

Q15. From the aerial view image, we notice that there is another vacant land between phase 1 & phase 2. Will this piece of land be developed as phase 3 too?

THIS PIECE OF LAND IS IN PRIVATE OWNERSHIP AND IT THEREFORE CANNOT BE ASSUMED THAT IT WILL EVER BE BROUGHT INTO THE WATERFRONT SCHEME. THE DESIGNER IS ASKED TO PROPOSE A DESIGN WHICH DOES NOT INCLUDE THIS SITE, BUT IF THERE IS A PARTICULAR SOLUTION WHICH THE DESIGNER WISHES TO SUGGEST FOR THIS SITE THEN URBAN SPLASH WOULD BE INTERESTED TO SEE IT.

Q16. Is there any limitation of vehicular entry / circulation to the site as it locates close to two Y junction?

THE VEHICULAR ENTRY WILL HAVE TO BE CAREFULLY CONSIDERED BUT NO STUDIES HAVE BEEN DONE WHICH DICTATE HOW THIS SHOULD WORK.

Q17. Is there any limitation of river front utilisation i.e. develop as river promenade / park / pontoon etc. Is the river is in a good condition for people to enjoy with?

URBAN SPLASH WILL NOT IMPOSE ANY LIMITATION. THE CANAL (NOT RIVER) IS IN A GOOD CONDITION AND WE FEEL IS ONE OF THE SITE'S BIGGEST STRENGTHS AND SHOULD BE UTILISED FULLY.

Q18. Is there any maximum height for the buildings?

URBAN SPLASH HAS NOT DICTATED ANY MAXIMUM HEIGHT. WALSHALL COUCIL PLANNING DEPARTMENT MAY HAVE A MAXIMUM HEIGHT WHICH THEY WOULD CONSIDER ACCEPTABLE.

Q19. Where is the main access road? The area seems to be closed on each side.

THERE IS AN EXISTING ENTRANCE TO THE SITE FROM THE NORTH.

Q20. Is it possible to create a bridge over the canal?

YES – SUBJECT TO AGREEMENT WITH BRITISH WATERWAYS.

Q21. What is the maximum building area coverage permitted?

URBAN SPLASH HAVE NOT DICTATED ANY MAXIMUM.

Q22. What is the maximum permitted floor metres development?

AS Q21.

Q23. What are the regulations regarding car parking provision?

AS Q10.

Q24. Is basement car parking allowed?

URBAN SPLASH WILL ALLOW THIS.

Q25. Is the site suitable for a basement service road?

IT IS UP TO THE DESIGNER TO CONSIDER WHETHER THIS IS SUITABLE.

Q26. What are the minimum required public-urban spaces to be provided?

THERE IS NO MINIMUM REQUIREMENT IMPOSED BY URBAN SPLASH.

Q27. Can you provide plans for Phase 1? If not, can you advise whether there are proposals for a public (tow) path on the North side of the canal?

AS Q4. THE PHASE 1 SCHEME PROVIDES FOR A CANAL SIDE PATH ON THE NORTH SIDE OF THE CANAL

Q28. Do you have any knowledge of public rights of ways through the site or similar requirements for tow paths?

WE ARE NOT AWARE OF ANY SUCH RIGHTS OF WAY

Q29. Do you have any information on local flood levels i.e. is the site in a flood plain?

THE FLOOD RISK ASSESSMENT FOR PHASE 1 SUGGESTED THAT IT IS IN ZONE 1 (LITTLE OR NO RISK) IN ACCORDANCE WITH PPG25. NO FLOOD RISK ASSESSMENT HAS BEEN UNDERTAKEN FOR THE LEX SITE.

Q30. Is it the Council's intention to redevelop the site which separates Phases 1 and 2 of the Urban Splash Development, thereby connecting Waterfront North with Waterfront LEX?

IT IS NOT THE COUNCIL'S INTENTION TO REDEVELOP THE SITE BETWEEN PHASE 1 AND PHASE 2. SEE Q15 FOR THE DEVELOPER'S INTENTIONS.

Q31. If not, is it intended to demolish the existing brick building which forms the eastern boundary of the LEX site, as highlighted on the attached map?

APOLOGIES, THIS BUILDING SHOULD BE SHOWN OUTSIDE OF THE SITE BOUNDARY. IT IS NOT PART OF THE DEVELOPMENT SITE.

Q32. If this brick building is demolished, presumably the owners of the 'Holiday Hypermarket' building would be open to incorporating pedestrian links across their site to facilitate movement between Phases 1 and 2?

THE BRICK BUILDING WILL NOT BE DEMOLISHED.

Q33. Have Highways designated an entry point for vehicles from the main road as part of the current Highway works?

NOT THAT WE ARE AWARE OF.

Q34. The development criteria on the LEX Walsall International Architectural Competition website is different to that outlined on the Walsall Regeneration Company website. Do the criteria proposed by Urban Splash on the LEX Walsall website take priority?

THE COMPETITION WILL BE JUDGED AGAINST THE CRITERIA SET OUT WITHIN THE COMPETITION BRIEF.

Q35. Please indicate the maximum floor area ratio.

THERE IS NO MAXIMUM

Q36. Who owns the adjacent site to the East, and are there development plans in place. Is there pedestrian connection along the canal side of the site between the two Urban Splash sites?

SEE Q15. THERE IS NO EXISTING PEDESTRIAN CONNECTION BUT THE DESIGNER CAN PROPOSE ONE IF THEY WISH.

Q37. The task you ask us for is put out quite global. Do I understand it right, that it could be more or less any idea, on any scale, suitable for this site to promote it? Or are these more or less the requirements you would like to see on that site, and to find out how much of these are possible? Or are there minimal requests in functions and square meters?

THE BRIEF IS DELIBERATELY OPEN. THE DESIGNER SHOULD SEEK TO PROPOSE THE BEST SCHEME FOR THE SITE.

Q38. Are there any requirements imposed by an authority for waterways, about a minimal security distance between the bank of the canal and a prospected building?

NOT THAT WE ARE AWARE OF

Q39. Can you include the green zone around the locks and the banks of the canal to your proposal?

THIS AREA IS NOT STRICTLY WITHIN THE SITE BOUNDARY BUT THE DESIGNER IS FREE TO SUGGEST ANY SOLUTION THEY LIKE FOR THIS AREA WHICH CAN THEN BE DISCUSSED WITH BRITISH WATERWAYS.

Q40. Will the building to the east of the site be removed in the future? Will there be a promenade in the future?

SEE Q15.

Q41. Are there additional digital underlays available?

NO

Q42. Our concern as a design team is to produce something that is affordable rather than producing something that would not be built due to outlandish costs! Can you advise us if there is a ceiling level on costs per square meterage? Or suggest a level of cost to work to? Are there any restrictions in the area regarding height of building?

THERE IS NO SUGGESTED BUDGET, THIS IS THE DESIGNER'S OPPORTUNITY TO HAVE SOME FUN AND DESIGN THE BEST SCHEME FOR THE SITE (WITHIN REASON). URBAN SPLASH WILL NOT RESTRICT THE HEIGHT OF BUILDING, THE COUNCIL MAY HAVE SOME RESTRICTIONS WHICH THEY WILL WANT TO IMPOSE.

Q43. What does the name LEX refer to?

THERE WAS AN HISTORIC CAR DEALERSHIP ON THE SITE BY THAT NAME.

Q44. Will continuous access be permitted between the Art Gallery and the LEX site along the northern edge of the canal?

THERE IS NO AGREED ACCESS ACROSS THE HOLIDAY HYPERMARKET SITE BUT THE DESIGNER CAN ASSUME THAT THIS WILL BE NEGOTIATED IN THE FUTURE.

Q45. Can the area of land between the canal lock and the western boundary of the LEX site be made open and accessible from the site?

NO DISCUSSIONS HAVE BEEN HAD WITH BRITISH WATERWAYS AROUND THIS BUT THERE HAVE NOT BEEN ANY SUCH ISSUES WITH THIS SORT OF ARRANGEMENT ON THE PHASE 1 SCHEME.

Q46. Can footbridges crossing canals from the LEX site be incorporated into the design?

YES, SUBJECT TO AGREEMENT WITH BRITISH WATERWAYS.

Q47. Is the vehicular access point into the LEX site from Wolverhampton Road to be as existing (position labelled 'tarmac' on the topographical survey)?

IT DOES NOT HAVE TO BE AS EXISTING BUT ANY OTHER ACCESS POINT WOULD NEED TO BE AGREED WITH WALSALL COUNCIL HIGHWAYS DEPARTMENT.

Q48. Is all necessary car parking for the Phase 2 LEX site to be accommodated on the Phase 2 LEX site (rather than in the adjacent Phase 1 site?)

SEE Q10.

Q49. Is car parking for the adjacent Phase 1 development to be at grade, underground or multi-storey?

THIS WILL ALL BE HOUSED IN A MULTI-STOREY CAR PARK OF 630 SPACES.

Q50. Would it be possible to provide competitors with a plan of the Phase 1 development?

SEE Q4.

Q51. Is it to be assumed that the buildings on the neighbouring site (between Phases 1 and 2) will be retained?

SEE Q15.

Q52. Are there preferred building uses and sizes from the list of possible options provided in the competition brief?

SEE Q7.

Q53. If a hotel is to be provided what size and quality/star is envisaged?

IT IS ENVISAGED THAT THIS WOULD BE A CONFERENCING TYPE HOTEL BUT THIS IS NOT A REQUIREMENT OF THE BRIEF.

Q54. If a performance space is to be provided what type and size is envisaged?

THE DESIGNER SHOULD MAKE THEIR OWN ASSUMPTIONS/INVESTIGATIONS

Q55. What are the parking requirements? What are the geological conditions?

SEE Q10. THERE HAVE BEEN NO GEOLOGICAL INVESTIGATIONS UNDERTAKEN TO DATE ON THIS SITE.

Q56. What is the height restriction?

SEE Q18.

Q57. Are there any constraints (proximity to the road, protective zones, redlines, municipal and other restraint boundaries, etc) you are aware of?

WE ARE NOT AWARE OF ANY RESTRICTIONS. THE DESIGNER IS WELCOME TO MAKE THEIR OWN INQUIRIES TO THE COUNCIL.

Q58. What is going to be proposed on the site between Water North and Water front Lex?

SEE Q15.

Q59. What is the footprint and floor plate of each component (hotel, residential area, office, etc)?

THERE IS NO SPECIFIED FOOTPRINT OR FLOOR PLATE.