the decision making process;
- To maximize benefits for the wider community;
- To cater for everyone's needs and retain a strong community;
- To combine good practice and continuous improvement;
- To ensure an affordable, comfortable, healthy and safe environment;
- To reduce environmental impact;
- To make the most efficient use of resources, offering value for money;
- To achieve a high standard of architecture and urban design.

(Source: Presentation by Mike Hill, SUREURO Conference, Paris 23rd October 2003)

1.8 The result of the initiative has been the delivery of high quality renovations to the existing residential stock, leading to the improvement of people's lives and the achievement of sustainability improvements in the area. It is this kind of shift in perception and provision of housing that should be the driving force behind any future proposals brought forward on the Lyng redevelopment site.

1.9 In addition to these activities, there have been a number of new build schemes on the site. These are summarised below:

- Two phases of development by the Lyng Community Association are on site: Phase 1, of 47 homes, completed in Nov 2004, and Phase 2, of 39 homes, also now completed;
- On Lyttleton Street, the INTEGER (Intelligent and Green) scheme of 12 apartments and 3 houses, led by Sandwell MBC (details can be found at www.integerproject.co.uk);
- Immediately adjacent to the site, Vantage Point, sheltered housing for frail elderly people, developed by Black Country Housing Association;

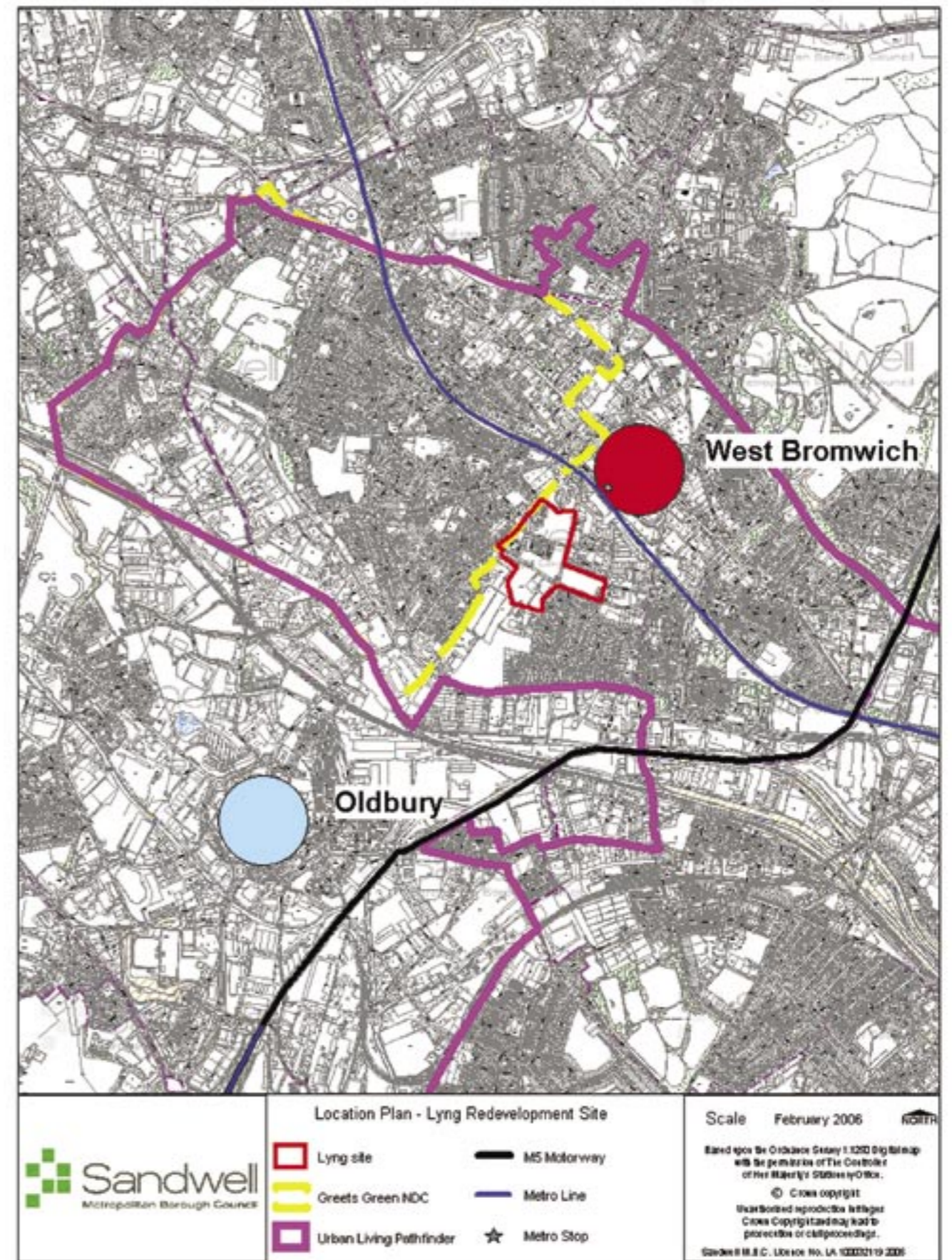


FIGURE 1 - LOCATION PLAN FOR THE LYNG REGENERATION SITE

- A primary health care centre at the northern end of the Lyng, with parking both to serve it and also to serve the wider town centre; &
- A small part of the northern site has not yet been redeveloped. Sandwell MBC is currently marketing it for a mixed-use development of local shops with residential on upper floors. A preferred developer has been selected and a planning application has been submitted.

1.10 The boundary of the development site has been rationalized recently through the acquisition of buildings and plots in the Sams Lane area that were not formerly part of the Lyng estate.

Redevelopment Opportunities

1.11 The site exhibits a number of existing buildings that occupy prominent locations along Moor Street. These buildings are currently in use.

The Muslim Centre, Moor Street

This building is located to the south of Braybrook House fronting Moor Street. The building, in private ownership, is currently in use. The mosque currently meets the needs of the local community, in particular those living in the Greets Green area.

Its position in relation to the rest of the Lyng is unfortunate as it takes a prominent position on the frontage to Moor Street, so detracting somewhat from the improvements already made in the immediate vicinity. Its incorporation into any potential redevelopment could therefore add value to the creation of a strong gateway into West Bromwich town centre, by enabling more comprehensive development to take place.

The Good Shepherd with St John's Parish Church and Vicarage

This building is situated on a site further south along Moor Street frontage, positioned opposite the INTEGER development. The site, if acquired, would offer considerable benefits in urban design terms due to its corner location on Moor Street/Lyttleton Street.

It should be noted that the illustrative layout included in section 3 does not take account of these opportunity sites. It is acknowledged, therefore, that a measure of flexibility exists within that layout, which allows a prospective developer to respond positively to the opportunities outlined here.

2. POLICY FRAMEWORK

2.1 This section sets out the relevant planning and regeneration policies and strategies covering the Lyng site. For clarification, it is worth stating what constitutes the 'Development Plan' for Sandwell and how the SPD relates to it.

DEVELOPMENT PLAN CONTEXT

2.2 The current Development Plan for Sandwell is the West Midlands Regional Planning Guidance, published in 2004, and the Sandwell Unitary Development Plan, adopted in 2004. These form the statutory basis for the determination of all planning applications within Sandwell. Under the new Local Development Framework regulations, these policies are 'saved' for three years, during which time the Council will begin preparing a revised planning framework for the borough. The Lyng Planning Framework SPD is therefore supplementary to the Development Plan. The SPD seeks to elaborate on those policies within the Development Plan that are relevant to the Lyng site, but does not seek to alter or amend them.

NATIONAL PLANNING GUIDANCE

2.3 Central Government planning policy is set out in a range of subject specific documents relevant to the Lyng regeneration site. The supplementary planning guidance set out in this document has been prepared within this context.

- Planning Policy Statement 1 *Delivering Sustainable Development* - in terms of promoting sustainable and inclusive patterns of development by making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life, as well as ensuring high quality development through good design, and the efficient use of resources;

- Planning Policy Statement 3 *Housing* (draft) - the aim of the policy is 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;
- Planning Policy Guidance 3 *Housing* - promotes the redevelopment of previously-used land within urban areas, more efficient use of land through increased densities, mixed tenure housing to meet the need of all residents, good design and accessibility;
- Planning Policy Guidance 13 *Transport* - encourages the use of non-car modes of transport, improved accessibility to town centres, and reduction in car travel;
- Planning Policy Guidance 25 *Development and Flood Risk* - sets out how flood risk should be considered at all stages of the development process. This guidance is currently under review and will be reissued as PPS 25.

REGIONAL PLANNING GUIDANCE FOR THE WEST MIDLANDS (2004) (RSS)

- 2.4 RPG11 identified a key trend of recent decades, that being the continued outward migration of population and investment from major urban areas (MUAs), in part due to the availability of development opportunities in those settlements within commuting distance.
- 2.5 The spatial strategy for the West Midlands seeks to reverse this trend by directing development opportunities to the MUAs (including the Black Country and Birmingham) in an attempt to retain and attract people and investment back into the conurbation.
- 2.6 RPG11 has therefore identified a number of key strategic objectives, of which the following are particularly relevant to the Lyng regeneration site:
- to make the Major Urban Areas of the West Midlands (of which West Bromwich is part) increasingly attractive places where people want to live, work and invest;



- to ensure the quality of the environment is conserved and enhanced across all parts of the Region;
- to support the cities and towns of the Region to meet their local and sub-regional development needs;
- to promote the development of a network of strategic centres across the Region.

(RPG11, 2004, paragraph 3.14)

2.7 The Lyng's position on the edge of West Bromwich town centre is also important in terms of the town's status as a Strategic Centre within the West Midlands under Policy PA11 Network of Town and City Centres. Consequently, West Bromwich is identified as the focus of significant development over the next few decades leading to new and improved retail, health, and community facilities for West Bromwich and the wider area. It is hoped that such action will raise both the profile and the functionality of the town as a key location for local services.

2.8 Integral to this is the need to provide new housing opportunities within close proximity to the town, of a range and choice that can meet both existing and future housing needs in the area. Policy CF1 Housing within Major Urban Areas seeks to achieve this, whilst also pursuing the creation of attractive urban living environments within which more people will wish to live and invest.

2.9 The redevelopment of the Lyng site is intended to lead on this approach within West Bromwich, but also act as a catalyst for future development activity across the wider area.

LOCAL POLICIES/STRATEGIES

Corporate Strategy

2.10 The Sandwell Partnership, a range of organisations operating across the borough working together for the future of Sandwell, has put in place 'The Sandwell 2020 Vision'. The vision sets the agenda for every organisation working towards providing all those who live, work, and enjoy leisure time in Sandwell with a better and more prosperous future.

2.11 Clearly stated, the vision seeks to ensure that:

"The Sandwell of 2020 will be a thriving, sustainable, optimistic and forward looking community."

"Sandwell residents will live in a transformed and safe living environment, will enjoy excellent health, rewarding work, experience choice in their lives, and have a positive view on life in Sandwell."

(extract from vision statement for The Sandwell Plan 2004-2006, 2004, p7)

2.12 The Sandwell Plan 2004-2006 is the document prepared by the Sandwell Partnership to take forward the priority actions intended to achieve the vision and will be continually reviewed and updated over time. Priority Theme A is particularly relevant to the SPD as it relates to 'Urban Form'.

2.13 Set out below are the principal aims by which this transformation will be achieved:

- To create a physical environment which is attractive to residents and employers;
- To create an environment which is able to support and attract business activity;
- To develop a sustainable and integrated transport network;
- To develop West Bromwich as the premier centre for shopping, culture and commerce.

(extract from The Sandwell Plan 2004-2006, 2004, p15)

2.14 It is clear, therefore, that the redevelopment of the Lyng site can contribute greatly to transforming the environment in and around West Bromwich, as well as complementing other activities seeking to improve the town as a provider of quality local services for existing and future residents, i.e. the planned retail expansion of the town, the pUBLIC, and a new health centre. In addition, the site's proximity to the Midland Metro and Bus Interchange in the town centre will support further the provision of quality public transport services providing opportunities for access to all parts of the West Midlands conurbation.

Sandwell Unitary Development Plan, adopted 2004

2.15 In line with the aspirations of the Sandwell Plan 2004-2006 to achieve transformational change in the physical environment, Strategic Policy SO5 of the adopted UDP recognises that where existing housing has come to the end of its economic life the Council will explore opportunities for comprehensive redevelopment for housing purposes. The policy also encourages the creation of sustainable, balanced communities incorporating a mix of housing types, sizes and tenures.

2.16 Other relevant policies include (though not exclusively):

Policy H2 - Principal Housing Sites

2.17 The Lyng redevelopment site is allocated for housing use in the adopted UDP and is denoted on the UDP proposals map as Housing Site 70. Ancillary uses found within residential areas may be acceptable if integrated successfully into the development.

2.18 The UDP identifies an estimated capacity of around 500 dwellings for the site. Part of the site has already been released for new housing (86 dwellings), which will influence the likely residual capacity of the site. Nonetheless, it is considered that in the region of 500 additional dwellings could be located on the site.

Policy H6 - Design of Housing Development

2.19 The policy requires a high standard of design for new housing developments in the Borough, addressing issues such as scale and density, access and parking, non-renewable energy reduction, local environmental quality, and security and safety.

Policy H9 - Affordable Housing

2.20 The policy seeks a proportion of affordable dwellings on certain sites (of at least 1 hectare or 25 dwellings or more) based on local housing needs. Meeting local housing needs is of particular significance in this location bearing in mind that this is a clearance site formerly occupied by dwellings managed for that purpose, but which were identified as not fulfilling their intended function.

2.21 In normal circumstances, provision of affordable housing is secured by a legal agreement under Section 106 of the Town and Country Planning Act 1990, drawn up in conjunction with the relevant planning approval. However, there are particular circumstances that influence how the Council will secure a proportion of affordable housing on the site, in particular the role taken by the Lyng Community Association.

2.22 As stated earlier, the LCA was established by Sandwell Council to deliver 200 new, affordable dwellings for rent on the site as replacement for those lost during the original clearance programme. Current developments on site have already secured 86 new affordable dwellings to meet the needs of local households. Consequently, a further 114 dwellings will be provided as part of the future redevelopment of the remaining Lyng area. It is the intention that this will be secured through a tripartite legal agreement between the LCA, the Council, and the developer (more details are given in section 4 Implementation).

Urban Design Principles - Policy UD1 to UD6

2.23 This group of policies support development that is well related to the street and the public realm, promotes ease of movement for the public through and around the development, and supports development that is well related to surrounding urban areas.

2.24 In particular, Policy UD1 encourages innovative use of greenspace and the natural habitat, where appropriate. Policy UD3 requires new residential development to meet a range of criteria seeking to address community safety issues, including 'Secured by Design' guidelines. The public realm, an important element in any scheme, is considered in Policy UD4 and supports development that improves the quality of the urban fabric. Policy UD6 addresses specifically Public Art as part of large development such as the Lyng.

2.25 Due to the prominent, gateway location of the site on the edge of the borough's principal town centre, design considerations are of the utmost importance.

	Therefore, recent developments in the area, including Vantage Point and Integer schemes, designed to very high standards should be considered as benchmarks for any future proposals on the site.						
	<i>Policy T5 - Bus Services</i>						
2.26	The adopted UDP proposals map identifies a Bus Showcase Route running past the site along Moor Street between West Bromwich and Oldbury, and beyond. This has now been completed.	2.32	<i>Policy NC1 - Nature Conservation and New Development</i> The policy promotes development that accords with natural ecological processes and nature conservation interests, in particular through the design of built structures and features attractive to wildlife, and the use of native vegetation species as part of landscaping or planting schemes.	2.38	The guidance provides the detail and expands on the more general policies contained in the UDP. Set out below is a brief summary of the objectives of each guidance document.	2.43	“The creation of diverse, cohesive and flourishing multicultural neighbourhoods with their own attractions and characteristics that make people want to live, work, invest and spend their leisure time in the area.”
	<i>Policy T7 - Cycling</i>						
2.27	The adopted UDP proposals map identifies part of the Local Cycle Network again running along Moor Street. Details of any current schemes in this area can be obtained from the Highways Section of the Council.	2.33	Area-based Supplementary Planning Guidance In light of the broad, fairly general nature of UDP policy, the Council has prepared more detailed guidance in relation to future land-use for specific areas of the borough, as well as more guidance in determining specific planning applications. Those relevant to the framework SPD document here are summarised below.	2.39	<i>Residential Design Supplementary Planning Guidance, adopted April 2004</i> The aim of this document is to provide a focus for residential development within the borough and meet the aspirations of both Sandwell MBC and local communities to provide an attractive, high quality and sustainable environment, leading to the creation of lively places with distinct character that are enjoyable, safe and accessible. The guidance supplements Policy H6 and the Urban Design policies set out in the Sandwell UDP.	2.44	This vision has been further refined in its 2004/5 Annual Report to focus on creating pathways of housing choice for all members of its communities: <ul style="list-style-type: none">• those who are considering moving out to seek the right housing offer;• those who have community ties in the area and would consider moving back into the area if the housing offer was right;• those who are attracted to the area because there are homes and neighbourhoods that meet their needs and aspirations.
	<i>Policy T17 - Transport Assessment</i>						
2.28	The policy seeks to ensure that transport and accessibility issues are fully considered as part of any new development proposals. The assessments would seek, in particular, to give details of all proposed measures to improve access by public transport, walking and cycling.	2.34	<i>West Bromwich Town Plan 2004</i> This is a supplementary planning guidance document applying to West Bromwich town establishing in more detail the land-use planning framework as set out in the UDP and, where appropriate, serving to identify new areas for action, where physical regeneration can help meet the Council’s corporate agenda.	2.40	<i>Community Safety SPG, adopted April 2004</i> The guidance on community safety has been prepared to explain how, through careful planning of developments and environments, try to make a contribution to ensuring Sandwell is a place people can feel safe, secure, and free from the fear of crime. The guidance supplements those policies of relevance set out in the UDP.	2.45	Clearly, the capacity for development on the Lyng site can assist greatly in achieving this vision. The Lyng Regeneration Site is a catalytic project as part of Urban Living’s Early Years programme of activities. This will be achieved through adding value to transformational change of an enhanced design quality to both attract new households into the area and retain households currently living in the area. In practical terms, this may involve a design cost subsidy to meet the gap between market-dictated build cost (based on what is the best achievable design standard) and the aspirations for the area.
	<i>Policy OS8 - Community Open Space in Association with New Housing Developments</i>						
2.29	The policy seeks appropriate provision of community open space to meet the needs of people living in new housing developments.	2.35	In line with the UDP, the Lyng site is identified for housing purposes (WBTP, 2004, p44). The town plan reflects the aspirations the Council has for the site, in terms of street layout, massing and scale, density, public spaces, and accessibility.		OTHER LOCAL REGENERATION STRATEGIES Birmingham and Sandwell Housing Market Renewal Pathfinder		
	<i>Policy DC9 - Provision of Community Open Space and Play Space in New Residential Areas</i>						
2.30	The policy sets out the standards to be applied when new community open space and play space are to be provided as part of new housing schemes.	2.36	The Town Plan will be incorporated into the Council’s review of existing planning policies as part of the emerging Area Action Plan for West Bromwich. Of particular importance will be the consideration of future land uses in and around the site, and in the wider area.	2.41	The Lyng Regeneration site also forms part of plans covering a number of neighbourhoods from West Bromwich, Greets Green and Smethwick stretching into parts of west Birmingham (Handworth/Lozells/Aston). This area is known as the Urban Living Housing Market Renewal Pathfinder (www.urbanliving.org.uk).	2.46	It is the intention that Urban Living will secure funding from future bid rounds, at least up to April 2008, and direct a proportion of this towards the Lyng area.
2.31	In view of the strategic importance of this redevelopment to the future of West Bromwich and the wider area, it is the intention that high quality open space be provided on site to meet the needs of new residents many of whom were residents prior to clearance, as well as being available to the wider community.	2.37	Topic-based Supplementary Planning Guidance Sandwell MBC has produced a number of guidance documents approved as Council policies covering specific topics relevant to this document.	2.42	The Pathfinder, a joint initiative involving Sandwell MBC and Birmingham City Council, is seeking to stabilise and reverse failing housing markets in the most disadvantaged communities of the West Midlands, of which the Lyng neighbourhood is part. The vision for the 15 year duration of the scheme is:	2.47	Greets Green New Deal for Communities A major part of the Greets Green NDC plans for West Bromwich include the Greets Green Housing Implementation Plan (www.greetsgreen.net). The work on this identifies a strategic link with the Lyng redevelopment, which will impact on the social structure of the area and supply and demand in the local housing market.

- 2.48 For example, there is the possibility that future phases of development on the Lyng, relating to the affordable housing element, may have a role in providing decant housing for Greets Green residents. This is clearly an issue that goes to the very heart of attempts at transforming West Bromwich into a sustainable, inclusive local community.



3. DEVELOPMENT PRINCIPLES

- 3.1 This section sets out in detail the Council's aspiration for the redevelopment of the Lyng site. It draws heavily on work undertaken by consultants Tibbalds Planning & Urban Design, KSA, and Housing Vision Consultancy. This focussed on reviewing and developing the development and design guidance for the site.

URBAN DESIGN APPRAISAL

- 3.2 An important part of the consultants' commission was to undertake an urban design appraisal of the site as a means to identify future aspirations and opportunities for the area. This was done through a literature review and a series of stakeholder events looking at clarifying local aspirations and exploring how these could be taken forward. For clarity, a summary of this work is included below.

Analysis

- 3.3 Based on site visits, a document review, discussions with stakeholders at a workshop, the consultants have carried out the appraisal of the site in its context, focusing in particular on:

- Accessibility and Movement;
- Built Form; and
- Landscape and Open Space.

- 3.4 Key findings are summarised below and illustrated in figures 2 to 26.

Accessibility and Movement

- The site has good accessibility to the town centre and to public transport - to the Metro, to the bus station and to buses along Moor Street, with the northern end of the site having the highest accessibility;
- The quality of pedestrian links northwards is currently poor in terms of traffic use, lack of built frontage and surveillance of the public realm. However, the north end of Lyng Lane provides a pedestrian only bridge across the Metro line, a better quality crossing than the roundabout at the north end of Moor Street;

- The large area of surface car parking on the site of the primary health care centre weakens the pedestrian connection between the town centre and the Lyng and creates a bleak and unwelcoming environment for people on foot;
- At present there is a lack of routes to the east of the site other than Lyttleton Street/ Sams Lane, with only Newhall Street providing an alternative local route; &
- To the east, the site is better connected into the wider area, with a series of east west routes towards Greets Green.

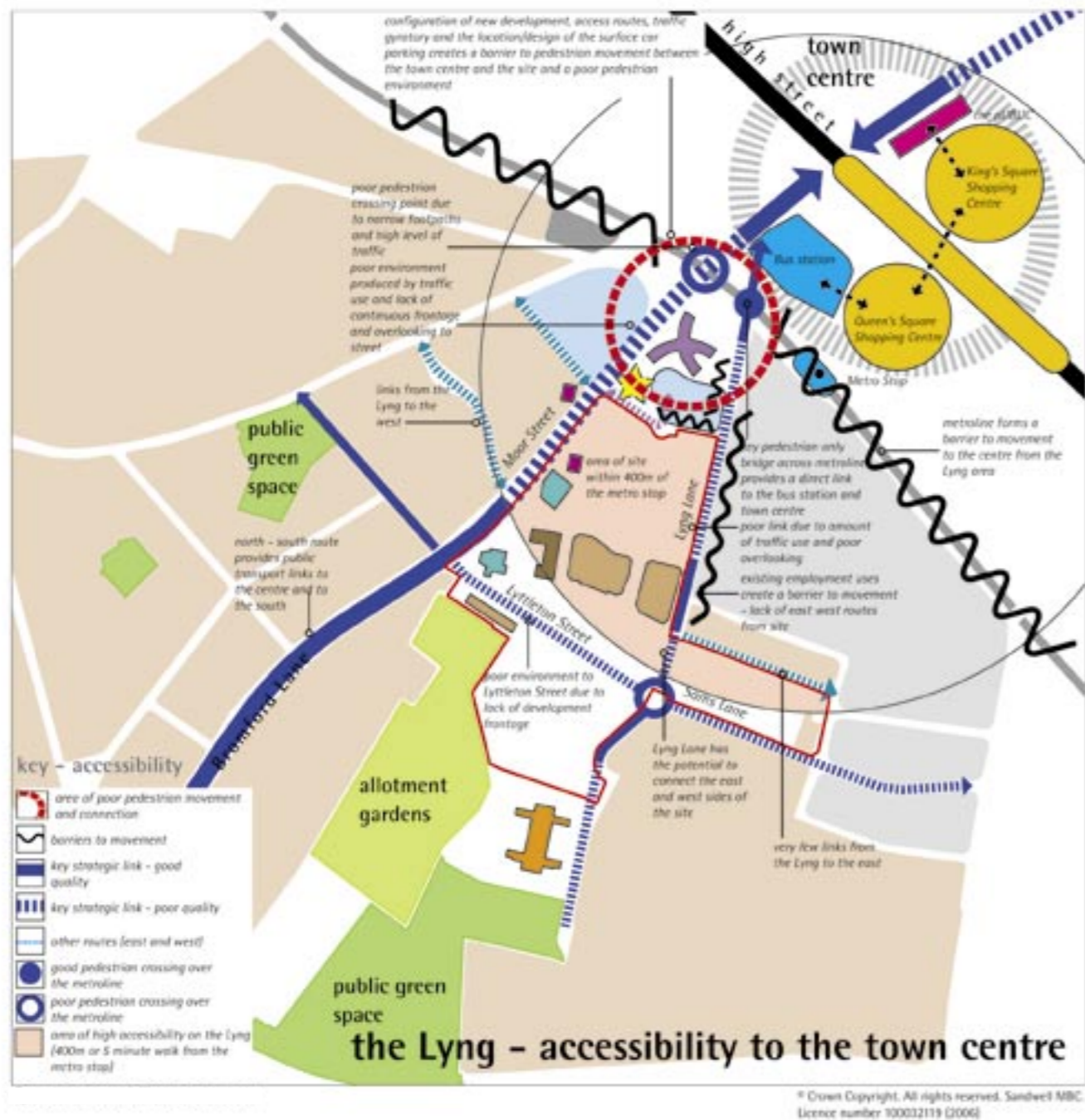


FIGURE 2 - ACCESSIBILITY & MOVEMENT

Built Form

- Built frontages along both sides of Lyng Lane and Moor Street are weak. In particular on Moor Street, the relationship of existing buildings to each other and to the street is poor;
- Towards the south of the site, built form is more positive with frontages defining the mainly residential streets;
- The existing development on the Lyng creates street blocks with positive built frontages overlooking the public realm around them;

- Building heights are generally 2-3 storey with the primary health care centre and proposed shops creating a more urban scale on the edge of the town centre, at between 3-5 storeys;
- The scale of existing buildings on Moor Street varies from 1-9 storeys; &
- The primary health care centre acts as a landmark in the wider area.

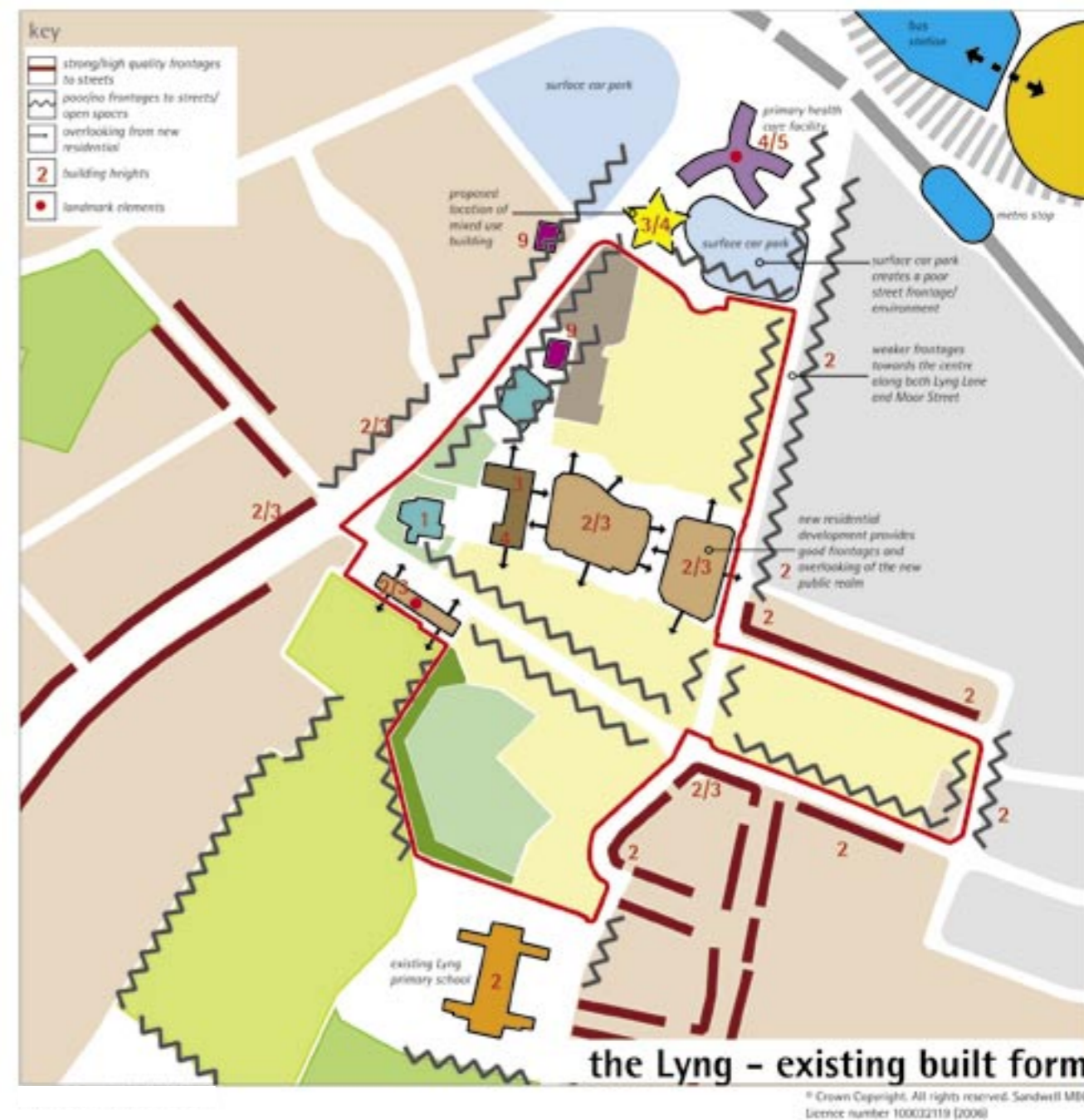


FIGURE 3 - BUILT FORM

Landscape and Open Space

- The site has areas of south facing land.
- There are a number of existing mature trees across the site.
- The site has a number of areas of under-used and generally poor quality open space at present.
- On the southern boundary there is a tree belt and low embankment that prevents views to the allotments.

- To the south of the primary school there is an open space. However, pedestrian access from the north is poor at present.
- Development to date creates the start of a hierarchy of streets and home zones within the site.



FIGURE 4 - LANDSCAPE AND OPEN SPACE

Opportunities

- 3.5 Stemming from the analysis summarised above, a range of opportunities were identified that could assist in developing a clear development framework and design guidance. These are summarised below.

Accessibility and Movement

- The development provides the opportunity to improve the strategic links along Moor Street and Lyng Lane by creating built frontages and an attractive public realm;

- A key potential pedestrian desire line through the site links the open space and school in the south, across Lyttleton Street, to Moor Street and the proposed local shops, and the town centre;
- Another key potential desire line is from the heart of the site towards the Metro stop; &
- Opportunities for improving the connection between the Lyng and the town centre should be investigated, in terms of development proposals (the relationship of built forms and car parking to the public realm in particular), traffic management and quality of public realm design.



FIGURE 5 - ACCESSIBILITY AND MOVEMENT OPPORTUNITIES

Built Form

- Development on the Lyng provides the opportunity to create new high quality frontages to the street network around the site;
- The future development of surrounding sites creates an opportunity to reinforce the continuity and quality of built frontages;
- Development may also improve the safety and security of open spaces, for instance the allotments;
- At the north end of Moor Street, there is an opportunity to reinforce the 'gateway' into the town centre, through

- the use of a landmark frontage, the proposed local shops and the public realm;
- South facing slopes create an opportunity to maximise passive solar gain to the development;
- There is an opportunity to vary the density of development and so the built form across the site in response to the local context; &
- The proposed retail development is one of the key opportunities for creating a positive identity for the Lyng along the Moor Street frontage, and both the urban design and architecture should aim to make a clear statement of quality.

Landscape and Open Space

- There is an opportunity to locate open spaces within the development so that they have a presence in the wider area - on Lyng Lane and Lyttleton Street;
- The development should aim to link existing and proposed open spaces into a network through 'green links' along the key pedestrian routes, and seek to enhance the biodiversity value of the site.
- There is an opportunity to create a new, prominent, urban public space on Moor Street at the gateway to the town centre; &

- There are opportunities to retain existing mature trees and open spaces and to integrate them into the development proposals.



FIGURE 6 - BUILT FORM OPPORTUNITIES



FIGURE 7 - LANDSCAPE AND OPEN SPACE OPPORTUNITIES

DEVELOPMENT FRAMEWORK

3.6 The guidance in this section of the document is provided in two parts; Development Framework, and Design Guidance. The Development Framework consists of five 'layers' dealing with different aspects of the urban design concept for the development of the Lyng. These are:

1. Pedestrian & cycle movement and open space;
2. Vehicular movement;
3. Uses and dwelling types;
4. Building heights and landmarks; &
5. Public realm character.

3.7 Together these 'layers' set out the key principles for development in the form of a framework that is robust yet flexible. Each sub-section includes separate objectives and the framework guidance.

3.8 The Development Framework is intended to co-ordinate the proposals for parcels or phases of development that may take place by different parties or over time, so that each contributes to a coherent urban form.

3.9 It aims to make sure that the Lyng becomes a distinctive place, which has a clear identity, but at the same time one that is well integrated into the wider area and sympathetic to its surroundings.

1. Pedestrian & Cycle Movement and Open Space

Objectives

- 3.10
- To create a network of routes that are safe and attractive for pedestrians, and to encourage people to move around the area on foot.
 - To improve pedestrian and cycle linkages to the wider area, especially to the town centre to the north, and to the primary school and open spaces to the south.
 - To provide open spaces that are well linked into the network of pedestrian routes, so that they benefit from the natural surveillance of passers by.
 - To provide open spaces that will act as a focus for the development and also have an influence on the wider area, and which take advantage of opportunities to enhance biodiversity.

- To create a network of recreational routes and open spaces that can be extended into surrounding areas.

Framework Guidance

3.11 The key principles governing the **pedestrian links** are as follows:

1. To create a clear and direct north-south pedestrian link through the western part of the development to Moor Street, extending down to Kelvin Way open to the south. This desire line will generate footfall to support the Moor Street shops and will help to integrate them into the area. This will require a new pedestrian route to be provided along the boundary of the allotment gardens/primary school and improvements to allow pedestrians to cross at the Moor Street/ Ringway roundabout.
2. To also create a pedestrian route that connects into Lyng Lane and the proposed future pedestrian link to the Metro station. In future, when the link to the Metro station is provided, a pedestrian crossing point will be required over Lyng Lane.
3. To extend the existing homezones to create a wider network, both to the east and, if possible, to the west across the site.
4. To link together the open spaces to be provided as part of the development.
5. To connect the different parts of the development together, across Lyttleton Street/Sams Lane in particular. Pedestrian crossing points should be provided that relate well to the key pedestrian routes, and, where it is not possible to have a formal crossing, then pedestrian refuges should be provided.
6. To ensure that a pedestrian route is provided between the new housing and the primary health centre although this should not have the visual prominence of the central avenue in the former masterplan.

3.12 The key principles governing **cycle routes** are:

1. To provide a cycle route along Lyng Lane, to connect into the town centre, the Metro station and south into the primary school.
2. To provide cycle routes along Lyttleton Street/Sams Lane, as a contribution towards promoting cycle journeys across the urban area

3.13 The key principles governing the **open spaces** are:

1. To provide a high quality urban square on Moor Street immediately to the south of the proposed Moor Street shops. This will create a gateway to the Lyng and to the wider town centre and it will create a positive perception of the Lyng redevelopment in the wider area. It will also integrate both Braybrook House and Bowater House into the urban form.

2. To create a park in the northern part of the site that provides convenient recreation and play space (to NEAP standard) to serve family housing, including the existing LCA development, and also to act as an amenity for the higher density development of flats. This open space should act as a focus for the development and should be linked into the wider area in visual terms. The Council is seeking the provision of this space at an early stage of development, in order to meet local deficiencies in open space for residents on the Lyng estate, and will include facilities of the highest achievable quality.
3. To create an open space to the south of Lyttleton Street that provides local play space for family housing. It will create a local focus for this part of the development and will also create an attractive feature along Lyttleton Street. These should relate to the scale of each of the spaces.

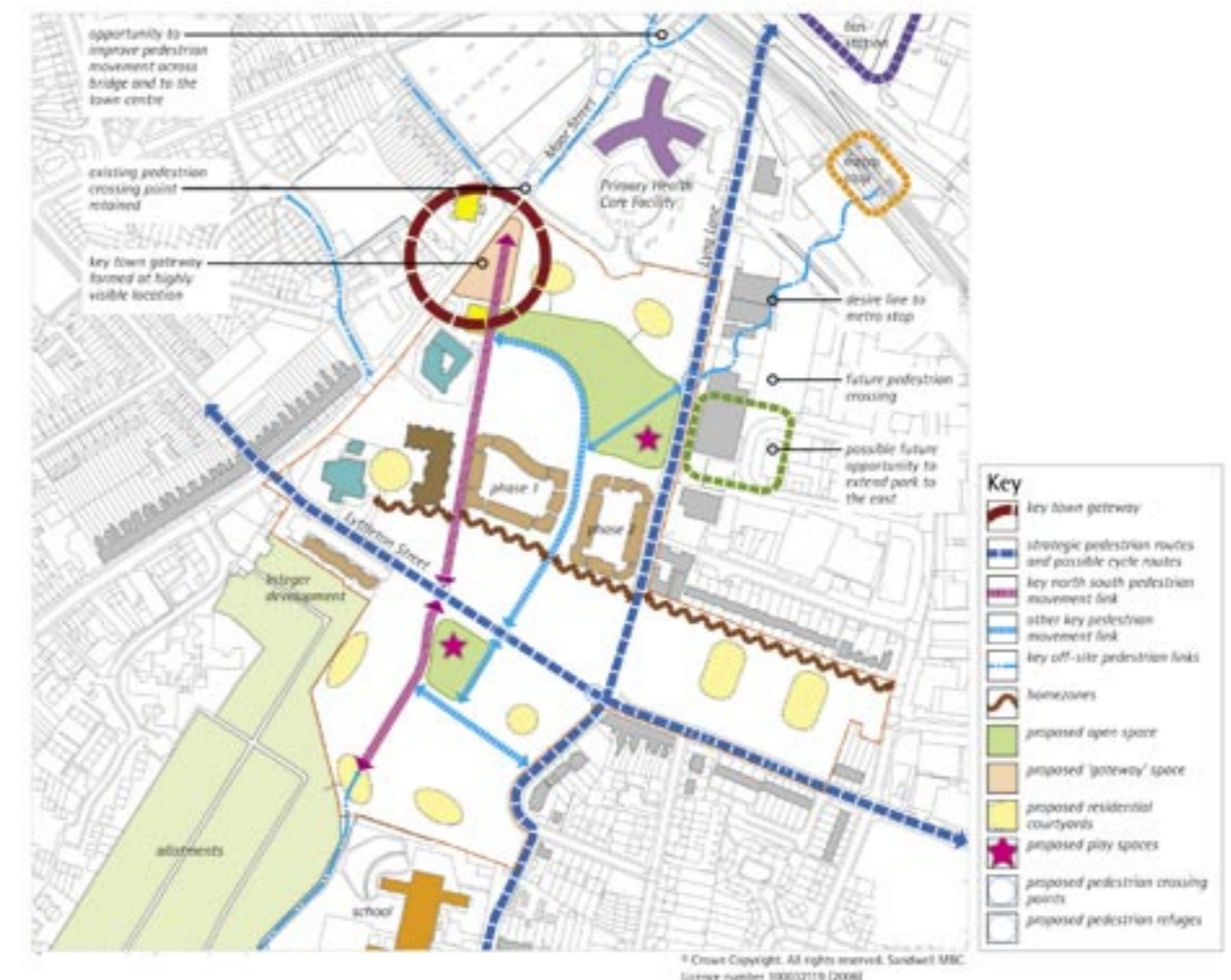


FIGURE 8 - PEDESTRIANS, CYCLING, AND OPEN SPACE

2. Vehicle Movement

Objectives

- 3.14
- To create a permeable network of vehicular routes across the site so that vehicles may move around easily.
 - To identify an appropriate hierarchy of routes for vehicles.
 - To keep traffic speeds low so that routes are pedestrian friendly.

Framework Guidance

- 3.15 The existing streets around and across the site form a series of primary and secondary routes for vehicular traffic as follows:

a) Primary Route - Moor Street

- 3.16 Existing carriageway width and alignments should be maintained. Design speed to be 30 mph maximum. The existing pedestrian crossing is to be retained at the north end of Moor Street. A second pedestrian crossing, or pedestrian refuge as a minimum, should be provided at the urban square.

b) Primary Route - Lyttelton Street/ Sams Lane

- 3.17 Existing carriageway width to be widened to 7.3 m. Design speed to be 30mph maximum. Cycle lanes of 1.5m width should be provided in addition to the carriageway, in both directions. Where new footways are to be provided, they should have a width of 2.5 m, increasing to 3m outside schools or community buildings, in the interest of pedestrian safety and to allow for a mature tree planted boulevard.

- 3.18 Where the Lyng development crosses over Lyttelton Street, the speed of traffic should be reduced. Pedestrian crossings should be provided in key locations to link development to the north and south of this street. Pedestrian refuges should be provided to serve other pedestrian routes.

c) Secondary Route - Lyng Lane and Horton Street

- 3.19 These routes should be traffic calmed to give a design speed of 20 mph maximum. Where carriageway widths are to be altered or new footways provided, they should have a width of 2.5 m, increasing to 3m outside schools or community buildings. A cycle route should be provided along these streets.

- 3.20 There may be an opportunity to provide a drop-off/arrival point for the primary school at the southern end of Horton Street if appropriate.

- 3.21 Within the site, streets should be designed as follows:

d) Local Streets

- 3.22 To include a connected network of routes in each part of the development area but may also include spurs to access courts or to serve small numbers of units. Design speeds should be 20mph maximum. Ease of pedestrian movement must be considered as a priority equal to vehicular movement. Provision may be made for parking within the public highway. At least one footway of a minimum width of 1.8m should be provided.

e) Homezones & Courts

- 3.23 Homezones shall allow through movement for vehicles. The design of the space should promote pedestrian/ cycle priority through designing to 10mph maximum and the use of shared surfaces. Provision should be made for tree planting and street furniture to control parking on-street and to reduce vehicle speeds. Provision should be made for car parking within the space.

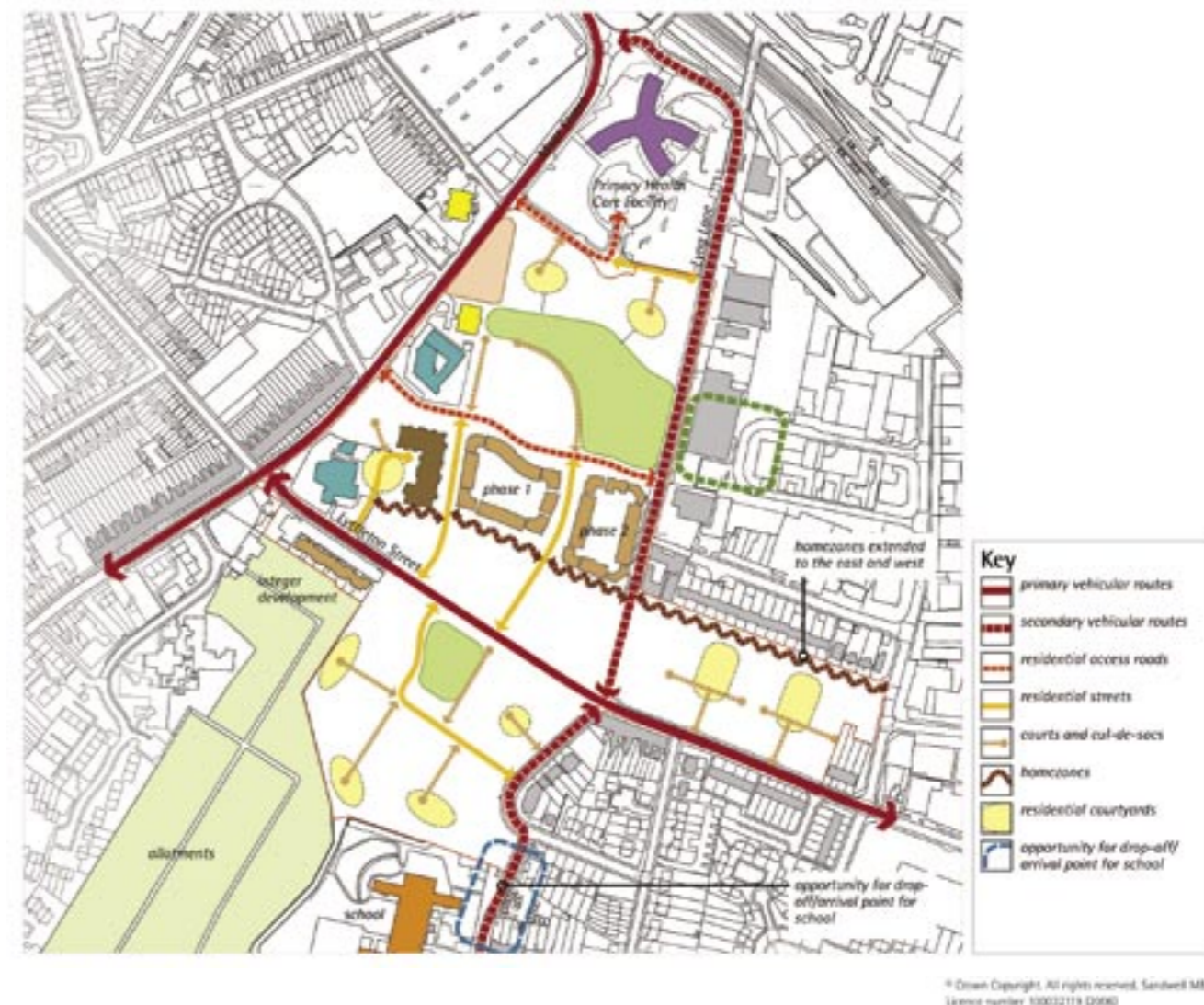


FIGURE 9 - VEHICLE MOVEMENT

3. Land Use and Dwelling Types

Objectives

- 3.24
- To create a new residential quarter with a mix and variety of dwelling types;
 - To create variety in the scale and character of development across the site;
 - To create an urban form that responds to the hierarchy of streets and also to accessibility to the town centre and public transport; &
 - To encourage and, where possible, to integrate other uses that will support and serve the residential community.

Framework Guidance

a) Residential

- 3.25
- Taking into account recent new build on the site, provision should be in the region of 500 additional residential units. Of these, 114 of the units will be provided for the LCA and will be social rented properties. In view of this, no further affordable units are envisaged, although a role has been identified for low cost starter houses for sale, which should be included within the mix of house types, provided they can be satisfactorily integrated into the urban form of the overall development. The precise location of the LCA properties is to be agreed with the Council and LCA prior to disposal of the site.

- 3.26
- In line with general policies contained within the UDP relating to maximizing the efficient re-use of land within urban areas densities, approaching 30 units to the acre (or 75 units per hectare) should be applied to the Lyng. Furthermore, innovative design and layout, based on detailed consideration of the site, will be critical factors in defining the appropriate density and how these are distributed across the site. Higher densities are important as they contribute towards creating safe, compact and well-populated urban areas that can sustain local shopping and services.

- 3.27
- However, achieving a particular density should not be regarded as an end in itself, and proposals should be assessed primarily in terms of the quality of urban form, in particular the built street frontages, the integration of car parking and the public spaces.

- 3.28
- The illustrative layout within this section below includes 430 dwellings on the land that is currently available for development.

b) Other Uses

- 3.29
- The development should accommodate or provide flexibility for other uses that will support or serve the residential community, for instance small scale community uses, business and/or retail uses. These should complement rather than compete with the proposed retail development on Moor Street, immediately to the north of the Lyng site. The ground floor level of buildings identified as being suitable for other uses should be designed to be capable of accommodating non-residential uses in the future even if there is no demand or funding available for such uses initially. On key streets such as Moor Street/Lyng Lane, other ground floor uses should be encouraged.

c) Open Space

- 3.30
- The framework for the provision of open space to meet the needs of residents is included in the previous section Pedestrian & Cycle Movement and Open Space.

d) Car Parking

- 3.31
- Overall residential parking provision should be in accordance with the government's guidance in PPG3 on securing sustainable residential environments, that is an average provision of no more than 1.5 spaces per residential unit. In the northern part of the site, a maximum of 1 car parking space per dwelling should be provided. To the south of Turks Head Way, an average of 1.25 spaces per dwelling may be provided, depending upon the layout and house type. To the south of Lyttleton Street, an average of up to 1.5 spaces per unit may be provided.

- 3.32
- The brief proposes the following distribution of land uses and dwelling types:

Area 1: Moor Street

- 3.33
- Mainly apartments to create urban street frontages, in response to the importance of Moor Street as an important radial route within West Bromwich and to its good public transport accessibility. This zone includes a requirement to build in flexibility for non-residential uses at ground floor level on the street frontage adjacent to the proposed Moor Street shops.

Area 2: Lyng Lane

- 3.34
- Mainly apartments, to create urban street frontages, in response to its proximity to the town centre, the bus interchange and metro, and its status as a secondary radial route.

Area 3: Lyttleton Street/Sams Lane

- 3.35
- Mainly town houses with some apartments, in response to its role as a

key route around the town centre, to create an appropriate scale of development around the proposed Lyttleton Street open space and to relate to the scale of existing development such as the Integer building.

Area 4: Northern Zone of Site

- 3.36
- Mainly flats in response to its proximity to the town centre, bus interchange and metro and to create an appropriate scale of development to define and enclose the proposed Lyng Lane open space.

Area 5: Centre Zone of Site

- 3.37
- Mainly family housing here in response to the existing phases of development and the adjoining dwellings in Newhall Street. In locations away from the key routes and street frontages, small scale starter houses may be appropriate.

Area 6: Southern Zone of Site

- 3.38
- Mainly family housing, with small scale starter houses being appropriate in locations away from key routes or street frontages.

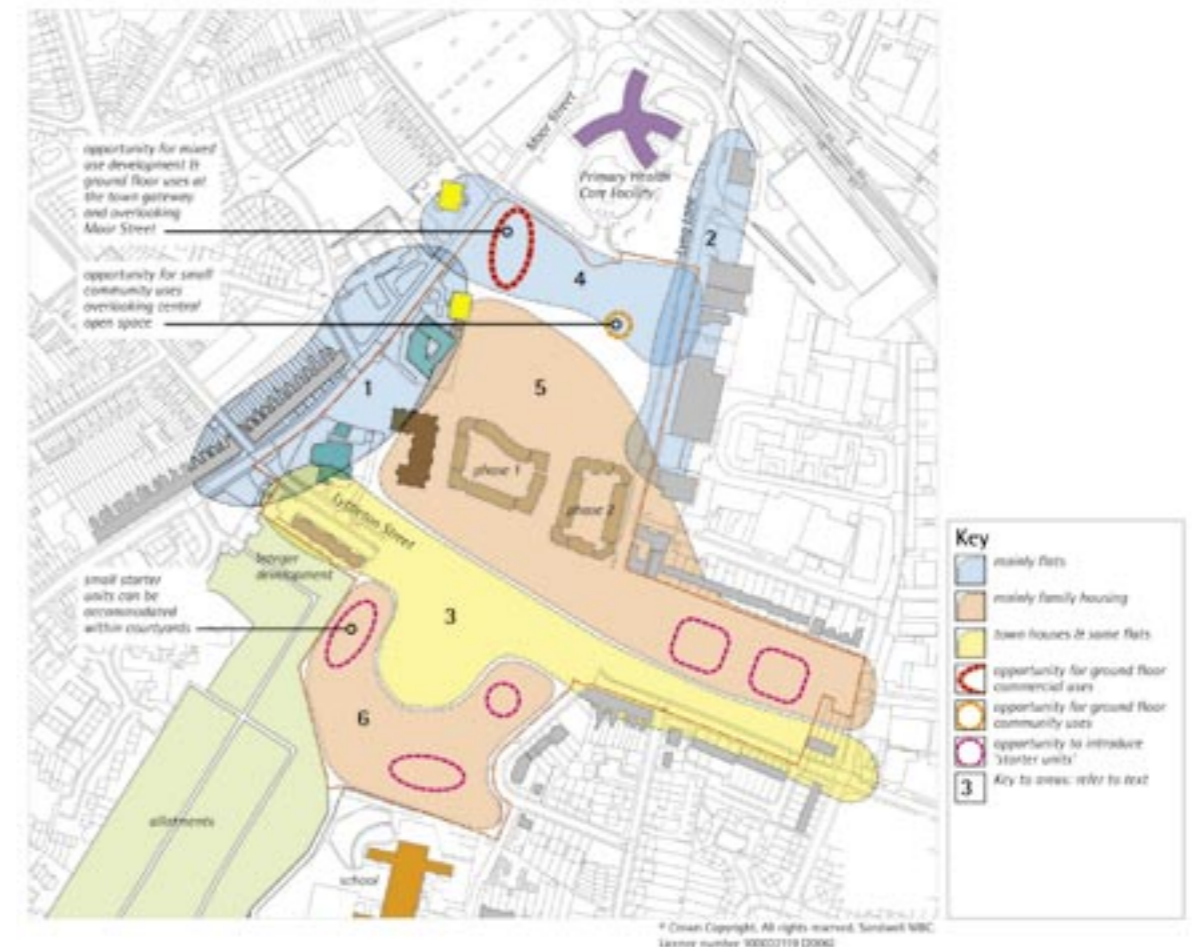


FIGURE 10 - USES AND DWELLING TYPES

4. Building Heights and Landmarks

Objectives

- 3.39
- To create a new urban quarter with a strong urban character and identity.
 - To reinforce the importance of key routes around and through the site with the built form.
 - To relate development appropriately to adjacent buildings.
 - To identify visually prominent locations where a special built form response is required.

Framework Guidance

- 3.40
- The building heights shown on the framework diagram are general guidelines. The heights of specific buildings should be judged in relation to the aim of creating a coherent townscape. In particular, the composition of groups of buildings will need to be considered, both in terms of the street elevations and also how buildings of different heights relate to one another.

- 3.41
- The tallest buildings will be located along Moor Street, at the gateway and at the northern end of the site where 4-5 storeys will be appropriate. Buildings of 3-4 storeys will be appropriate along the Lyng Lane frontage. Buildings of 3-storeys will be appropriate on Lyttleton Street/ Sams Lane and around the open spaces. Elsewhere a mixture of 2 and 3 storey buildings will be appropriate.

- 3.42
- There are opportunities within the development form to create landmarks with buildings of particularly high quality. These may be taller than the generally recommended heights. The key location for a landmark building is on the east side of the proposed gateway on Moor Street, where the built form and urban square together will signal the presence of the new Lyng development to the wider town.

- 3.43
- Other landmarks may be provided where buildings will be viewed from a distance within the development. In these locations, the design and quality of proposals will need to be considered carefully in 3 dimensions. These include:

1. On the northern edge of the park, to terminate the view north along the central 'green avenue'. The original masterplan was based on a central axis running through the development from north to south. The development of the primary health centre has reduced the significance of this as a pedestrian route and it is now appropriate to focus the view northwards onto a landmark building.
2. On the Lyng Lane frontage at the northern edge of the park, which will be prominent in views northwards along Lyng Lane and from eastwards from Moor Street.
3. On Lyttleton Street on the eastern edge of the open space, which will be prominent in views along Lyttleton Street from the west.

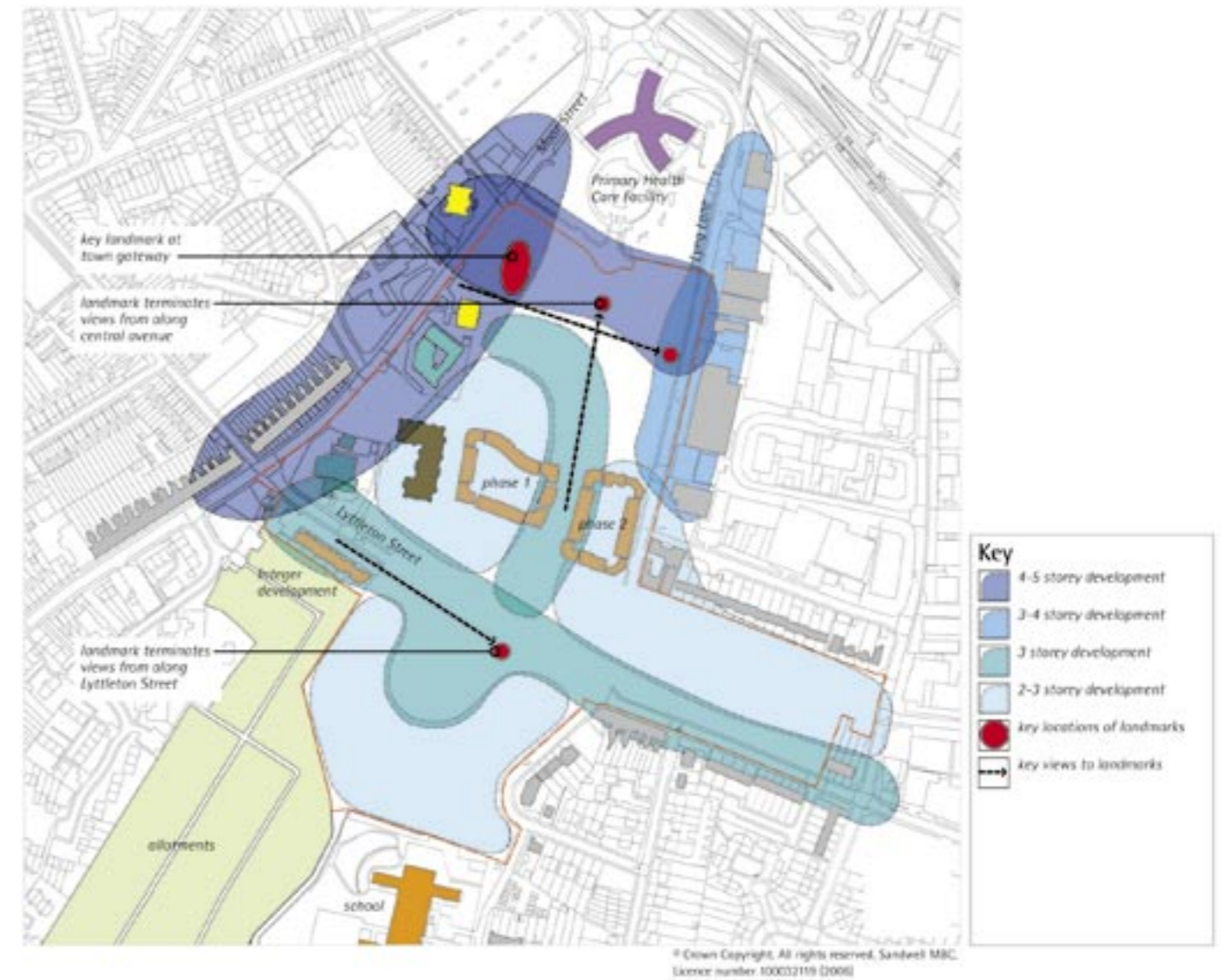


FIGURE 11 - BUILDING HEIGHTS AND LANDMARKS

5. Public Realm Character

Objectives

- 3.44
- To introduce a variety of character into the development so that routes and places are distinct and recognisable and people can find their way around easily.

Framework Guidance

- 3.45
- A series of routes and spaces is identified here, each of which requires a coherent design approach to give it a distinct character. The character of each of these elements can be summarised as follows. Further design guidance is provided in the next sub-section.

Urban Street - Moor Street and Lyng Lane/Horton Street

- 3.46
- Important radial routes into West Bromwich with city scale street frontages and a coherent building line that relates to the alignment of the street. These are key routes for vehicular traffic but should also provide safe and attractive footways. These streets are also important cycle routes for the town centre and commuters.

Urban Gateway - Moor Street/Bowater and Braybrook House

- 3.47
- A high quality urban square with a regular shape that crosses Moor Street and integrates the refurbished tower blocks with new building frontages. It signals the presence of the Lyng redevelopment to the wider area. It will be primarily a space with hard landscape and existing mature trees should be retained within it.

Boulevard - Lyttleton Street/Sams Lane

- 3.48
- A broad urban scale tree-lined street with cycle lanes and generous footways. Building lines relate to existing development and create coherent street frontages, with houses generally having small enclosed front gardens.

Formal Avenue

- 3.49
- A convenient and direct pedestrian route through the development, with crossing point over Lyttleton Street. The space is tightly defined by new building frontages wherever possible and houses generally have narrow privacy strips rather than formal front gardens. Formal tree planting helps to define the avenue where there is no built frontage.

Green Avenue

- 3.50
- An informal route that links together the park and the southern open space. It is formed by a meandering carriageway that creates space for on-street parking bays and tree planting. The space is broader and building lines may be more irregular.

Homezone

- 3.51
- An informal, shared surface, linear route where pedestrians, cyclists and vehicles all have equal priority and the space may be used for recreation and play as well as to accommodate parking for the adjacent units. Building lines relate to the existing context, to create spaces that may be either regular or irregular, but are generally informal in character.

Courts

- 3.52
- Shared surface, paved space where pedestrians, cyclists and vehicles all have equal priority and the space may be used for parking to serve adjacent units and those on adjoining street frontages. Building lines and boundary walls define and enclose the space. These spaces may be public (or semi-public) if they serve dwellings, or semi-private if they only accommodate car parking to serve the street block.

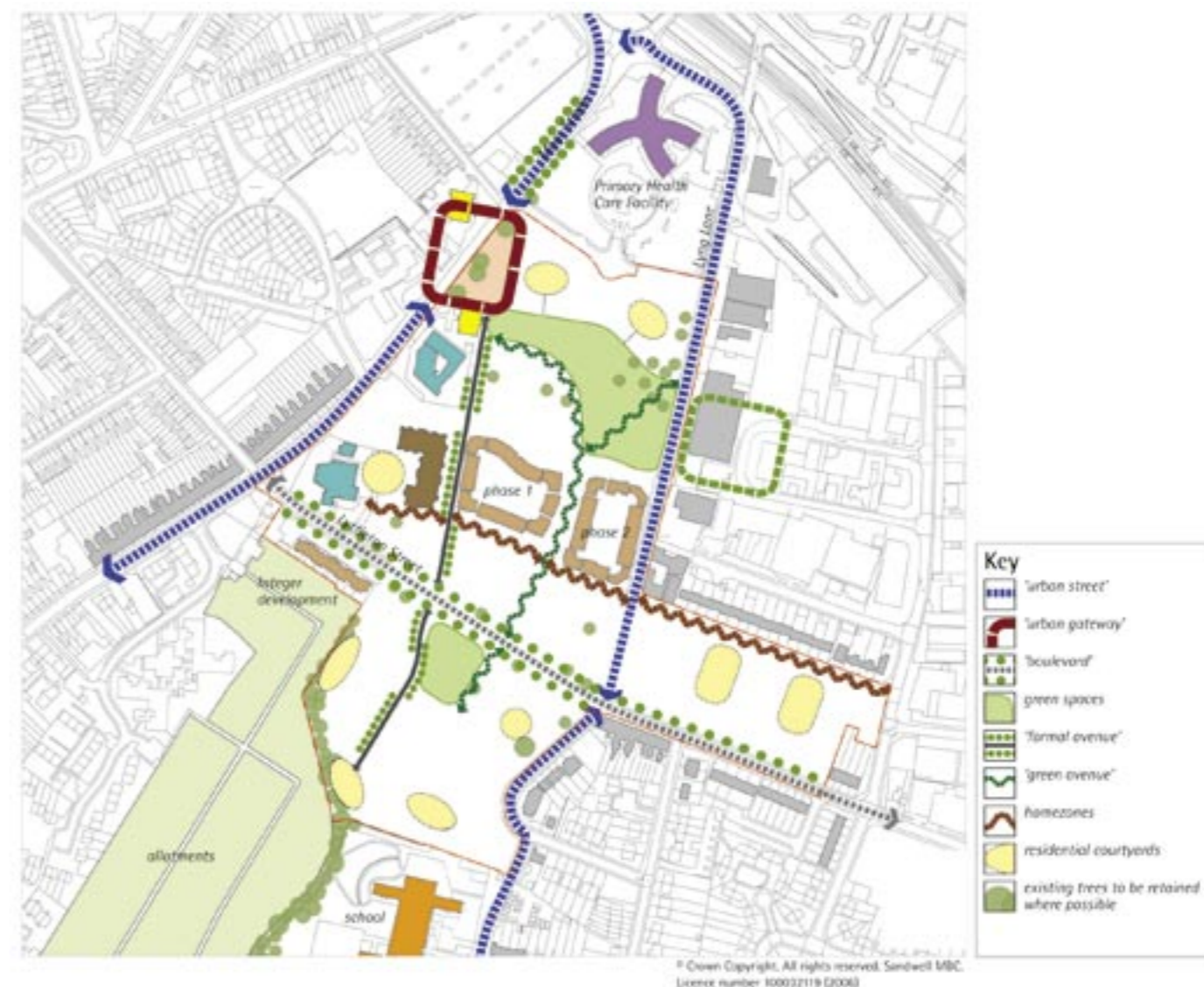


FIGURE 12 - PUBLIC REALM CHARACTER

Illustrative Layout

- 3.53 Based on the framework outlined above an illustrative layout has been prepared. This should be taken as an example, but does seek to show how the objectives and aspirations for the site could be realised.



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FIGURE 13 - ILLUSTRATIVE LAYOUT

DESIGN GUIDANCE

- 3.54 This section establishes a series of design principles that can help the redevelopment of the Lyng relate appropriately to West Bromwich, and to create a genuine sense of place. It identifies future work that needs to be carried out in order to develop the character and identity of the proposals. It also provides general design guidance that illustrates best practice in making good places happen and makes references to other relevant sources of design guidance that are already in place.

- 3.55 Regard should also be had to the Council's general guidance on residential design and community safety as these are material considerations in determining planning application for new residential uses.

Creating a Clear Character and Identity

- 3.56 Several of the key aspirations emerging from the stakeholders relate to creating a lasting identity and character for the new Lyng and to secure quality of design and implementation. Stakeholders also identified the identity of West Bromwich as being primarily related to the future rather than to the character of the town at present. The elements that contribute to the current identity for the wider area were identified. These were:

- its low rise character;
- brick buildings and slate roofs, and
- defensible streets and car parking.

- 3.57 There is a real opportunity with a development of the scale of the Lyng to create a new quarter which has its own distinctive identity. The future development will need to address the twin issues of:

- creating coherence without monotony, and
- introducing and controlling variety.

- 3.58 The elements that influence character and identity are:

- the design of the public spaces - the streets and open spaces, including both hard and soft landscape elements;

- the design of the built form, including the composition of massing and elevations, and
- the relationship and interface between them.

- 3.59 The design guidance set out here focuses on the last of these - how the built form and street network relate to create a public realm that has a varied character.

- 3.60 However, the design of the open spaces and the buildings is also important and some general guidance is provided later in this section. Additional guidance is also included relating to car parking, sustainability issues, and designing out crime.

Street Network

- 3.61 A seamless and high quality network of public spaces will contribute significantly to creating a coherent sense of place. In particular, a consistent approach to the network of streets and other routes will create a public realm that can help to integrate different phases or parcels of development together. This consistency, together with a commitment to high quality, needs to follow through from concept and hierarchy, to design, detailing, materials, street furniture and use of colour.

- 3.62 Generally, design principles that will be appropriate include:

- To adopt a simple, neutral and consistent approach to the design of these spaces so that they are perceived as the setting for the built form rather than attracting attention in their own right.
- The aim should be to use elements that will not date, so unless there is to be an investment in tailor made design or artworks, then items that are currently fashionable or gimmicky should be avoided. This applies particularly to street furniture. Similarly, there should be care in the use of colour and, in general, this should be neutral and recessive.

- To generate and use a consistent set of details for elements such as public/private thresholds, tree surrounds, crossovers, kerbs, based on a limited number of materials. For instance a simple line of granite setts can be used effectively as a trim and to delineate different areas.
- To depart from the generally accepted materials for surfacing, such as tarmac or small unit concrete paving slabs for carriageways and footways, only where a high quality material is proposed, for instance brick paving, or setts. Concrete block paving is not appropriate in public or semi public spaces with building frontages.
- Planting should be appropriate to the character of the space and should be urban in character, using a carefully selected range of species that supports the design concept for each space.
- Traffic calming measures should be well designed and integrated into the design of the space in terms of both appearance and function. For instance, speed tables provide level pedestrian crossing points if located appropriately.
- Integrated approach to street furniture and lighting to avoid clutter.
- The maintenance and management of public spaces is an important contributor to their quality over time and this must be considered during design and selection of materials/ street furniture. However, this should not mean that anything other than the lowest common denominator is considered unacceptable by the local authority.
- Highways criteria for safety etc. will need to be considered in the design for each street but technical highways designs standards should not be the only design criteria used. They should be integrated into the overall design of the space.
- The street design should integrate all of the available elements and to organise them so as to create a distinct character for that particular route.

It will not be appropriate to apply standard solutions across the entire site.

- Public art should be incorporated throughout the development according to an agreed strategy. This should draw on work that has already been done at the Lyng. Streets may be appropriate locations for public art.
- Highways proposals, such as 20mph zones, homezones, waiting restrictions, residents parking schemes, movement turning restrictions are subject to statutory processes of consultation and traffic regulation orders.



FIGURE 14 – DESIGN OF THE PUBLIC REALM

Character of the Public Realm

- 3.63 The relationship between the public spaces and the built form will have a significant influence on the character of the public realm and this section introduces design principles that will be appropriate.
- 3.64 The specific characteristics of each route will all need to be defined in more detail as proposals are progressed, and could be developed into design codes.

Urban Street

- Coherent building lines parallel to the street and well related to one another.
- Development to be of a scale appropriate to each street.
- Non residential or live work accommodation will be encouraged at ground floor level, provided that it does not compete with the proposed Moor Street shops or the frontage to the proposed urban square.
- Dwellings to have living areas, i.e. kitchens or living rooms, overlooking the street to provide surveillance.
- All buildings to have main entrances from street frontages (secondary entrances may also be provided from the rear if necessary).
- Privacy strips/ small front gardens to dwellings to give ground floor residents privacy.
- No vehicular access to dwellings from street frontage.
- Any new footways to be provided should be generous in width.

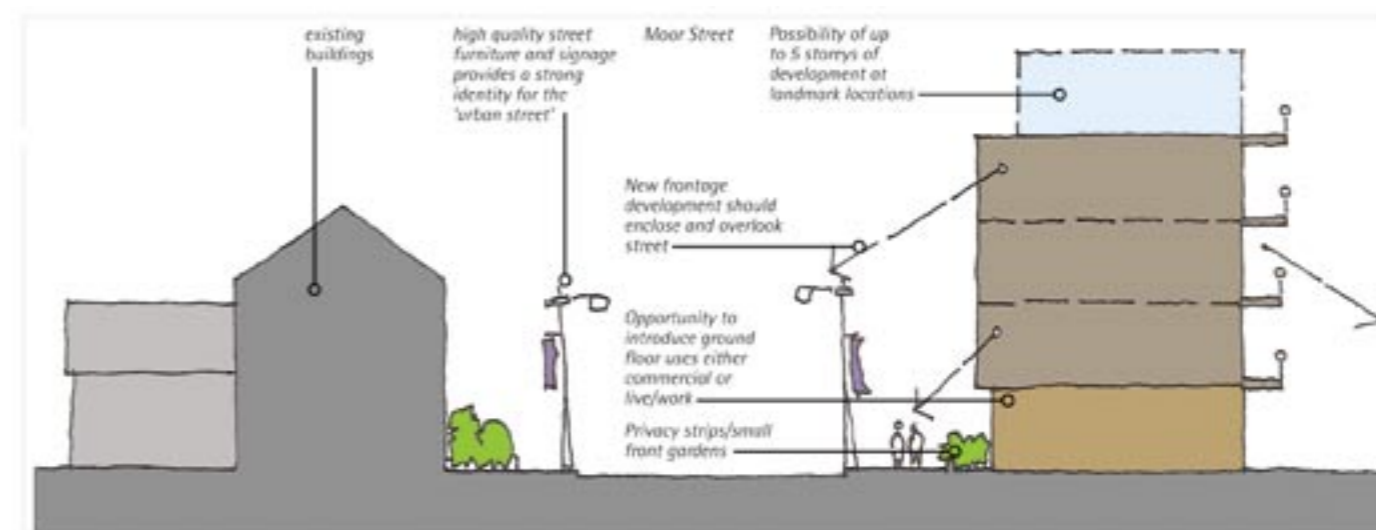


FIGURE 15 - INDICATIVE SECTION THROUGH 'URBAN STREET'

Boulevard

- Building lines parallel to street and well related to one another.
- On south side of street building line may be set back with landscaped parking courts on frontage (to relate to Integer).
- Development to be 3 storeys in height.
- All dwellings to have living areas, i.e. kitchens or living rooms, overlooking the street to provide surveillance.
- All buildings to have main entrances from street frontage.
- To north side of street, development may take up level change in site by means of ground floor raised above external ground level, provided accessibility is not compromised.
- To north side of boulevard, dwellings to have front gardens to introduce greenery into the street scene.
- No vehicular access to individual dwellings from boulevard.
- Wide footway and street trees to north side of boulevard.

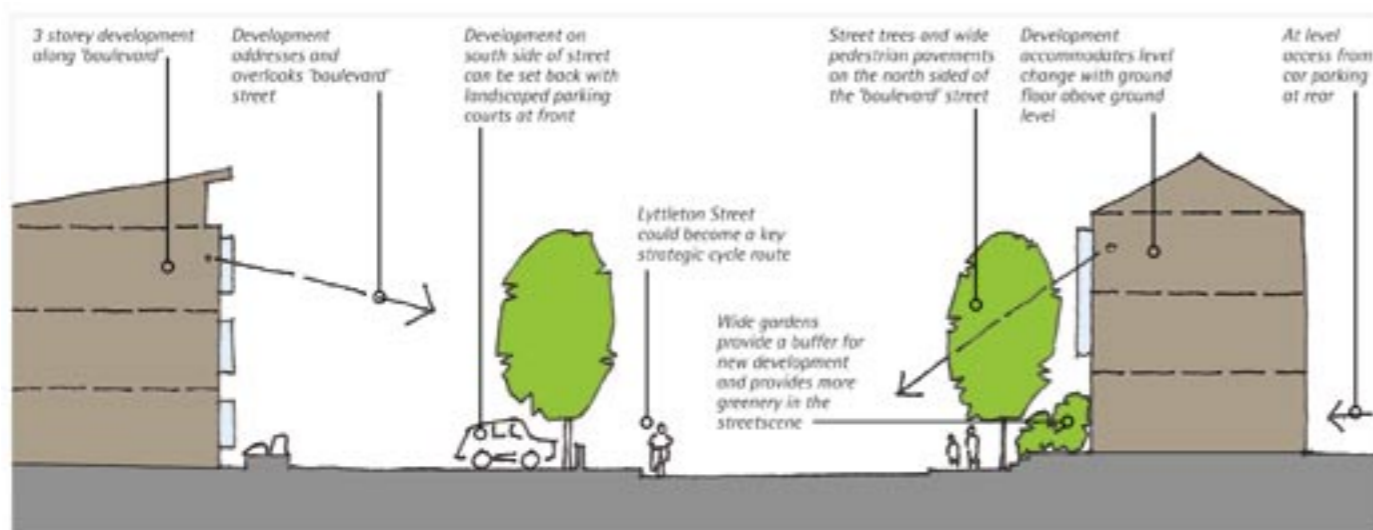


FIGURE 16 - INDICATIVE SECTION THROUGH 'BOULEVARD'

Formal Avenue

- Coherent building frontages along street.
- Buildings to be set close to back of pavement with small front gardens or privacy strips.
- Development to be 2-3 storeys in height.
- New development should define a narrow, strongly linear street space.
- All dwellings to have living areas, i.e. kitchens or living rooms overlooking the street to provide surveillance.
- All buildings to have main entrance from street frontage.
- Generous footway on one side of avenue to create a direct route and clear visual links through the development, to follow east side of avenue north of Lyttleton Street and west side to south of Lyttleton Street. High quality landscape and materials are required for this route.
- Narrow roadway with direct alignment (traffic calming measures to be in vertical plane) to slow vehicle speeds.
- Where there is no built frontage,

- introduce formal street tree planting, using consistent species along route, to define space and create avenue.
- Elsewhere along avenue tree planting may be introduced in a similar manner is desired.
- Vehicular access to individual dwellings should be avoided where it crosses the pedestrian route.
- Access to parking courts is permitted provided that entry points are narrow in width and preferably built over.
- On-street visitor parking should be limited and provided in the form of parallel bays.

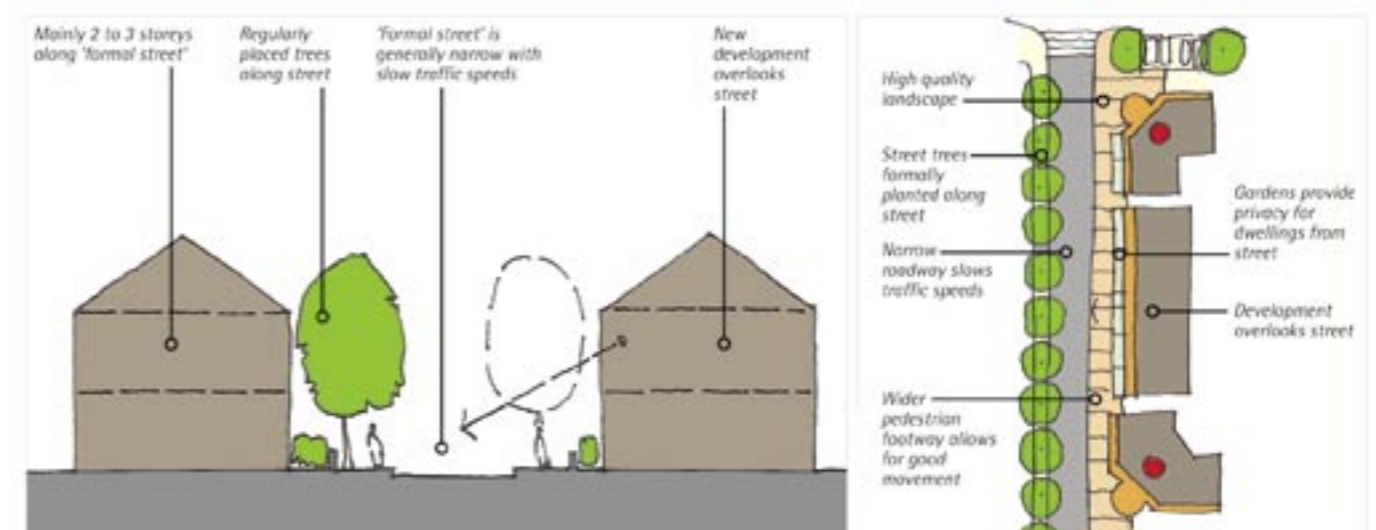


FIGURE 17 - INDICATIVE SECTION AND PLAN OF 'FORMAL AVENUE'

Green Avenue

- Broader, more generous street space defined by building lines that may be more irregular than along formal avenue.
- New development to be 3 storeys in height.
- All dwellings to have living areas, i.e. kitchens or living rooms overlooking the street to provide surveillance.
- Buildings to have small, planted front gardens.
- All buildings to have main entrance from street frontage.
- Meandering roadway to slow traffic speeds.
- Space created by meandering roadway to be used for either on-street parking bays at right angles to kerb or soft landscape.
- High quality landscape and materials are required.
- On street planting should include street trees, planted informally and low level ground cover planting.
- Planting should not prevent surveillance of the street from dwellings.
- Access to parking courts is permitted.
- Vehicular access to individual dwellings is permitted only where it does not preclude the planting which creates a 'green' character.

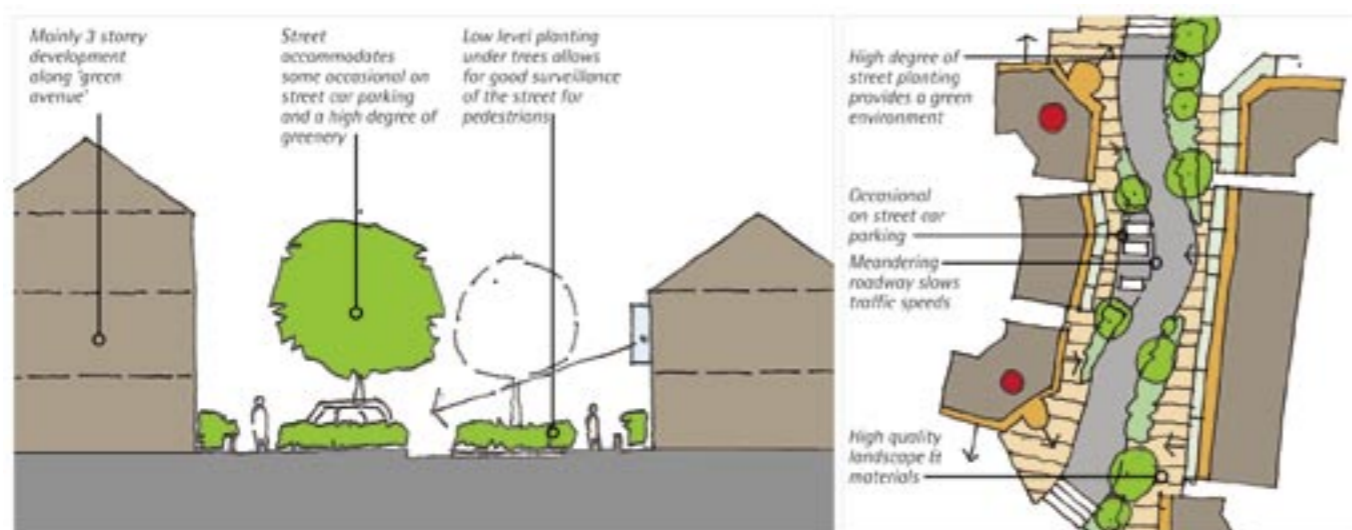


FIGURE 18 - INDICATIVE SECTION AND PLAN OF 'GREEN AVENUE'

Homezones

- Homezones are shared surface spaces where pedestrians and cars have equal priority.
- They form through routes for both vehicles and pedestrians.
- Where there is a building frontage and homezone space, new development should have a building line that responds to what exists already, in terms of whether it is regular or irregular.
- Buildings to be set close to back of pavement with small landscaped front gardens that introduce greenery into the space.
- The street space should be paved with high quality materials, for instance the brick paving used in existing homezones.
- On street parking bays may be provided and should be designed in such a way as to reduce traffic speeds, to a target speed of 10 mph.
- Development to be 2 storey.
- All dwellings to have living areas, i.e. kitchens or living rooms overlooking the street to provide surveillance.
- All buildings to have main entrance from street frontage.
- Homezones should aim to introduce planting/street furniture/other elements for recreation or play, in an informal arrangement, as part of overall design and concept for calming traffic speeds.

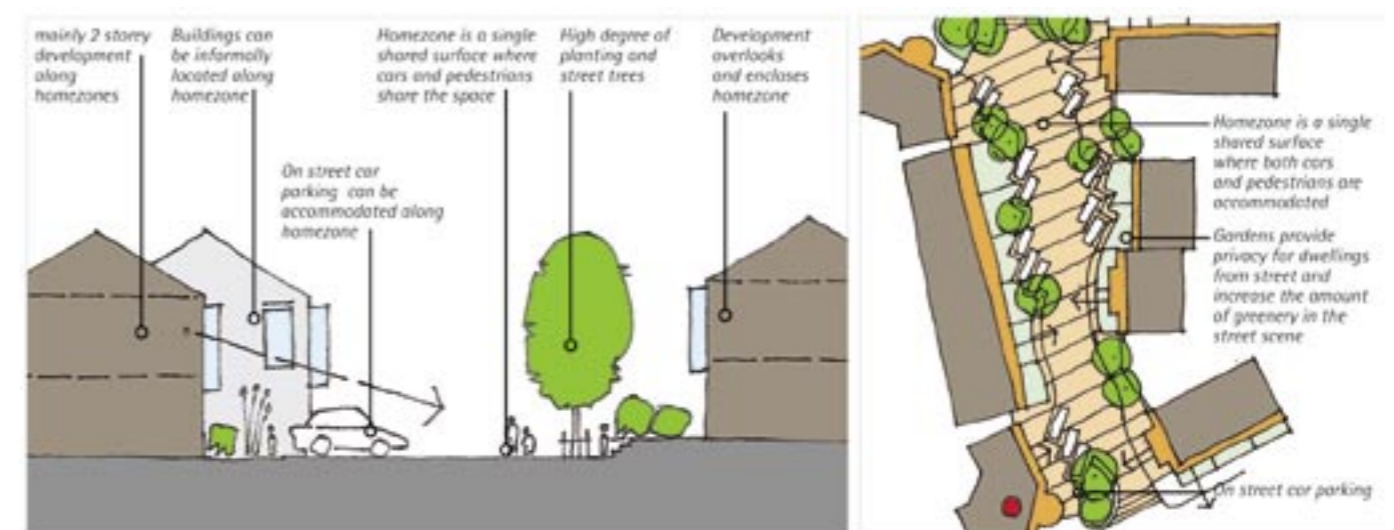


FIGURE 19 - INDICATIVE SECTION AND PLAN OF 'HOMEZONE'

Public Residential Court

- Spaces within the street network that serve groups of dwellings and also accommodate parking.
- Regular spaces defined by building frontages and enclosed by a 'gateway' or pinch point at the entrance from the street.
- Development within court to be 2 storeys in height with 3 storey 'gateway' buildings.
- Appropriate location for smaller starter home units.
- 2-storey buildings to be designed as groups. All dwellings to have living areas, i.e. kitchens or living rooms overlooking the space to provide surveillance.
- Buildings to have planted front gardens.
- All buildings to have entrance from street frontage.

- Space to be designed as a courtyard that accommodates car parking, rather than as a car park.
- Court should feel pedestrian dominated rather than vehicle dominated.
- Soft landscape to be provided to create local incidental open space, to soften appearance of court and to reduce visual impact of cars.
- Areas of car parking are to be broken up visually using low shrub or hedge planting.
- Any planting outside of the curtilage of dwellings must consider future implications for management and maintenance and, in particular, whether or not the space will, or should, be adopted by the highway authority.

Semi-Private Residential Court

- Spaces within street blocks that serve small numbers of dwellings and also provide parking for the street block.
- Parking provision may be in the form of open spaces, car ports, garages or integrated into mews developments.
- Irregular and informal spaces defined by building frontages and rear boundaries of dwellings on street frontages.
- Development within court to be 2 storeys in height, and built as terraced groups.
- Appropriate location for smaller starter home units and flats over garages.
- All dwellings to have living areas, i.e. kitchens or living rooms overlooking the street to provide surveillance.

- All buildings to be designed so as to avoid overlooking of dwellings on street frontages, either through single aspect design or careful space planning and use of top lighting.
- Areas of soft landscape should be introduced into the court.
- Where this is not possible, then space must be allowed for planting one or more trees to act as focal points and to soften the space.
- All rear boundaries that form the immediate edges to the court should be walls and/or railings. No 2m close boarded fences to be provided. Where possible, planting should be provided along rear boundaries.
- Space to be designed as a courtyard that accommodates car parking, rather than as a car park, and should feel pedestrian dominated rather than vehicle dominated

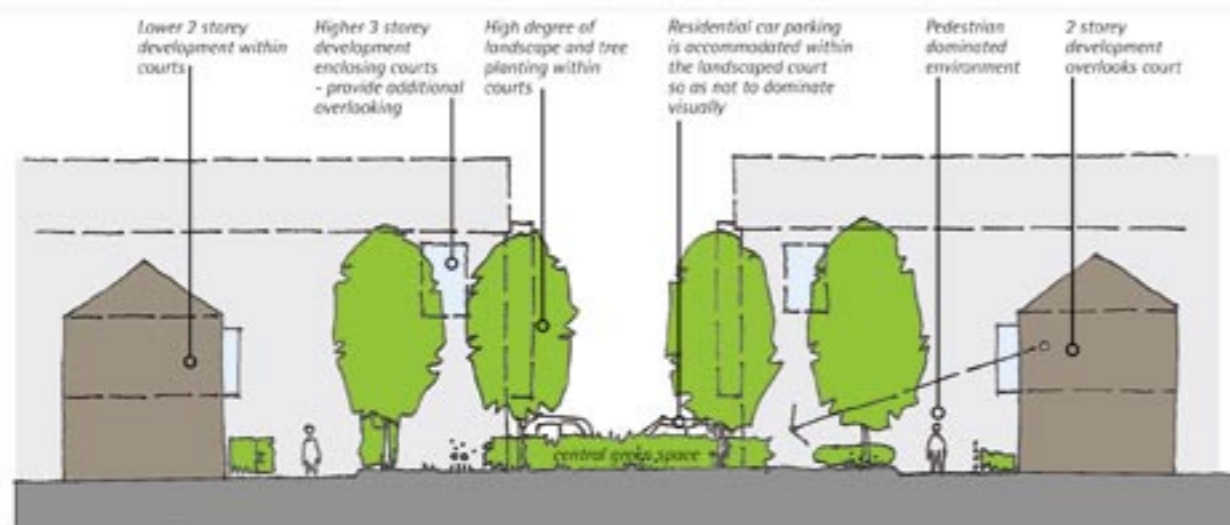


FIGURE 21 - INDICATIVE SECTION THROUGH 'PUBLIC COURT'

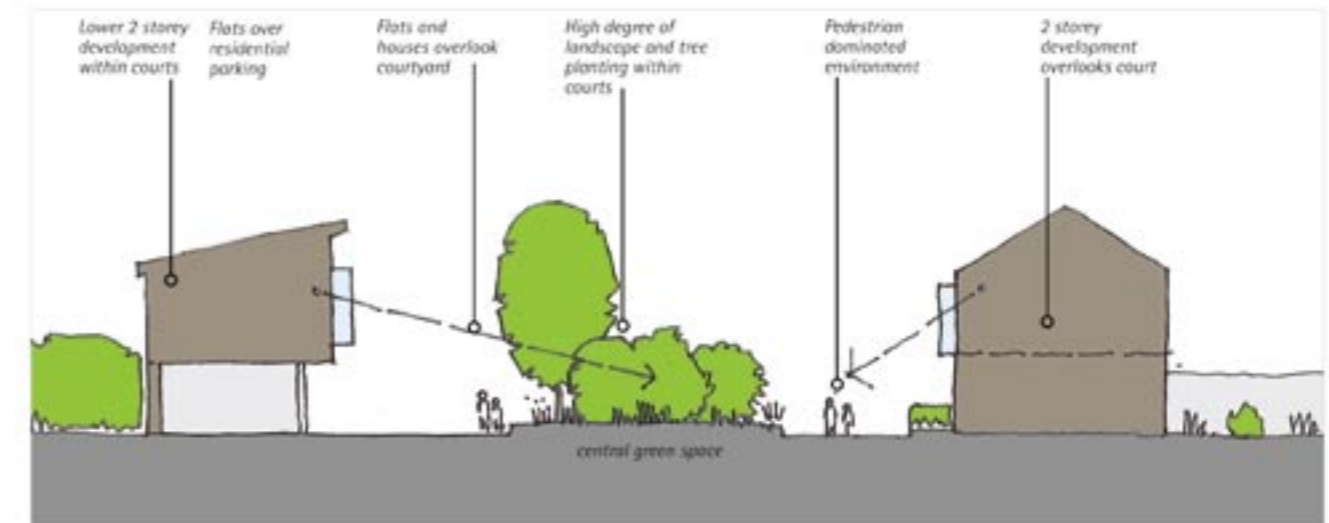


FIGURE 23 - INDICATIVE SECTION THROUGH 'SEMI-PRIVATE RESIDENTIAL COURT'



FIGURE 22 - INDICATIVE PLAN OF 'PUBLIC COURT'

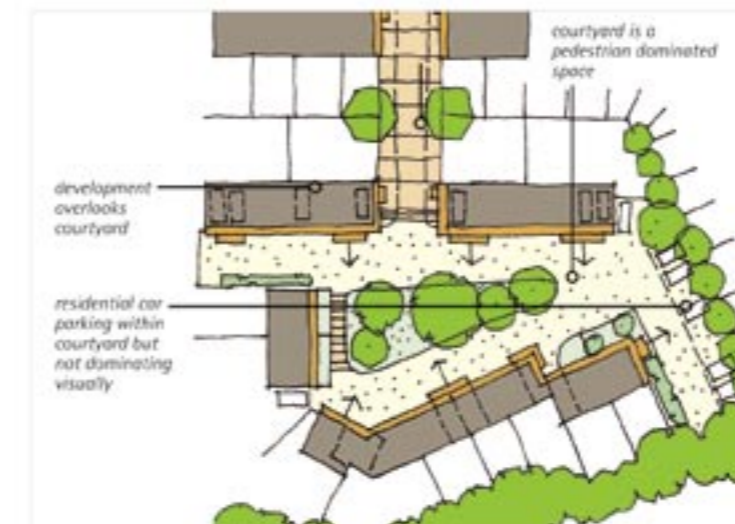


FIGURE 24 - INDICATIVE PLAN OF 'SEMI-PRIVATE RESIDENTIAL COURT'

Public Spaces

The key spaces proposed are:

- urban square on Moor Street;
- new park at northern end of site; and
- new open space off Lyttleton Street.

3.65 These spaces will be the 'set pieces' of the new development and they must be designed as such. They will have several roles to perform:

1. They will each help to establish a positive image and identity for the new Lyng in the minds of people, including those who may not otherwise be aware of the development that has already started taking place, and those who may be potential house purchasers.
2. They will provide a setting for the built form and the new dwellings, which will be reflected in the market values of the properties for sale.
3. They will provide recreational space and facilities for residents of the new Lyng area and the surroundings.

3.66 The quality of design, construction and management will influence the success of these spaces and also the success of the overall development, so achieving quality is particularly important. Any proposals put forward as part of this process will need to be based on an agreed design and layout.

3.67 The urban square forms a key element in the network of hard landscaped spaces and its character needs to be considered in relation to the other street types so design guidance is provided here.

3.68 Appropriate design principles for the open spaces include:

- Incorporating pedestrian routes into the open spaces, to follow desire lines, so that passers by provide natural supervision of each space.
- Ensuring that there is also visibility from adjoining roads so that the supervision is also provided by people outside the open space, whether they be on foot or in cars.

- Creating places that will appeal to different groups of residents and local people, of different ages, and with different interests, and designing the space so that a wide range of people can use it at any given time.
- Ensuring that the space is well overlooked by living accommodation in as many dwellings as possible.
- Providing high quality and well designed play areas for each open space so that together they cater for a variety of ages and types of play.
- Creating attractive landscapes that can be used for informal childrens play as well as for the enjoyment of other users.
- Creating a variety of landscapes and a diversity of habitats maximising the use of native species.
- Incorporating high quality lighting, seating and other street furniture into the open spaces.
- Public art should be incorporated throughout the development according to an agreed strategy. This should draw on work that has already been done at the Lyng. Open spaces may be appropriate locations for public art.

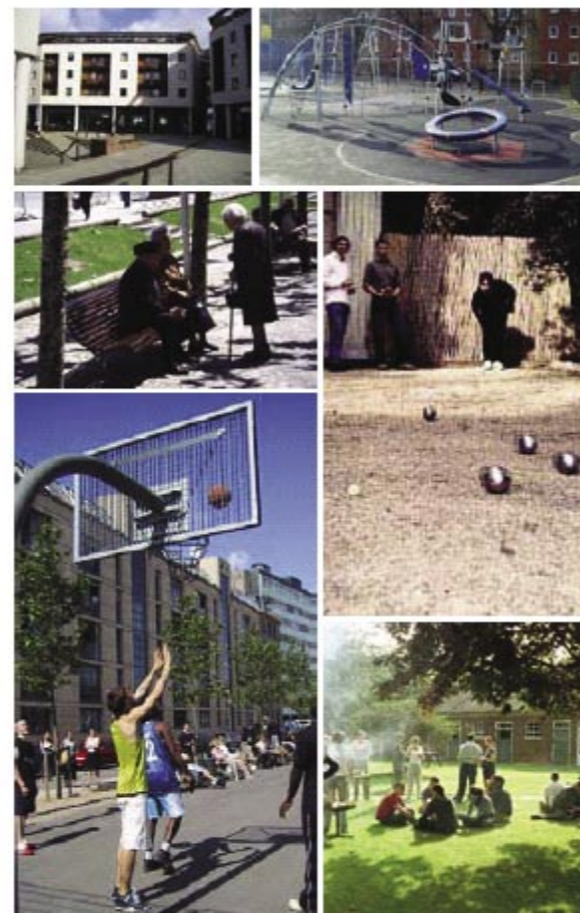


FIGURE 24 - EXAMPLES OF PUBLIC SPACES

Set out below is some detailed guidance relating to the urban square.

Urban Square

- 'Set piece' to signal the new Lyng to the wider area and also a key arrival point for the town centre along Moor Street.
- Square should visually cross Moor Street so that the perception is that Moor Street passes through the square.
- Design will also need to integrate the existing tower blocks Braybrook House and Bowater House into the space.
- New built frontages will be required on eastern side of space and along northern edge.
- New development should be 4-5 storeys in height.
- Building frontages must be high quality and through their massing and design of elevations must act as landmark elements. Add-on landmark 'features' must be avoided.

- Mature trees should be retained as part of the design.
- If possible no car parking to be provided within space. Any space to be provided must be very few in number and must be integrated into the overall design of the space, rather than appearing as a car park.
- The landscape design, materials, details and construction space must be to the highest quality.
- All main entrances should be from the square.
- All dwellings to have living areas, i.e. kitchens or living rooms overlooking the street to provide surveillance.
- Non-residential uses will be encouraged at ground floor level and future flexibility for these uses should be designed into the buildings. The square is an appropriate location for public art.



FIGURE 25 - AXONOMETRIC DRAWING OF INDICATIVE 'URBAN SQUARE' AND ENVIRONS

Built Form

- 3.69 A number of developments and refurbishments have already taken place both as part of the Lyng masterplan and on the fringes of the Lyng development area.
- 3.70 Most of these developments are positioned close of the heart of what will become the new Lyng and the future proposals will need to aim to create a built form character and identity that helps to integrate the existing development into a coherent place.
- 3.71 These developments are very varied in terms of their architectural approach and, in particular, in terms of their materials and colour, with generally a wide variety of both materials and colours being used on each development.
- 3.72 Provided that the public space is well designed and coherent and the relationships between the public space and built form are handled coherently to create routes with a range of different character, then there is scope for variety in the built form and in the architectural approach to groups of buildings.
- 3.73 However, where there is too much variety of built form and architecture, without any organising structure underlying it, then a place is at risk of appearing visually incoherent. In a city centre location this can be visually exciting and appropriate to the nature and intensity of activity. In a large scale new residential development such as the Lyng, it is unlikely either that a high level of variety will be handled successfully in design terms or that the results will create an appropriate character for the type of neighbourhood that the Lyng will become.
- 3.74 In this case, one of the key challenges is how the new development can help to reduce the visual diversity and variety that there is at present on and around the site.

3.75 Some initial design principles for the built form include:

- In general, aim for simplicity with better quality materials rather than for complexity.
- Identifying a core palette of colours/ materials for the future development. This should aim to integrate with those used on existing buildings on and around the Lyng and should form the basis for the colour of new built form. Some existing colours and some of those proposed to be used may be accent colours outside the core palette. Others, for instance the purple of the health centre, should be regarded as one-off landmark elements.
- Using high quality materials that will perform well over the design life of the building and considering the life cycle costs as well as the initial construction costs.
- Limit the number of materials and colours to be used on each individual building or building group and, rather, introduce variety between buildings or groups.
- Continuing the use of a different treatment for the ground level of buildings, including a change of material.
- Consider how proposals will relate to each other and to existing built form across streets and spaces as well as in relation to their street block.
- Building fronts should overlook public spaces and should be 'active frontages' with plenty of 'eyes on the street'. Private rear gardens should generally back on to other private or semi-private spaces. Ensure that all buildings have their main entrances on street frontages.
- Consider the buildings in three dimensions and as part of a street scene.
- Avoid the use of standard house types.
- Employ architects to design and detail all buildings.
- Continue the theme of creating a vertical rhythm of plot widths or bays along the street frontages as seen on the first phase of development.
- Public art should be incorporated throughout the development according to an agreed strategy.

This should draw on work that has already been done at the Lyng. Buildings may be appropriate locations for public art.

- Consider carefully the relationship between buildings of different heights and how these will be viewed from along the street as well as in elevation. Locate taller buildings in positions that are visually more prominent.
- Specific designs will be designed for corner buildings. End elevations should be specifically designed so that the building addresses both street frontages. Token windows in an otherwise standard type will not be sufficient.
- Roof pitches should be considered so that roofs are in scale with the buildings and with each other to create a coherent townscape. The rooves for deep plan dwellings must be handled with care. Simple roof forms are generally visually more successful than complex forms. Dormer or attic windows or chimneys can introduce visual interest at roof level but these need to be designed convincingly and cannot reduce the scale of an otherwise overbearing roof.
- Attic storeys should be half storeys and should not try to accommodate a full size floor plan within the roof space.
- Dwellings should not be in need of stick on 'features'. Visual interest should come from the order and composition of elements.



FIGURE 26 - BUILT FORM AND STREET CHARACTER

Car Parking

- 3.76 Car parking should be accommodated into the development in a number of ways, for instance:
- within secure on-site parking areas such as garages or car ports, either integral to the building or located conveniently for each dwelling;
 - as in-curtilage parking accessed from either the front or the rear of the property;
 - as shared parking in a 'public' courtyard (at the front of dwellings) or in a 'private' courtyard (to the rear of dwellings); or
 - in the form of undercroft parking occupying part of the ground level of blocks of flats.
- 3.77 It is vital to position car parking spaces convenient to dwellings so that residents use them. Otherwise, people will park their cars on-street, whether formal spaces are provided or not.
- 3.78 Generally, the aim should be to provide one allocated parking space per dwelling, with parking over and above this being provided in the form of shared or visitor spaces. Visitor parking spaces should be provided and should generally be located on the street frontages so that visitors arrive at the front of dwellings.
- 3.79 The visual impact of parking on the public realm must be kept to a minimum. Where possible, spaces should be screened by buildings or landscape.
- 3.80 Parking management measures should be considered as a means of minimising its impact on the public realm. Any parking courts to the rear of dwellings must be designed to be attractive spaces in their own right.

Sustainability

- 3.81 A critical requirement of any potential development proposals is that significant benefits are secured in relation to limiting as far as possible the environmental impact of the scheme. Issues to be considered at the design stage should include, measures to encourage waste recycling, the use of sustainable materials, good thermal and sound insulation, provision of private external space, innovative measure such as solar hot water systems and rainwater recycling, sustainable urban drainage solutions for the disposal of surface water, the use of building footprint, and the potential to enhance the ecological value of the site.
- 3.82 The Council would like to see the sustainability measures achieved on other recent developments in the area to be the benchmark for all future development on the Lyng site. For example, the INTEGER development achieved a Standard Assessment Procedure (SAP) rating of 'Excellent', in terms of insulation, heating, ventilation and running costs of properties.
- 3.83 Consequently, the Council expects all new homes will need to achieve a Building Research Establishment Very Good EcoHomes standard. The prospective developer will need to demonstrate as part of their submission that it can achieve this, and will be required to implement the measures as part of development. In addition, new residential development will also need to comply where necessary with Part L of Building Regulations on the Conservation of Fuel and Power (2002).
- 3.84 Additional advice on sustainable design is also included in Sandwell MBC's Residential Design SPG (2004).

Environmental Impact Assessment

- 3.85 Following the decision by Sandwell MBC Planning Committee issued 26 April 2006, an Environmental Impact Assessment will not be required under the Town and Country Planning (Environmental Impact Assessment)(England and Wales) Regulations 1999.
- 3.86 The Environment Agency can advise on Sustainable Urban Drainage solutions, which should be designed into the development.

Designing Out Crime

- 3.87 The principles of community safety set out in planning policy, in particular the SPGs on residential design and community safety should be responded to positively in any development scheme submitted. These principles include avoiding creating areas with potential for anti-social behaviour to take place, ensuring play space is designed so they are overlooked by nearby properties, and employing grid block arrangements to provide the best opportunity for natural surveillance. Secure by Design Standards will also need to be considered during the design process.



4. IMPLEMENTATION

Partnership Approach

4.1 This Planning Framework SPD sets out the objectives and principles that should underpin the redevelopment of the remaining land on the Lyng site. In order to secure a development of the required standard envisaged for the site, the Council intends to work in partnership with a preferred developer and its key local stakeholder, the Lyng Community Association (LCA). This approach reflects the established partnership governing the site and the clear mandate of the LCA to meet local housing needs.

4.2 Furthermore, it is critical that in future both public funding, for example Urban Living renewal pathfinder resources, and private sector finance are complementary, to ensure that the maximum benefits are secured for the site and the wider area, and to avoid issues such as the substitution of public monies for private sector investment.

Development Process

4.3 The disposal of the site will be undertaken as part of a tendering process. An 'Expressions of Interest' document will be issued to the market with the aim of attracting private developers interested in developing the site. More detailed submissions, in response to a formal tender document, will then be invited from those parties whose expressions have been selected by the Council. On the basis of further detailed submissions received as part of the tender process, the Council will select its preferred partner.

4.4 It is envisaged that once a preferred developer has been selected they will then proceed to submitting all necessary planning and building regulations applications, and obtaining all necessary permissions. The SPD will be used as a material consideration in determining those planning applications. All parties will sign a development agreement prior to formal disposal of the site.

Development Requirements

4.5 There are a number of social, environmental, and transport related requirements generated by the level of development envisaged on site. These have been identified in part through the stakeholder consultations, though could be modified or added to, in the light of more up to date information that emerges over time.

4.6 Social Related Requirements

- Provision of a further 114 social housing units (dwelling type and mix to be agreed with Sandwell MBC and LCA), as part of a mix of dwelling types and tenures in addition to the 86 already constructed, to total 200 social dwelling overall;
- Provision of space for community and commercial uses, as outlined in the SPD;
- Support for local education service provision in the area, if deemed appropriate;
- Set out a clear policy on the use of local labour and provision of training opportunities;

4.7 Transport Related Requirements

- Provision of, or contributions to, on-site and off-site highways infrastructure associated with the development including street layout, junction improvements, pedestrian crossing, and public walkways, including street improvement works to Lyttleton Street;
- Off-site infrastructure works such as a contribution to off-site pedestrian links between the site and the metro/bus station;

4.8 Environmental Requirements

- Provision of new park/play area off Lyng Lane to the northern end of the site, to be installed at early stage of development, not following completion of dwellings;
- Provision of new open space off Lyttleton Street;
- Provision of all on- and off-site landscaping associated with the development;
- Contributions towards future management and maintenance of open space.

- Flood Risk Assessment (taking account of the 1 in 100 year rainfall event plus 20% for climate change)

4.9 Public Realm Requirements

- Provision of new urban square on Moor Street;
- Funding and provision of public art, at 1% of the capital costs of development;
- Contributions towards future management and maintenance of the public realm;

Public Sector Involvement

4.10 As eluded to earlier, the redevelopment of the Lyng estate, set within the regeneration of the wider area, has been kick-started by substantial levels of investment from both public and private sources over the last few years. However, it is no coincidence that public ownership of land in this area has allowed a considerable level of control to be exerted over the redevelopment proposals and has contributed, ultimately, to the successes achieved to date. However, it is recognised that additional public sector resources will be necessary in order to fully deliver the aspirations of key stakeholders and the Council.

4.11 As highlighted in section 3, the Lyng Regeneration site is a catalytic project as part of Urban Living's Early Years programme of activities. For the period 2004-2006, around £500,000 is being invested by Urban Living on the site, including £275,000 to assist in enhanced design of 47 new dwellings recently completed by Kier Partnership Homes on part of the site. The remainder is being used by Sandwell Council to fund the removal of asbestos prior to demolition and clearance of a social club building, treatment of mineshafts, and other site investigations.

4.12 At the time of writing, Urban Living was in the process of negotiating with the Office for the Deputy Prime Minister (ODPM) for another two-year funding stream to invest within the pathfinder area. The potential sums that could be secured range from between £35-55m for 2006-2008, of which a proportion will be targeted at the Lyng. It will be crucial that, subject to detailed approvals and sums being secured for the site, that any future developer work in a co-ordinated manner with Urban Living and the Council, who will deliver the specific projects focussed on the Lyng.

4.13 The process of delivering Urban Living catalytic projects, the Lyng included, will involve the Commission for Architecture and the Built Environment (CABE) as a key stakeholder. CABE are already engaged on the Lyng project and have been involved in work undertaken on the review of the existing masterplan.

4.14 The Council will also carry out all necessary consultation on any planning applications submitted as part of the process. This will include the statutory consultees as well as those with an interest in the area more locally.

Contributions to be Sought

Affordable Housing

4.15 The illustration, included in section 3, provides for the development of 434 new dwellings, of which 114 would be constructed by the developer and transferred to the Lyng Community Association to meet the affordable housing requirement of the site. The number of affordable units to be provided is non-negotiable.

Open Space

4.16 An important aspect of the development will be the need to provide high quality open space, both formal play space and informal community open space. This is a cost to the developer and will need to be accounted for in any new proposals.

4.17 The methodology, used to calculate the likely level of open space to be provided, is based on the unit rate costs (price per m²) of providing new open space and providing management of that space, and are subject to annual revisions by Sandwell MBC Environment Direct.

4.18 The illustration shows the likely scale of costs associated with the development, but the actual sums involved, their purpose, and the means by which provision will be secured will be a matter of discussion between the development partners.



5. SUSTAINABILITY APPRAISAL

5.1 As outline in the Introduction, the Council is required to prepare a Sustainability Appraisal (SA) report alongside the draft SPD itself. The SA report has been issued separately, due to its size, rather than being included here. The report forms a part of the consultation process, and comments are sought on its content.

5.2 The Council considers that whilst there are undoubtedly some key benefits from developing the site in the way envisaged by the Council, it does not consider there likely to be any significant effects. Development in this location will result in an improved local environment and will help provide valuable new housing to meet local needs. However, the site has traditionally been a location for housing and therefore the proposals seek, essentially, to replace an old housing area with new.

5.3 The Council's full commentary can be found in the SA report.



FIGURE 27 - SOLAR WATER HEATING PANELS - INTEGER HOUSING PROJECT

6. APPENDIX 1

Site Information

- 6.1 This appendix includes a brief summary of information available at this time relating to the Lyng site. Further information may emerge in due course.

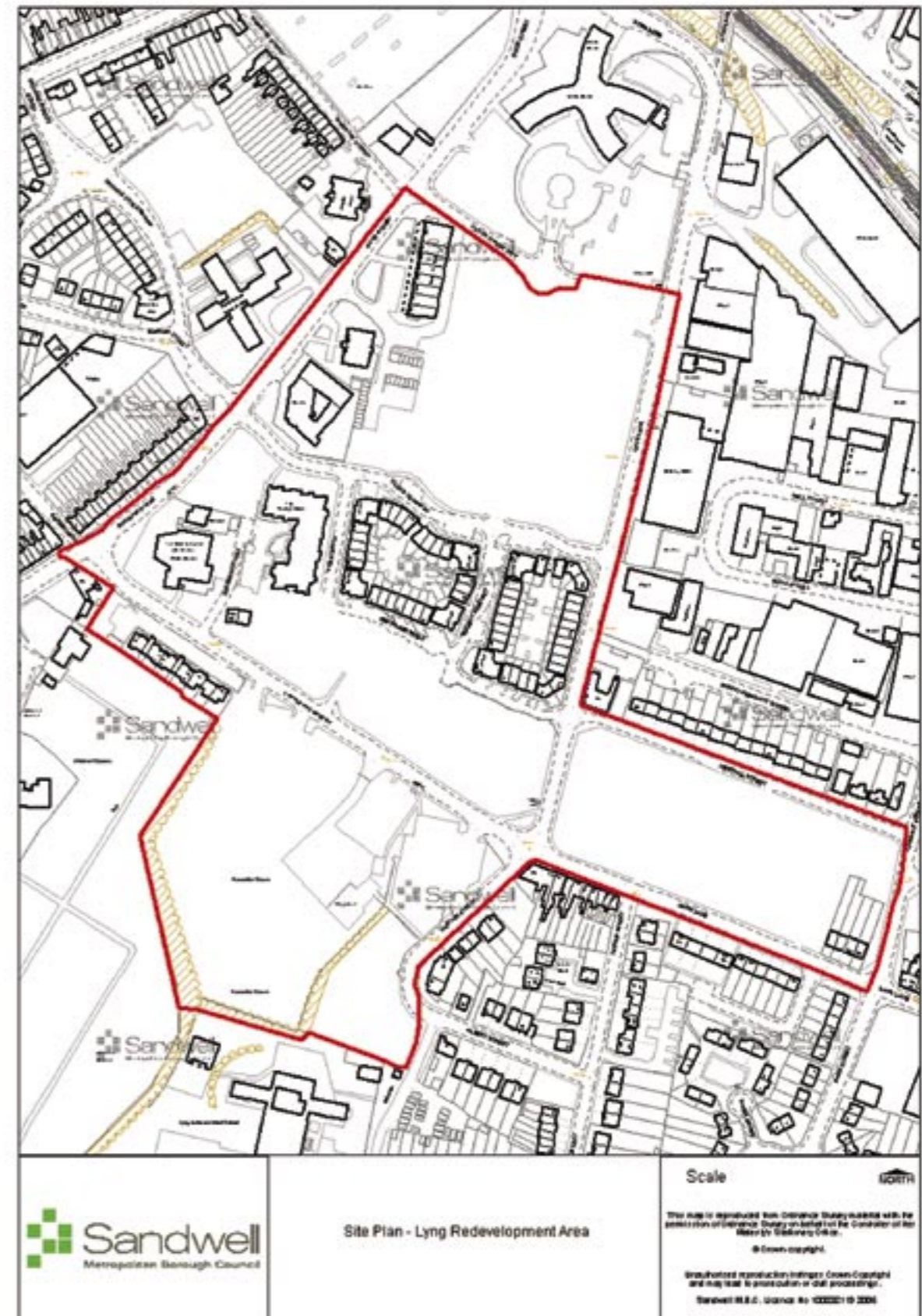


FIGURE 28 - SITE PLAN FOR THE LYNG REGENERATION AREA

Site Ownership

6.2 Figure 28 shows the extent of the land incorporating the redevelopment site. The site is defined as the area bounded by Moor Street/Bromford Road/Lyttleton Street/Frank Fisher Way and Lyng Lane only land occupied by the 2 churches are in private ownership. The remainder of the site is in Council ownership. Land occupied by Vantage Point is leased to Black Country Housing Association. Land south of Lyttleton Street, west of Horton Street is also Council owned.

Ground Conditions

6.3 Sandwell Council has commissioned a number of ground investigations that cover the entire development area.

6.4 Records indicate the existence of mineshafts at the following locations:

- North of vantage point, within Turks Head Way highway corridor
- 3 mineshafts on playground area serving former Wills House and Caldwell House, south of Lyttleton Street.

6.5 The mineshafts south of Lyttleton Street have been treated by grouting to current standards. A final report on the extent of remedial works is available. The shafts remain in the ownership of the Coal Authority, therefore should a developer wish to build over the shafts they would need to negotiate a change in ownership.

6.6 A storm water sewer affects this site at its boundary with Vantage Point and continues through Blacksmith Way into Lyttleton Street and the recreation ground effectively bisecting it. There is an easement associated with this pipeline that should be discussed with Severn Trent Water Ltd.

6.7 The Lyng estate was previously served by two underground car parks. The car park accesses have been removed and the land grassed, however arising from their removal part of the underground structures are still in situ and further remediation will be required if the area is to be redeveloped.

6.8 Old foundations and backfilled cellars have been encountered within the estate to a very limited degree and further occurrences cannot be ruled out.

6.9 Contamination and groundwater levels are not considered to be major constraints. Landfill gas has been detected on parts of the site in the form of slightly elevated levels of carbon dioxide. The design of development may need to incorporate gas control measures.

6.10 A substantial programme of demolition has been undertaken within the development site and debris associated with demolition is likely to be encountered across the site.

Flood Risk

6.11 Information from the Environment Agency suggests that the site is located on a Minor High Aquifer, as designated in the Agency's 'Policy and Practice for the Protection of Groundwater) and therefore would require a Flood Risk Assessment (FRA) to accompany any detailed proposals. The Agency would expect any FRA to specifically address the issue of surface water drainage and attenuation of flows from the site.

Utilities

6.12 Apparatus belonging to statutory undertakers exists within the development site but many services are redundant. Enquiries should be made to the statutory undertakers in order to verify locations and capacity and identify future requirements.

Trees

6.13 A comprehensive tree survey is available. Development should retain as many mature trees as possible.

Highways Issues

6.14 The development site is served by an extensive network of adopted highway. Formal road closures will need to be pursued to extinguish redundant sections of highway. All sections of historic highways have been extinguished.

Planning History

6.15 Set out below is a list of recent relevant planning applications granted on or in close proximity to the Lyng site.

Application No.	Location	Proposal	Decision Date
DC/05/45555	Land at junction of Moor St & Frank Fisher Way, West Bromwich	Erection of 3-storey building comprising 4 x A1, A2, A5 retail units on ground floor, & 20 1-2 bed apartments above, 35 car park spaces	15th February 2006
DC/03/40602	1-64 St Johns House & 1-64 Caldwell House, Lyttleton St; 1-64 Wills House, 1-23, 25-47, & 49-59 New Hall St; 2-24, 26-48, & 33-39 Pleasant St; 92-122 Lyng Lane	Demolition of buildings	5th June 2003
DC/03/40219	Lyng Lane, West Bromwich	Proposed 12 Flats & 27 Houses	26th February 2003
DD/01/38224	Lyng Estate, Lyng Lane, West Bromwich	Demolition of buildings at Lyng House (Phase 2, 3, & 4)	13th Dec 2001
DC/00/36975	Adjacent to Lyng Lane, Lyttleton Street Bromford Lane West Bromwich	Construction of 181 houses and flats (131 houses and 50 flats)	18th November 2002
DC/99/35728	The Lyng Bromford Lane West Bromwich	Proposed frail elderly scheme and temporary vehicular access (Vantage Point)	13th October 1999
DD/99/35654	Lyttleton Street West Bromwich	Demolition of existing flats, replacement with 12 No. flats and 3 No. houses (Integer)	1st September 1999

Application No.	Location	Proposal	Decision Date
DC/02/39826	Moor Street, West Bromwich	Erection of 5-storey Primary Care Centre inc. Pharmacy, new access road network, and pedestrian links with public transport	18th December 2002

Information to be Submitted

- 6.16 For guidance, the Council will require comprehensive information in support of proposals at the planning application stage, including:
- Layout design showing siting and means of access;
 - Indicative building design plan, showing massing, building heights and elevation treatments;
 - Cross-sections and levels (existing and proposed);
 - Comprehensive Design Statement, including response to sustainability requirements;
 - Design and Access Statement, including measures to encourage non-car travel, and car-parking strategy;
 - Flood Risk Assessment
 - Landscape Strategy, including planting areas and species
 - Public Realm Strategy;
 - Detailed architectural design
 - Materials and finishes
- 6.17 Whilst this list is fairly comprehensive, the Council may wish to receive certain or other documents at particular stages of the procurement process. The balance between application and illustrative or supportive material will depend upon the precise nature of the application, and should be discussed at the pre-application stage.

