Tibbalds CampbellReith
Multidisciplinary Joint Venture

LICHFIELDS

FRIAR PARK
URBAN VILLAGE

Friar Park Urban Village

Masterplan

February 2023

LDĀDESIGN

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Comment: Final Report

This document has been prepared and checked in accordance with ISO 9001:2015

Foreword

Cllr Mike Bird, WMCA portfolio holder for housing and land and leader of Walsall Council

After laying derelict for more than 30 years, one of the biggest and most contaminated brownfield sites in the UK is to be regenerated and transformed thanks to this close partnership between the West Midlands Combined Authority (WMCA) and Sandwell Metropolitan Borough Council (SMBC).

Friar Park is one of the most significant residential, brownfield sites we have unlocked so far and a flagship of this region's nationally-leading work in the regeneration of derelict industrial land. It's transformation will be a real boost as the West Midlands seeks to build the 215,000 new homes it needs by 2031.

Local people and families need those new homes to be affordable, energy efficient and safe – which is what Friar Park will deliver along with new green spaces and facilities for the area's existing and future residents to enjoy.

The public consultation on the Friar Park Urban Village Masterplan marks an important milestone in the journey to what will be a high quality development that everyone can be proud of, creating much needed new jobs and desirable, yet affordable, homes right here in the heart of the West Midlands.

Cllr Kerrie Carmichael, Leader of Sandwell Metropolitan Borough Council

The Friar Park Urban Village Masterplan outlines our ambitious vision for the delivery of high-quality and much needed homes for the residents of Sandwell. Our aim is to create an integrated community that sets a new benchmark for the standard of homes in the borough and delivers a place that residents of Friar Park and the wider borough feel proud of and connected to.

With quality of design, sustainability and health at the heart of the Masterplan, these proposals will not only outline the delivery of an exceptional place but will encourage future residents and the wider Friar Park community to live environmentally friendly, active and happy lives. This will be achieved through the inclusion of significant areas of diverse green space, encouraging the use of sustainable transport options and delivery of well-designed homes.

The new homes delivered as a result of this Masterplan will allow all residents of Sandwell the opportunity for access to aspirational housing choices, from first-time buyers to families. Friar Park Urban Village will be an area where people choose to live, where families stay to raise their children and where people feel safe and fulfilled with flexibility to choose a way of life to suit their needs.

Abbreviations explained

WMCA – West Midlands Combined Authority
SMBC – Sandwell Metropolitan Borough Council
JV – Joint Venture
IPS – Interim Planning Statement
BCCS – Black Country Core Strategy
SADDPD – Site Allocation and Delivery DPD
DPD – Development Plan Document
HOC – Housing Opportunity Commission
SLINC – Sites of Local Importance for Natural Conservation
SSSI – Site of Special Scientific Interest
SLINC – Site of Local Importance for Nature Conservation
SINC - Site of Importance for Nature Conservation
BCPR – Black Country Plan Review
SAH – Site Allocation for Housing
POI – Point of Interest
HV – High Voltage
kV – Kilovolt
LV – Low Voltage
TPO – Tree Protection Order
DPH – Dwellings Per Hectare
LLFA – Lead Local Flood Authority
dB - Decibel
LAeq – A-weighted Equivalent Continuous Sound Pressure Level
hr -Hour
ProPG – Professional Practice Guidance
ASHP – Air Source Heat Pump
WPD – Western Power Distribution
LAP – Local Area for Play
LEAP – Local Equipped Area for Play
SuDS – Sustainable Drainage Systems
SPD – Supplementary Planning Document
BCCS – Black Country Core Strategy
BNG – Biodiversity Net Gain
BCLEP – Black Country Local Enterprise Partnership
HS2 – High Speed Rail
TCPA – Town and Country Planning Association

Contents

1 Introduction

Introduction

Delivery Partners

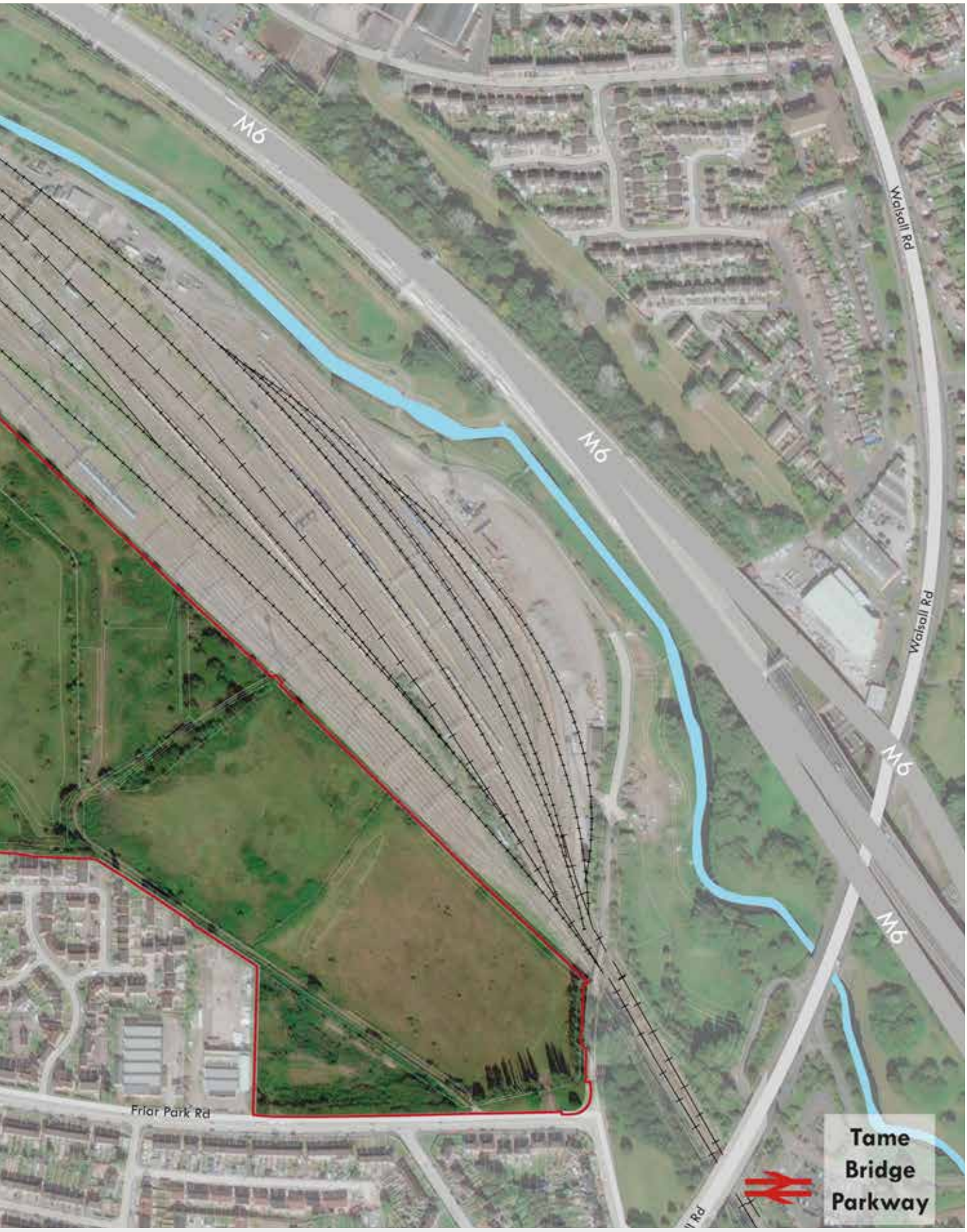
Friar Park Urban Village is in the joint ownership of the West Midlands Combined Authority (WMCA) and Sandwell Metropolitan Borough Council (SMBC). The two organisations have created a joint venture partnership with the aim of bringing forward this brownfield site for residential use.

West Midlands Combined Authority

West Midlands Combined Authority (WMCA) is the combined authority for the West Midlands. The authority works collaboratively to deliver on its priorities including housing and regeneration, productivity and skills, economic growth and environmental improvement. WMCA is working with Sandwell Metropolitan Borough Council to deliver new homes at Friar Park.

Sandwell Metropolitan Borough Council

Sandwell Metropolitan Borough Council (SMBC) in its dual role as landowner and Local Planning Authority, is collaborating closely with the WMCA to regenerate this important site in line with the current and emerging planning policy framework. The Council is the largest Black Country authority and is pursuing an ambitious and pro-active inclusive growth agenda.


M6
M6
M6
M6
Walsall Rd
Walsall Rd
Friar Park Rd
Tame
Bridge
Parkway

Introduction

The Opportunity

The site is circa 27 ha (67 acres) in area, representing one of the largest brownfield sites in the region. It has been allocated for housing development for a decade, but development has not proceeded due to high costs associated with remediation. The Joint Venture provides a unique opportunity to work with the private sector to regenerate this site in line with community aspirations for the area. Since public consultation events last year, significant work has been undertaken to progress a masterplan that articulates the potential of the site, addressing local housing demand and challenges associated with development viability.

Overview

The development is a key opportunity to regenerate a neglected brownfield site in Sandwell. The site has the capacity to deliver around 630 homes, of which 25% (157) will be affordable homes for local people.

The proposals will embed 'Garden City Principles' in the design, providing a template for a beautifully designed, sustainable and healthy new urban village. In response, the proposed masterplan offers a landscape-led vision which delivers high-quality green infrastructure throughout, including over 1,000 (net) new trees, new playing fields and measures to safeguard biodiversity. New pedestrian, cycle and transport links will connect the new community and a new linear park with the surrounding area.

The development of the land parcels will be comprehensive, creating a people-centred neighbourhood that supports existing local centres, schools and health centres, as well as promoting sustainable travel. The development represents a potential investment of £200m which will deliver much-needed local economic and social value benefits, including new jobs and apprenticeships, and increased local expenditure in shops and businesses.

The masterplan will be delivered alongside a private sector development partner engaged by the West Midlands Combined Authority /Sandwell Metropolitan Borough Council through a compliant procurement process. Critical to this partnership will be a shared vision to deliver the aspirations for placemaking, design quality and sustainability set out by this masterplan.

Status of the Masterplan

The Friar Park Urban Village Masterplan was subject to public consultation in the Autumn 2022. After careful consideration of representations received from the local community, a number of amendments have been made to the masterplan to take account of these comments. These changes have improved the quality of the plan, ensuring that it aligns closely with the views of local residents.

This document provides guidance to supplement the Council's statutory planning policies for the area provided in the adopted Black Country Core Strategy (2011) and Sandwell Site Allocations and Delivery Development Plan Document (DPD) (2012).

It will be a material consideration in the determination of planning applications relevant to the site. As such, developers should have regard to the guidance provided when considering their proposals to develop the site.

Purpose of the Document

The purpose of this masterplan and delivery document is to set out the current context and, building on the recent public consultation exercise, set out a vision for the future development of Friar Park Urban Village. The masterplan has considered factors that would influence development viability and delivery, including ground conditions, in order to ensure that the vision and objectives set out are robust and deliverable. The masterplan, whilst requiring high-quality development, is inherently flexible, recognising that too much prescription could limit future delivery and design.

Developers are encouraged to explore potential solutions that fully support the masterplan's aspirations based on the parameters and principles set out in this document.

The document supplements the adopted planning policy framework with site-specific guidance on design and implementation. Following final approval by the WMCA and Sandwell Metropolitan Borough Council as non-statutory planning guidance, the masterplan and delivery document will provide development and design guidance to inform the future procurement process established to appoint a development delivery partner and subsequent site disposal.

Introduction

The Vision

Around 630 new homes

Including around 157 new affordable homes

Over 10 Ha of open space

A Community Park

Nature Areas

New pedestrian cycle routes

Playing fields

Village Green

Friar Park Urban Village will deliver a wonderful place to live, defined by an inspiring new landscape the whole community will enjoy. The Masterplan will deliver around 630 new homes as part of a sustainable urban village. Friar Park will leave a lasting, sustainable legacy for Sandwell, a liveable place that endures for centuries. A place where people connect with each other and nature to lead healthy and happy lifestyles.

This modern urban village will become a benchmark residential community, a sustainable place that is embraced by landscape. A happy place, where people know their neighbours and are connected to their surroundings.

...A place to live, a place to be proud of, a place to belong.

2
Understanding Context

Understanding the Context

Public Policy Context

Public policy at a national level is seeking to increase housing delivery, including affordable homes, especially on brownfield land. At the regional level, the WMCA has addressed this challenge directly with its 'brownfield first' policy, seeking to maximise the delivery of housing on previously developed land to help reduce the need to develop on Green Belt sites. Sandwell Metropolitan Borough Council through their adopted development plan and emerging Local Plan, is fully aligned with this strategy. The determination of applications must be in accordance with the development plan unless material considerations indicate otherwise.

Planning Policy Framework

The Development Plan for Sandwell comprises the Black Country Core Strategy (2011) and subordinate development plan and supplementary planning documents. The Core Strategy sets out the spatial vision, objectives and strategy for development in the Black Country up to 2026 and identifies an approach founded on strategic centres and regeneration corridors. Building on this, the Site Allocations and Delivery Development Plan Document (SADDPD) (2012) guides development in the Borough until 2021 providing site allocations and local planning policies. It also addresses the contributions from sites that do not lie in the strategic centres and/or corridors, including Friar Park. This site forms much of a wider site of 36.22ha allocated for c. 633 residential dwellings through Policy HOC 8 (Site Reference 16) of the SADDPD. This allocation is shown on the plan extract opposite.

In addition to the site allocation, the disused playing pitch adjoining Kent Road is designated as an area of 'Community Open Space' and part of the site is subject to a Site of Local Importance to Nature Conservation designation ('SLINC 32') - a designation afforded to sites deemed to be locally important to wildlife, which do not meet the criteria for designation as either a Site of Special Scientific Interest (SSSI) or Site of Importance for Nature Conservation (SINC) - in the SADDPD.

National and Local Design Guidelines

The following national and local design guidelines have been considered in the formulation of the masterplan concept and concept development. The overarching objectives throughout are based around the creation of high-quality sustainable environments, well-integrated and connected placemaking and the inherent importance of community, people and facilities. National Design Guide (2019) sets out the Government's priorities for well-designed places.

- **Building for Life 12/ Building for a Healthy Life (2020 Edition)** - Describes an Industry standard for well-designed homes and neighbourhoods endorsed by the Government.

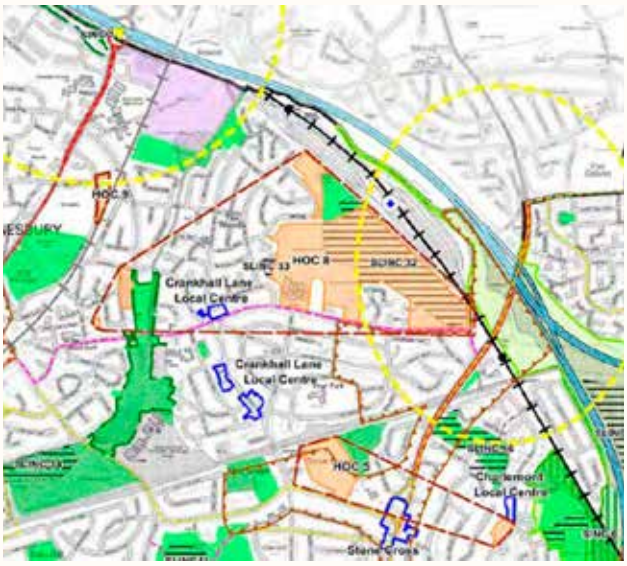
- **West Midlands Design Charter (WMCA, 2020)** - This sets out the WMCA's ambition to encourage great design initiatives and quality placemaking across the region to ensure inclusive growth.

- **Garden City Principles (TCPA, 2014)** - These are a distillation of the key elements that have made the Garden City development model successful, including a strong vision, leadership, community engagement, mixed tenure homes and land value capture for the benefit of the community.

- **Black Country Garden City (Black Country LEP, 2016)** - Sets out a Garden City Prospectus to encourage investment of £6bn and delivery of 45,000 homes over a 10-year period in the Black Country based on ten garden city principles.

- **Residential Design Guide Supplementary Planning Document (Sandwell MBC, 2014)** - The purpose of the guidance is to raise residential quality as well as ensuring that housing environments are attractive, flexible, comfortable, safe, and identifiable for local people, whilst improving the perception of housing in the Borough. It also incorporates a 'Developers Guide to the Design of New Streets'.

- **'Big Plans for a Great Place'. The Sandwell Plan - Sandwell 2030 Vision-** This is the Council's Corporate Plan for the period 2021-25 which sets out their vision with the objective of creating a fairer and more resilient Sandwell. A key outcome relevant to Friar Park is the desire to deliver quality homes in thriving neighbourhoods.



Extract of the Policies Map which accompanies the SADDPD

Understanding the Context

The Site

Friar Park in Wednesbury is a large brownfield site located between Friar Park Road and Bescot railway sidings. Historically, it has been used for a range of industrial uses which have resulted in a significant legacy of contamination of the site. The two authorities have established a joint venture with a view to delivering a new residential community at Friar Park that will complement the wider community in Wednesbury.

The site comprises of vacant and underused land between Friar Park Road to the south west; Sandy Lane to the south, Bescot Sidings/ Depot to the north-east and Kent Road to the north-west. A large area of the site was previously used as a sewage treatment works, as well as landfill and other industrial uses. Part of the site is also within an area of historical coal and ironstone mine workings.

The central part of the site accommodates a distinct change in levels, being circa 3 or 4 meters higher than surrounding land. This is a result of the accumulation of landfill on the site and former sewage beds. This means that there is contamination below the ground which will need to be treated before development can take place. Over the intervening years, this area of former landfill has become dominated by open grassland and scrub land habitat.

The land to the rear of the Millennium Centre is relatively flat grassland used in the past as a playing field, but now disused. Adjacent to the Millennium Centre there is a children's play area, which lies outside the site but has potential to be enhanced as part of the scheme. Similarly, there is a disused playing field to the north of the site with access off Kent Road (Kent Road Park). Beyond the park, there is the former Friar Park Farm which is disused and in a poor structural condition. There is also an occupied residential property nearby that is located just outside the site boundary. Land in the south eastern part of the site largely comprises of grassland and scrub land interspersed with a few hedgerows. This area of the site is also classified as a historical landfill associated with the remediation of the former aluminium foundry. Made Ground, including remnant concrete boulders likely from previous demolition works, was encountered in this area during the ground investigation works.

Land Ownership: The Friar Park site is in the freehold ownership of the WMCA and Sandwell Metropolitan Borough Council. The WMCA ownership relates to the land that was occupied by the former sewage works owned by Severn Trent Water. Sandwell Metropolitan Borough Council's ownership incorporates various plots of land around the periphery of the site including land off Kent Road, rear of the Millennium Centre and various plots in the southern part of the site. There are several easements and covenants relating to protection of rights of way and pipeline safeguarding, but these will not impact substantially upon development and have been taken into account in the Masterplan proposals.

Land Parcels: The Masterplan proposes to break-up the site into a series of development parcels reflecting physical characteristics, development planning requirements, design parameters, property market considerations and timing of infrastructure provision. These factors have helped to shape the Masterplan, particularly in relation to phasing and delivery.

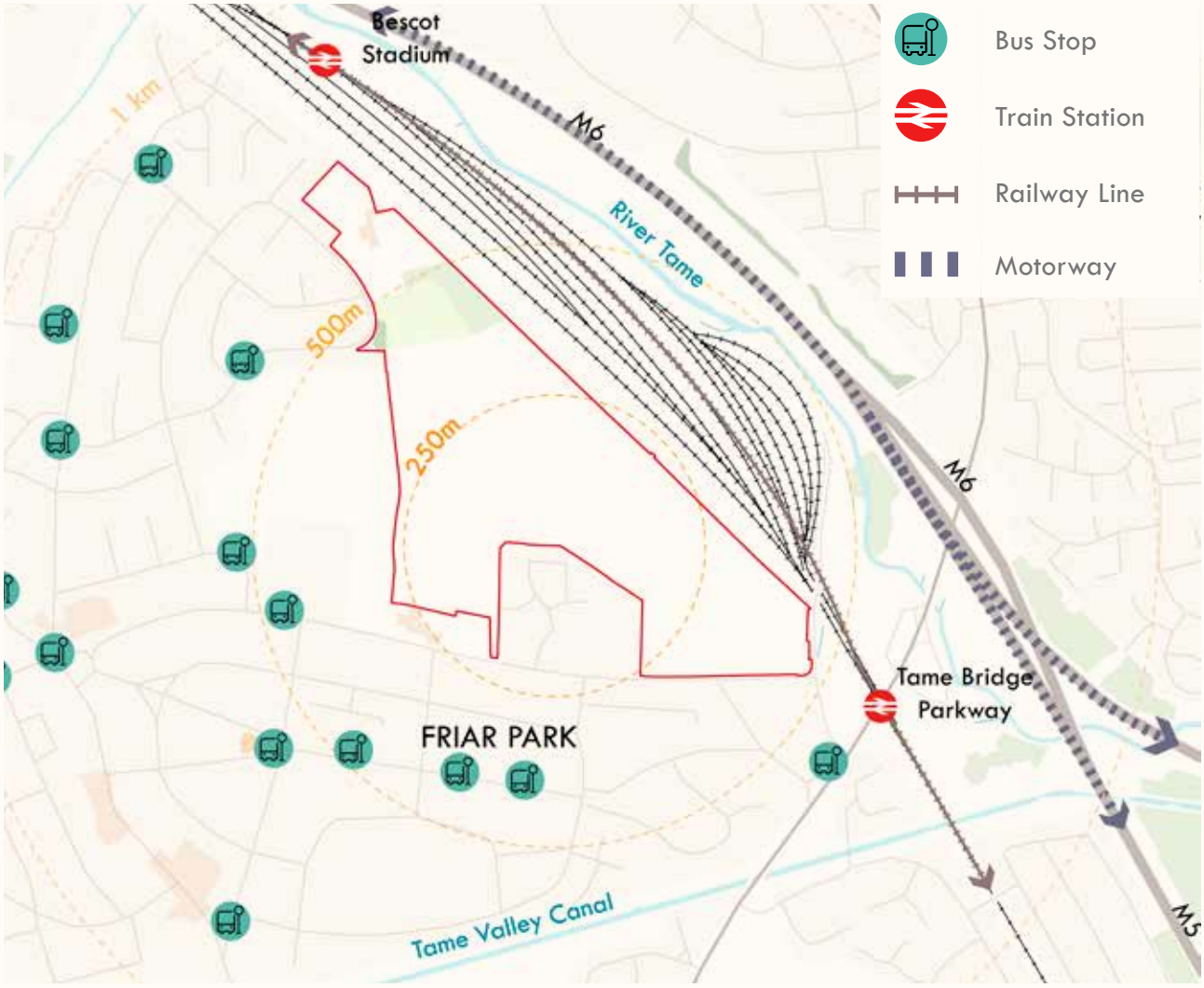
Site Aerial photo

The existing site

The existing site

Understanding the Context

Public Transport



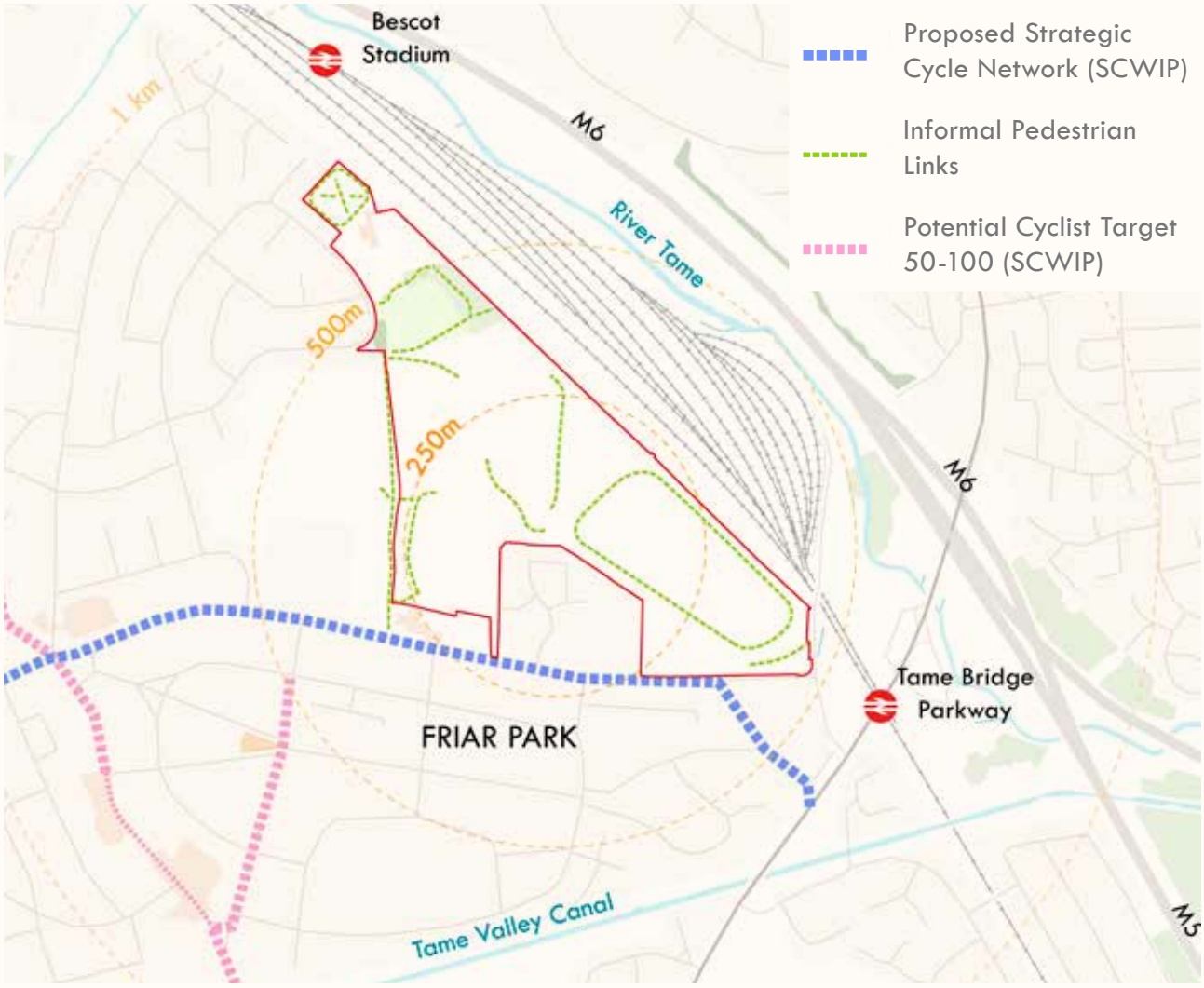
Friar Park is well connected with Wednesbury and West Bromwich by public transport. It is served by a number of bus routes, with stops that are located within a 5min walk from the site.

Tame Bridge Parkway train station is located 100m to the south east of the site and Bescot Stadium railway station to the north. West Midland Trains operate on the route with services to Wolverhampton, Birmingham New Street, Rugeley Trent Valley, Walsall and Crewe.

In terms of strategic vehicular connectivity, Friar Park is located between junction 8 and 9 of the M6 and can be accessed via junction 9 of the M6. Whilst providing easy strategic road access, the railway and motorway dissects the site from Walsall town centre and is visible from the site.

Understanding the Context

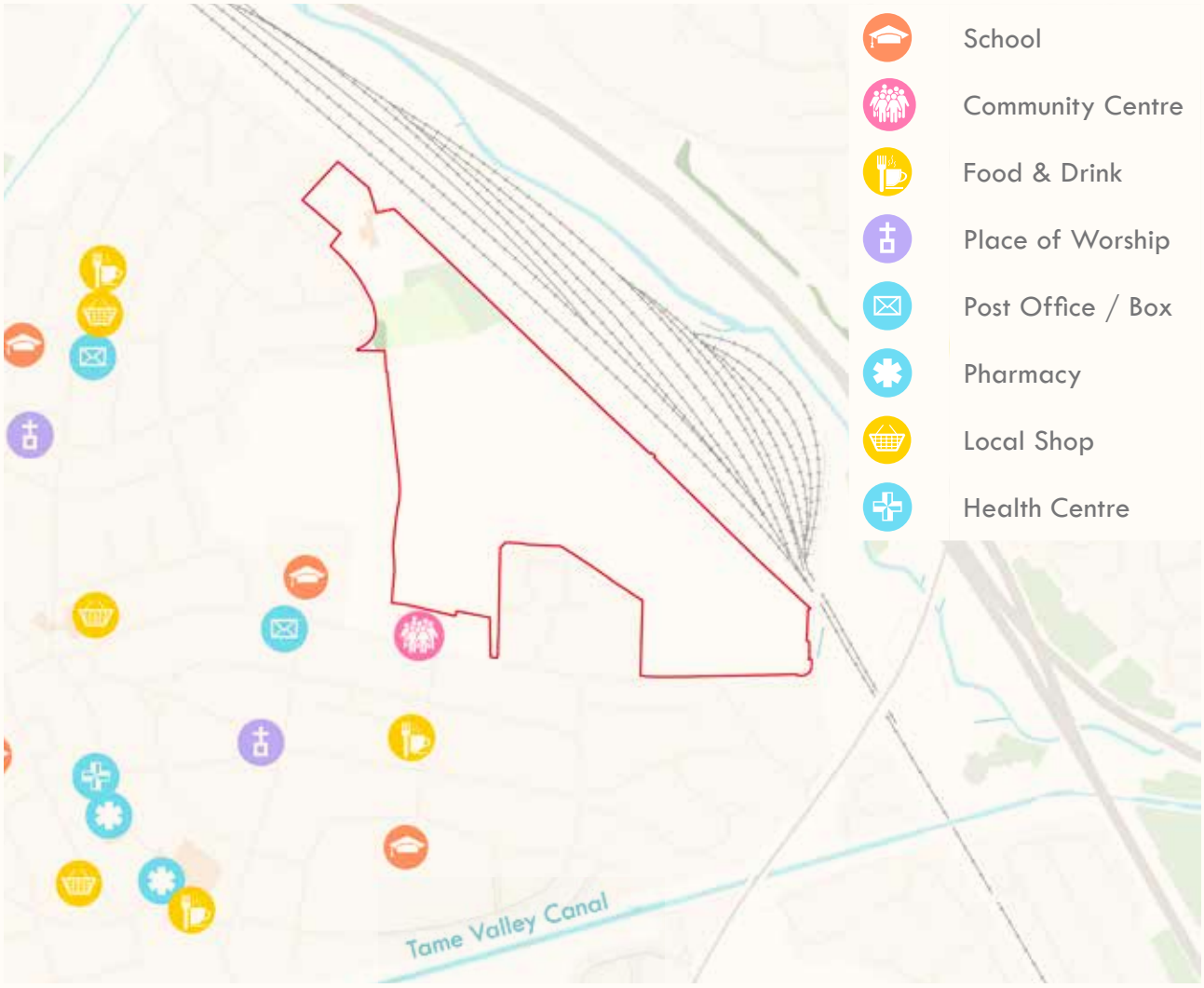
Pedestrian & Cycle



The site and its immediate vicinity currently lacks local and strategic footpath and cycleway connections. A proposed cycle route is proposed as part of the Sandwell Strategic Cycle and Walking Infrastructure Plan (SCWIP) and Sandwell Local Cycle and Walking Infrastructure Plan (LCWIP) along Friar Park Road which will connect Wednesbury and Friar Park, and beyond. An un-designated footpath known as Black Lane runs along the western edge of the site, linking Friar Park Road and Kent Road. The site also contains a number of informal footpath routes which are used for dog walking.

Understanding the Context

Local Amenity



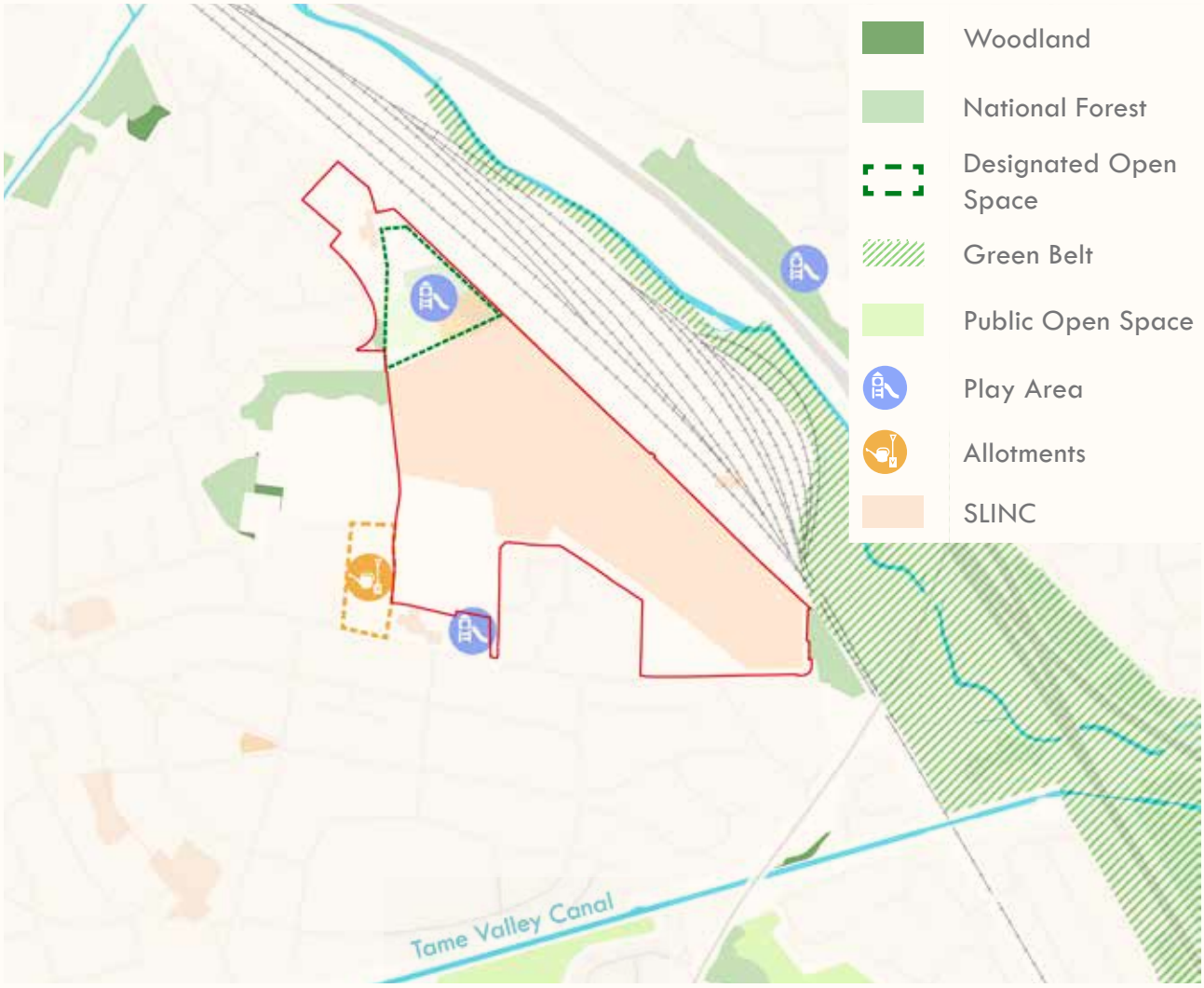
There are several amenities located in the close proximity to the site, including The Priory Primary School, allotments and local shops. There is also a Lidl food store located on Coronation Road/Friar Park Road to the south west of the site. On Crankhall Lane, which connects to Friar Park Road to the south of the site, there is a small commercial/retail centre and medical centre.

The Grade II listed church of St Francis of Assisi is located to the south west of the site and two Grade II listed aqueducts of the Tame Valley Canal are in close proximity.

The Millennium Centre, directly to the south of the site on Friar Park Road, is a popular community centre offering regular sports and community events for the local area.

Understanding the Context

Open Space



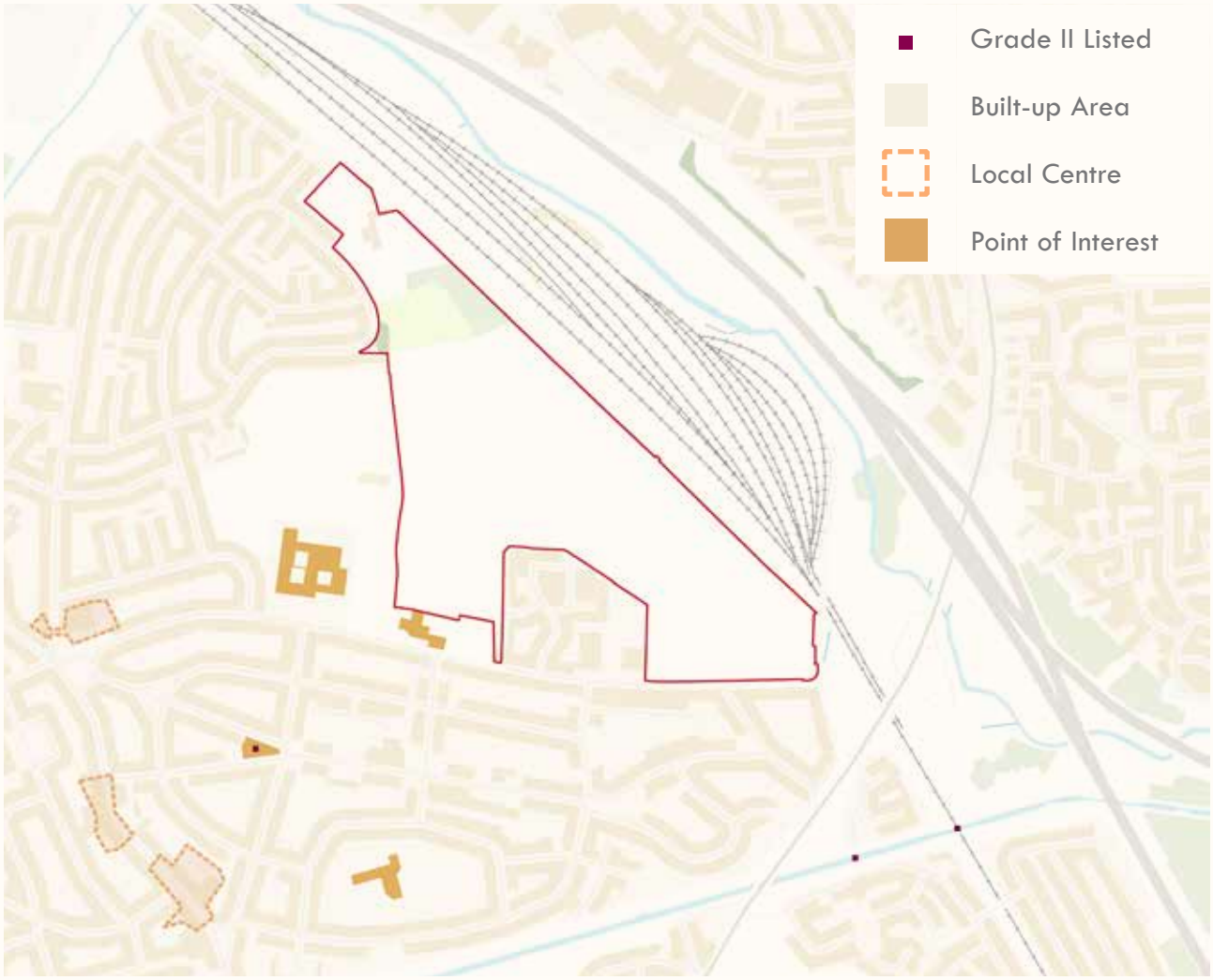
There is a limited amount of publicly accessible open spaces within walking distance of the site. The site is located close to the River Tame, and the Tame Valley Canal however it is separated by the M6 motorway and railway sidings.

A proportion of the site is a designated SLINC and is used for informal recreation and dog walking. There is also a playground within the site boundary and this area has designated open space status. Another play area is located adjacent to the site on Friar Park Road, however this is in poor condition.

Additionally, there are community allotments that are directly adjacent to the site's western boundary.

Understanding the Context

Built Form & Character



Friar Park is a residential area of Wednesbury in the West Midlands. Developed in the late 1920s and early 1930s, the neighbourhood is of moderate suburban density throughout, mainly consisting of 2 and 3 storey semi-detached and terraced housing with occasional detached units. Most buildings have been built in the popular inter-war style with gabled, red-tiled roof and brick walls, occasionally with render. More modern style appears within Manifold Way estate, which again uses red and buff coloured brick, and red or grey tiled pitched roofs, often across 3 storey semi-detached or apartment buildings. Roof forms include a variety of single pitch, and multi gabled, with a prominent gabled end facing the street. Neighbouring industrial units have an interesting roof profile with a razor tooth profile found on the larger units.

A key building to note is the Church of St Francis of Assisi, which is constructed of buff coloured brick and of a regular fenestration pattern.

Grade II Listed Church of St Francis of Assisi, built in 1925. Brick and stone with Roman tile roof.

Typical residential housing, Friar Park Road. Materials include red brick and grey tiled roof.

An example of semi-detached building with garage, Manifold Way. Materials include red brick. Brick lintels and grey tiled roofs.

An example 3 story apartment building, Manifold Way. Materials include buff brick, stone colour lintels and ironwork on Juliette balconies. Boundaries include black railings.

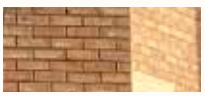
Houses on Kent Road. Semi detached properties with protruding bay windows. Materials include red/dark orange brick and grey tiled roofs. Some properties have white render to sections.

Regular repeated pitched roofs forms of industrial units create an interesting roof form.

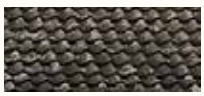
Local materials include:

Dark red brick

Red brick



Buff brick

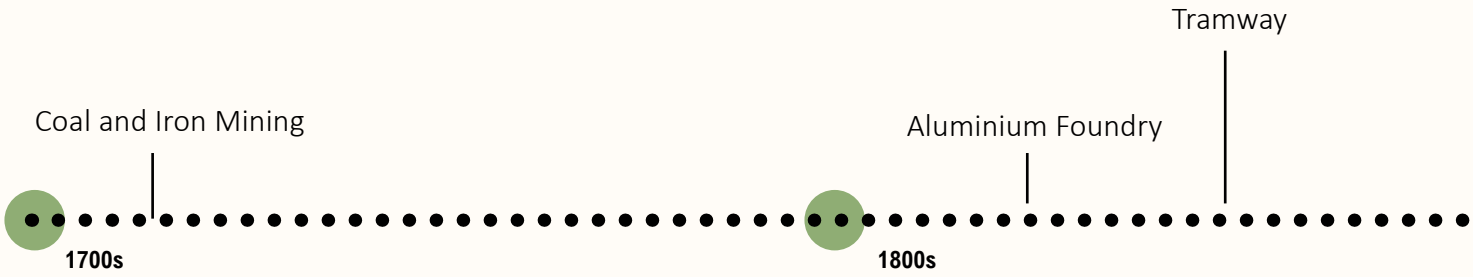


Grey roof tiles

White render

Understanding the Context

Site History

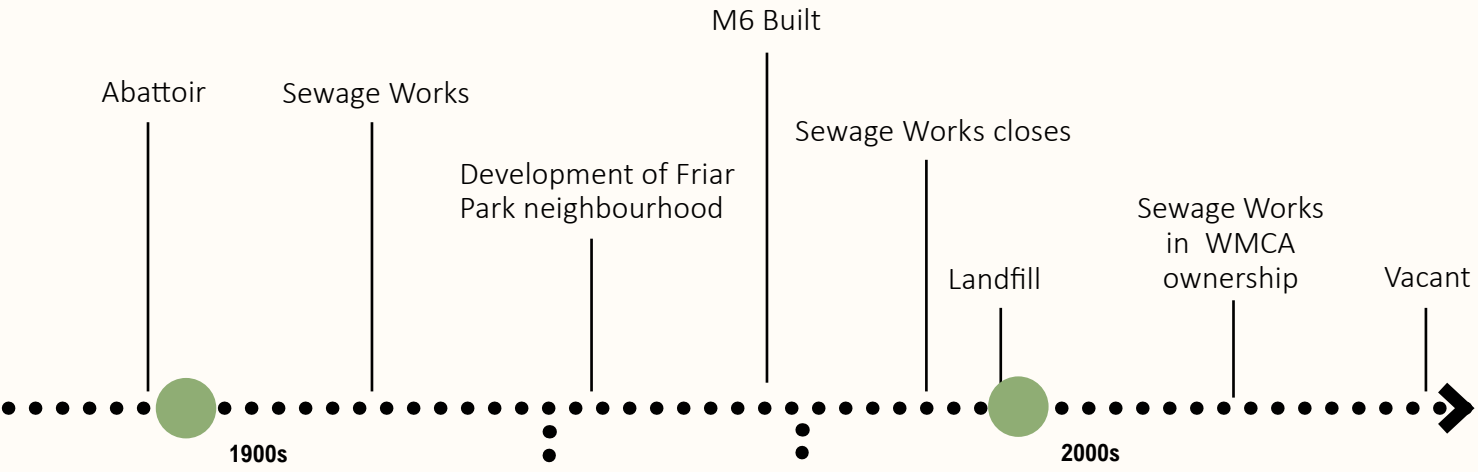


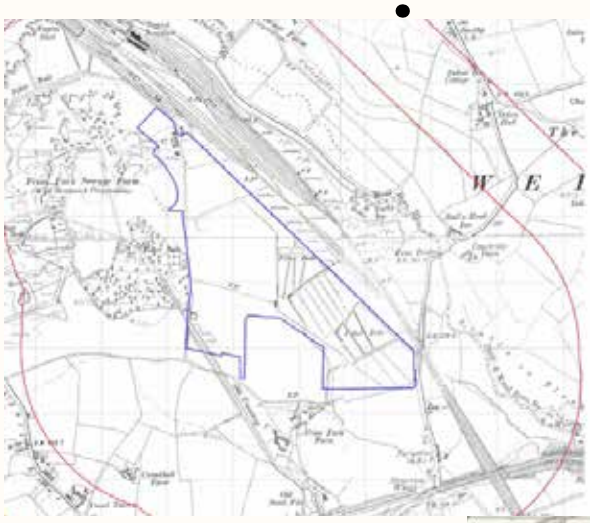
The Friar Park site has been used for a variety of industrial related activities. In the eighteenth and early nineteenth centuries, it was subject to coal and ironstone mining. It was subsequently used for a tramway; hospital; abattoir; sewage works and from 1939 it accommodated the William Mills Aluminium Foundry, which finally closed in the early 1980s.

Maps from the late 19th Century show the presence of Friar Park Wood to the west with railway sidings already located to the north, and the canal (Tame Valley) to the south. By the early 20th Century, the railway depot had been extended with Friar Park Sewage Farm in situ to the west of the Site as well as a number of filter beds. By the 1920s, the sewage works had been extended with bacteria beds found within the site itself. A Smallpox Hospital was in situ to the west of the site by this time.

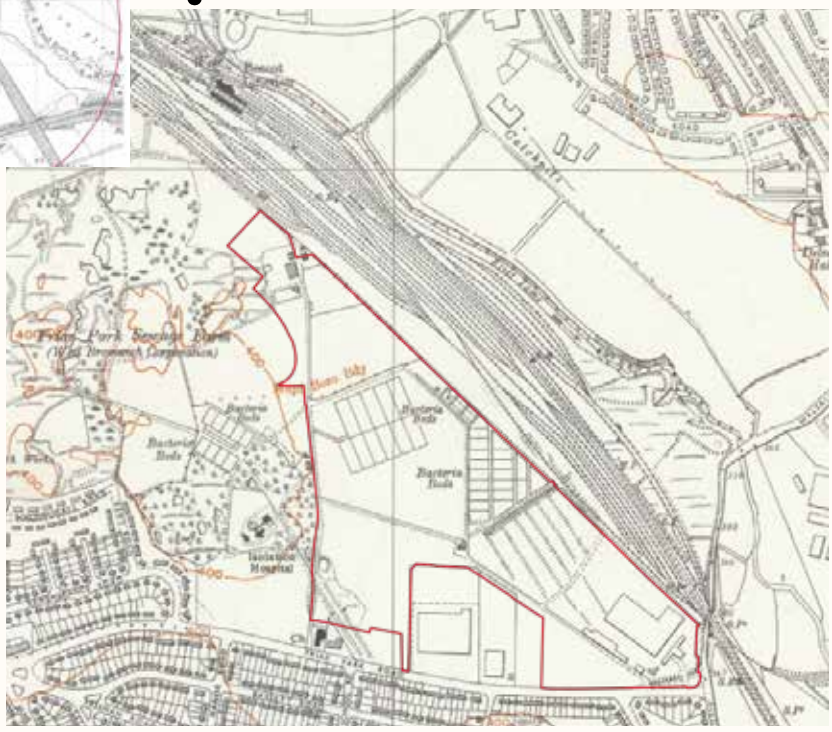
By 1940, residential development had appeared to the south west of the site, with further residential development constructed to the west between 1955 and 1972. The M6 to the north was constructed between 1970-1971. In the 1970s, the site comprised of playing fields and 'works' with sewage treatment works continuing to feature. The landfill to the centre of the site is known to have accepted sludge from on site processes and construction and demolition derived materials from off site. These uses have led to a legacy of ground contamination that will need to be treated prior to the commencement of residential development on site.

In October 2019, the former sewage works was purchased by the WMCA to enable this site to be combined with adjoining land owned by SMBC to create one of the largest brownfield housing opportunities in the region.





1902 OS Map Source: Groundsure Insights



Map published 1955 (National Grid Maps, Source: National Library of Scotland)

Understanding Context

Technical Constraints

Ground Conditions

Ground conditions across the site are highly variable and are generally characterised by historical land use. The ground conditions in the central area of the site are dominated by a legacy of land-filling associated with the disposal of sewage works waste, construction and demolition arisings.

The south eastern area of the site is also a historical landfill associated with the previous demolition and remediation of the former aluminium foundry. Deep Made Ground has also been encountered in this area of the site. Evidence of historical surface and shallow mining has been recorded in the northern and western sections of the site and records indicate the presence of a former mine entry in the west.

Utilities

A buried high voltage electricity line enters the site at the north and through Friar Park Farm. The service then follows the direction of the bridle path south, exiting the site to the west at Durham Road, to serve the Kent Road substation off site. The buried high voltage line continues south along the western site boundary to Friar Park Road substation located outside the site on Friar Park Road.

Buried low voltage services are also identified within the site along with a decommissioned high voltage ring.

The existing underground high voltage line should be protected in situ with a 3m easement either side of the service route.

Flood Risk / Drainage

The site lies within Flood Zone 1, an area shown to be at less than 0.1% chance of flooding in any year, this is sometimes known as having a 1 in 1000 year chance. Areas of Flood zone 2 and 3 are located to the north of the site beyond the site boundary.

A pre-development enquiry received from Severn Trent Water confirmed that foul effluent and surface water run-off generated by the development can discharge to the public drainage system.

Noise

The main sources of environmental noise and vibration are the M6 motorway, Bescot Sidings and commuter and freight railway to the North. Noise surveys indicate sources of noise from these areas in the daytime and occasionally at night. The masterplan will need to consider this when developing options for the site.

Local road traffic noise is dominant on Friar Park Road along with a background hum from the M6 motorway.

The site is surrounded by well established residential areas, therefore the development of the site will require careful consideration of noise during and following construction.

Understanding Context

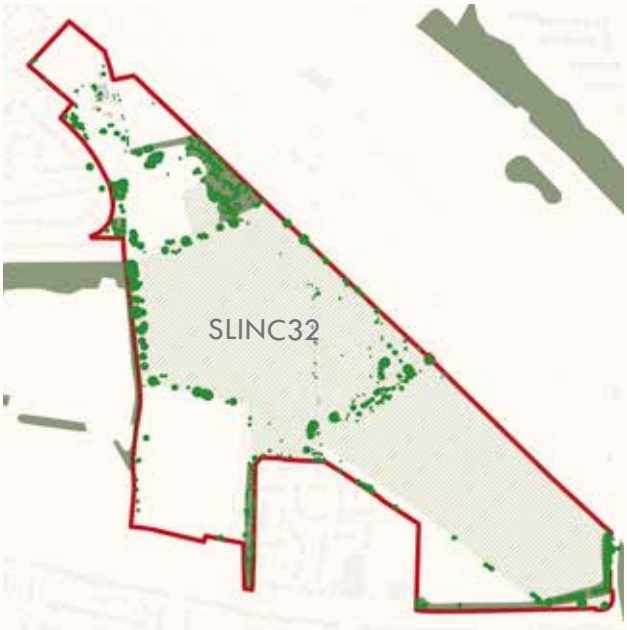
Technical Constraints

Trees

Whilst there are a number of mature trees and plants throughout the site, there are no TPO trees present within the site boundary.

Opportunities should be taken to retain and incorporate trees into the development wherever possible. Furthermore, the masterplan should ensure appropriate measures are in place to secure the long-term maintenance of newly-planted trees, including street trees, and that existing trees are retained wherever possible.

Ecology



The site contains an allocated Site of Local Importance for Nature Conservation (SLINC 32). Appropriate mitigation measures will be required to compensate for the loss of part of the SLINC and to ensure that relevant biodiversity net gain requirements are addressed.

The site currently contains a diverse mix of habitats suitable for supporting a range flora and fauna (predominantly common and widespread species). The habitats of highest ecological value within the site are the semi-natural broad-leaved woodland, hedgerow, scattered trees and semi-improved neutral grassland habitats. These areas provide varied breeding, feeding and commuting habitats for a variety of wildlife with plant species providing nectar, pollen and seeds for invertebrates, birds and mammals.

Air Quality

The site falls within Sandwell's Air Quality Management Area with a need to reduce through design the overall air pollution burden on the local area. Road traffic vehicle emissions are the main source of pollution that would give rise to concerns in relation to air quality. Inspection of the area indicates that the development site is set back from the main sources of pollution by several hundred meters. Pollution reduces with distance from the source as the pollution disperses into the airflow.

During the consultation, issues of airborne dust from works within the adjacent Network Rail depot and distribution site was highlighted. The masterplan will need to consider this when developing options for the site.

Understanding Context

Key Opportunities

- **Creation of new accessible open space** - Provide a new publicly accessible park for the local area including play, active recreation, and habitat improvements to contribute towards biodiversity net gain and the encouragement of healthy outdoor lifestyles and well-being.

- **A sustainable new community** - Delivering a sustainable community on a brownfield site providing a scale of development that is appropriate to its location and proximity to Tame Bridge Parkway Station. The site can deliver a mix of house types and tenures to offer a range of accommodation to existing and new residents.

- **A well connected and integrated development** - Create a truly connected community, by establishing strong links with the existing neighbourhood and an integrated network of streets, spaces and routes that connect people to where they want to be.

- **Improve the Friar Park Road frontage** - Opportunity to bring the existing playground on Friar Park Road into the strategy, improving the amenity for the community and reducing opportunities for anti social behaviour.

- **Strengthening the community** - Connecting to the local community and reinforcing links to the local network of mutually supportive uses required to help the neighbourhood function, including schools, health centres and shops. The proposals can provide more homes, create a positive edge to the railway sidings and infrastructure corridor, make a positive impact in terms of health & well-being, and create local construction jobs.

- **Net Gain in trees** - To ensure that for every tree removed across the site that it is re-provided within the proposals with a net gain overall.

- **Setting the bar high** - Friar Park represents one of the largest brownfield sites within the region and as such offers the potential to deliver a significant number of new homes. There is the opportunity to create a high quality development that is distinctive and makes people feel proud to live in and to act as a catalyst for further regeneration across the wider area.

Understanding Context

Key Challenges

- **Former use of land** - Evidence of former uses poses a challenge to development. There is a large volume of material contained within the former sewage works landfill site, that will need to be processed for onward reuse on site to ensure that the land is suitable for development. The landfill uses has also resulted in a spoil heap which will need to be addressed as part of a cut and fill strategy to achieve optimum development platforms. The shafts of the former coal and ironstone shallow mine workings will need to be treated.

- **Proximity to railway and M6** - The visual impact and perception of noise and vibration from the railways sidings and the M6 could impact on the marketability of future dwellings and will need to be mitigated.

- **Utilities constraints** - The foul water main that runs behind the Millennium Centre and through the children's play area off Friar Park Road cannot be diverted so will need to be accommodated with the proposed development, including the required easement.

- **Designing out anti-social behaviour** - Anti-social behaviour is a challenge in the local area and measures should be taken in the design process to design out crime and reduce the opportunity for anti social behaviour.

- **Levels and connectivity** - Surrounding land and uses are often at a higher level than the site, restricting physical and visual connections, resulting in the site feeling isolated from its surroundings. Potential re profiling of the site could be used as an opportunity to improve some of these connections. The site's enclosed nature also provides an opportunity to provide a distinctive neighbourhood, elevating the quality of local housing.

- **Mitigating potential impact** - The proposals should seek to minimise potential impact on surrounding homes and potential loss of green space / recreation space.

3
Shaping the Masterplan

Shaping the Masterplan

Masterplan Development

Early Engagement

Engagement with officers and members to inform initial opportunities and key constraints to address within the Masterplan.

Stakeholder & Member Discussions

Continued engagement with key stakeholders including landowners, businesses, members and statutory bodies.

Engagement has shaped the Masterplan from the outset. Our key stages of engagement have formed a golden thread through the design process, creating key milestones in the development of the Masterplan. Critically, the views and aspirations of the local community have been embedded in the vision, design and formulation of the final Masterplan.

Our engagement process was focussed on the following key outcomes:

- Identifying constraints and challenges
- Agreeing and testing a vision for the place
- Shaping early concepts for the site
- Testing key assumptions and ideas to define the best approach for the site
- Refine and test the preferred option
- Deliver the best possible outcome for Friar Park and its surrounding community

The engagement stages set out above were used to inform, shape and test the Masterplan proposal at key stages. Early stages provided key insights into the historic and contemporary challenges the site, and the wider area, has to tackle. Whilst recognising these challenges, our team was focussed on highlighting the significant social, environmental, place-making and regeneration opportunities that exist at Friar Park.

Central to the engagement process was two public consultation events, both held at the Millennium Centre on Friar Park Road. The first, in summer 2021, focussed around agreeing the optimum strategy for the site. Rather than simply presenting Masterplan options, our team presented key strategies that would shape the emerging Masterplan approach.

The following key strategies were presented to the public:

- Landscape and Open Space - the Masterplan is fundamentally shaped by the landscape and our options set out three approaches; a large central park, a dispersed network of open spaces or a large linear park.

Public Consultation

Two public consultation events to shape the concept Masterplan and test the draft preferred approach.

Masterplan Finalisation & Refinement

Our design team has worked collaboratively with SMBC and WMCA to shape a Masterplan which aligns with policy and community aspirations.

- Movement and Access - three access options were set out focussed around points of access of Friar Park Road, focussed around the amount of junctions off Friar Park Road and connection through the site.
- Use and Activity - a varied approach to areas of activity and density of residential typologies, this strategy sought to appreciate the communities thoughts on the emerging form of the site.

The second engagement was held in November 2022. This event presented the draft Masterplan and Design Code and invited comments to test the outcome of the work. Feedback from this event has then gone on to inform the final Masterplan.

Aspirations of the Community

- To protect and enhance their strong sense of community
- To resolve anti-social behaviour issues
- To provide a mix of housing for lifelong homes
- To provide attractive and accessible open space and places for the family.
- To resolve issues such as fly tipping
- To protect and enhance the existing wildlife on the site.

Shaping the Masterplan

Masterplan Evolution

Following the first stage of engagement our design team defined three Masterplan options for the site. These options were driven by three alternative landscape approaches for the site.

An assessment of the options, and the strategies that formed them, was used to test the concept options and define a preferred approach for the site.

This approach ensured that an evidenced approach was selected which fully aligned with the aspirations of the community and the opportunities the site presents.

Comments form provided at public consultation in 2021.

Option 1: The Linear Park

This option created a large linear park along the northern edge of the site, incorporating an acoustic bund and natural landscape edge. The linear park would be connected through a network of green spaces and a well-defined natural space to the south east.

A single access off Friar Park Road would connect through to Kent Road with a defined central space at the sites heart.

A pedestrian and cycle connection would be provided to the centre of the site adjacent to the Millennium Centre on Friar Park Road.

Option 2: The Dispersed Park

This option provided a network of smaller public spaces dispersed throughout the site. Each park, focussed around each entrance to the site, would deliver a green and natural gateway into the site.

The access through the site would connect Friar Park Road and Kent Road, providing a deviation in route to discourage rat running and generally encourage movement towards the south east.

Pedestrian and cycle movement would be encouraged to the centre of the site.

Option 3: The Central Park

This option would create a large central space within the site, creating a significant green park for the local community. The park would be largely surrounded on all sides by residential development.

Two access points would be provided off Friar Park Road, with access between Friar Park Road and Kent Road segregated.

Pedestrian and cycle movement would orientate around the central park and towards the south east.

The following pages explain how the preferred concept was chosen from these initial design approaches.

Shaping the Masterplan

The Preferred Concept

Through public and stakeholder consultation, the Linear Park approach was selected as the preferred approach for Friar Park. This approach was then developed to create several principles which will deliver a connected, cohesive and landscape-led place. Through consultation we understood the overwhelming driver was to deliver a liveable, safe and healthy place that would create a positive use for the site and its surrounding area.

The preferred approach is driven by a large landscape move, creating a generously sized linear park to the north of the site. Feedback from the community indicated a desire for a central focus for activity, such as a village green, to provide definition and energy within the residential area. Finally, a positive frontage to Friar Park Road is seen as important to connect to the wider area and create a welcoming site.

The four strategies on the opposite page have formed the Masterplan for Friar Park Urban Village.

Linear Park
The park would create a bold landscape statement for the site, with green connections reaching out to the south onto and beyond Friar Park Road.

A Central Focus
The preferred approach would be focused around a central placemaking move which would provide a central focus and bring activity to the residential area.

Permeable and Accessible Site
A strong connection between Friar Park Road and Kent Road for vehicles and cyclists. Encourage movement to the south and create an active edge to Friar Park Road.

Balanced Density
Provide a mixed density across the site to deliver a variety of house types and forms throughout the site, delivering a diverse community throughout.

3
The Masterplan

Masterplan Objectives

The Illustrative Masterplan sets out a vision for Friar Park Urban Village. The focus of the masterplan is to provide inspiration for the design of a viable, high-quality place and to raise aspirations for the regeneration of the wider area. The principles shown within this document have taken inspiration from best practice, to demonstrate how the appropriate densities and capacities on the site could be achieved as part of an exciting, forward thinking new development. This document does not provide a template for a planning application, rather an illustration of the vision that the Joint Venture Partners are looking to deliver.

The Friar Park Urban Village Activity Vision

The illustrative material is drawn to inspire, utilising the opportunities and constraints of the site to their full advantage. In some places the Masterplan does not fully adhere to the guidance set out within the Sandwell MBC Residential Design Guide SPD. Where this occurs, the principles shown within this document have taken inspiration from best practice projects, to demonstrate how the appropriate densities and capacities on the site could be achieved as part of a quality garden city principle based development. The aim of the Residential Design Guide Supplementary Planning Document (SPD) is to provide clear design guidance for achieving residential development quality within the Borough so that attractive, high-quality, sustainable living environments are created. Proposals should aim to achieve these principles however where proposals do not fully comply with the guidance it should be clearly evidenced how the policy has been mitigated and what the positive implications of doing so are. Development proposals that meet the spirit of the guidance will be received positively.

The objectives set out below have been inspired and tested by a series of interconnected principles which WMCA and Sandwell Metropolitan Borough Council follow. Critically, the Masterplan principles outlined below have been developed to align with principles of the Garden City movement.

A people focused, friendly and, engaged community
A place that delivers a true sense of community where people feel part of its present and future.

A place full of possibilities
A growing community that offers quality of life and opportunities for all generations to live for generations.

A friendly, welcoming and, connected community
A place where people know their neighbours and feel connected with the existing neighbourhood.

A beautiful, imaginative and unique place
Use of high quality and innovative design and use of materials to deliver a high quality of life and a unique identity.

A green and natural place

An attractive, multi-functional landscape which lets nature thrive alongside its community.

A sustainable, active and healthy place
A place that minimises its impact on the environment, that is resilient to change and encourages a healthy and engaged lifestyle.

The Masterplan

Design Moves

The site has been shaped through the development of six interweaving design moves. These design moves create a comprehensive approach which delivers on the objectives of the plan and achieves a holistic response to the placemaking opportunities which exist on the site. The following moves come together to shape the masterplan outlined on the following pages.

“A place embraced by nature”

1

An Urban Village that sits within the park

The development will sit within an extensive landscape setting, with a undulating parkland edge forming the northern boundary, providing extensive habitat creation and accessible open space for the wider community.

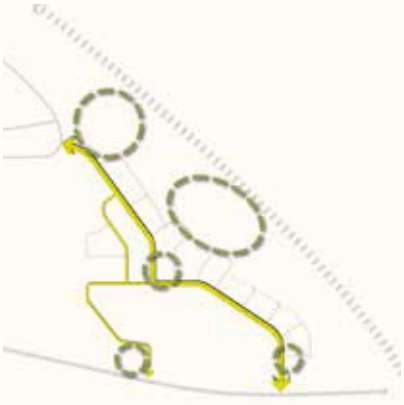
“Connected through landscape”

2

Green fingers draw the landscape into the development

Drawing the landscape of the park into the development, the green fingers extend through the block structure via open spaces and tree lined streets.

“A series of linked green spaces”

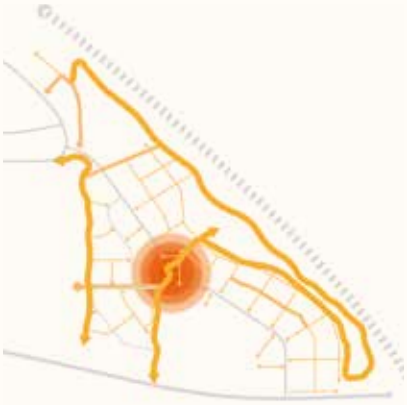


3

A network of green spaces that sit on key movement routes

To allow for all green spaces to be fully accessible, they have been strategically spread along the key routes and stretch into the wider nature.

“A truly walkable place”



4

Highly permeable pedestrian and cycle friendly neighbourhood

A network of connected streets and spaces which give pedestrian and cycle users the priority, promoting active travel over vehicular movement.

“A place for all”

5

Concentrating the density around key points and corridors

Concentration of development density in areas close to public transport links (Tame Bridge Parkway Station) and along strategic routes and key spaces. The focal heart of the village is the Village Green.

“A place connected to its community”

6

A development that is outward facing, connected to its surroundings

Providing vehicular, pedestrian and cycle links where possible to create links between the new development and the existing community.

The Masterplan

Illustrative Plan

The illustrative Masterplan represents an indicative layout of how the vision for Friar Park can be delivered in accordance with the design principles as set out in this chapter.

- Site boundary
- Illustrative built form
- Private gardens
- Primary street
- Secondary street
- Mews streets
- Proposed nature reserve planting
- Proposed nature trail
- Proposed play
- Proposed attenuation basin water body
- Proposed swale
- Proposed primary path
- Proposed secondary path
- Potential area of expansion for the Millennium Centre
- Proposed art / sculpture
- Proposed community growing beds
- Proposed open space
- Proposed open space meadow

* Homes located within expansion area to be redistributed in masterplan


Eastern Ecological Boundary
Western Community Orchard
Hilltop Play
Hilltop View Point
Village Green
Hillside Meadow
Central Community Grow Garden
Nature Trail
Eastern Community Grow Garden
Millennium Avenue
New Play Park on Friar Park Rd
Friar Park Rd
Wildlife Pond
Friar Garden
Manor Rd

The Masterplan

Movement Framework

The development aims to create a connected movement network. The street network has been designed to be accessible from the surrounding road network, however its layout has been carefully considered to discourage rat running from the Kent Road area to Friar Park Road. The street hierarchy comprises of four elements: the boulevard; residential streets; mews streets and private drives.

The primary access point serves the development from Friar Park Road. From this point The Boulevard, a primary access road, connects the heart of the development, the Village Green. The Boulevard is a wide, tree lined green street with a linear swale running along its length. Its width also accommodates a strategic pedestrian/cycle route. Pedestrian routes and connectivity have been brought about to link to existing bus routes on Friar Park Road. There is potential for existing bus services that operate within the area to be provided on the site, this is to be explored in partnership with Transport for West Midlands.

To the north of the Village Green, a 90degree right turn junction provides connection to the main street, linking the green with Kent Road. This street is of typical width and is tree lined providing a connection from Kent Road to the village centre, the Village Green. A second access point into the development is proposed off Kent Road.

Residential Streets are secondary local roads, providing access to properties. Much more local and intimate are the mews streets, which serve the residents off just one street and are informal in nature, characterised by their shared surface treatment, pedestrian and cycle priority and informal tree planting and parking. Here all users of the space are equal. The final element are private drives, private access only serving up to 5 dwellings.

Design Guidance for the proposed street typologies can be found in the Design Code section of this document.

Swale - key placemaking element of the Boulevard

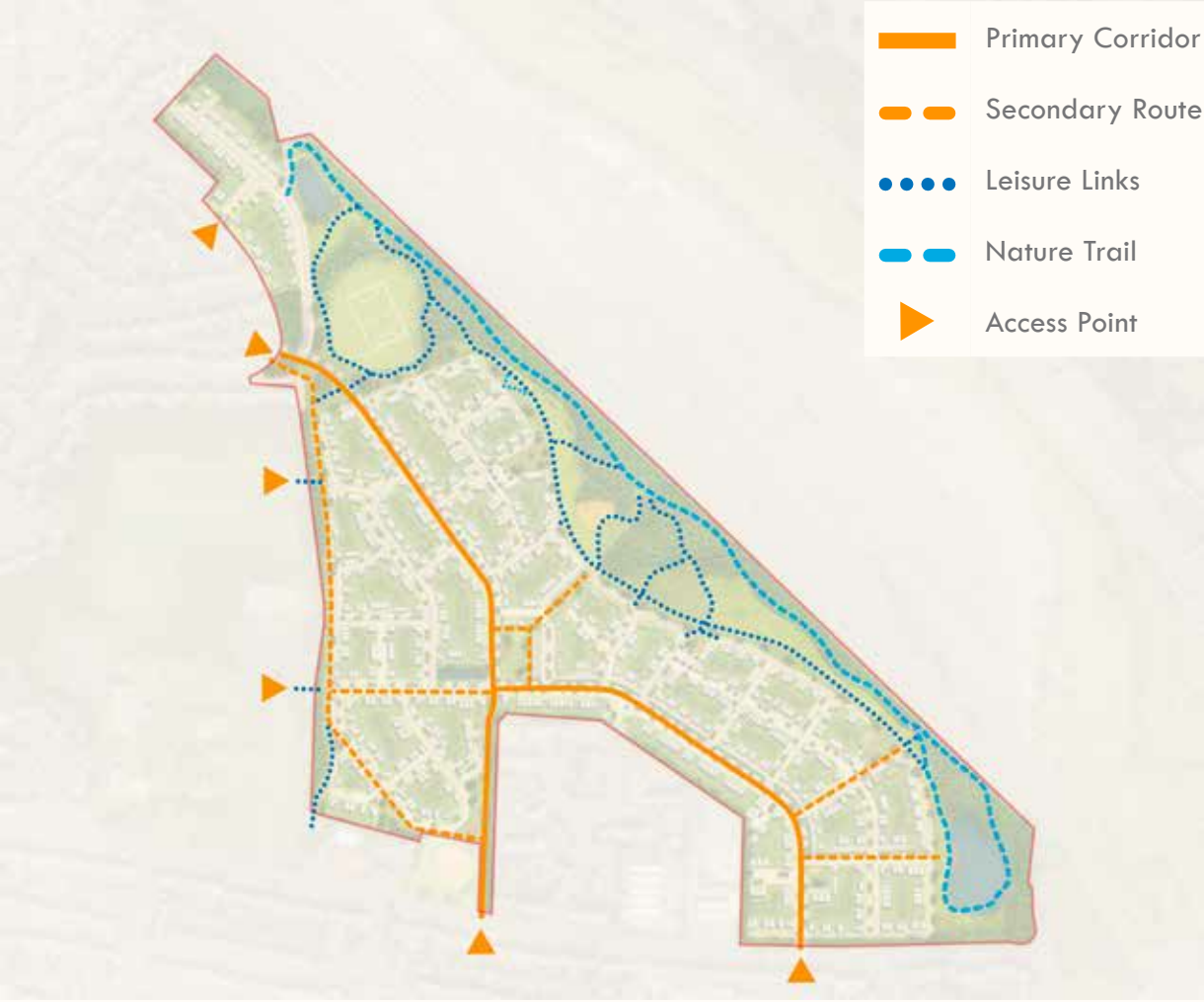
Residential streets to include tree planting

Mews streets - informal streets for parking, planting and play

Private drives provide access to residents only

The Masterplan

Active Travel Framework



A primary aim of the vision for Friar Park is to encourage walking and cycling by the design of the movement network, prioritising active travel methods over vehicular movement.

Two primary pedestrian and cycle corridors, are proposed which prioritise strategic cycle movement across the site. This includes a movement from Kent Road, down through the development to the Tame Bridge Parkway Station and in a north south direction from Friar Park Road.

Secondary routes connect with these primary corridors to the landscape of the proposed park.

Leisure Links and Nature Trails are proposed throughout the Park. These are informal routes integrated into the landscape setting. These routes are well connected and can be accessible via several points throughout the development, but are also circular in nature providing excellent opportunities for dog walking and leisure.

Opportunities to link the new development with the adjoining development site with planning consent should be considered.

Private driveways should be designed to provide good pedestrian connectivity to neighbouring streets and paths.

Leisure Link - Informal paths through woodland

Primary corridor cycle lane

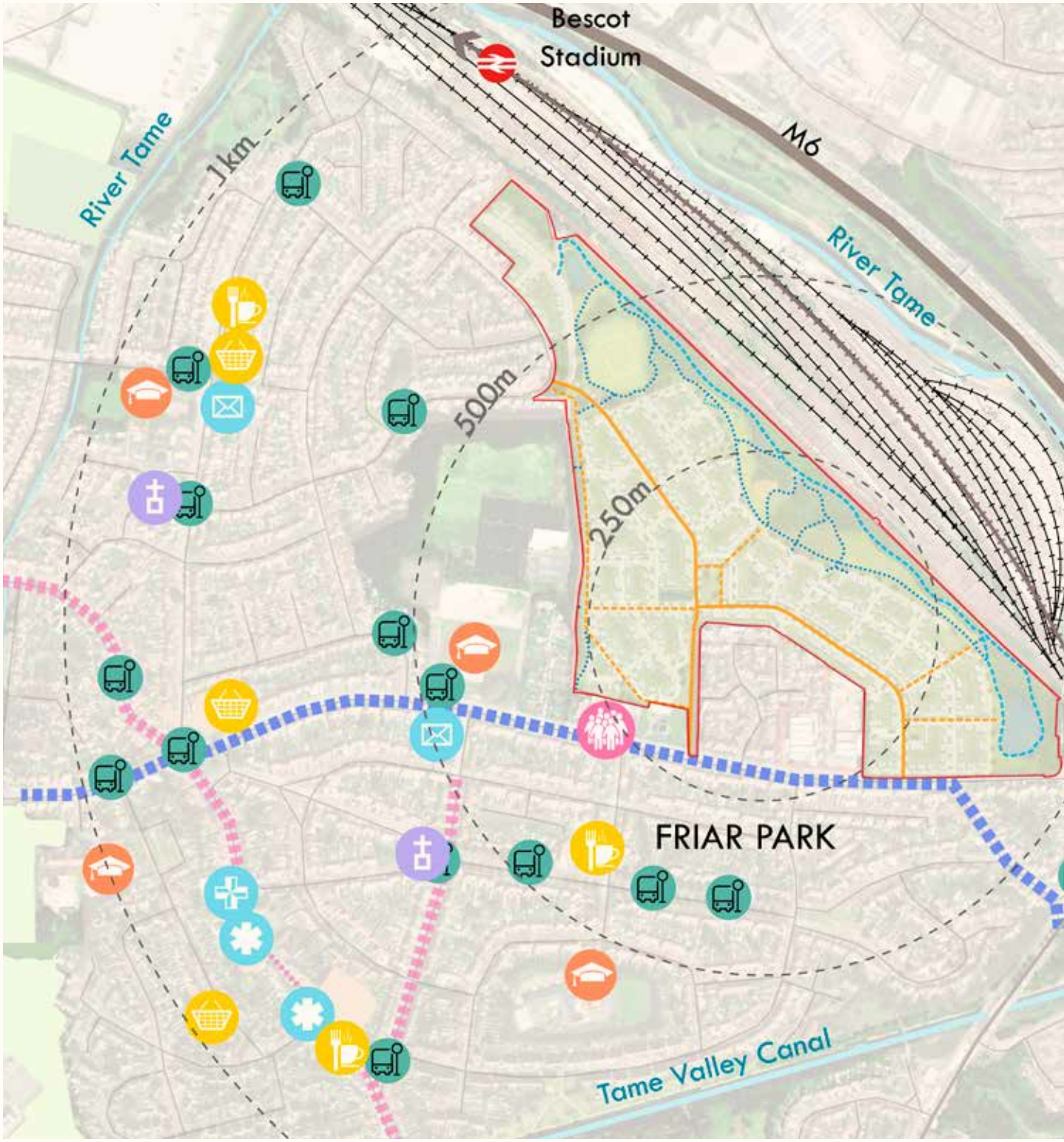
Leisure Links create routes through open space

Secondary Routes - Wide formal pedestrian cycle route

Nature Trail - Informal routes through open space

The Masterplan

Wider Connectivity



Existing

- School
- Community Centre
- Food & Drink
- Place of Worship
- Post Office / Box
- Pharmacy
- Local Shop
- Health Centre
- Proposed Strategic Cycle Network
- Informal Pedestrian Links
- Potential Cyclist Target 50-100
- Bus Stop
- Train Station
- Railway Line
- Motorway

Proposed Masterplan

- Primary Corridor
- Secondary Route
- Leisure Links
- Nature Trail
- Access Point

The proposed active travel framework of routes has been designed to directly connect into the existing strategic pedestrian and cycle network. This enhances overall active travel and connectivity for both new residents and existing communities improving walking and cycle connectivity to local facilities and public transport including Tame Bridge Parkway rail station.

The proposed masterplan pedestrian and cycle routes directly connect with Sandwell Metropolitan Borough Council's Proposed Strategic Cycle Route at Friar Park Road and provides a link to Tame Bridge Parkway rail station. This route forms part of Sandwell Strategic Cycling and Walking Infrastructure Plan (2020) and Local Cycling and Walking Infrastructure Plan proposals.

The Masterplan

Density Framework

Capacity

The Masterplan can deliver around 630 new homes. This is based on the assumption of the indicative density areas as indicated above which show a density range of between 35-45 Dph. Future detailed proposals will not be capped at this number but will have to demonstrate how a sustainable, high quality place can be delivered if in excess of these numbers.

The capacity of 630 units has been derived by the desire to create a high quality place, following best practice urban design principles, effectively responding to local character and maximising the delivery of new homes, whilst balancing with the need to minimise off site disposal of processed material from the former landfill use, minimising the amount of land required to offset Biodiversity Net Gain (BNG) off site, and the need to retain the existing designated open space within the site. These elements have informed the proposed landscape strategy and open space land take.

Density

The density and massing strategy has been designed to be responsive to its context in terms of local character, whilst also maximising the opportunity to concentrate areas of density close to public transport links to promote sustainable travel. The average density across the site is 40Dph.

The opportunities for intensification of density should be taken to maximise opportunities of a sustainable location and for placemaking opportunities - for example focused along the south east access, the Boulevard and Village Green.

There is the opportunity to reduce density to the north west corner adjacent of the site, adjacent to Kent Road, to around 35Dph, to respond to the existing urban character.

Scale

The majority of the development is predominantly 2 storey in height with 2.5 storey and 3 storey buildings used along key routes, key frontages and to defined landmark buildings.

Housing Mix

The future detailed housing mix will be determined by future planning applications. It will reflect local housing need and comply with relevant policies set out in the Black Country Core Strategy. The proposed mix in the masterplan has been subject to development viability appraisal and has regard to the outcomes from this testing.

Typical development - 35Dph

Typical development - 40Dph

Typical development - 45Dph

The Masterplan

Landscape Framework

The need to accommodate the remediated waste from the former waste treatment works creates an opportunity to create an undulating linear park, the Community Park, and create new natural habitats along the northern boundary of the site. A bund and landscaped mound is proposed as part of an integrated landscaped setting for the development. This will include a striking new linear Community Park, ecological corridor, proposed woodland, play facilities and wild flower meadows.

Amenity green spaces and play provision, have been located throughout the site to ensure that every part of the development has easy access to green spaces. In addition to that, a playing field is proposed to the north of the site with the potential to accommodate sports uses. The Community Park is linked via a series of green corridors and pedestrian/cycle routes to the rest of the development. The green corridors provide a pleasant and safe walking route and green links for habitats.

As part of the drainage strategy, and to increase biodiversity opportunities, three water features have been located throughout the development, connected by a swale running along the boulevard connecting the central pond to a larger pond in the south east corner.

Three community gardens/growing areas have been proposed within the green wedges connecting the Community Park, creating a transition between the development and the wider park.

The Masterplan has been designed to optimise habitat creation whilst balancing the need for accessible open space and green infrastructure for the community.

It is recognised that part of the site currently has a Site of Local Importance for Nature Conservation (SLINC) designation, and the development of the site would mean loss of this habitat in its current form. The Masterplan proposals have sought to maximise the creation of new habitats to compensate for this, which include:

- Attenuation basins and SuDS features maintained wet to encourage wildlife and biodiversity, with opportunities for bio remediation such as the provision of reed beds.
- Species rich meadow planting
- Areas of scrub
- Woodland planting
- Biodiversity lawn

For further information on the delivery of Biodiversity Net Gain (BNG) please refer to the delivery section of this document p178.

Future developer(s) will have the long term responsibility for the management and maintenance of open spaces. It is envisaged that they will appoint an appropriate estate management company to maintain all landscaping and open space. This is likely to be secured by planning condition.

High levels of biodiversity throughout the site

The Masterplan

Village Green

Overview
The Village Green is a key community space at the heart of the urban village. Taking inspiration from the traditional Village Green forms, this space will allow for community events, small children's play space and a focal point for seasonal celebrations. Although small in scale the Village Green offers a lot to the community.

Amenity lawn
A species rich lawn with spring flowering bulbs allowing for informal recreational use and community gatherings.

Trees
Proposed in the south eastern corner of the space are two small groups of trees. These provide environmental, ecological and amenity benefits to the space by offering shade, a more intimate environment for users, and ecological diversity. The trees proposed will have high clear stems to allow for easy views through the groups. Species selection will be based on seasonality, form and ecological value. A signature tree should be considered in a central location.

Paths and hard landscaping
A small area of hard landscaping to support gatherings is proposed in the centre of the Village Green to allow community events and celebrations to take place. The main path through the Village Green winds its way round the space and links in with the Millennium Avenue linking to Community Park and south towards Millennium Community Centre. The pathways will be lit and provide wide safe routes through the village green.


Active and engaged space at centre of neighbourhood


Playful elements for all ages


Tree planting and overlooked by dwellings

Vision for the Village Green

The Masterplan

Community Park

The Community Park will deliver a highly active and connected green space, forming a fundamental part of the masterplan vision. The park will sit at the heart of a linear green corridor which will extend along the northern edge of the site, reaching out to Kent Road and Friar Park Road. This area will be the largest area of land form, which performs multiple functions- primarily it helps to give the park a distinct character and deliver a visual destination within the site. The Community Park will offer a singular character through the use of a consistent set of materials and elements. Key features of the park include:

Hillside Meadows: A mixture of wild flower meadows and species rich lawns providing informal recreation use. Both types will have a high percentage of flowering species and spring bulb planting to add visual and ecological interest.

Herbaceous planting: Small areas of shrub and herbaceous planting to provide seasonal colour and interest. This planting is focused around key entrances, and pathways, bringing seasonality and colour to the park. Species selection will focus on seasonality, colour and biodiversity value.

Parkland trees: Trees will provide areas of shade, ecological benefits as well as visual interest. A range of sizes and species will be detailed to allow for variety and instant impact. Proposed groups of trees are proposed to create smaller more intimate spaces. All proposed trees and groups of trees will be planted with low ground cover and be specified with a high clear stem. This will ensure visibility throughout the Park for all users safety.

Parkland Pathways: Key routes will be provided with lit, wide paths with occasional seating opportunities and be accessible for all abilities. Smaller paths will provide alternatives to the main direct routes and offer visitors safe, meandering routes which pass through the various areas of the park. All paths will have good visibility throughout, and hidden areas or sharp turns have been avoided.

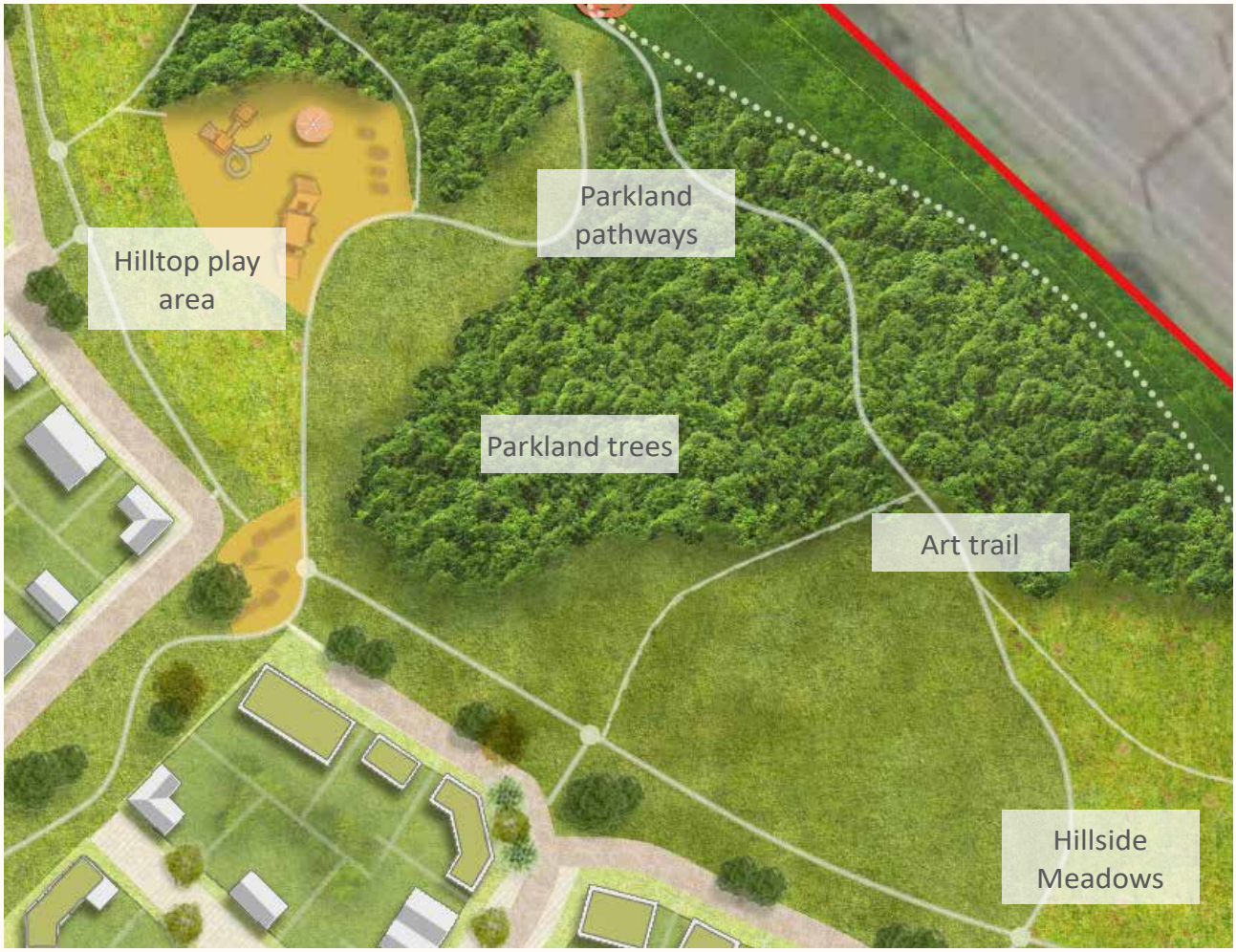
Landscaped mound/bund- A sculptured mound and bund are proposed to accommodate the remediated waste from the former waste treatment works. The landform is to become a central landscape feature, with paths, play and planting and a local landmark giving the Community Park a strong identity.

Hill Top play area: An exciting space for children to discover, learn and play. Designed with its locality in mind, this woodland hillside play area will allow kids space to run, slide, climb, balance and interact. The proposed design takes advantage of the landform using it as playful element with climbing ropes up the hill and slides, alongside paths and formal play equipment.

Art Trail: At key junctions throughout the park the design has proposed spaces for artistic interventions. These are provided alongside areas of hard landscaping and seating to allow groups of visitors to admire the artistic interventions.

Remediated land accommodated in sculptured landscape mounds

Hilltop play



Vision for the Community Park Area

The Masterplan

Ecological Edge

This area provides a key function for the proposed development. Providing a buffer for the parkland from the adjacent railway and reproviding the habitat lost as part of the SLINC. This space will be ecologically led with limited public access. Alongside this Ecological Corridor is the main nature trail which links the development with the attenuation basins in the south east, the central community parkland and the northern playing fields.

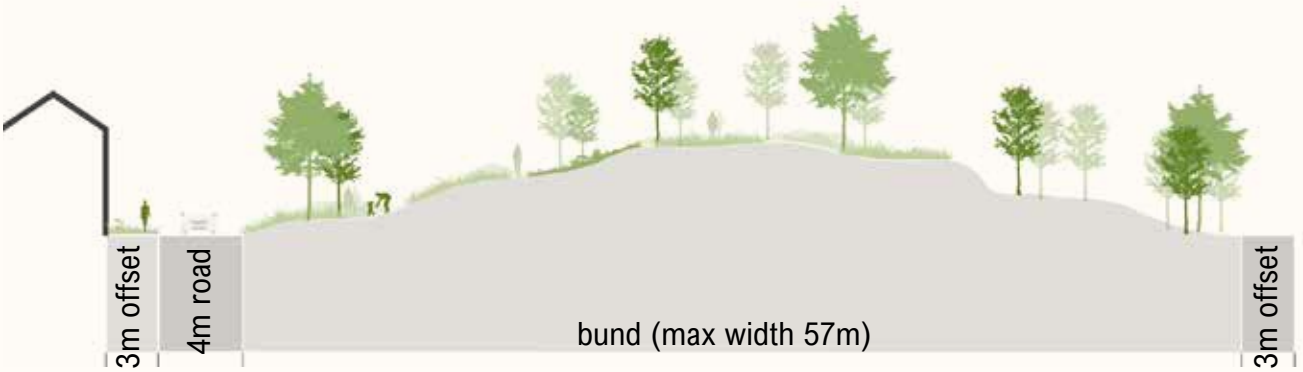
Ecological planting: Comprising up to 70% of the Ecological area this landscape will be made up of areas of shrub, small woodland trees and herbaceous planting to provide habitat. Species selection will focus on seasonality, habitat and biodiversity value as well as the low maintenance qualities of the chosen plants.

Trees: Trees will provide areas of shade, ecological benefits as well as visual interest. Selection will be based on the form, life span and ecological impact of the species and each individual specimen. Preference will be given to ecologically beneficial and native species. A range of sizes will be detailed to allow for variety and instant impact.

Nature Trail: Running the length of the landscape corridor this route links the site, providing an ideal circular route to residents and locals alike. This route will be a wide path, with offset areas of seating and exercise equipment, paved with robust materials and be fully accessible for all.

Wildlife Pond: A large pond and wetland is proposed in the south eastern corner of the development. This will provide an aquatic habitat for numerous species but also provide the development with some attenuation space, to allow for on-site water capture during rain events. The nature trail circumnavigates this pond via a board walk allowing visitors viewing access to this diverse ecological habitat. Opportunities for bioremediation should be sort such as the provision of reed beds.

Boundary with Network Rail land: It is important that a secure boundary is maintained with the Network Rail land to the north to discourage anti-social behaviour and fly tipping. A 3m offset has been provided to Network Rail land, from which the land form will rise to create the bund. The elevation of the bund will be densely planted with trees and scrub for biodiversity and to make it physically hard to move through preventing public access. In addition, a fence will be provided at the top and bottom of the slope.

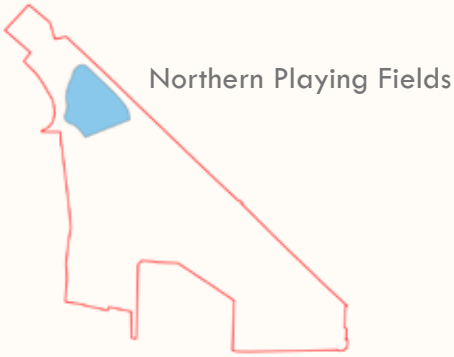


Typical Section through Community Park/bund

Wildlife pond

Nature trails and meadow planting

Vision for the Ecological Boundary Area - Southern Pond



The Masterplan

Northern Playing Fields

In the north eastern area of the site where Kent Road Playing Fields are currently located the Masterplan proposes to retain the use of playing fields in this locality and introduces some supporting landscapes.

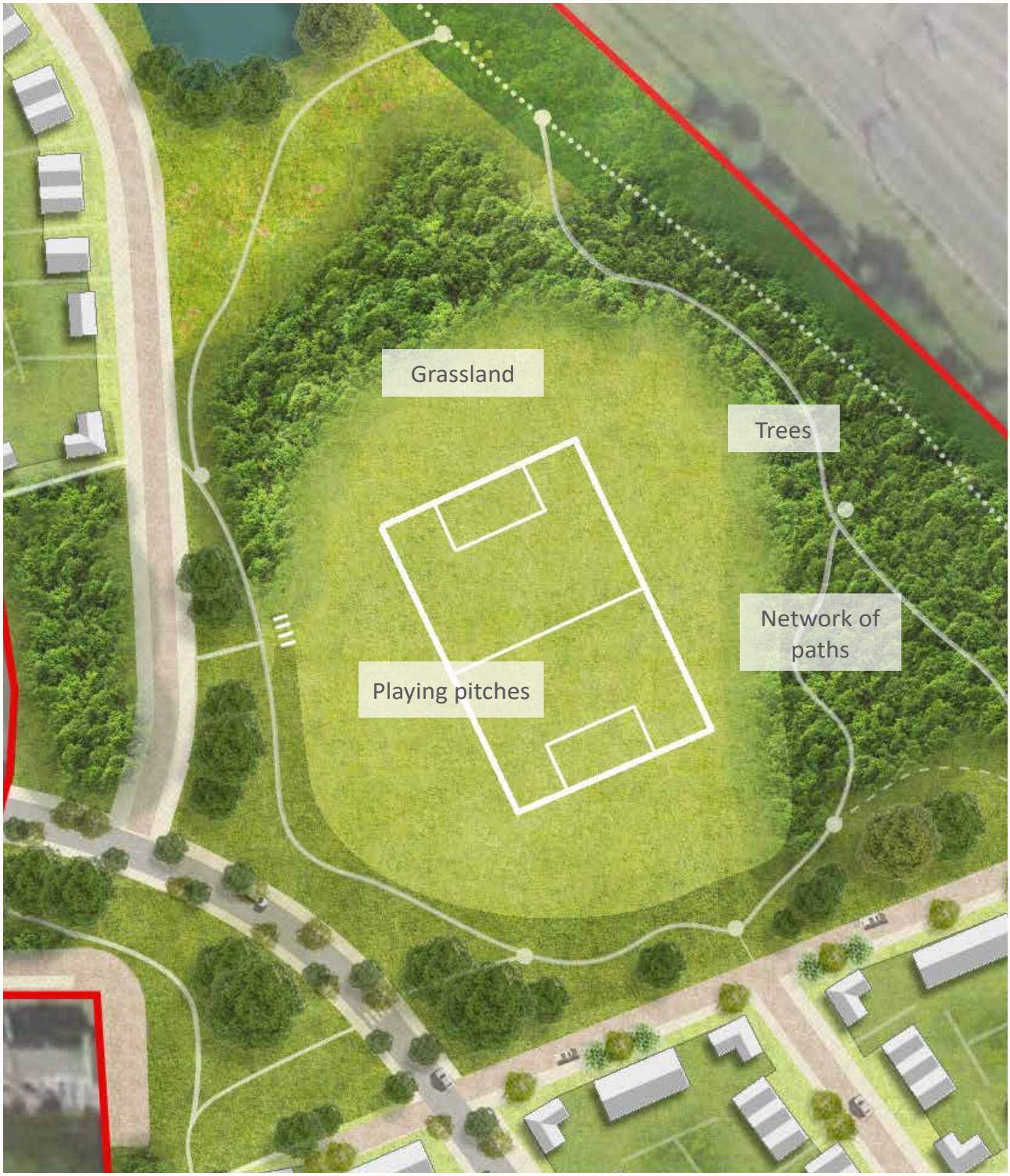
- **Sport Grassland**: Species rich lawn, which are specifically designed to withstand continual usage. This includes space for up to two Mini Soccer U9 and U10 (7v7) pitches (including drainage) to be provided in accordance with the Sports England requirements.

- **Trees**: Parkland trees will provide areas of shade, ecological benefits as well as visual interest. A range of sizes will be detailed to allow for variety and instant impact. Retention of the existing trees where possible with the proposed earth works will be prioritised.

- **Paths and associated furniture**: Surrounding furniture and paths will be kept away from sport pitches, whilst maintaining easy access and visibility of the sport. Furniture where proposed will be robust and situated facing the pitches.

Sports grassland

A place for recreation



Vision for the Northern Playing Fields

The Masterplan

Community Growing

Along the edge of the Community Park, where the landscape meets the housing, the vision is to have a number of Growing Gardens and an orchard. These will be community owned and managed by the residents, so that groups can gather and foster a sense of community.

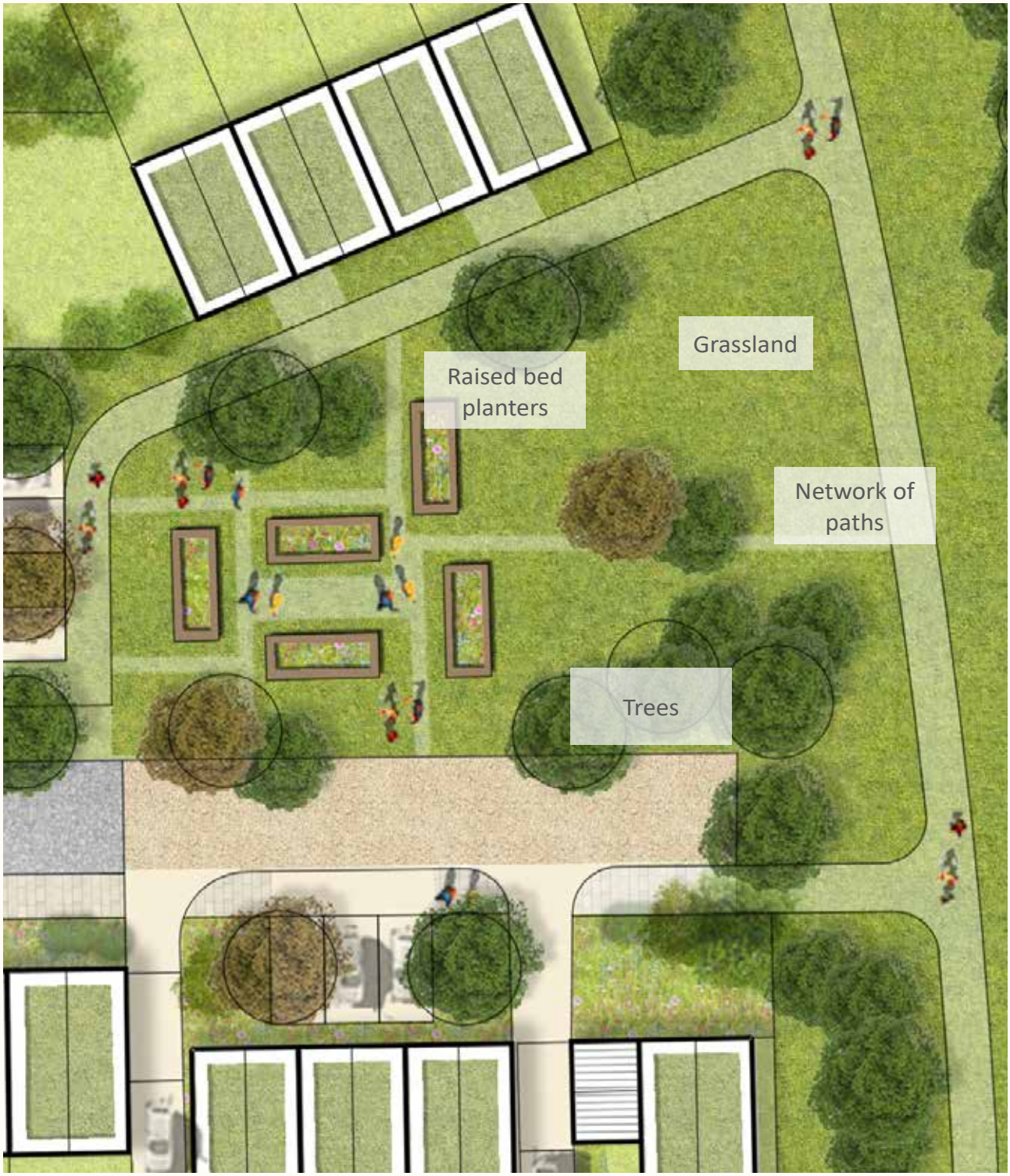
- **Growing Gardens**: Spaces where the residents can come together to grow plants and share horticultural knowledge. These will be predominately hard landscape spaces with raised beds for growing. Beds can either be taken on by a household, a group or even a street of residents providing space to grow food or flowers outside their own backyard.

- **Community Orchard:** A space where the community can gather under the canopy of fruiting trees. This space, like the growing gardens, will help blend the landscape and residential areas together.

Community growing spaces

Community growing spaces

Community orchards



Vision for the Community Growing

The Masterplan

Green Infrastructure Corridors

Several green infrastructure corridors link the development with the Community Park, Village Green and Eastern Boundary. The main function of these corridors will be as a key part of the active movement (walking and cycling) network around the development.

They will also have an ecological and recreational function. These spaces will be delivered with a mixture of habitats suitable to their adjacencies alongside avenue tree planting, SuDS/Swales and pathways.

- **Meadows**: A mixture of wildflower meadows and species rich lawns providing informal recreation use. Both types will have a high percentage of flowering species and spring bulb planting to add visual and ecological interest.

- **Trees and planting**: Trees will provide areas with vertical structure, shade, ecological benefits as well as visual interest. A range of sizes will be detailed to allow for variety and instant impact. Retention of the existing trees where possible, with the proposed earth works will be prioritised. There will be no more than 7 of any one species in any grouping row, this will increase biodiversity in the canopies and protect against disease. To Millennium Avenue, a densely planted boundary is proposed to prevent anti social behaviour and provide a defensible boundary. This will include low level shrubs to prevent through access.

- **Pathways and Furniture**: As a key function of the active movement network, the pathways will be robust, wide, accessible, well signposted, lit and free from obstacles. Furniture and occasional exercise equipment is placed offset from the main routes, with easy visibility throughout.

- **SuDS/Swales**: Another key function of the Green Infrastructure corridors is the transportation of water. Swales are proposed within these corridors to help filter the run off water which is created by the roads and development. Swales will offset from roads, pathways and planted with wetland edges to reduce human interaction with these features.

Swale

Meadows

Vision for the Green Infrastructure Corridors - Millennium Avenue

The Masterplan

Residential Landscapes

The landscape proposals will include smaller spaces that can offer just as much amenity and ecological benefit as larger spaces. Below are some details of the main element of each of these spaces.

- **Streetscapes**: Streets should promote active travel uses. Wide footways and space for cycle parking will be integrated as standard to all street types. Where possible tree planting and seating will be provided within the street and particularly on key street corners. This will help to foster a strong sense of community and social cohesion. No street will be planted with a single species to ensure ecological diversity and protect against disease. Species selection will be primarily based on form, longevity and suitability to be planted in a streetscape environment.

- **Friar Garden and smaller amenity landscapes:** Small community gardens and pocket parks are provided at key junctions and are proposed at the heart of the different character areas-such as Friar Garden. These are small pocket parks and will provide a useful function for play and informal recreation. These spaces are designed with play and recreation at the centre of the space with herbaceous and sensory planting along its edges. The play will be focused towards young children and will be sensory and have a natural aesthetic, all play will conform with the relevant standards. Pathways within this space will be lit, accessible and have associated furniture.

Consistency of form & materials with high quality boundary treatment

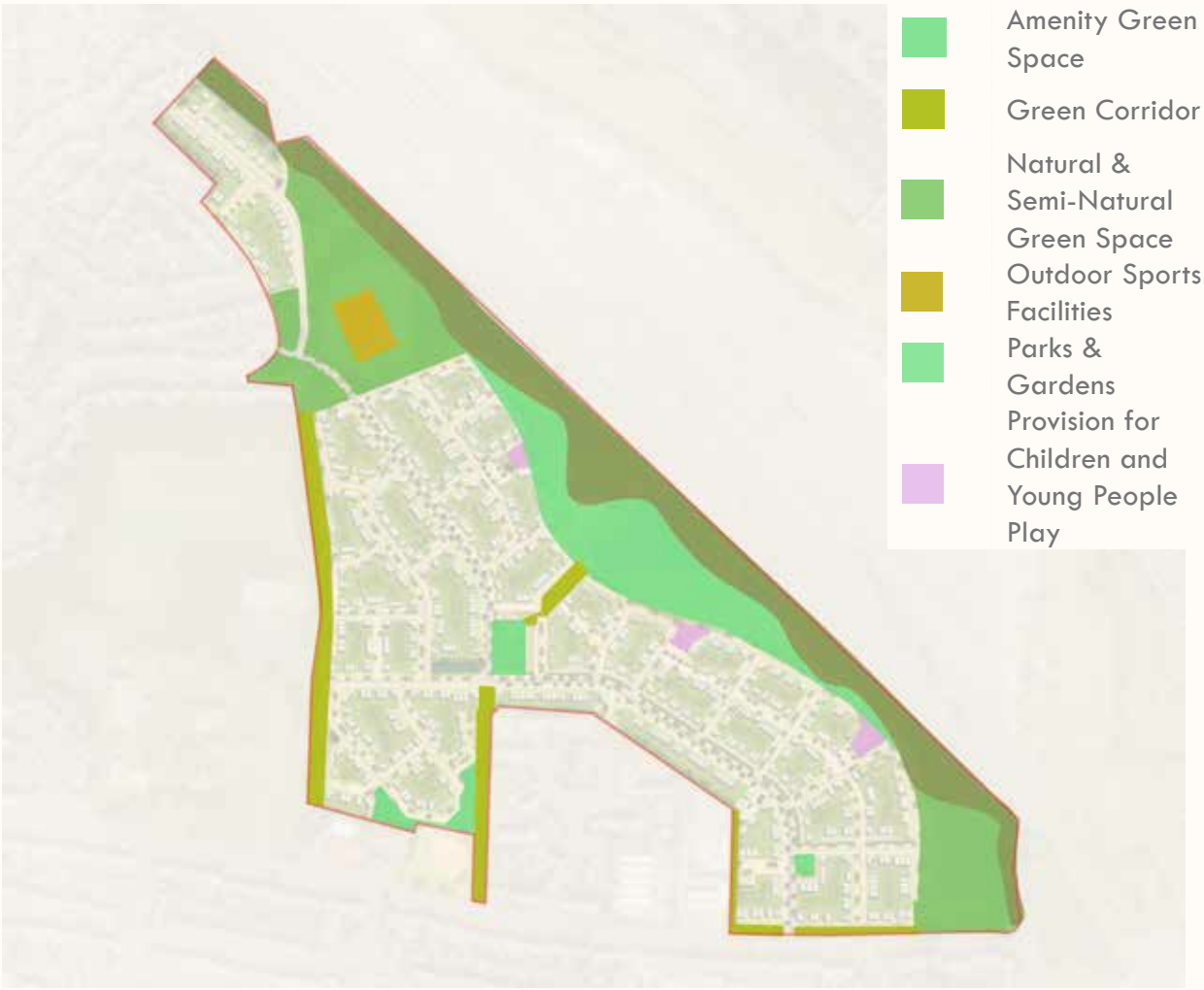
Landscaped edges

Green streets

Vision for the Residential Streets

The Masterplan

Open Space Provision



The open space provision has been assessed against the Sandwell Open Space Standards 2009. The table overleaf, illustrates the site exceeds open space provision standards overall, notably for natural and semi natural open space, due to the intention to maximise biodiversity across the site.

The development provides 10.36 Ha of open space, against a requirement of 6.52 Ha calculated based on a population of 2.5 persons per dwelling.

An element of sports provision will be provided within the boundary of the development with any further requirements being found outside the development.

Public Open Space
(as set out in Sandwell Open Space Standards 2009)

Category	Standard [ha per 1,000 population]	Accessibility Standard	Required provision [ha] based on 2.5 persons per unit	Proposed Masterplan Provision [ha]
Amenity green space	0.77	400m / 600m	1.21	1.50
Cemeteries and Churchyards	0.26	N/A	Assumed off-site contribution	Assumed off-site contribution
Green Corridor	0.20	400m / 600m	0.32	0.85
Natural & Semi Natural Green Space	1.86	400m / 600m	2.93	5.68
Outdoor Sports Facilities	0.38	600m	0.60	0.800
Parks and Gardens	0.89	400m / 600m	1.40	1.43
Provision for Children and Young People	0.04	400m / 600m	0.06	0.10
Total	**4.42**		**6.52**	**10.36**

The Masterplan

Safety & Security

We recognise the need for the Masterplan to address and seek to tackle anti-social behaviour, crime and fear of crime. The existing issues, including fly tipping, have all been considered within the Masterplan. Critically, however, the design of the place should not be compromised.

The boundary with Network Rail land to the north has been designed to minimise public access and the opportunity for fly tipping and anti-social behaviour. The banks of the bund will be densely planted to prevent access and a secure boundary provided at the top and bottom of the slope.

The areas of open space and linking green corridors which permeate the site must be carefully controlled at key entrance points to ensure high speed vehicles, including quad bikes, dirt bikes or motorbikes, cannot enter the site at speed. The use of mature low level

planting, and or appropriate high quality low level boundary treatments and strategically located landscape features will control movement and prevent antisocial behaviour.

High quality low level boundary treatments to open space prevent vehicle access

An example of a controlled entrance on pedestrian cycle access points to prevent vehicles

The planting to Millennium Avenue will provide a defensible boundary to St Peter Croft to prevent access over into this street and prevent antisocial behaviour. Proposed dwellings which front onto this corridor will be orientated to overlook this space and deter antisocial behaviour by increasing natural surveillance and reducing opportunities for crime and anti-social behaviour to happen unnoticed.

Whilst every opportunity has been taken in the design of the masterplan to address these issues in the built form and design guidance, following best practice principles, CCTV could also be considered in most sensitive areas to provide additional reassurance to residents.

Preventing antisocial behaviour has been a significant consideration in the development of the design proposals and will continue to be an important factor in assessing the appropriateness of subsequent detailed planning applications.

Open space overlooked by properties and high quality low level boundary treatments

The Masterplan

Utilities Strategy

By 2025, the UK Government is committed to the introduction of a Future Homes Standard for dwellings, which will set very high fabric standards to significantly limit heat loss. Homes delivered after 2025 will adopt an electric driven ASHP system, thus having no reliance on gas whatsoever.

Therefore, the assessment of potential demand for the development is based on a gas boiler approach for the initial 150 homes and an electrically driven heat pump approach to homes and non-domestic elements thereafter. This has informed applications to statutory utility providers to confirm requirements for reinforcement and budget costs for new utilities provision leading up to the site.

Cadent has confirmed that there is available capacity in the local gas network to serve the site with a point of connection identified in Friar Park Road. South Stafford Water (SSW) has also confirmed available capacity and indicated suitable point of connection identified on Kent Road.

A new high voltage mains will be required to service the site which would consist of approx. 5,200m of high voltage cabling from Bustleholme Primary Substation and a second connection taken from the 11kv substation in Millersdale Drive. SSW has advised there will not be a requirement for additional off-site mains, since it anticipates the new supply can be connected into the existing mains on Friar Park Road.

An additional connection into the existing main in Kent Road has been requested by SSW to ensure future resilience in the network. Some minor alterations to increase a local pressure value have been identified. SSW has noted that some diversionary work may be required around site entrances where utility services are located.

The Masterplan

Land Remediation Strategy

Appropriate remedial solutions are currently being considered. Currently, remediation is likely to comprise the bulk excavation of material from within the central landfill areas. The material will be processed and treated if required to allow reuse on site in the creation of landscaped features and as general fill to restore site levels where needed.

One of the primary aims of the remediation strategy will be to minimise off site disposal to landfill which is costly and is an unsustainable solution.

The Masterplan

Drainage Strategy

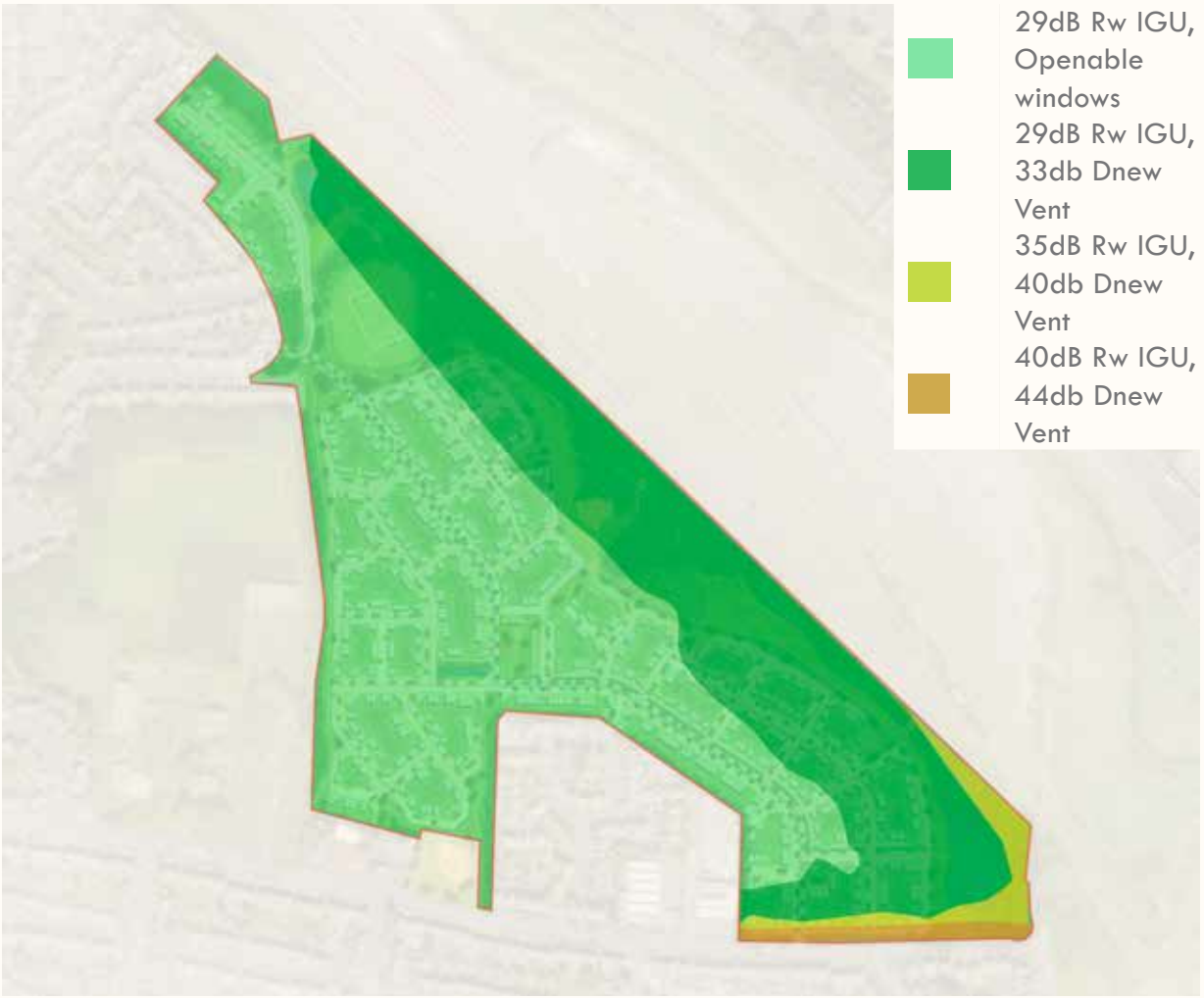
Surface water run-off generated by the development can discharge to the public drainage system.

The proposals include the use of attenuation basins (maintained wet for biodiversity) connected by a linear swale. Surface water run off will be collected by these features and then discharged to the public surface water sewer located in the south east corner of the site.

The maximum flow rate from the site, based upon the existing 1 in 1 year greenfield run off rate of 106.6 l/s has been agreed in principle with the LLFA. The estimated attenuation required on site based upon 70% developable area would be in the order of 10,000m3 to 15,000m3.

The Masterplan

Noise Mitigation Strategy



A noise and vibration assessment found that the highest predicted noise levels at the site would put the development in the low and medium risk category according to ProPG for daytime and night-time periods respectively. A stage 2 acoustic design statement should therefore be prepared and submitted with any future applications for residential development at the site.

Mitigation options have been indicated in the form of minimum glazing and ventilation specifications. External noise levels during the daytime are generally predicted to be ≤ 55dB and ≤ 50dB LAeq,16hr towards the centre of the site. External noise in private gardens can be suitably controlled through local boundary fencing arrangements and good spatial planning practices. Comparison of the measured vibration level from rail pass-by events with BS6472 and BS5228 shows that vibration levels are insignificant.

The Masterplan

Sustainability, Health & Wellbeing

The Masterplan is designed to embed sustainability and wellbeing principles throughout. The outcome should deliver an inclusive place that is resilient to climate change.

Sandwell Metropolitan Borough Council recognises the need to address issues arising from the Climate Change Emergency and energy crisis. With this in mind the Council supports, and would positively encourage, incorporating mitigating measures.

The following key principles are proposed within the Masterplan and should be driven through the detailed design and delivery of the place.

Climate Resilience and Adaptation

- The Masterplan proposes increased tree coverage across the site which provide shelter during high heat and heavy rainfall.
- Sustainable urban drainage to be incorporated into the design of streets and open spaces, in the form of swales, SuDS, rain gardens etc., and to houses where appropriate.
- Consideration should be given at detailed design stage to orientation and the opportunity to maximise solar gain and solar generation to add heating and cooling of new homes.

Movement & Access

- The Masterplan promotes reduced levels of car ownership and reliance on the car by promoting sustainable, high quality walking and cycle routes, enhancing the connection to public transport for existing and proposed residents. Routes are to be pleasant, safe and high quality. Enhanced safety for users will increase confidence in active movement through the site and promote wellbeing as a whole.
- Reduced vehicular movement also has a net benefit on improving local air quality. This will be enhanced by the proposed landscape strategy and planting.
- Cycle parking and secure storage is to be provided for all homes.
- The Developer should include cycle sharing schemes/commitment to work with the Sandwell Metropolitan Council and West Midlands Combined Authority to incorporate access to West Midlands Cycle Hire scheme.
- Car sharing schemes should be promoted within future detailed proposals
- EV charging points distributed evenly across the development.

The Masterplan

Sustainability, Health & Wellbeing

Health and Wellbeing

- The proposals provide a new urban village sat within a green and landscaped setting. The generous green infrastructure will improve new and existing residents' access to nature and open space, enhancing wellbeing.
- The Masterplan will deliver improved safety and security and therefore reduce the fear of crime and potentially increase wellbeing.
- Providing new streets and spaces free of street clutter has the potential to reduce stress and anxiety for users.
- The design of streets and spaces have social cohesion at their heart with opportunities for interaction, play and people encounters in the design of the streets, and open spaces.
- The Masterplan promotes and supports diversity and inclusion within the space – bringing community together in areas that have been designed for all. The detailed design of spaces should include inclusive design principles.
- Proposed walking routes and play areas promote activity to increase movement, exercise, and wellbeing.
- Mews streets have been designed to de -prioritise vehicular movement in favour of areas for play and interaction social engagement and equitable management of streets.
- The Masterplan proposes Community Growing Areas, places where the community can come together socially and take joint responsibility for growing. Growing areas provide residents with further access to green space and the wellbeing benefits of growing plants, fruits and vegetables.

Energy & Water

- Opportunities should be sought to provide PV Panels on roofs, particularly maximising south facing roofs.
- The development should consider community energy saving measures such as a visual representation of energy saving in a public place through lighting scheme or interpretation boards for example to increase awareness of how much energy the development is using and foster a community spirit for overall reduction.
- Future developers should consider energy efficiency and recovery across all systems (e.g. water fountains, lighting, digital).
- The selection of proposed planting should be made with watering in mind, in order to reduce water consumption where possible across the site.
- The detailed proposals should incorporate and maximise the use of low or zero carbon energy generation, including where appropriate: renewable electricity generation, low carbon heat distribution networks, large scale storage, microgrids and associated network infrastructure.
- Opportunities for low carbon heat to be installed or connected, or where this is not possible, low carbon ready features to be incorporated.
- Where possible, thermal storage should be used as a source of flexibility, and all buildings ought to have integrated renewable storage.
- Smart meters, control and systems should be considered and used throughout the development. In particular, potential development of Smart tech, such as a Friar Park Urban Village App, which tracks energy consumption and promotes community measures.

The Masterplan

Sustainability, Health & Wellbeing

Waste & Site Management

- Recycling bins will be provided for all homes and opportunities should be sought to deliver a communal waste management system as part of the new community.
- Robust paving, seating and planting to be provided to reduce repair and maintenance requirements.
- Open space to be maintained and managed through appointment of an appropriate estate management company, on behalf of the future developer(s) to maintain landscaping, open space and other potential issues arising from the public realm. There is opportunity for the local authority to adopt the open space/ public realm if suitable agreement can be reached.' As the management has yet to be agreed.

Materials and Planting

- Designed building design should aim for ultra-high fabric efficiency.
- Due to the nature of the site's former use and remediation requirements, it is anticipated that a large number of the existing trees on the site may be lost. High quality trees of value should be retained where possible.
- Where new trees are planted they should be from a selection of high quality European sourced or UK sourced where possible.
- High tolerance and attractive materials to be selected for high traffic areas (pedestrian and service vehicles) for longevity.
- Tree and planting species selection to prioritise; species tolerant of the changing climate; species beneficial to insect population and pollinators; native species.

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4
Design Code

Design Code

Purpose & Structure

Purpose

The Friar Park Urban Village Design Code is an important document for delivering on the long-term aspirations for beautiful and sustainable placemaking for the site.

The purpose of this Design Code is to set design requirements and principles against which future applications can be assessed, ensuring they comply with the Code. It is a tool for designers, developers and planners to use at all stages of the design process, from the overall layout to on-plot details.

The overarching aim of the Design Code is to ensure that the development is of high quality and contributes to healthy and sustainable placemaking which ties the landscape and built form together. The Code focuses on key design requirements and principles to ensure that the important elements are fixed without stifling innovation and creativity during the detailed design stage.

Comply or Justify

The recommendations within the Design Code have been developed on the principle of “comply or justify”. This means that all development is expected to follow with the guidance and requirements as set out within this document and that in doing so proposals are more likely to proceed through the planning process more quickly and successfully.

It is not the intention of the Design Code to stifle creativity. Indeed innovation is actively encouraged. Where a proposal chooses to depart from any of the recommendations set out in the Design Code a thorough justification must be provided, assurance provided of design quality and it is to be drawn from the individual circumstances of the proposals. However failure to pay regard in any form to the points raised in the Design Code may result in the refusal of the proposals.

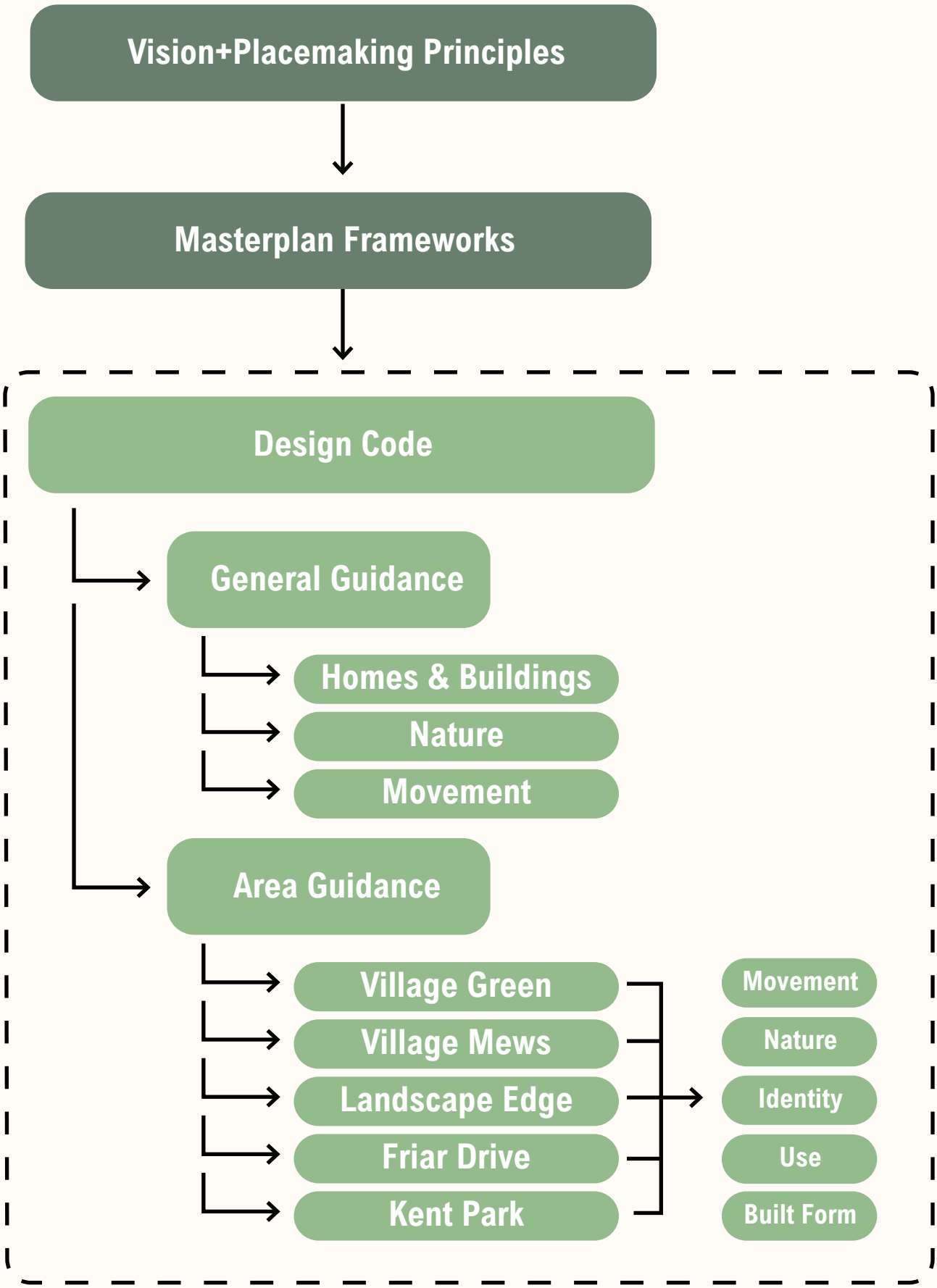
Structure

The Design Code for Friar Park is set out in alignment with the National Design Code. The previous sections of this document have outlined the Vision and Placemaking Principles for the site, and how these should be delivered in the Masterplan Frameworks.

The Design Code is made of two sections.

1. **Site Wide Guidance** - Principles that apply across the whole site wide.

2. **Area Guidance** - Area specific guidance which provides further guidance in addition to that set out above relating to the specific design response in individual character areas.


Vision+Placemaking Principles
Masterplan Frameworks
Design Code
General Guidance
Homes & Buildings
Nature
Movement
Area Guidance
Village Green
Village Mews
Landscape Edge
Friar Drive
Kent Park
Movement
Nature
Identity
Use
Built Form

Design Code

Site Wide Guidance

This section of the Design Code sets out guidance that applies to the whole site. It provides detailed guidance and general design principles on the design of buildings, streets and space that applies across the whole Masterplan.

Site Wide Guidance

Homes and Buildings

- **Active edges –** All external edges of the residential blocks should be animated with entrances and windows keeping blank façades to an absolute minimum.
- **Turning corners** - Dwellings that turn a corner should provide prominent windows and/or doors to both frontages to avoid blank gables to the street.
- **Privacy distances -** Development should correspond to the privacy distances as set out in the Sandwell Residential Design Guide SPD (2014).*
- **Amenity spaces -** Development should correspond to the amenity space standards as set out in the Sandwell Residential Design Guide SPD (2014)* and National Space standards.

*The aim of the Residential Design Guide SPD (2014) is to provide clear design guidance for achieving residential development quality within the Borough so that attractive, high-quality, sustainable living environments are created. Proposals should aim to achieve these principles however where proposals do not fully comply with the guidance it should be clearly evidenced how the policy has been mitigated and what the positive implications of doing so are. Development proposals that meet the spirit of the guidance will be received positively. See *Comply or Justify* p90.

Active edges to all blocks - Dwellings that turn a corner should provide windows and/or doors to both frontages to avoid blank gables.

No active frontage to streets as unit turns the corner.

Site Wide Guidance

Homes and Buildings

Refuse and Waste

- Bin storage location for all dwellings should be considered from the start of the design process and be well integrated within the overall design.
- Consideration should be given at detailed masterplan stage to the appropriate location for central recycling stations within the masterplan. These should be in convenient locations, integrated into the public realm and be of adequate size.
- The location and design should make the bins easy to access to avoid residents leaving their bins out on the street.
- There should be an easy front to rear access to reduce the need for occupies to bring garden refuse/ bins through the inside of properties.
- Bin stores that are visible from streets and public spaces should be well integrated within the design of the building or the front garden.
- Bin stores located to the front of dwellings should use a similar and/ or complimentary materials and

Bin store well integrated into the building.

Bin store within porch/front garden.

Central recycling points integrated into the streetscene.

colour to ensure that they are well integrated and do not detract from the street scene.

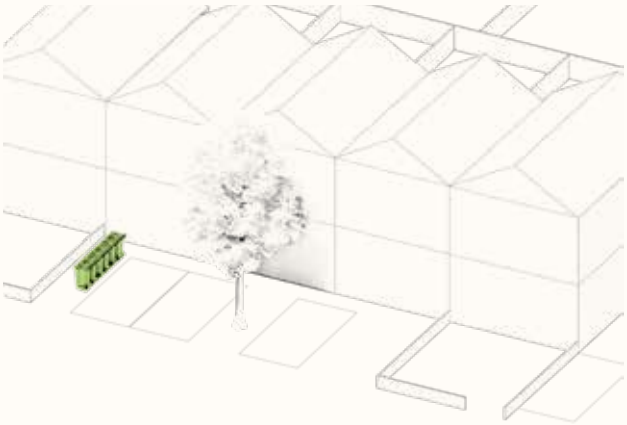
- Utility boxes should be located to the side of the building and be discretely covered / painted to assimilate with the building.

Cycle Storage

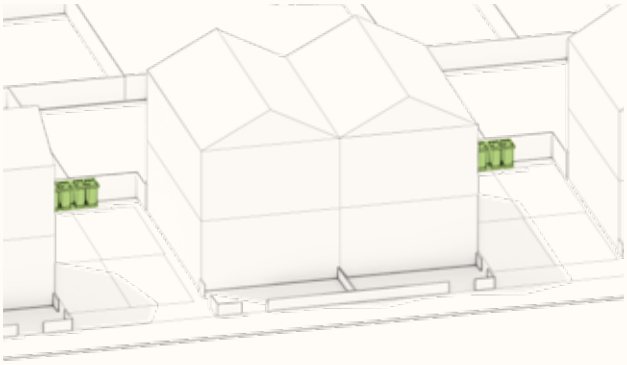
- Cycle storage should be integrated into the design of buildings where possible. Where it is not, cycle storage areas should be covered, secure and within close proximity to building entrance and located within the plot envelope.

- Cycle storage should be convenient, attractive and secure and could follow a 'first choice' for movement approach Please refer to Sandwell MBC Cycling SPG (2004) for further guidance.

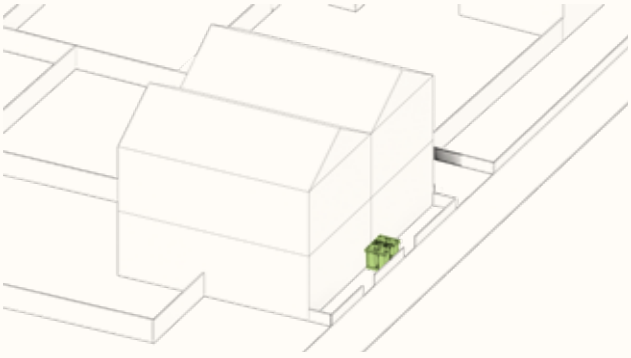
Typical waste/ refuge locations



Terrace units - central point to the front of dwellings



Semi- detached units with driveway - Defined unit to the rear of driveway



Semi- detached units no driveway - Integrated into the design of the building at front of dwelling

Site Wide Guidance

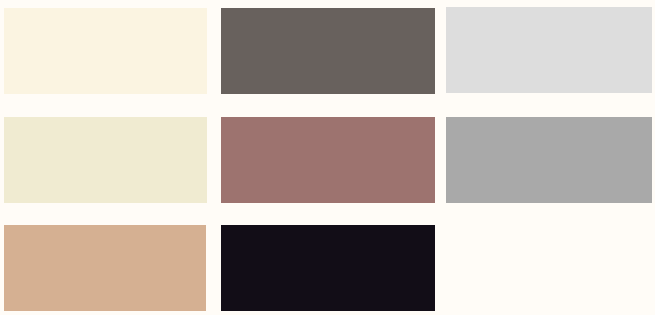
Homes and Buildings

Materials

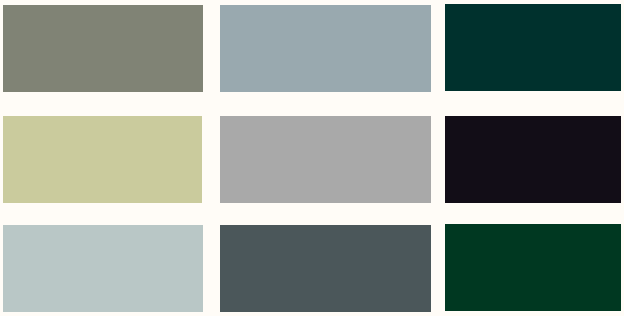
- The materials used and detailing of the building envelope should take cues from the surrounding area. The material palette is set out on these pages. It is derived from a selection of materials found in the local area to ensure that the proposed development responds to context, whilst acknowledging the need to raise the bar in terms of material quality. As such we have looked to other high quality residential schemes across the UK, and selected materials/colour palette to complement and raise quality of the local palette.
- The material palette will help ground the proposed development in its context. Careful use of materials and detailing is needed to ensure outcomes are not tokenistic.
- The development should have a strong and coherent character across the whole site and respond to the colour palette and material palette set out on these pages. Individual character areas should have local variations (as set out in each character area) their own identity and create visual interest but form part of a coherent whole creating a strong sense of place.

Colour Palette

Primary development colours



Window and door frames, rainwater goods and metal work



Accent colours

- The material palette for buildings and boundary treatment should be coherent and complement each other.
- All materials should be of a high-quality that will age and weather well.
- Materials and accent colours should be used to distinguish key buildings to aid wayfinding. Please refer to character areas for more detail.
- Variety is encouraged. When pairing more than 1 type of material or colour variation in a building, care should be taken to ensure coherence across the building and overall street.

Pairing materials - overall coherence to the street

Pairing materials - overall coherence to the street

Material Palette

from local area

Dark red brick

Red brick

Buff brick

Buff brick

Grey roof tiles

White render

Other high quality

Natural timber cladding

Charcoal timber cladding

Green roofs

Composite cladding

Site Wide Guidance

Homes and Buildings

Architectural Detailing

- The form and profile of buildings should be designed to bring interest and variety to the wider street scene.
- Opportunities to enrich the design of the buildings through bespoke detailing should be considered, such as at roof junctions, around windows, doors and corners, taking cues from the surrounding vernacular where appropriate.
- Buildings should be designed to articulate entrances, such as protruding canopies, and/or a change in material and colour.
- Detail and expression around windows and doors are desirable, through change in material or architectural projections however architectural projections should not dominate over the form of the building.
- Varied tones and textures in brickwork to provide detail and interest.

Entrances should be welcoming with articulate detail.

Variation in form encouraged to break up massing of building.

Building form and profile brings visual interest to the streetscene.

- Building elevations should not be designed in isolation, rather the design should create a cohesive approach along a street scene. Thus creating consistency and unity.
- Variation in form encouraged to break up massing of buildings.
- Where large expanses of walls are unavoidable, brick detailing and patterning should be used to animate façades.
- Key / focal buildings should stand out from others in the street to act as wayfinding devices. Differentiation could be through scale, material use or form. Please refer to individual character areas for more detail.

The form and profile of the buildings should bring interest to the street scene.

Detail and expression around windows and doors.

Significant windows are expressed through a box frame/architectural projection to add visual interest.

Site Wide Guidance

Nature

- **Open spaces -** All open spaces should be designed to be publicly accessible, well lit and with dwellings orientated to provide natural surveillance over the space, reducing opportunities for anti-social behaviour.

- **Swales and basins –** Attenuation basins and swales to be integrated into the street scene with dwellings orientated to provide active frontage to these spaces. Attenuation features to be maintained wet to encourage biodiversity. Safety features to be integrated within the landscape, not railings. Crossing points over swales to be kept to a minimum to maximise biodiversity.

- **Signature trees**- Opportunities should be sought to identity signature trees in planting strategies. Signature trees should stand out from others and be a landmark tree in terms of scale, colour or species.

Crossing points over the swale to be kept at a minimum to maximise biodiversity.

Linear Swale - Should be overlooked by dwellings.

Parks should be overlooked by dwellings.

- **Promoting Wildlife**- Development proposals should strive to align gardens and provide wildlife access between gardens where this is possible with the steep topography and other factors. Bird boxes, bug hotels and wildlife friendly planting can successfully be incorporated into the design of gardens and buildings.

- Routes through sensitive ecology areas (particularly to the east and north of the site) should be well defined to avoid disruption where possible.

Gap in fence boundaries between gardens provide space for hedgehogs to move.

Bird boxes can be incorporated on boundaries or on buildings.

Bin or bike store with a wildflower meadow green roof.

Site Wide Guidance

Movement

Street typologies set out below have been designed from a placemaking perspective and detailed design will be subject to highways authority approval.

Green Boulevard

Boulevard is part of the primary street network and the primary route into the development from Friar Park Road. A wide, tree lined street with integrated swale.

Residential Streets

Secondary roads, in the street network, these streets provide connections from the primary streets and access to individual properties.

Mews Street

Shared surface tertiary streets, with an informal character and a focus on pedestrian and cycle movement over vehicles, trees and play.

Private Drive

Private driveways with private access for up to 5 dwellings only. Pedestrian access should be considered to promote good connectivity.

- **Streets** should be designed to be attractive, safe, connected and overlooked by dwellings and their design correspond to their location in the proposed development and position within the street hierarchy.

- **Car Parking** - All parking should reference the parking standards set out in the Sandwell Residential Design Guide SPD (2014). Opportunities to reduce car parking standards where it can be demonstrated that the homes are in a sustainable location and to prioritise a high quality street environment.

- Car parking should be integrated into the design and landscaping of the street so that it is not overly dominating.

- **Street furniture** - A street furniture design suite (posts, signage, seating, lighting, bins, EV charging points, cycle parking etc.) should be developed to ensure consistency across the site. This should fit with the overall character and material palette of the development. Furniture should be grouped or aligned wherever possible to ensure that clutter is minimised.

- Positioning of furniture should not create an obstruction to pedestrian, cycle or vehicle movement.

- All furniture should be robust, age and weather well and require minimal maintenance.

- The lighting design should be developed in close coordination with the ecological strategy, highways design and design of individual plots and buildings to ensure dark wildlife corridors can be created whilst providing safe and pleasant routes for people.

Streets - Attractive, safe and overlooked by dwellings.

Cycling infrastructure - Should be integrated into the street design.

Parking - Should be integrated with the overall landscape of the street.

Site Wide Guidance

Movement - Green Boulevard

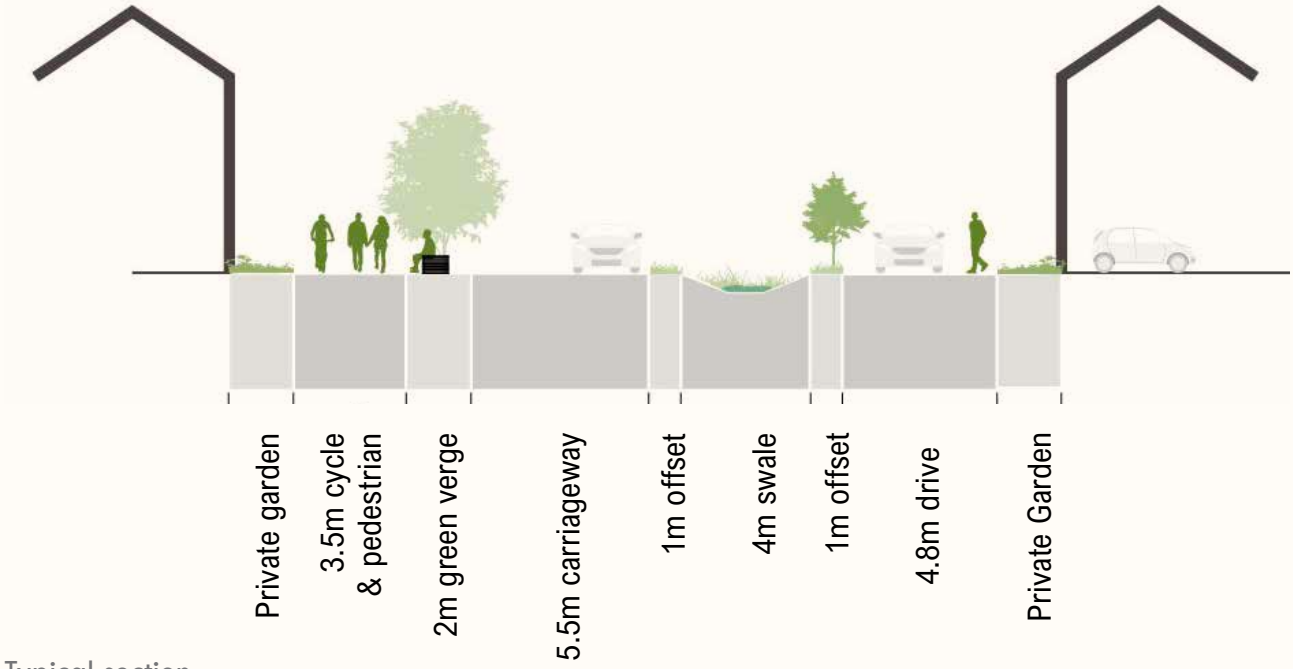
Key Principles:

- Tree lined green street including swale and areas of on street parking for visitors.
- Pedestrian and cycling to be a key consideration. A 3.5m strategic combined pedestrian cycle route should be provided at a minimum, with an additional 2m footway desirable on the other side of the carriageway.
- A minimum 2m wide verge with planting and trees at least on one side of the street. Gaps in the planting for driveways and parking should be kept to a minimum. Frequent gaps for pedestrian and cycle access should be provided.
- Street trees should be semi-mature with a minimum girth of 25-30cm and 2.5m clear stem when planted.
- Boundary treatment should be consistent on both sides of the street.
- Linear swale (total 6m).
- Private drive access to dwellings fronting on to swale to minimise crossing points.
- Rat running across the proposed development is prevented by the green boulevard terminating at the village square. From this point residential streets provide local access to homes and a right turn junction at the Village Green will cause drivers to slow down and give way.

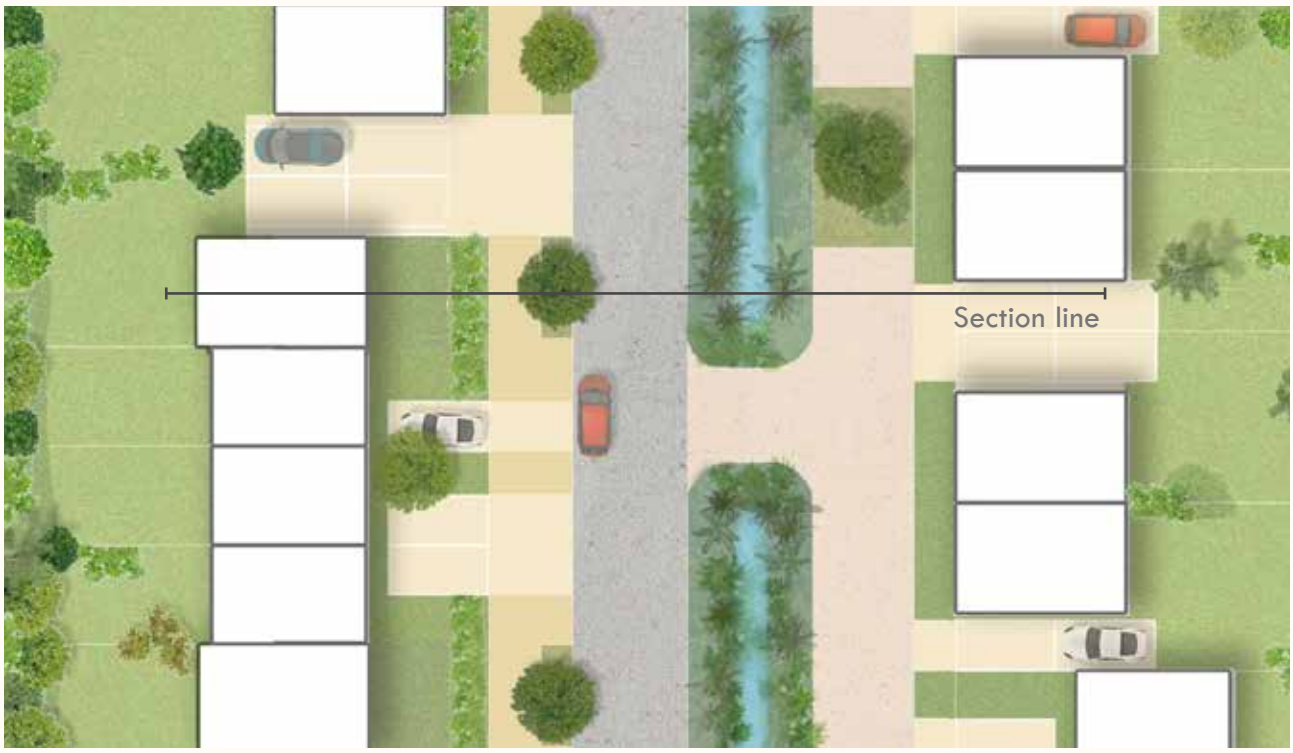
Key Plan - The boulevard has two bends along its length to force a reduction of speed and prevent rat running through neighbourhood.

Precedent image - swale

Precedent image - swale



Typical section



Typical plan

Site Wide Guidance

Movement - Residential Streets

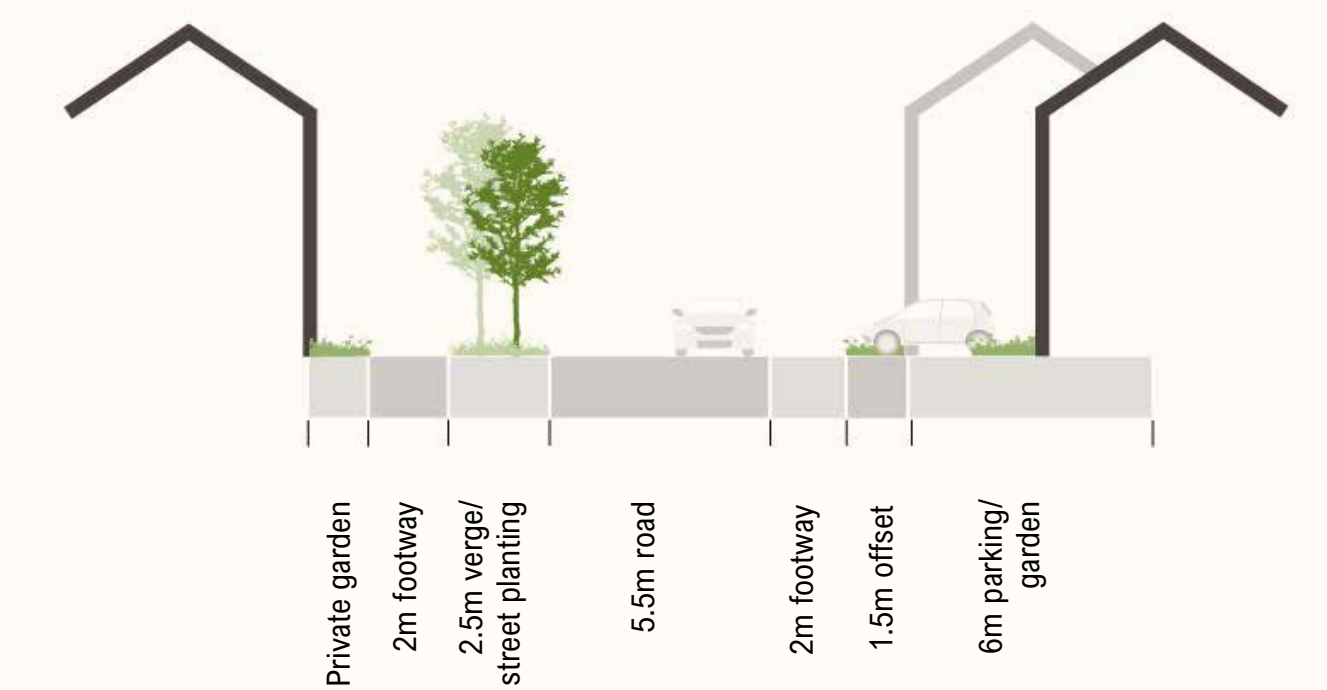
Key Principles:

- Residential street with space to accommodate tree planting and on street parking.
- Typically a 5.5m wide carriageway with 2m footways to both sides.
- 2.5m green verge should be provided where possible to include tree planting or space for pull in on street parking for visitors.
- Planting and street trees should be incorporated within the street design to give the streets a leafy character.
- Street trees should be semi-mature with a minimum girth of 25-30cm and 2.5m clear stem when planted.
- Parking on plot to the side of dwellings or to the front of dwellings.
- Typically materials to include tarmac carriageways and tarmac or paved footways

Key Plan

Precedent image - Residential Street

Precedent image - Residential Street



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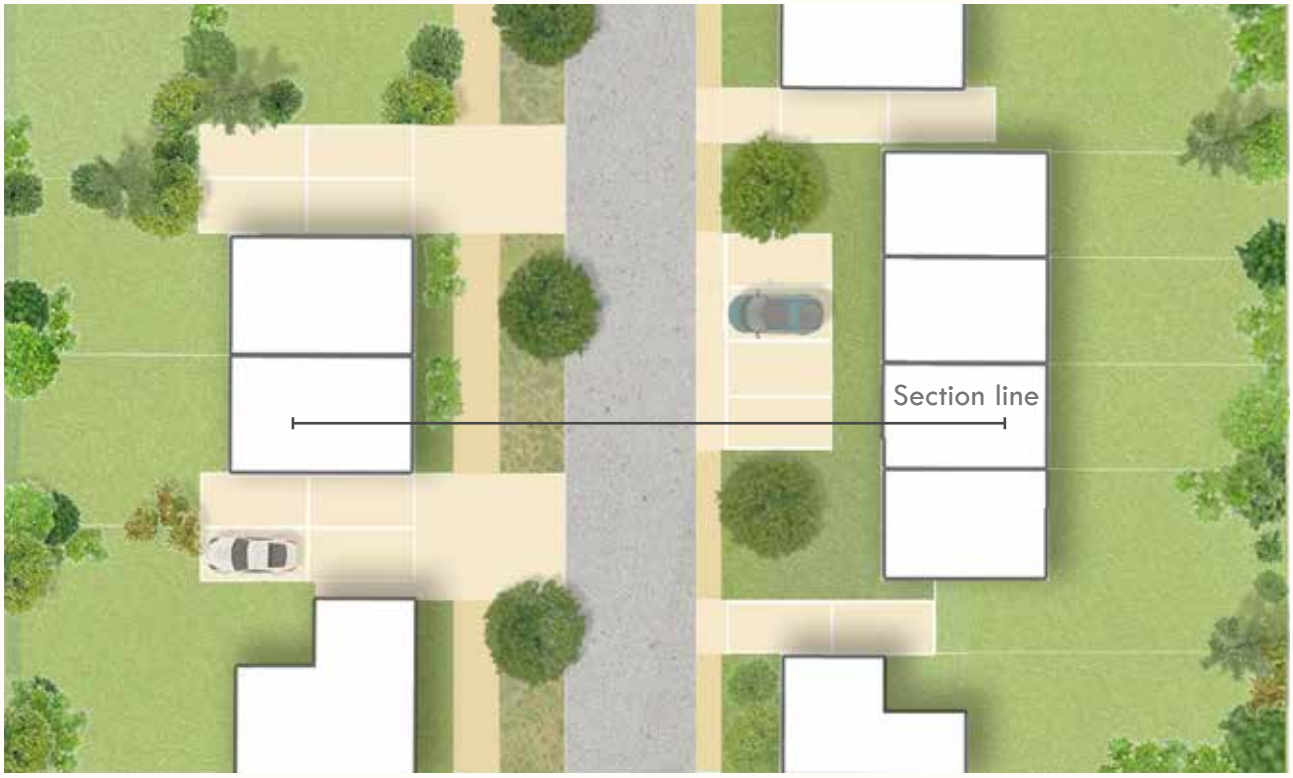


Typical plan

Site Wide Guidance

Movement - Mews Streets

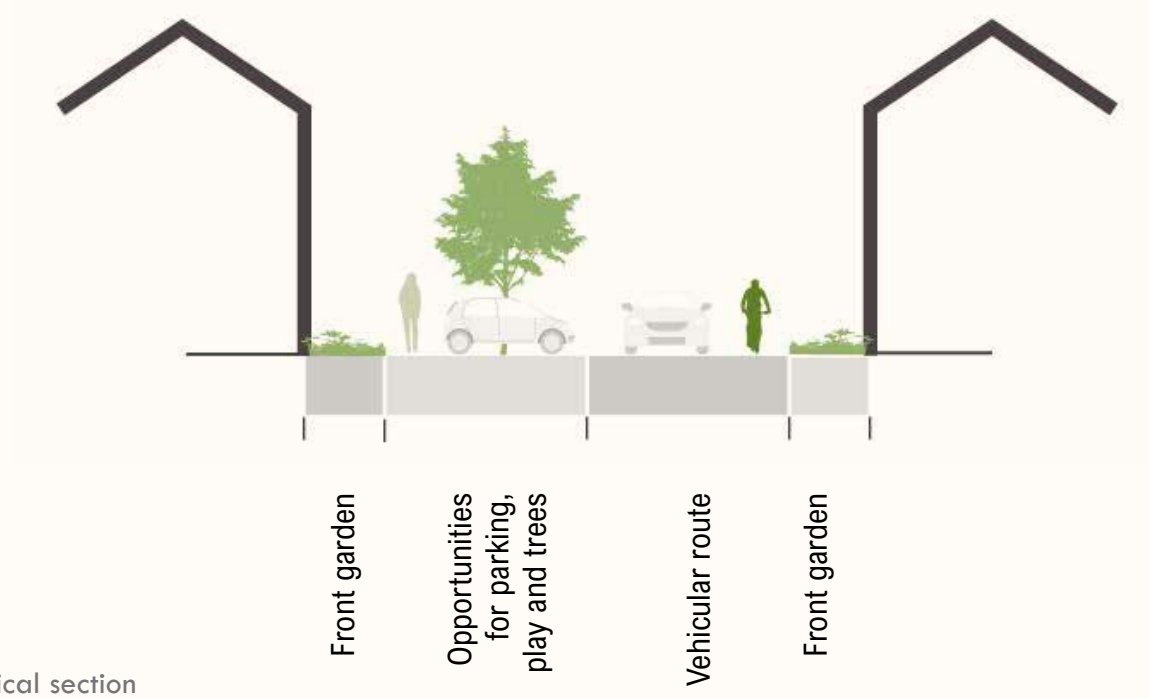
Key Principles:

- Mews street to have an informal character with the emphasis on place rather than movement in its design. It should include space to accommodate tree planting, play and on street parking.
- Typically commonly surface street with an informal carriageway delineated through a change in surface material or colour.
- High quality materials should be applied to express the character of the street and delineate areas for movement, parking play etc. instead of drop curbs. Typical materials could include block paving, clay pavers and granite setts to delineate areas of movement. Tarmac should be avoided in such spaces to encourage sharing of surface and slowing of traffic.
- Vehicular route through the street to be designed to reduce speeds and allow for area of tree planting on street parking and play.
- Planting and street trees should be incorporated within the street design to give the streets a leafy character.
- Street trees should be semi-mature with a minimum girth of 25-30cm and 2.5m clear stem when planted.

Key Plan

Precedent image - Mews Street

Precedent image - Mews Street



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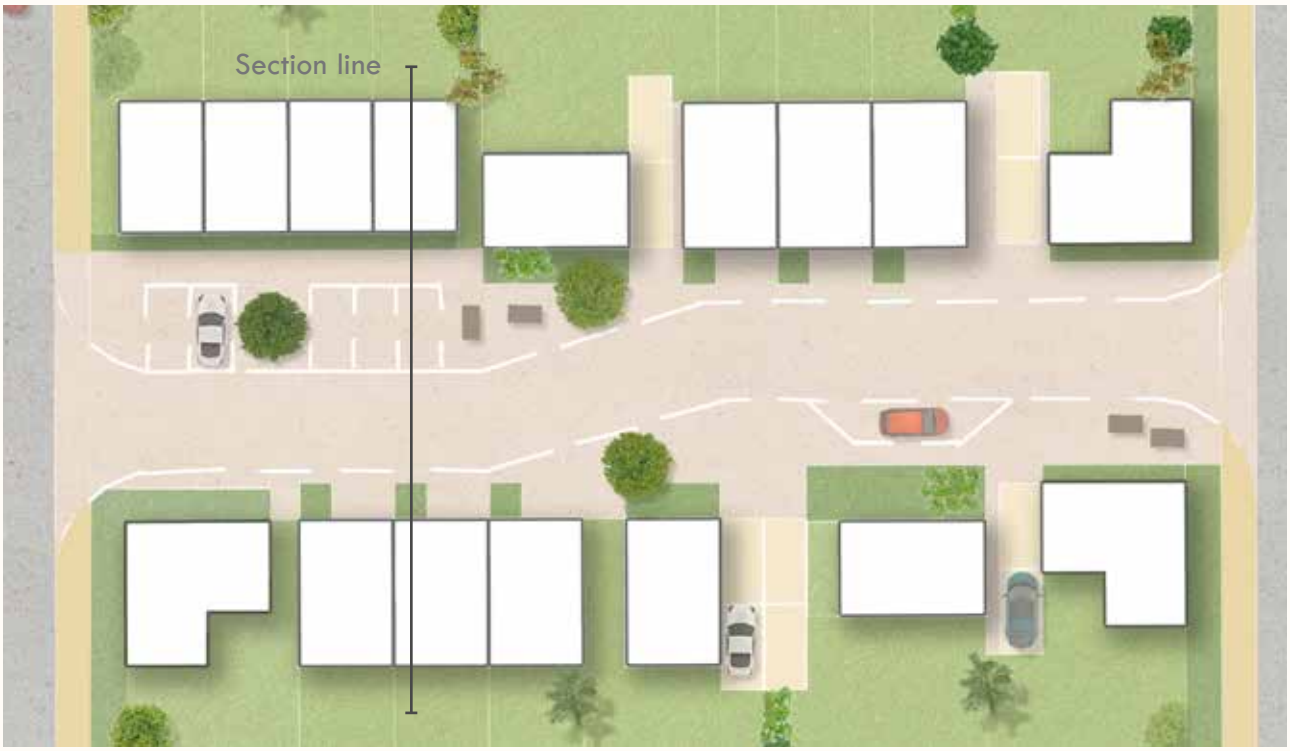


Typical plan

Site Wide Guidance

Movement - Private Drives

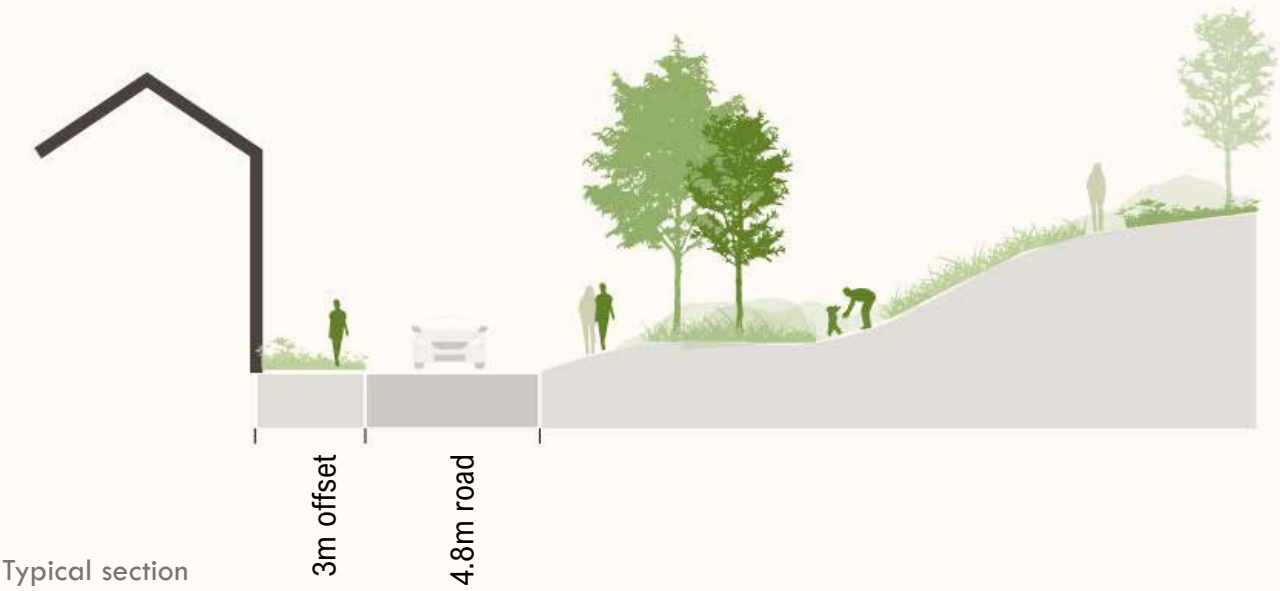
Key Principles:

- Private driveways providing access to residents only and serving up to 5 dwellings.
- To have a minimum 4.8m carriageway.
- Slow speeds are encouraged by the reduced width of the road and no through access.
- Typical materials could include block paving, clay pavers and granite setts to distinguish the driveways from other streets.
- Pedestrian access should be provided to each driveway to provide good connectivity.

Key Plan

Precedent image private drive

Precedent image private drive



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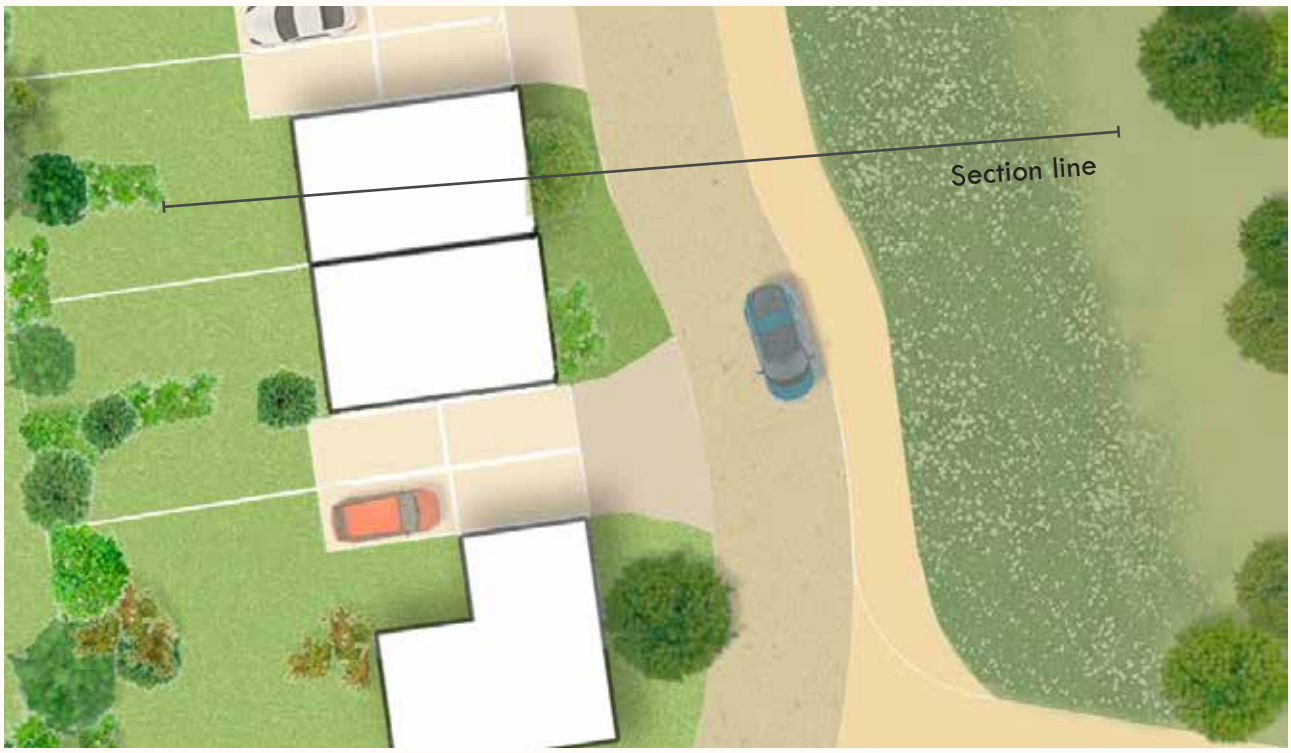


Typical plan

Design Code

Area Guidance

This section of the Design Code builds on the general principles set out in Site Wide Guidance and provides additional detail which is specific to each Character Area.

Area Guidance

Character Areas - Overview

Friar Park Urban Village comprises of the following character areas and their extent indicated on the plan above.

- Village Green
- Village Mews
- Landscape Edge
- Friar Drive
- Kent Park

The character areas are defined by their general approach to density, form, landscape and access. The diverse approaches to these urban design principles has created a complimentary and characterful masterplan approach which should be fully considered when developing designs for the space.

Character Areas

Village Green

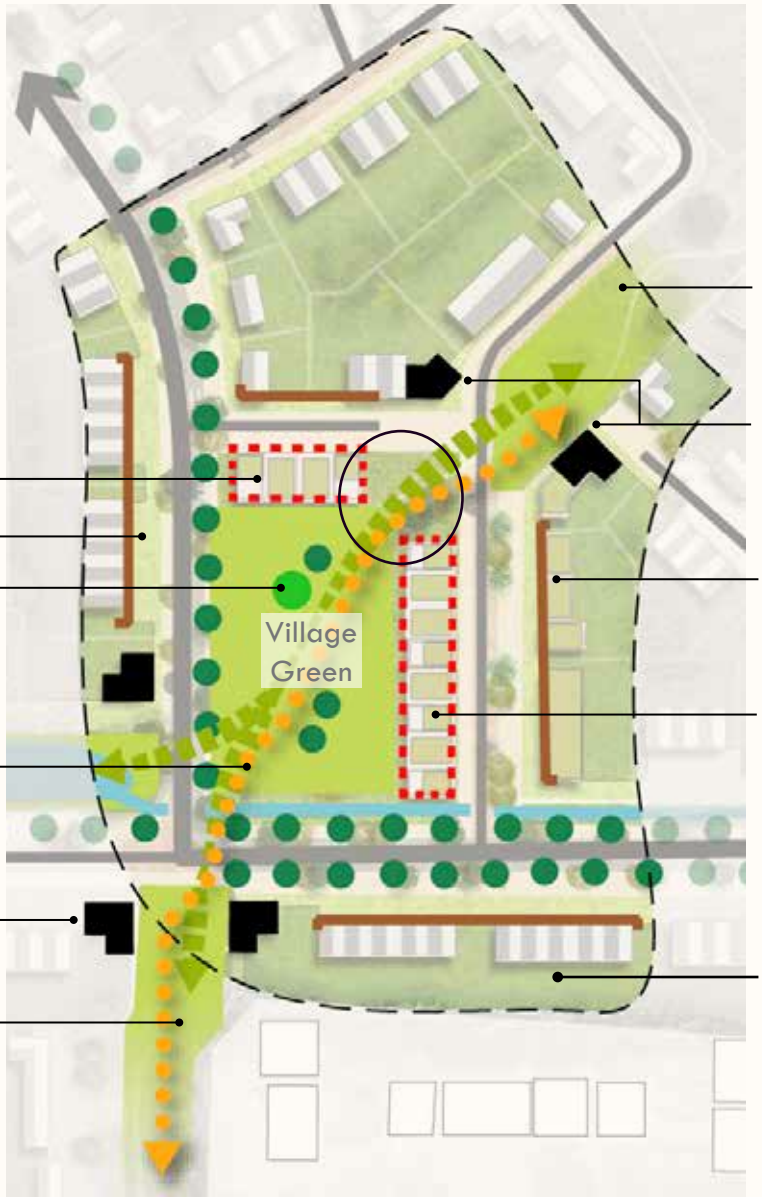
Village Green is the heart of the Friar Park Urban Village. A space to dwell and come together as a community, the village green will be at the centre of everyday life for residents.

Density Range
40-45 Dph

Open Space
0.23 ha

1 Village Green

Key Design Principles



Key

- Key pedestrian/cycle links
- Green link
- Building line
- Village terraces
- Trees/street trees
- Key public open space
- Drainage basin/swale
- Landmark building
- Existing buildings
- Highways

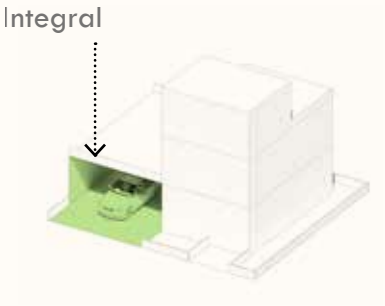
Village Green

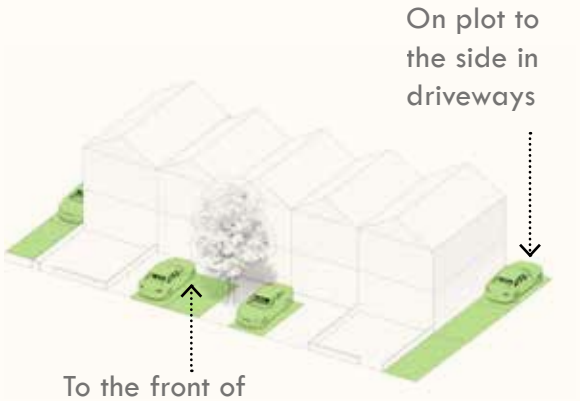
Movement

Village Green - A destination for the Boulevard Street - The Green Boulevard is the primary street of the development and should be designed to lead to the Village Green, its destination. From this point on streets should reduce in hierarchy and devices used to slow vehicles, such as a right hand turn at the Village Green, to discourage rat running through the development.

Strategic pedestrian/cycle connections - In addition to the cycle and pedestrian connectivity provided by the street network, a strategic pedestrian/cycle connection is to be provided north south through this character area, linking the proposed open spaces to the north (Community Park, Ecological Edge) to Friar Park Road and play area via Millennium Avenue.

Parking - To be provided on plot, integral to the building or to the front of properties. Due to the higher density of this area it is anticipated that a significant amount of parking will be provided in front of dwellings. This is only appropriate where parking can be fully integrated within the overall landscape strategy and cars do not dominate the street scene.





Appropriate parking typologies

Village Green

Nature

The Village Green – The focal heart of the development and a key area of green space for community events, small children's play space and a focal point for seasonal celebrations. To include an amenity lawn, play area and tree planting.

Green links – Strong green links to connect the Village Green to the Park and Friar Park Road, to include pedestrian / cycle links, trees and shrubs and be overlooked by dwellings.

Blue infrastructure – Attenuation basins and swales to be integrated into the street scene with dwellings orientated to provide active frontage to these spaces. Attenuation features to be maintained wet to encourage biodiversity. Safety features to be integrated within the landscape, not railings.

Signature tree- Opportunity for a signature tree in a central location in the Village Green. Signature trees should stand out from others and be a landmark tree in terms of scale, colour or species.

Village Green - Include tree planting, amenity lawn and be overlooked by proposed dwellings.

Green links - To be planted with trees, shrubs include pedestrian cycle routes and overlooked by proposed dwellings.

Attenuation features - To be maintained wet for biodiversity.

Village Green - To be a focal space for the community, events and play.

Green links - To be planted with trees and shrubs, include pedestrian cycle routes and overlooked by proposed dwellings.

Village Green

Identity

Roof Form - Consistency of roof form to clusters of housing, such as individual streets to provide uniformity of character to the area. Gable end to be orientated to the street for pitched roofs. Where garden terraces are provided these should be reorientated to provide a visual relationship with the Village Green.

Boundary Treatments - Low, high quality boundary treatments to the front of properties to define private space to include prominent planting. E.g. Hedge or low brick wall. Fencing and railings are not appropriate.

Side boundaries to private rear gardens should include planting in front of a high brick wall or hedge to minimise impact onto the street.

Units which directly interact with the Village Green to have boundary treatments which clearly delineate public and private space, provide security to dwellings and allow for natural surveillance such as dense low level shrubs or hedges to prevent access.

Building materials

Materials should be selected from the Site Wide material and colour palettes set out on p96-97. As the heart of the new development, this area can be bold with its material choice, with the opportunity to select render and timber cladding to complement brick. Secondary materials should be chosen to work together and complement the primary materials. Colour and texture used to create subtle variations and create visual interest.

Boundary Treatments - Planting in front of high boundary wall

Materials - white render, red brick and timber cladding

Village Green

Use

The heart of the urban village - The Village Green is an area for increased density to define the key space. An average density of 45 Dph to be accommodated within this area, through a mix of building typologies. It is envisaged this will include a higher proportion of attached (terraced) or linked dwellings.

Use of repeated **building typologies** is encouraged in this area to strengthen the visual character and uniformity around the Village Green.

Roof Form - a consistent roof form provides continuity across the character area. Repeated building typology strengthens character of the area.

Sketch view of the village green

Village Green

Built Form

Strong linear frontage to the Village Green -To define key space with new homes orientated to provide natural surveillance over the green space. Use of repeated building typologies is encouraged.

Relationship to existing dwellings - Privacy distances (Minimum back to back of 21m) to existing dwellings should be respected and new development should enclose existing private back gardens with proposed back gardens for security.

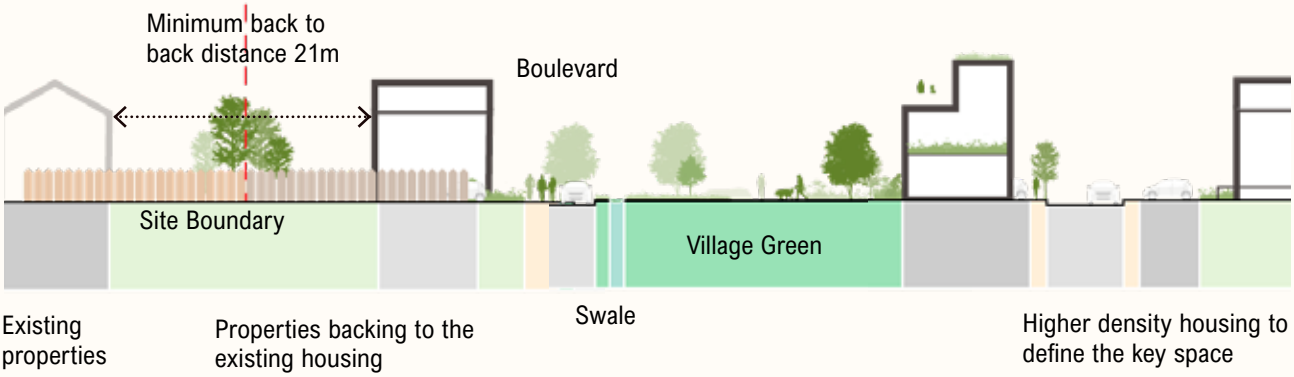
Building Line - Consistent, well defined building line to provide uniformity to the area.

Scale - Storey heights to be 2 storey with the exception of ***landmark buildings*** and the ***Village Green Terraces.***

Landmark buildings- Located at prominent locations to mark key corners and aid wayfinding across the development. (see plan on p115). To use the devices of increased scale, articulation of form and use of materials (selected from character area palette) to differentiate from others. Maximum storey height for landmark buildings is 3 storeys.

Strong frontage to open space with repeated typologies. Landmark buildings to use building scale, materials and form to differentiate from others.

Consistent building line and repeated typologies



Village Green Terraces - Units which have a direct relationship with the Village Green. To be up to 3 storeys in scale. Raised deck amenity spaces to be explored to achieve a higher density, reduce the impact of cars on the street and provide appropriate outside amenity spaces for dwellings. Consideration of the relationship to the Village Green, safety and security should be paramount in the design of these buildings. Also refer to Homes and Buildings principles on p124.

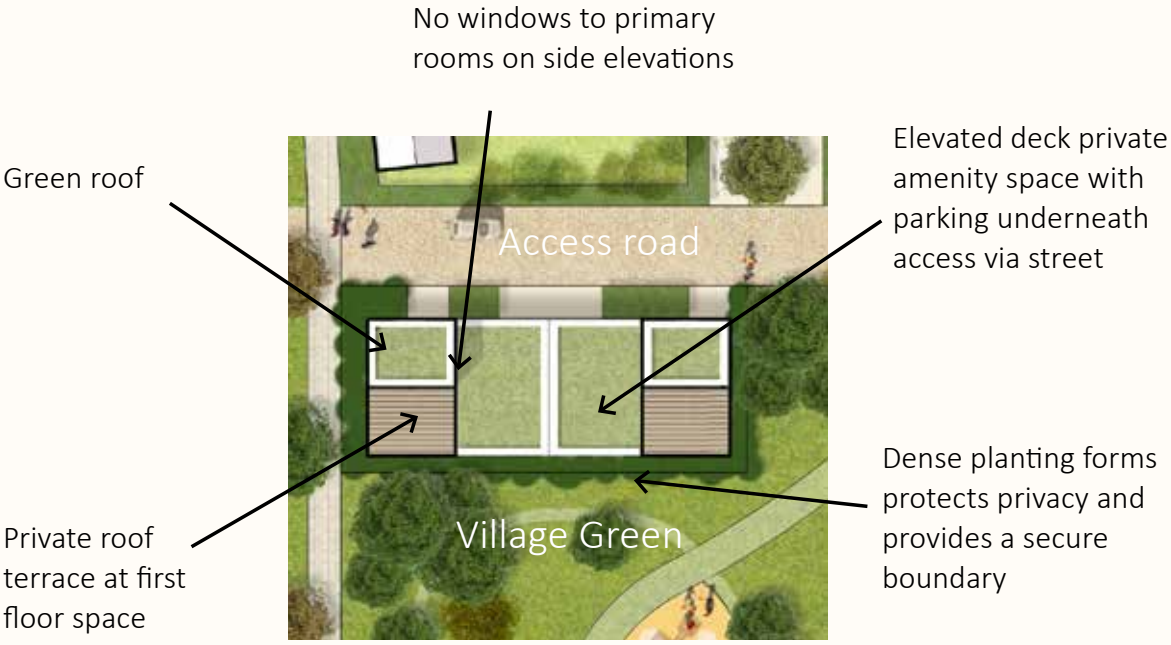
Raised deck amenity spaces provide open space for dwellings and reduce impact of parking on the street

Village Green

Homes & Buildings

Village Green Terraces - Innovative building forms are encouraged in this prominent location where they can demonstrate an appropriate level of amenity and privacy to private open space, relationship to the Village Green and parking solutions. Raised deck amenity spaces can provide open space for dwellings and reduce the visual impact of driveways. Consideration to be given to ensure enough active frontage is provided to Village Green to ensure overlooking of the space.

Raised deck amenity spaces provide outside space for dwellings and reduce impact of cars on the street.



Village Green - Detailed area

Character Areas

Village Mews

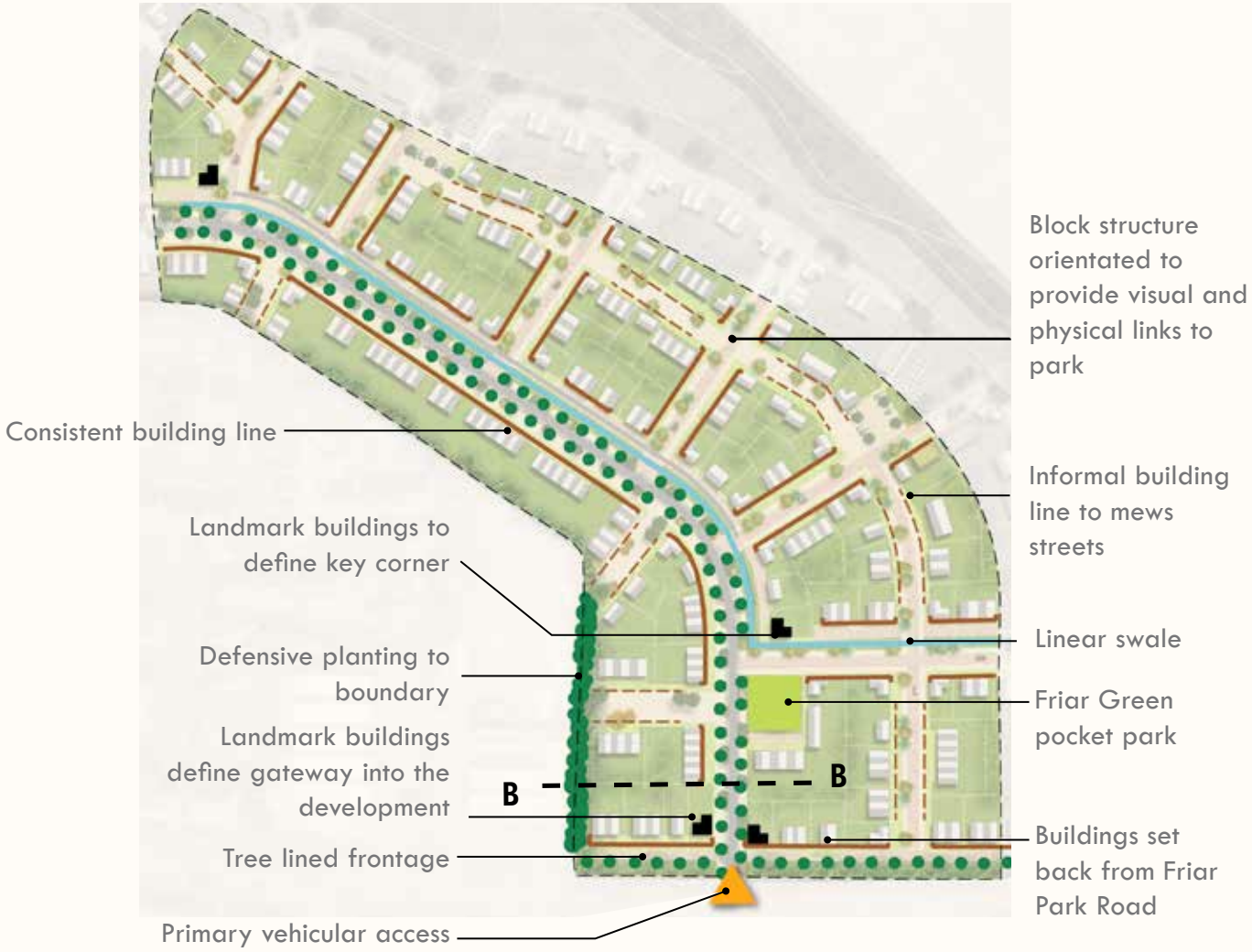
The primary gateway to the urban village from Friar Park Road, Village Mews has a intimate character. Development is characterised by the green boulevard running throughout the area connecting to the Village Green, tree lined residential streets and intimate mews. Built form reflects the accessibility of this location and is an opportunity to provide an increased density to parcels.

Average Density 40-45 Dph

Open Space 0.26 ha

1 Pocket Park

Key Design Principles



Key

- Primary access point
- Key public open space
- Building line
- Informal building line
- Trees
- Defensive planting
- Drainage basin/swale
- Landmark building
- Highways

Village Mews

Movement

Streets - This area is characterised by the use of 3 typical street types, the Green Boulevard, the strategic primary road, residential streets which spur off this and provide visual and physical connections to the park beyond and Mews Streets, which are cross streets of intimate scale which are designed to prioritise pedestrians, play and place.

Residential Streets in this character area should be designed to provide visual connections to the open space beyond and tree planting.

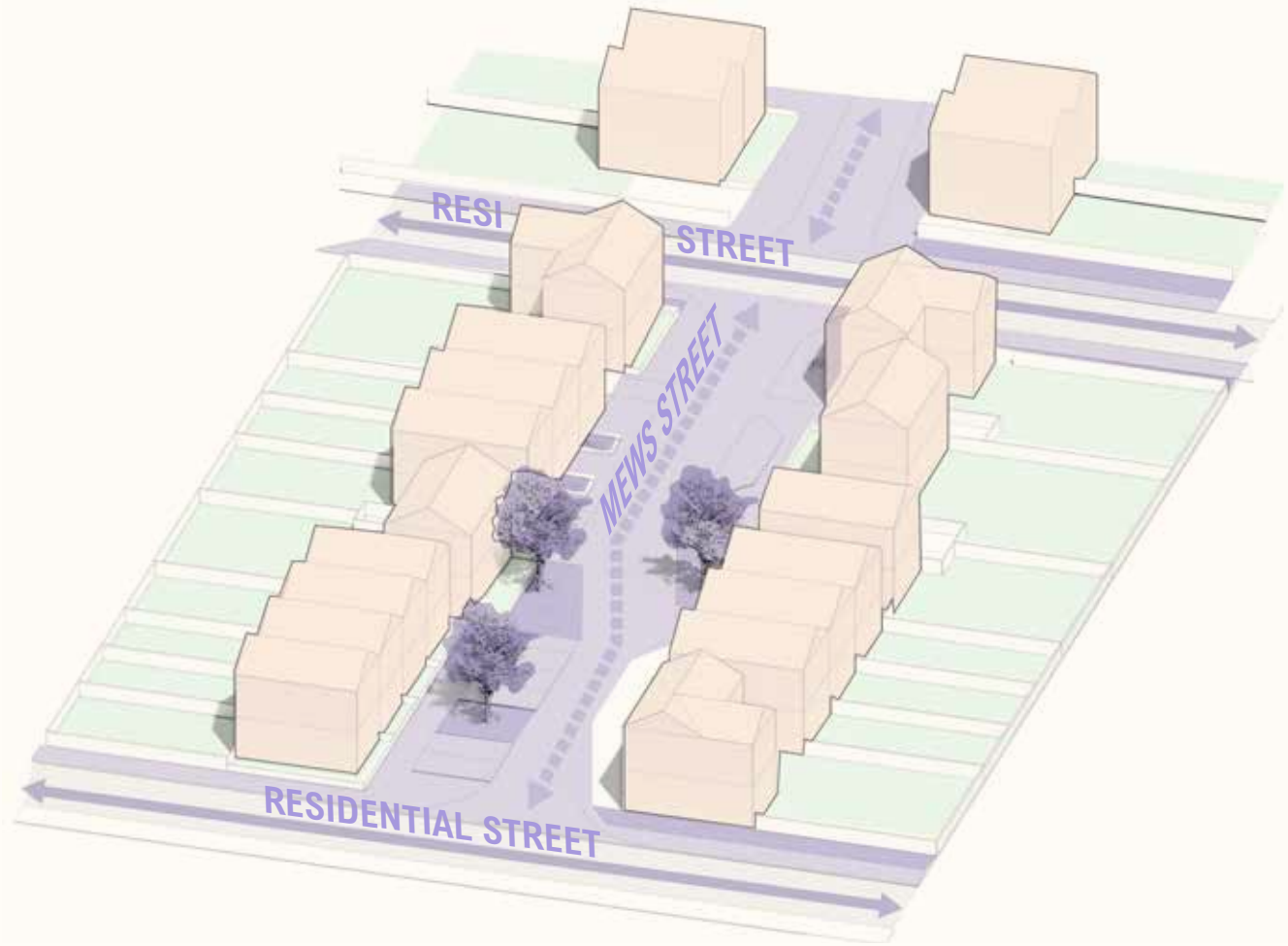
Mews streets should provide an opportunity for informal play and places for social interaction.

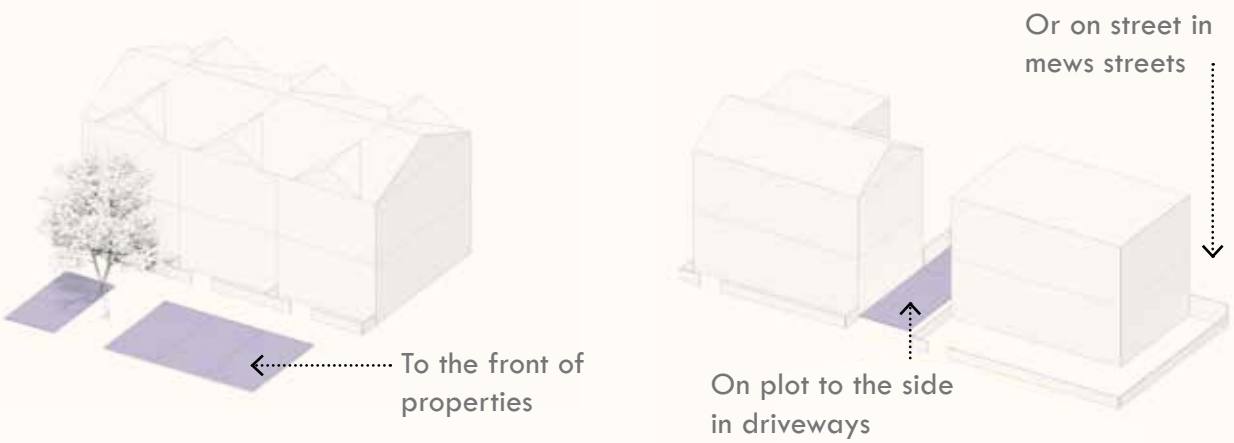
Parking - to be provided on plot or to the front of properties where they will be fully integrated within the overall landscape strategy and cars do not dominate the street scene. Parking within Mews streets to be well integrated into the street design, with opportunities for on street parking set within the informal street structure.

Mews Streets - The number of these informal place driven streets gives this area it's character.

Residential Streets - Aligned to provide direct visual and physical links to the park beyond.

Mews Streets - Places for interaction and informal play





Appropriate parking typologies

Village Mews

Nature

Friar Green - Pocket park to be located to create a gateway green space upon arrival into the development. A pocket park for play and informal recreation, these spaces are designed with play and recreation at the centre of the space with herbaceous and sensory planting along its edges. Opportunity for natural play. All play will conform with the relevant standards. Pathways within this space to be well lit, accessible and have associated furniture.

Linear Swale - running the length of the Boulevard, the linear swale is a key element for biodiversity. It will connect drainage basins, provide a green link and be maintained wet to maximise biodiversity opportunities. Crossing points to be limited to where absolutely necessary.

Planting to provide a defensive boundary – Where the proposed development meets the existing developed areas, such as housing or employment uses, dense planting should be used to prevent overlooking, reduce opportunities for anti-social behaviour and provide visual screening.

Friar Green - Pocket park with natural play.

Linear Swale - Key feature of the character area, provides a SUDs solution to drainage and wetland habitat running through the heart of the development.

Defensible planting to abut existing development.


Key
Friar Green
Planting to boundary
Swale
Basin
Friar Green

Village Mews

Identity

The primary driver in forging an identity in this character area is the street structure and consistency of building form, scale and materials to individual streets.

Building materials

Materials should be selected from the Site Wide material and colour palettes set out on p96-97 with the focus on brick being the predominant material. A mix of red, dark red and buff brick colour is appropriate in this character area with the primary tone being buff. Tones to respond to the existing buildings on Friar Park Road and the Manifold Way development. Secondary materials should be chosen to complement the brickwork such as render, and natural timber and should be used to create subtle variations and create visual interest. Colour and material palettes should be limited in Mews Streets to reinforce the intimate nature of the street typology.

Boundary Treatments - Low, high quality boundary treatments to the front of properties to define private space to include prominent planting. E.g. Hedge. Fencing not permitted.

Limited colour and material palette to mews streets, high quality boundary treatments.

Hard landscaping to front of properties with fencing not acceptable.

Brick is the dominant material - Buff or red tones to respond to existing context.

Village Mews

Use

A focus for density – There is an opportunity for this area to support an increased density of up to 45 Dph due to this area's proximity to public transport. Urban form should include provision for terraced housing, linked properties and semi-detached properties.

Typologies - The number of building typologies should be limited per individual street to ensure visual continuity.

Limited number of building typologies within the street.

Sketch view of the Boulevard street

Village Mews

Built Form

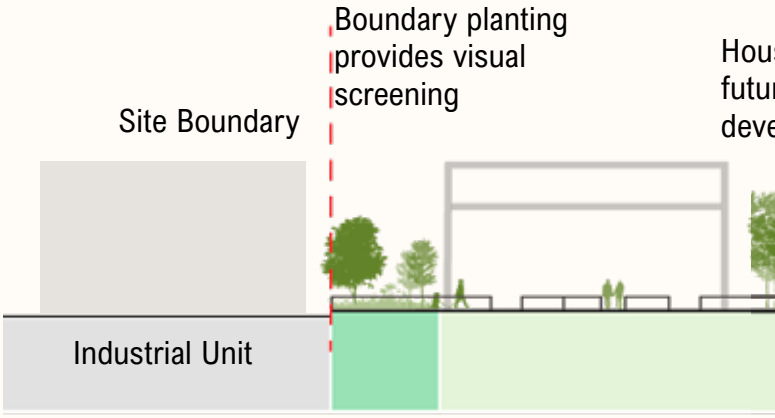
Relationship to existing uses – Proposed development to have an appropriate relationship to existing uses. Blocks to be orientated so that dwellings side on to the industrial unit boundary rather than directly overlook and be designed to be mindful should the land come forward for future development. Where proposed buildings back onto existing rear or side gardens, appropriate privacy distances should be observed and the block structure should seek to, where appropriate, create a perimeter block structure.

Key Frontage to Friar Park Road - Development set back from Friar Park Road to maintain a tree lined frontage. Dwellings to be orientated to provide a positive frontage to Friar Park Road, where driveway access not appropriate, this is to be achieved by a separate private drive.

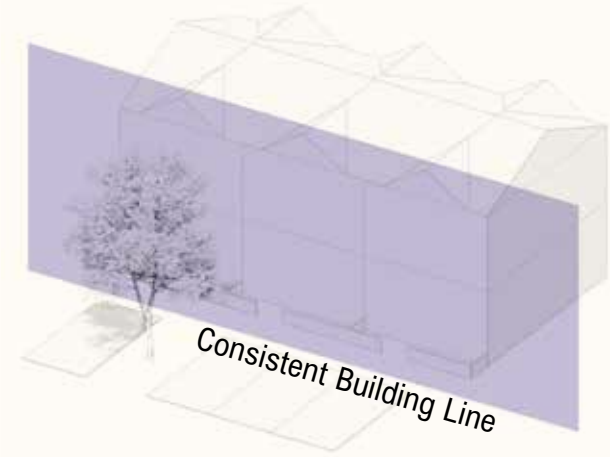
Scale - Storey heights to be predominantly 2 storeys with opportunities for occasional 2.5/3 storey dwellings as Landmark buildings and to define key frontages.

Landmark buildings-Landmark buildings to mark entry to the development and to Friar Green Pocket Park to signify the green space and aid with wayfinding through an arrival gateway (see plan on p127).

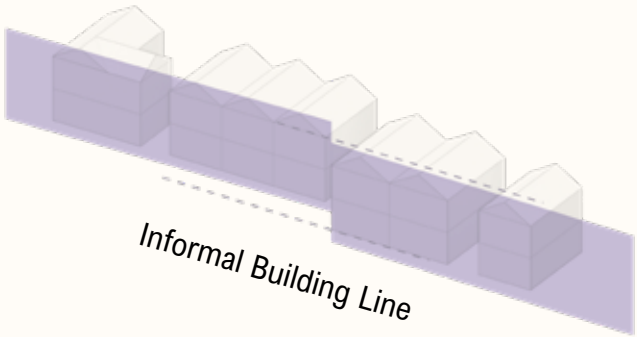
Building Line - Consistent, well defined building line with minimal set-back from the public realm except to Mews Street typologies where a more informal line could be considered.

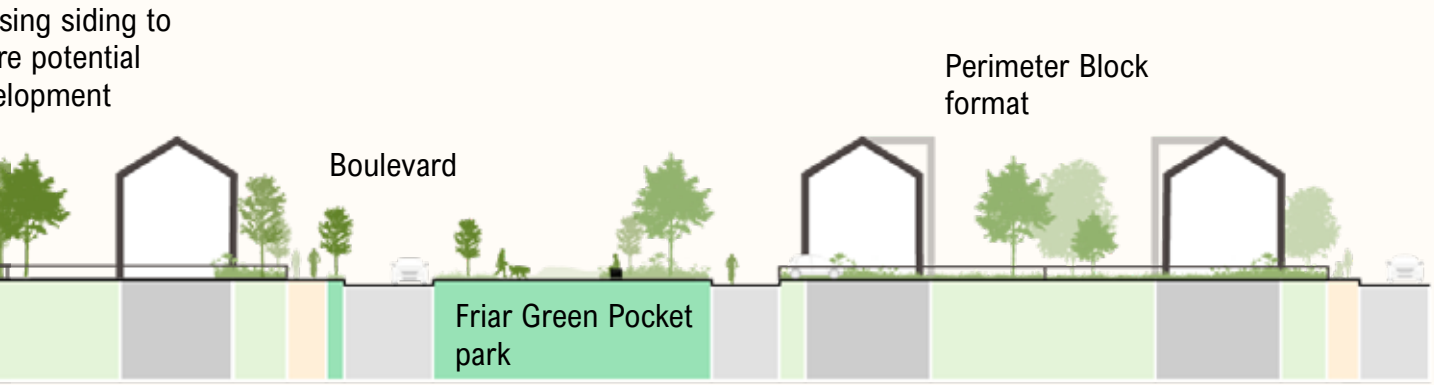


Consistent building line to most streets



Informal building line considered appropriate to Mews Streets only





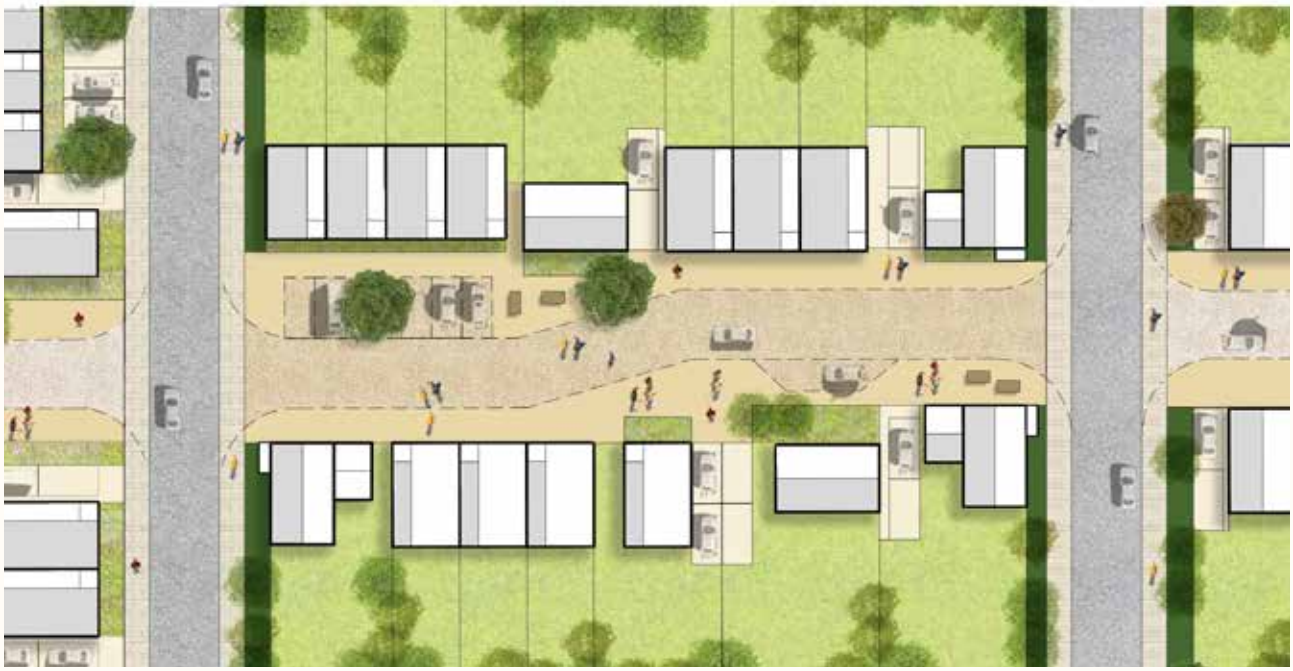
Consistent building line

Consistent building line

Inconsistent building line

Buildings to be predominately 2 storeys in height, with the exception of landmark buildings.

Detailed Area - Village Mews, typical Street



Detailed Area - Mews Street

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Character Areas

Landscape Edge

Landscape Edge provides a development with nature at its doorstep. This mid density area, stretching alongside the boundary between the development and nature, focuses on creating an active edge onto the landscape feature. Occasional orchards and community growing spaces embrace the ongoing trend of growing your own, as well as neighbourhood interactions.

Average Density 40 Dph

Open Space 0.76 ha

3 Community Gardens

Key Design Principles

Key

- Key pedestrian/cycle links
- Green link
- Informal building line
- Key public open space
- Green roofs edge
- Drainage basin/swale
- Green car parking
- Communal growing spaces

Landscape Edge

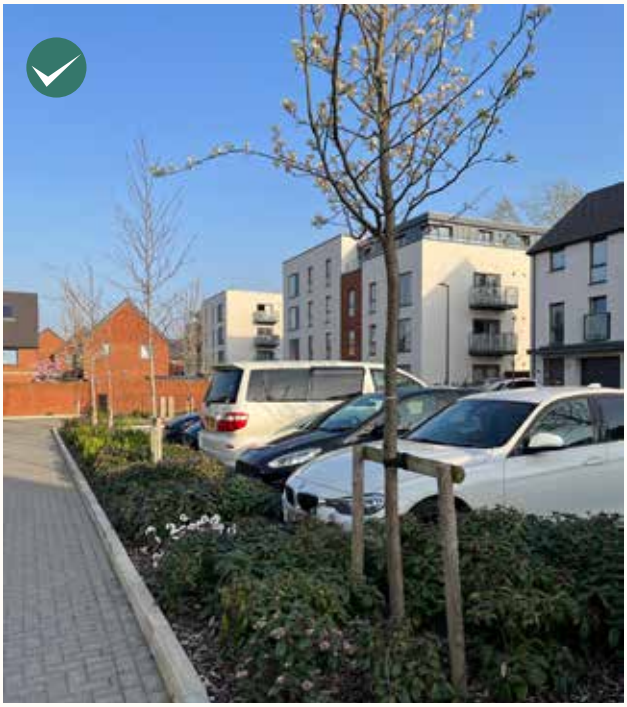
Movement

Responding to the landscape edge - Streets in this location should be low priority tertiary streets. This could be a residential street typology or a private drive depending on location. Where possible, opportunities to take the parking off the park frontage should be explored, providing parking in small landscaped, well overlooked parking courtyards. Where the private drive meets the park, access will be restricted to vehicles by a low level boundary treatment to prevent antisocial behaviour caused by unauthorised vehicles.

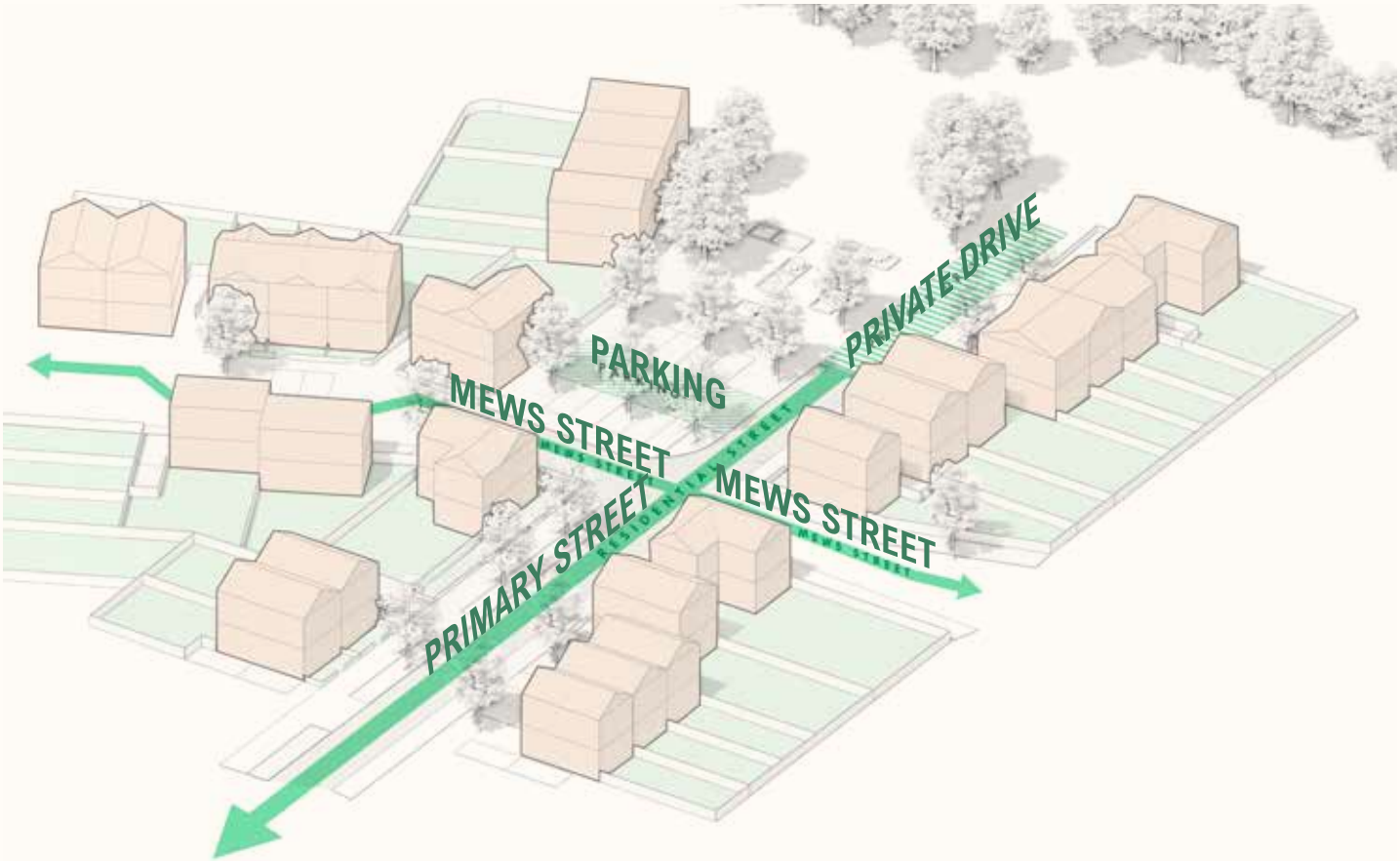
Parking - Generally to be provided on plot, and taken off the streetscene where possible. Opportunities should be sought to remove parking and highways infrastructure from the landscape edge and provide parking in the form of small courtyards serving a limited amount of dwellings. These should be designed to be well overlooked and with planted boundaries and tree planting to soften the transition of spaces from the community park to street.

Private driveways and pedestrian connectivity: Pedestrian access should considered in the design of private driveways to ensure good connectivity is provided to the northern and eastern edge of the development and that these pedestrian routes connect to the wider pedestrian and cycle network.

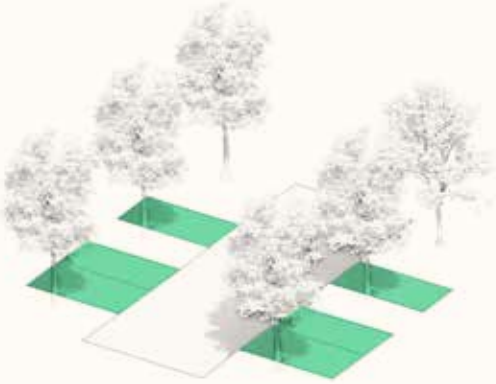
Private Drives to properties fronting open space. Parking is provided to the side of units to take parking off the streetscene and assimilate the development edge into the park.



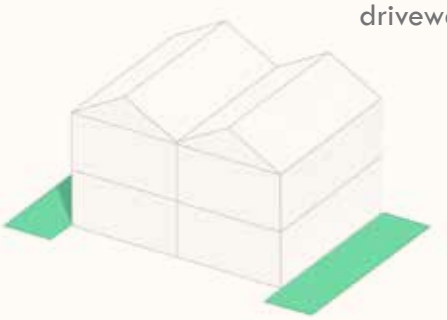
Opportunities should be sought to take car parking off the park edge and be provided in small parking courtyards where they are well overlooked, with a planted boundary.



Within small, residential only surface car parks



On plot to the side in driveways



Appropriate parking typologies

Landscape Edge

Nature

Community Growing Areas – Where development meets the park, block structure to seek opportunities to draw the landscape through the development and create areas for community use, such as orchards or growing areas. These Growing Areas are to be people focused with places for interaction and collaboration.

Green links – Street tree planting to create green links from the park back through the new development linking to Residential Streets.

Pedestrian and cycle links - Pedestrian/ cycle routes be provided to provide through connections linking the wider development to in the Community Park.

Community growing areas.

Green links - tree planting provides a green link connecting streets to the park.

Community Park/nature areas to be well overlooked by the development edge.

Growing areas should include places for interaction.

Landscape Edge

Identity

Roof Form - To be consistent across the character area. There is the opportunity for green roofs to relate to the parkland edge. Roofs should be orientated to consider solar gain and daylighting.

Boundary Treatment - Low, high quality boundary treatments to the front of properties to define private space to include prominent planting. E.g. Hedge. Boundaries which face the Community Park should only be planted and not consist of walls or railings to assimilate into the landscape of the Community Park.

Building materials - Materials should be selected from the Site Wide material and colour palettes set out on p96-97 with the focus on natural materials such as timber cladding preferred to assimilate into the park setting. Secondary materials, such as render and brick should be chosen to complement and should be used to create subtle variations and create visual interest. Green roofs should be considered where possible for this character area.

Natural materials selected form material palette

Natural materials selected form material palette

Consider green roofs on properties which front the park.

Landscape Edge

Use

Building Typologies – An average density of 40 Dph to be accommodated within this area, primarily through a mix of building typologies including detached and semi-detached properties mixed with short runs of terraced housing.

Typologies - The number of building typologies should be limited per individual street to ensure visual continuity.

Boundary Treatments - Prominent planting, to reflect the edge of development location.

Sketch view of the landscape edge

Landscape Edge

Built Form

**Block Structure to open up to the park - ** Block structure to seek opportunities to draw the landscape through the development by providing green wedge/fingers which protrude into the development area and create areas for community use, such as orchards or growing areas.

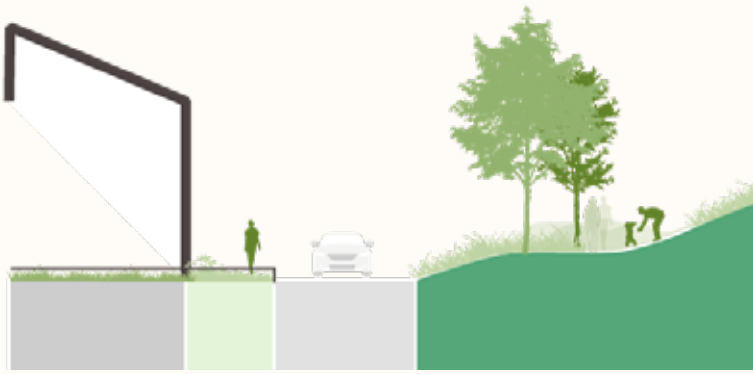
Frontage to Park - Development to address the park, creating a strong positive frontage overlooking the green space and providing natural surveillance.

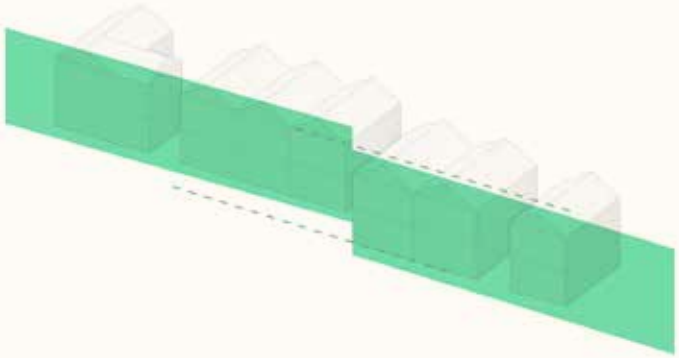
Visual and physical links to the park – Block structure should be designed to allow for visual and physical links to the park beyond.

Scale - Dwellings to be 2 storey in scale to assimilate into the landscape setting.

Building Line - Informal building line with dwellings creating a natural edge to the development. Set back to vary up to 5m in private drives.

Indicative section c-c





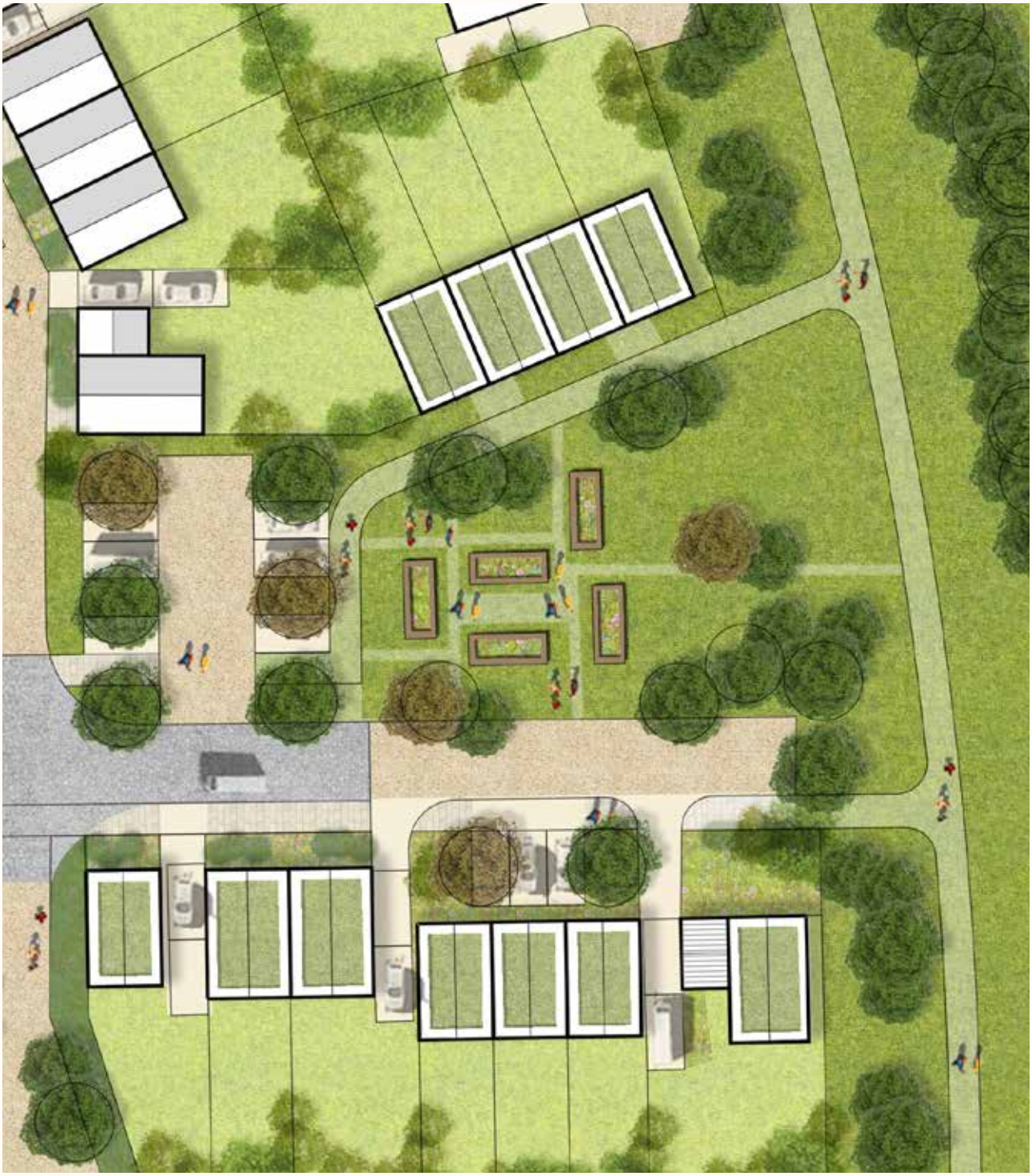
Informal building line

Building line can vary depending on location- reflect transition from development to park.

Transition of spaces from urban development through Community Growing Areas to the Park

Dwellings overlook park edge.

High fencing blocks connection between houses and park.



Detailed Area - Mews Street

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Character Areas

Friar Drive

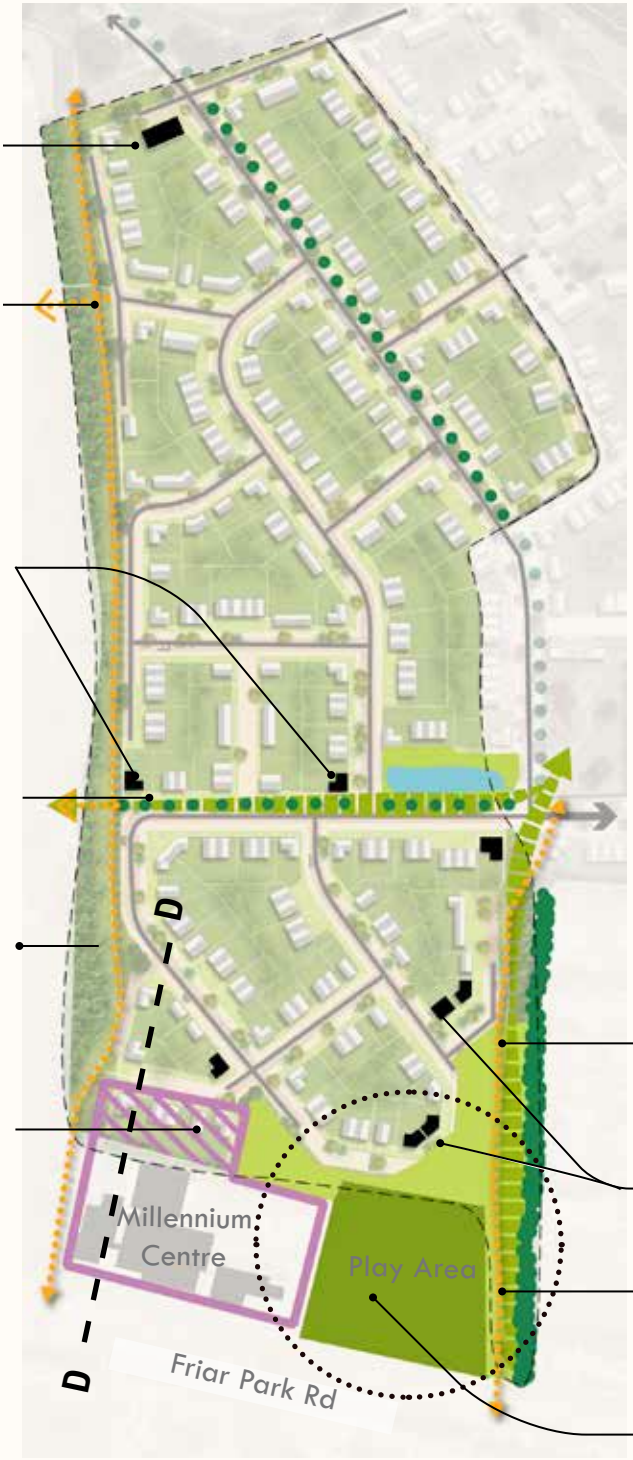
This area forms an important gateway into the site from Friar Park Road and has an important relationship to the Millennium Centre and neighbouring uses. It is characterised by its moderate density and strategic green links through the area.

Average Density 40 Dph

Open Space 1.1 ha

1 Green Gateway

Key Design Principles



Landmark building defines gateway into the development from the north

Potential pedestrian and cycle link to adjacent area

Landmark buildings define key corners

Green link connects open spaces and green corridor

Key pedestrian route brought down to the same level as proposed development

Area for potential future expansion of the Millennium Centre

Key

- Key pedestrian/cycle links
- Green link
- Highways
- Tree-lined street
- Potential area for future Millennium Centre expansion
- Landmark building
- Key public open space
- Drainage basin/swale
- Improved play area
- Defensible planting
- Opportunity to improve play facility

Defensible planting to boundary to prevent anti social behaviour to site boundary

Landmark buildings to define key corners

Millennium Avenue- pedestrian/cycle route and green corridor

Opportunity to improve play facility as part of creating an attractive gateway to the development.

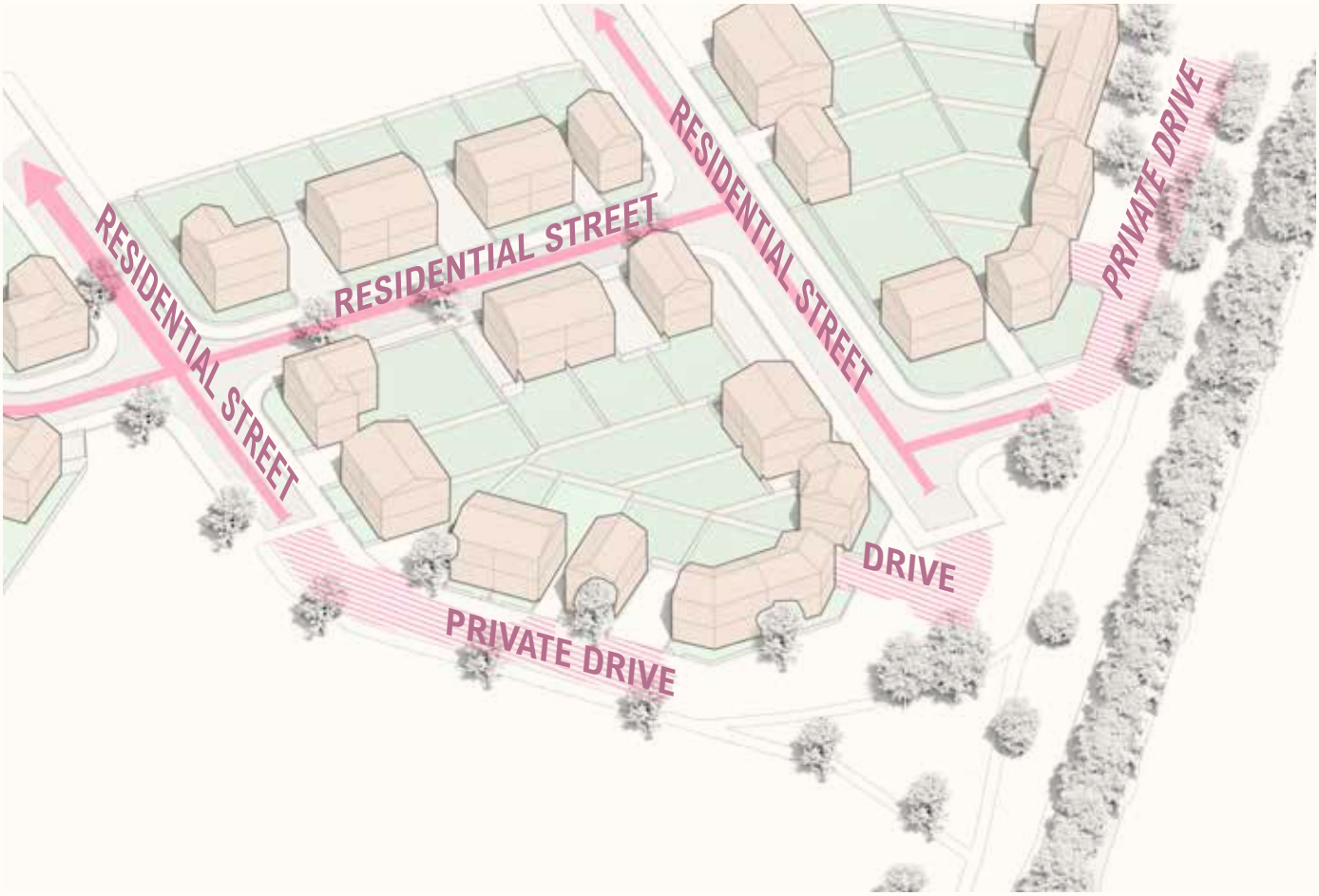
Friar Drive

Movement

Key pedestrian and cycle links – A pedestrian and cycle entrance is to be provided linking from Friar Park Road into the development and through to the Village Green. The existing footpath connection which enters the development to the north of the Millennium centre is to be retained as a through route and brought into the design of the green corridor.

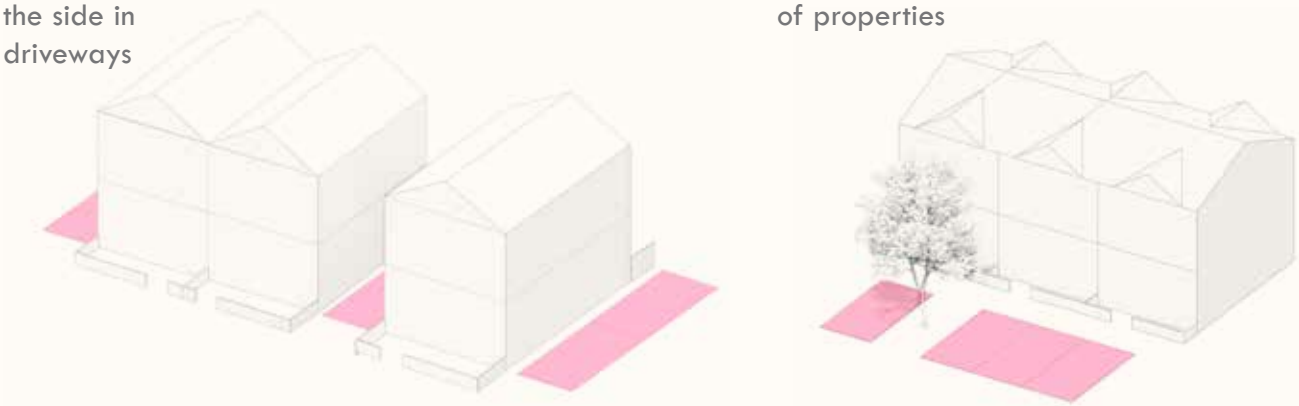
Proposed development should seek to provide pedestrian/cycle links where possible to the neighbouring development to the west of the site boundary.

Parking - To be provided on plot or to the front of properties where they will be fully integrated within the overall landscape strategy and cars do not dominate the street scene. Parking courtyards to the rear of properties with no natural surveillance is not acceptable.



On plot to the side in driveways

To the front of properties



Appropriate parking typologies

Friar Drive

Nature

Millennium Avenue and Green Infrastructure Corridors – A continuous green infrastructure corridor is to be provided to western boundary. To the west of the Millennium Centre, the footpath connection is to be provided at the base of the slope to ensure that it provides connection with the development and can be overlooked at grade by proposed properties. A further green corridor, Millennium Avenue, to be provided linking the Green Gateway and Village Green, to include a pedestrian-cycle route, close to proposed dwellings allowing for substantial tree planting and low level planting to provide a defensible boundary and discourage anti social behaviour. New, proposed dwellings should provide active frontages to green corridors to discourage anti social behaviour.

Existing Play area on Friar Park Road frontage - Opportunity to create a high quality arrival point into the new development by improving the existing play facility, creating a positive frontage to Friar Park Road and improving the facility for the local community. Block structure to ensure that frontages can be provided to overlook gateway green spaces.

Millennium Avenue and Green Infrastructure Corridors - where accommodates change in level footpaths should be located on the side of the slope to allow overlooking with densely planted edge.

Improve existing play area to create an attractive gateway and improved facility for whole neighbourhood.

Key

- Open spaces
- Green links
- Swale
- Basin

Friar Drive

Identity

Roof Form - Can vary across the character area. To include pitched and flat roofs.

Boundary Treatments - Low, high quality boundary treatments to the front of properties to define private space to include prominent planting such as hedges, railings with planting or low brick walls with planting.

Building materials - Materials should be selected from the Site Wide material and colour palettes set out on p96-97 with the focus on brick being the predominant material. A balance mix of red and buff brick colour is appropriate in this character area. Tones to respond to the existing buildings on Friar Park Road and the Manifold Way development. Secondary materials should be chosen to complement the brickwork such as render, and natural timber and should be used to create subtle variations and create visual interest.

Boundary Treatments - High-quality boundary treatment with prominent planting.

Boundary Treatments - High-quality boundary treatment with prominent planting.

Primary material to be brick - both red and buff colour.

Friar Drive

Use

Responding to context - An average density of 40 Dph to respond to context, through a mix of building typologies to include a semi-detached, terraced housing and detached dwellings.

Typologies - The number of building typologies should be limited per individual street to ensure visual continuity.

Potential expansion of Millennium Centre - An area has been identified which could provide future expansion for the Millennium Centre should it be required in the future. In the event of which homes located within expansion area to be redistributed in the masterplan.

Roof forms - can include pitched or flat forms but should be consistent per street.

Sketch view of Friar Drive area

Friar Drive

Built Form

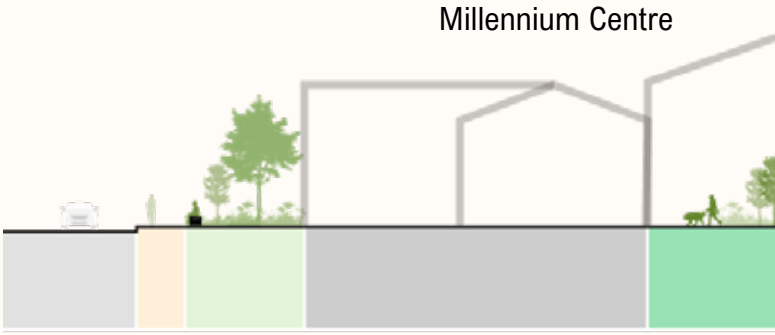
The Millennium Centre interface – Interface with the Millennium Centre to be carefully considered to ensure that the security of the community centre boundary is retained, and the amenity of the proposed dwellings is not comprised. A 15m minimum set back to proposed properties from the Millennium Centre building to be provided to ensure adequate daylighting.

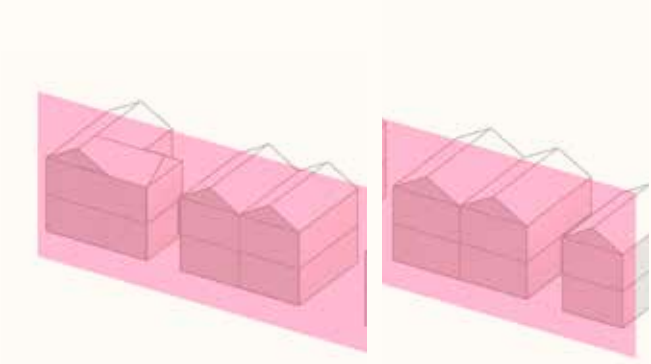
The Existing Park - Opportunity to redevelop the existing Friar Park Road play area along with access to create an inviting green gateway. Block structure to ensure that frontages can be provided to overlook gateway green spaces.

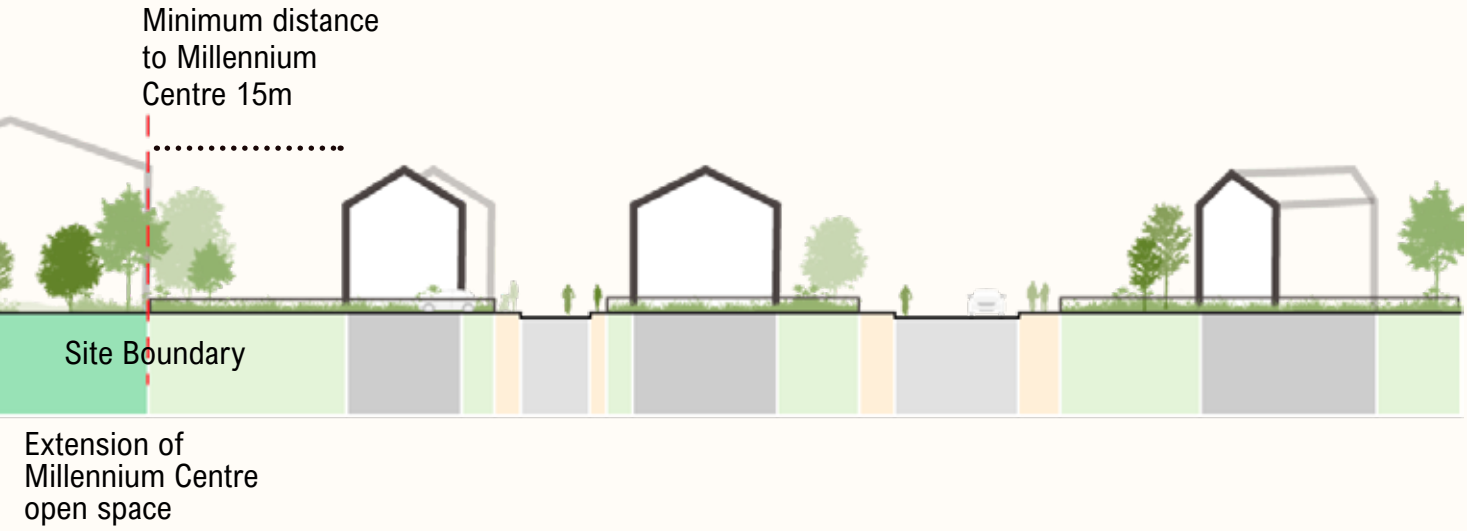
Scale - Opportunities for occasional 2.5 storey dwellings as key buildings and to define key frontages.

Landmark buildings - Building form to address the gateway entrance with opportunities for landmark buildings on key corners to aid wayfinding (see plan on p151). Landmark buildings to use the devices of increased scale, articulation of form and use of materials (selected from character area palette) to differentiate from others. Maximum storey height for landmark buildings is 2.5 storeys.

Building Line - Building line to vary across the character area in response to street type and its place in the hierarchy.







Building line can vary depending on the streets location with street hierarchy

Corner buildings chance for 3 storey - landmark

2.5/3 storey buildings to define key buildings

Area for potential future expansion of the Millennium Centre. Homes located within expansion area to be redistributed in masterplan

Detailed area - Gateway entrance / Millennium Centre interface

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Character Areas

Kent Park

Kent Park is a lower density neighbourhood which responds to its proximity to the existing neighbourhood of the Kent Road area.

Average Density 35 Dph

Open Space 3 ha

1 Playing field

Key Design Principles

Key

- Primary access point
- Key pedestrian/cycle links
- Building line
- Defensive planting
- Tree-lined boulevard
- Green link
- Drainage basin
- Landmark building
- Highways
- Key public open space

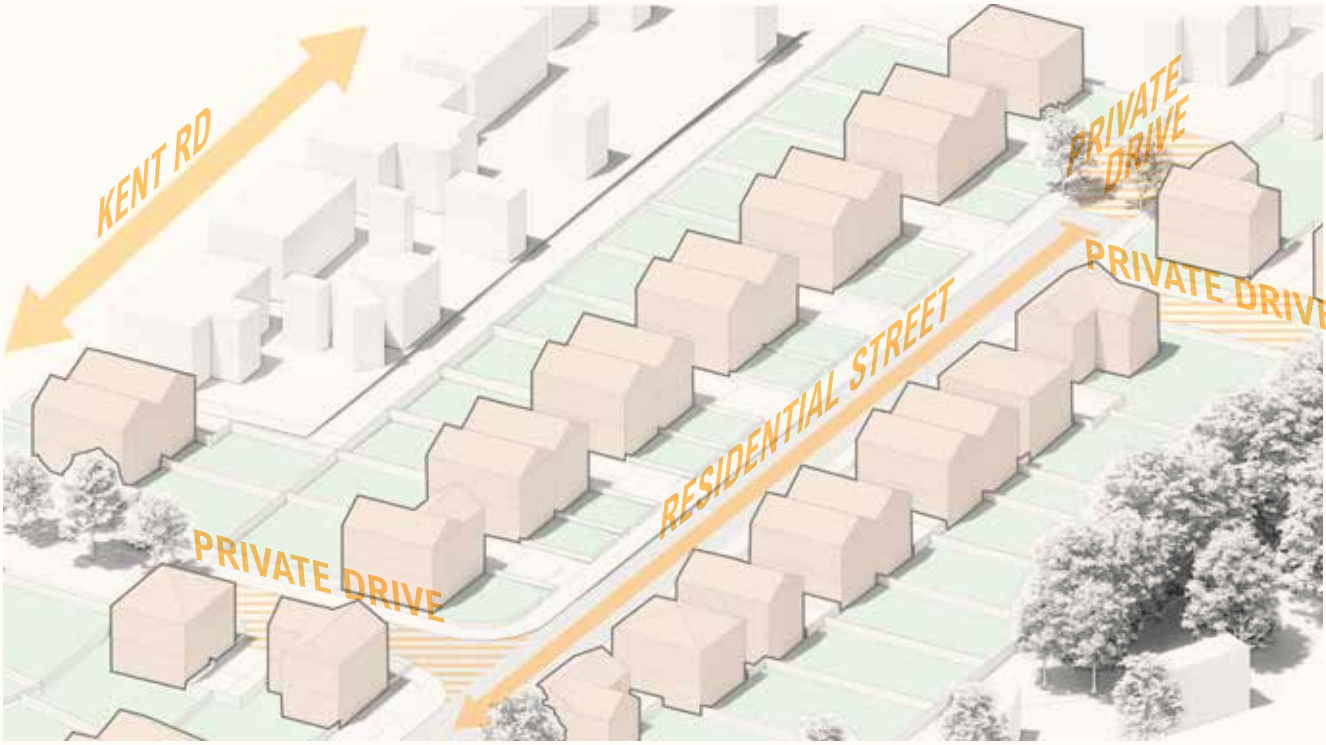
Kent Park

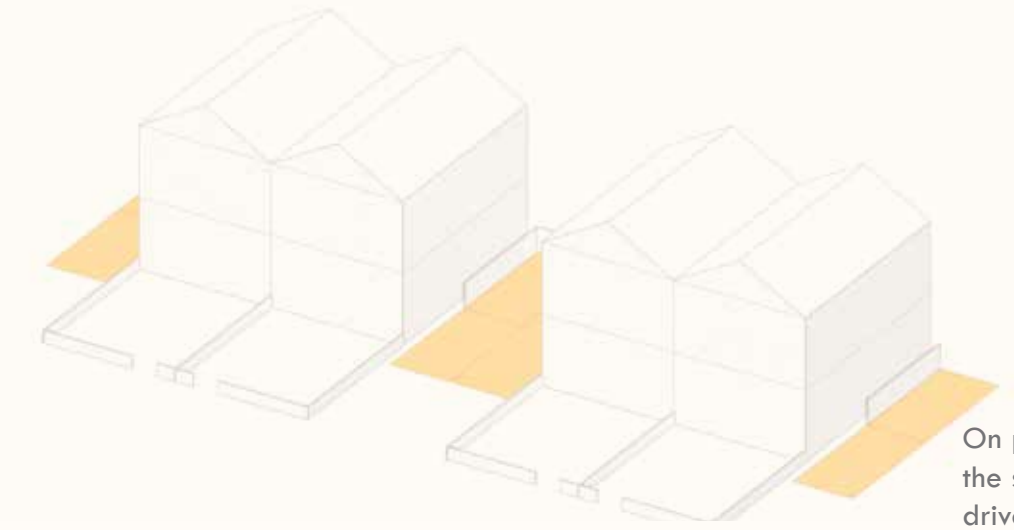
Movement

Second Access – A second vehicular access is to be provided at Kent Road. This will provide direct access to the northern most residential areas. Although the streets will be connected, careful design of the street network and hierarchy of streets will limit opportunity for rat running through the development by slowing cars through design and changing priority of movement/give way turns.

Parking - To be provided on plot or to the front of properties where they will be fully integrated within the overall landscape strategy and cars do not dominate the street scene. Parking courtyards to the rear of properties with no natural surveillance is not acceptable.

Access to be retained to existing properties - Access to be provided to the existing cattery buildings via the proposed street network. Private driveway access to be re provided to the existing houses, no. 147-165, Kent Road





On plot to the side in driveways

Appropriate parking typologies

Kent Park

Nature

Playing field – Retained open space to include a sports provision for up to two youth pitches. Opportunity to improve the quality of the existing open space with new tree planting.

Wetland Basin - The basin is to be designed primarily for nature conservation/biodiversity and should support a range of habitats and maintained as wet. It will also provide a provide a buffer to the existing buildings to the north of the site boundary and prevent active use of the open space in close proximity to the buildings.

Wildlife area - This area will not have public access and will be managed for wildlife and biodiversity. In addition this area will provide screening and mitigation to the railway. Detailed design to ensure that this area cannot be accessed by the public and is only backed on to be privately owned properties.

Retention of existing trees - Existing trees of value to be retained wherever possible.

Wildlife area

Wildlife basins should be designed to be overlooked by dwellings


Key
Open spaces
Wildlife area
Basin
Wildlife area
Playing Field

Kent Park

Identity

Roof Form - To be pitched roof and style consistent across the character area.

Boundary Treatments - Low, high quality boundary treatments to the front of properties to define private space to include prominent planting. E.g. Hedge. Consistent set back to accommodate a front garden up to 6m. Boundary treatments to include planting and hedges.

Building materials - Materials should be selected from the Site Wide material and colour palettes set out on p96-97 with the focus on red brick being the predominant material to respond to the character of the neighbouring Kent Road area. White render should be the predominant secondary material used to highlight areas of the built form to respond to the materials in neighbouring streets. Secondary materials should be chosen to complement and to create subtle variations and create visual interest.

High quality boundary treatments including hedges and planting.

Poor boundary treatment with only lawn.

Red brick to be the primary material choice.

Kent Park

Use

Lower density Neighbourhood - A lower density area of the development of 35Dph, to respond to the character of the neighbouring area.

Typologies - The focus for this area should be predominantly on semi-detached and detached properties, with consideration given to defining corner plots appropriately to avoid blank gables.

Sketch view of Kent Park area

Kent Park

Built Form

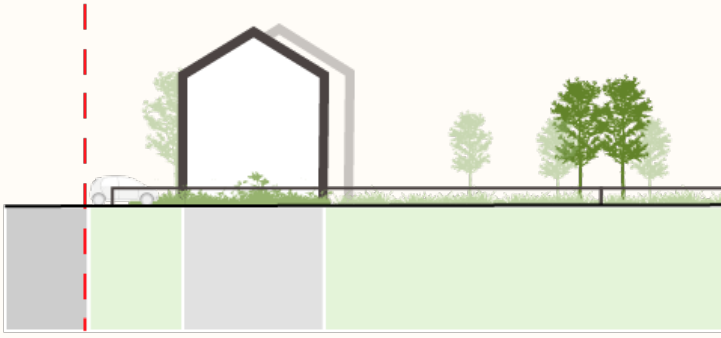
Kent Road – Proposed dwellings to Kent Road to be accessed via the existing street where possible and respond to the scale and massing of the existing properties, for example pairs of semi detached units.

Scale - Dwellings to be 2 storey in scale to respond to the character of the Kent Road area.

Landmark Buildings - To define key corners only (see plan on p163) and be delineated by selection of materials and building form, change in scale is not appropriate.

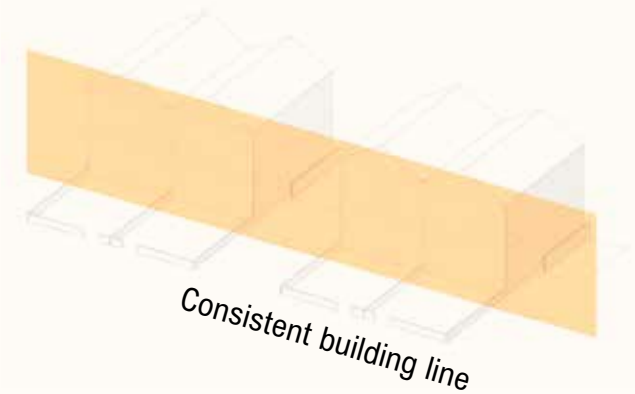
Building Line - Well defined building line on proposed streets with consistent set back. Dwellings that front onto Kent Road to continue existing building line character where new development meets existing plots.

Indicative section E-E

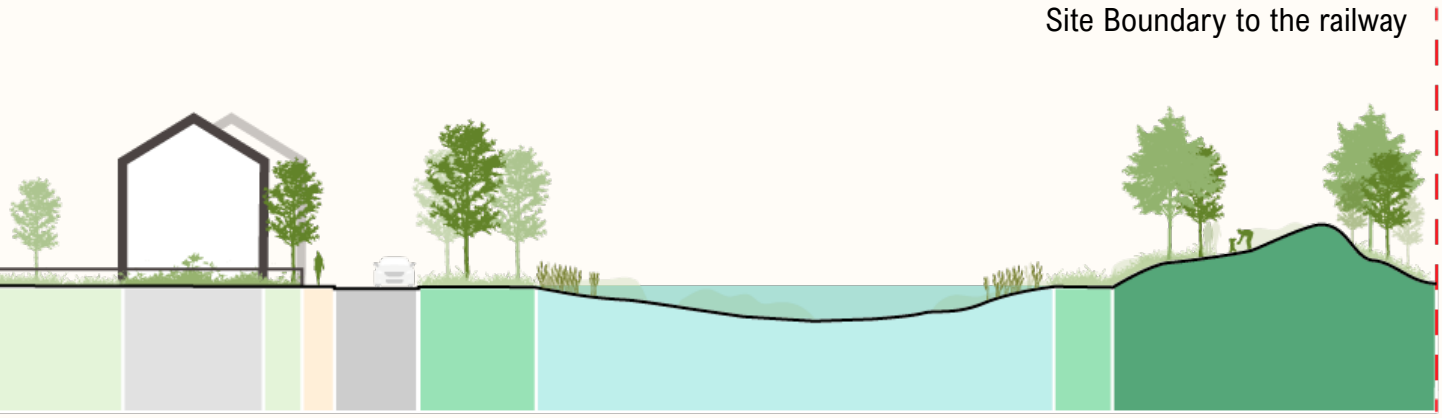


Kent Road

Perimeter Block structure



Consistent building line



2 storey dwellings.

Building Line - Consistent, well defined building line with consistent set back from the street.

To buildings to respond to the form, scale and massing of neighbouring streets.

Inconsistent building form with mixture of stories.

Kent Park

Homes & Buildings

Privacy distances - A minimum back to back distance of 21m between proposed and existing dwellings. New development should also be mindful of any existing windows to existing properties and dwellings be orientated to ensure there is no direct overlooking of existing properties.

The proposed development should respect the privacy of the existing cattery buildings and ensure that there is an appropriate relationship between buildings.

Detailed area - Kent Park interface with Kent Road.

5
Delivery

Delivery

Delivery Overview

This is a transformational masterplan which depicts the development of Friar Park, one of the largest brownfield sites in the West Midlands. There is a significant opportunity here to not only deliver a large number of much needed new homes, but also to reposition and change perceptions of the Friar Park area to help tackle some of the social and environmental challenges that the area faces after the Covid pandemic. Past uses of the site have resulted in abnormal development costs which have prohibited previous plans for regeneration. As landowners, the WMCA and Sandwell Metropolitan Borough Council will work with partners to address key delivery issues.

Planning Delivery

The adopted Black Country Core Strategy (BCCS) and associated development plan documents are under review. Following the decision to not proceed with the Black Country-wide review of the Black Country Core Strategy, Sandwell Metropolitan Borough Council has resolved to undertake the Sandwell Development Plan review. Issues and Options consultation is expected in February- March 2023 with adoption of this plan scheduled for late 2025/early 2026. To bridge this gap, it is intended that this masterplan and delivery document will provide non-statutory planning and design guidance which will be used to help guide development and planning decisions with respect to future procurement of a development partner and subsequent disposal of the site. The masterplan will be treated as a material consideration in relation to any future proposals put forward in relation to the site. It aims to provide confidence to prospective developers on what can be accommodated and what the WMCA/Sandwell Metropolitan Borough Council and the local community expect to see delivered through the regeneration of the site.

Education and General Practioners' (GP) Surgery Capacity

During consultation concerns were raised about the impact of the development upon local GP surgery and school capacities. Following further consideration of these comments, Sandwell Metropolitan Borough Council has advised that there is sufficient capacity within local primary and secondary schools to meet requirements expected to

arise from the proposed development, based on the Council's applied pupil yields.

The site is covered by the Black Country Integrated Care Board (ICB) which has replaced the Black Country and West Birmingham Clinical Commission Group (CCG).

In the light of the Crankhall Lane Medical Centre moving to a new home on Friar Park Road, the Tame Valley Medical Centre, the ICB has confirmed that they will not provide a new facility in this area. If additional capacity were to be required, this would be funded either via a commuted sum secured through s.106 planning agreement or if the scheme is proven unviable, would be funded by the NHS directly.

Site Remediation

The comprehensive regeneration scheme proposed in the masterplan is driving the remediation of historic contamination affecting the site and will be carried out in accordance with standards set by relevant legislation/ guidance and enforced by the Environment Agency. There are two raised landfill sites in the central part of the site which, under the proposed remediation strategy, means that contaminated material from these areas must be bulk excavated, segregated/sorted, treated, and re-used. The treatment of the material and its re-use is likely to be primarily on-site for sustainability and cost reasons. Implementation will require strict controls and mitigation measures to limit any environmental effects. The work will also involve the remodelling of the ground levels to reduce the height of this central area and a new bund feature will be created adjacent to the eastern boundary, closest to Bescot railway sidings. The bund will be designed to help reduce any noise from rail activities and the M6 motorway and will also be planted and laid out as public open space for use by residents of the development. By carrying out these comprehensive remediation works, the site will be made safe and suitable for new homes and associated areas of open space, thereby improving the local environment and providing recreation facilities for the wider Friar Park community, as well as residents of the new urban village.

Community and Stakeholders

This masterplan will not be successful without the support from the community and a range of stakeholders. Sustainable masterplanning depends on effective engagement with local communities and buy-in from stakeholders into the vision and strategy outlined. The masterplan draws on the responses to the recent consultation events and lessons learned have been incorporated into the masterplan.

As landowners, the WMCA and Sandwell Metropolitan Borough Council have also sought to ensure that masterplan incorporates best practice in terms of design and adoption of sustainability principles. As the plans progress towards implementation in collaboration with a private sector development partner, the public sector partners will continue to listen to the views of local residents and other stakeholders to ensure that we secure the highest quality residential scheme that benefits significantly the wider Friar Park area.

Delivery

Delivery Overview

Public Open Space Provision, including Biodiversity Net Gain (BNG)

The masterplan has been designed to ensure that Council policies for the provision of different types of public open space are met. This open space is integrated carefully into the proposed development. It has several important functions: it will enhance the residential environment and amenity of the new neighbourhood; contribute to biodiversity; provide valuable recreational space; frame key pedestrian and cycle routes and accommodate sustainable urban drainage features, such as swales and attenuation pond. There are two disused playing fields on the site (at the rear of the Millennium Centre and adjoining Kent Road). Following discussions with Sport England it has been decided to re-provide a youth-sized football playing field to replace that impacted by the development at Kent Road. The other will be re-provided, as appropriate, on existing playing fields in the Wednesbury area.

Recent legislation means that from November 2023 all developments of this scale will need to protect site biodiversity as far as practicable and, where development would result in loss or degradation of habitat, provide at least 10% biodiversity net gain. The proposed comprehensive remediation works to address historic site contamination will result in large parts of the site being excavated. The masterplan proposes that, whilst a significant proportion of the existing biodiversity can be re-provided within new areas of open space on the site, additional provision will have to delivered off-site, possibly on WMCA/Council-owned land, to satisfy the legal requirements. This will be a requirement for the future development partner and further work will be necessary to identify the most appropriate location and to devise a strategy to deliver this replacement biodiversity land. The amount of land needed will be calculated using an appropriate biodiversity metric and will depend on the extent and type of habitat lost and that to be re-provided.

Viability

Development viability is a major challenge to achieving the masterplan vision. The site has a long history of uses, such as a metal foundry and a sewage works that have left a legacy of challenging ground conditions, including substantial contamination. These high abnormal costs mean that development viability and deliverability is challenging in relation to the Friar Park site. To deliver the ambitious scale of change outlined in the masterplan will require significant upfront costs including extensive land remediation, ground modelling, infrastructure provision, delivery of public open space (including land to meet biodiversity net gain requirements), public realm works and delivery of high-quality residential development, incorporating 25% affordable housing as required by the Black Country Core Strategy. The application of Garden City design principles will be a further factor to consider.

The WMCA and Sandwell Metropolitan Borough Council has commissioned viability appraisal advice which has informed the housing mix in the masterplan. This appraisal was high-level and includes a number of development and cost assumptions that will require further confirmation and testing as the

development is progressed. In this light it will be critical for any future developer partner to review development feasibility at an early stage to enable a robust view to be taken on the development funding strategy.

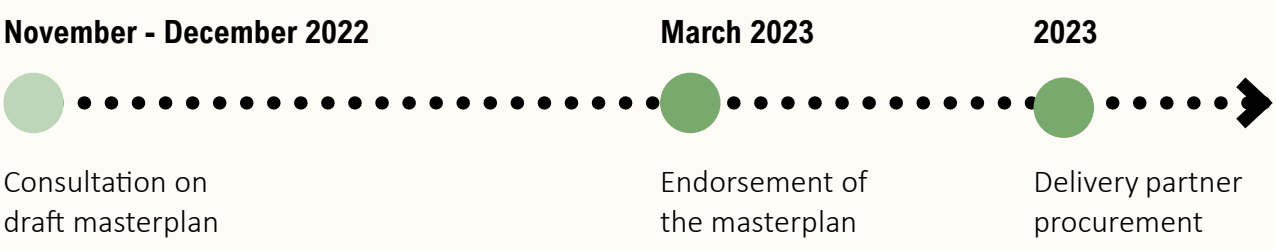
Funding

The WMCA and Sandwell Metropolitan Borough Council recognise that given the costly remediation works needed to facilitate site regeneration, scheme viability will potentially be under pressure. The public sector partners would encourage potential private sector developers and investors to open a dialogue with them in relation to their funding strategy and implementation of the proposals.
The partners wish to see the delivery of a transformational project at Friar Park that will meet their long-term ambitions in terms of economic, social, and environmental outcomes. The case for the regeneration of Friar Park is compelling particularly in the light of the priority given to bringing forward brownfield sites (such as Friar Park) for housing in the Black Country. This is a once in a generation opportunity to ensure that an attractive, well-designed, and sustainable new neighbourhood is delivered.

WMCA/Sandwell Metropolitan District Council (SMBC) will be using the masterplan as a basis for securing development partners with the aim of starting on site by 2025, which is a pre-condition of government funding.

Next Steps

This Masterplan and Delivery document was the subject of public and stakeholder consultation in late 2022. Following consideration of the results of the consultation process by the WMCA and Sandwell Metropolitan Borough Council, the necessary revisions have been made to the masterplan and this document represents a final version endorsed by the public sector partners. The masterplan and delivery document will provide planning and design guidance to inform the future procurement process to secure a development delivery partner to be initiated by the WMCA and Sandwell Metropolitan Borough Council during 2023.



FRIAR PARK
URBAN VILLAGE

Tibbalds CampbellReith
Multidisciplinary Joint Venture

LICHFIELDS

LDĀDESIGN