



# SMETHWICK TO BIRMINGHAM

Grove Lane MASTERPLAN  
January 2022

# CONTENTS

<i>The Delivery Partners</i>	4	<b>5. CHARACTER AREAS</b>	<b>40</b>
<b>1. INTRODUCTION</b>	<b>6</b>	<i>CHARACTER AREAS</i>	<b>42</b>
<b>2. PURPOSE</b>	<b>10</b>	<i>Character Area 1: Cranford Street / Heath Street / Canal</i>	<b>44</b>
<b>3. CONTEXT</b>	<b>14</b>	<i>Character Area 2: Cape Arm</i>	<b>50</b>
<i>Site Context</i>	<i>16</i>	<i>Character Area 3: Open Space network</i>	<b>58</b>
<b>4. THE MASTERPLAN</b>	<b>24</b>	<i>Character Area 4: Grove Street and Primary School</i>	<b>62</b>
<i>The Masterplan</i>	<i>26</i>	<i>Character Area 5: Moilliett Street Park</i>	<b>70</b>
<i>Site-wide Principles</i>	<i>30</i>	<i>Character Area 6: Abberley Street / New route</i>	<b>76</b>
		<i>Character Area 7: Grove Lane / Cranford Street / London Street</i>	<b>82</b>
		<b>6. APPENDICES</b>	<b>88</b>
		<i>Appendix A: Planning Policy &amp; Context</i>	<b>90</b>
		<i>Appendix B: Grove Lane area - definition of parcels</i>	<b>92</b>
		<i>Appendix C: Reference image copyrights</i>	<b>95</b>

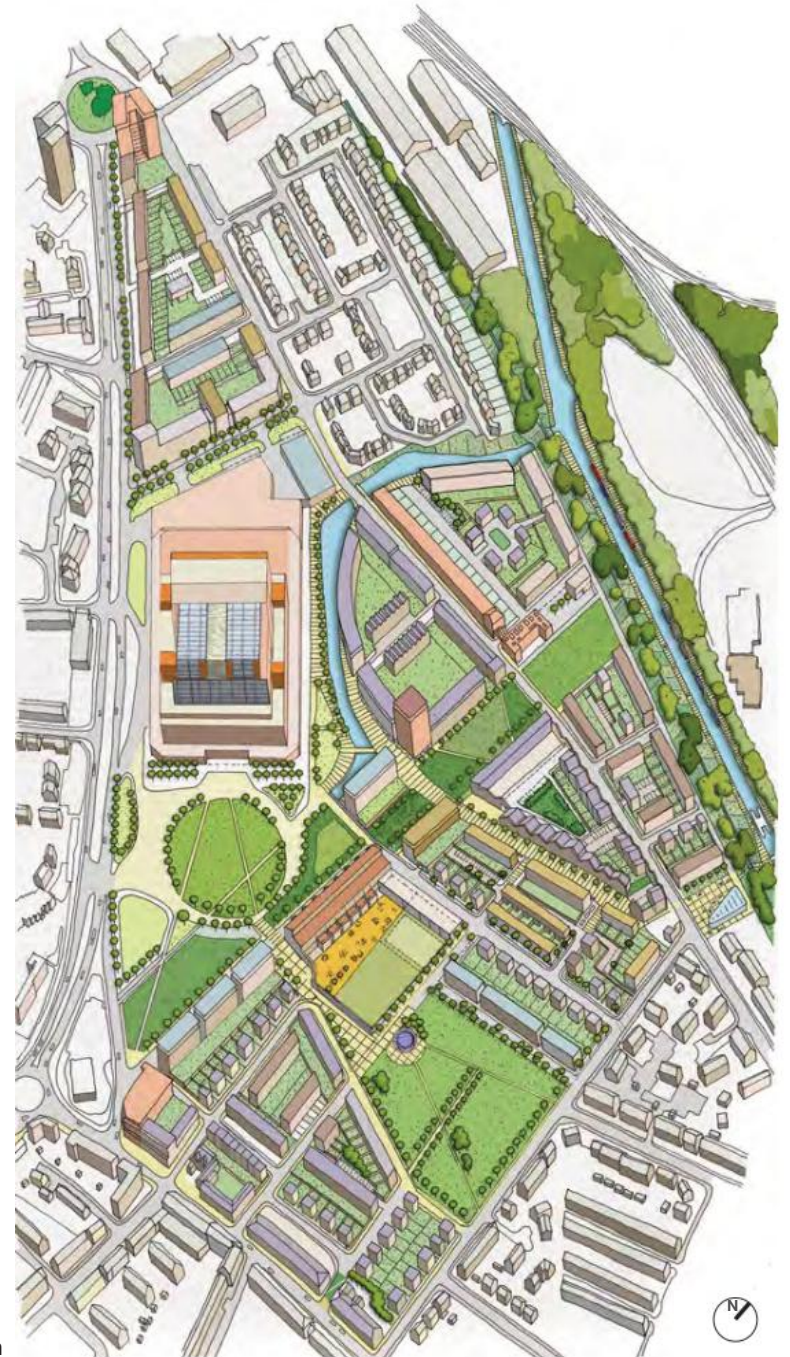


Fig. 0.1 - Grove Lane Illustrative Masterplan

## The Delivery Partners



**Sandwell Council** is leading on the preparation of the development framework and the Grove Lane masterplan in collaboration with the other partners. The Council is the largest Black Country authority and is pursuing an ambitious and proactive inclusive growth agenda.



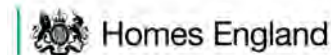
**Birmingham City Council** is leading of the preparation of the development framework in collaboration with the other partners. Birmingham is the largest local authority in Europe and has an extensive track record of delivering large-scale urban renewal.



**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, economy and environment. WMCA is working with partners on the redevelopment of the area around the new Midland Metropolitan University Hospital.



**Transport for West Midlands** co-ordinates investment to improve the region's transport infrastructure and create a fully integrated, safe and secure network.



**Homes England** is the government's housing accelerator. It is focussed on making possible the new Homes England needs, helping to improve neighbourhoods and grow communities. Homes England is working with Sandwell and West Birmingham Hospitals NHS Trust to bring forward the redevelopment of the City Hospital.



**Sandwell and West Birmingham Hospitals NHS Trust** operates City Hospital and its new hospital, the Midland Metropolitan University Hospital, is under construction. The trust is the largest employer in the corridor and is committed to improving the lives of local people, maintaining an outstanding reputation for teaching and education, and to embedding innovation and research.



**Canal & River Trust** is the charity that looks after and brings life to 2,000 miles of waterways in England and Wales, including the Birmingham Main Line Canal within the corridor. The Trust is working to transform canals into spaces where local people want to spend time and feel better.



Fig. 0.2 - Engine Arm Moorings, Smethwick

# INTRODUCTION





# 1

## INTRODUCTION

# 1

## INTRODUCTION

### Introduction

The Smethwick to Birmingham corridor is Birmingham and Sandwell's historic canal district, stretching from The Roundhouse just west of Brindley Place to Galton Bridge in Smethwick. It is the historic link between Birmingham and the Black Country and a cradle of the industrial revolution. Today the corridor is one of the most significant areas of brownfield urban renewal in Europe.

At the heart of this corridor, the Grove Lane area of Sandwell Council is the location of the new Midland Metropolitan University Hospital (MMUH), which will open in 2022. With the surrounding land, it is one of the major intervention sites in Sandwell. Alongside this masterplan, a high level strategic framework has been prepared to guide development across this area.

The Grove Lane area, which takes in land between Grove Lane, Cranford Street, Heath Street and the Main Line Canal, has been awarded Housing Zone status with potential to deliver approximately 800 new homes over almost 18 ha of brownfield land. Some of these have already been provided with approximately 140 constructed north of Cranford Street.

The development of the land parcels should be comprehensive, creating a people centred neighbourhood that supports existing local centres, provides a new school, connects with the canal and promotes active travel. It is important that development is not purely based on achievable numbers of homes but delivers a quality place that raises aspirations for the regeneration of the wider area.

This masterplan is prepared jointly by Sandwell Council and Birmingham City Council in close collaboration with Homes England, The West Midlands Combined Authority (WMCA), Sandwell and West Birmingham Hospitals NHS Trust and the Canal & River Trust.

### Status

The Grove Lane Masterplan is approved by Sandwell Council and Birmingham City Council as a non-statutory planning document. It provides guidance to support the councils' statutory planning policies for the area. It will be a material consideration in the determination of planning applications.

Fig. 1.1 - The new Midland Metropolitan University Hospital (MMUH) is being built at the heart of the Grove Lane area. It is located close to the canal and Moilliett Street Park.



# PURPOSE





# 2

## PURPOSE

# 2

## PURPOSE

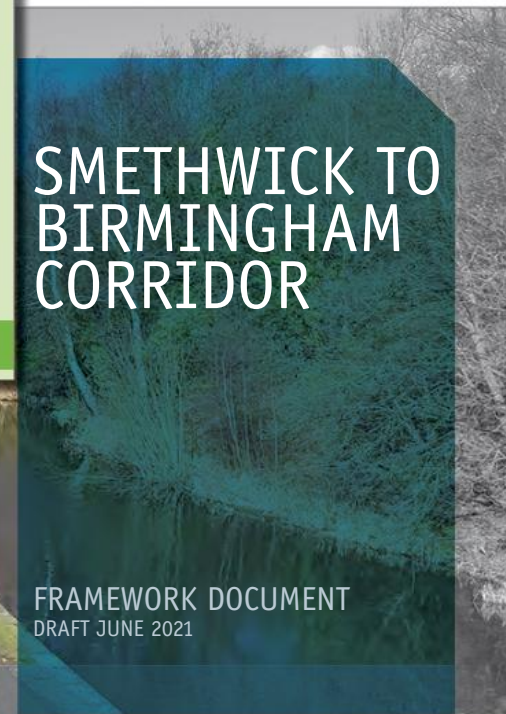
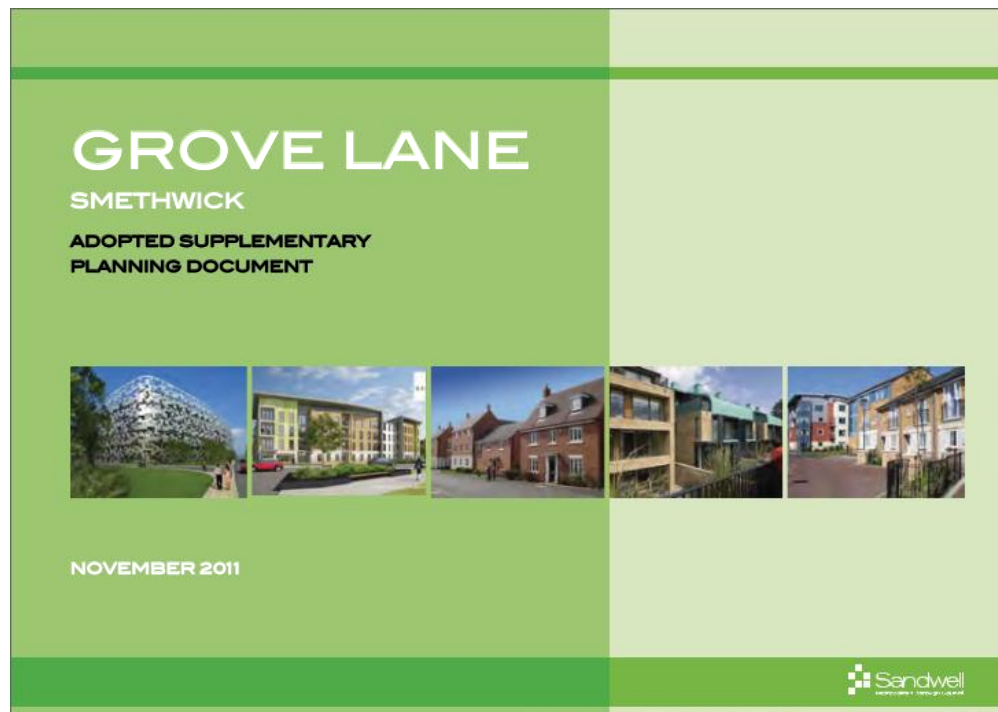
### Purpose

A Masterplan & Delivery Strategy document for Grove Lane was produced in 2010 which considered potential development in part of the Grove Lane area, setting out proposed land uses and phasing of development. However, given the passage of time and the adoption of the Sandwell Sites and Delivery DPD, this document is now out of date and a review is required.

The purpose of this document is to prepare an amended masterplan to take account of recent changes and the current context, and to visualise how the area could look and function in the future. The masterplan has considered factors that would influence its viability and delivery, and these provide further grounding for the vision and objectives.

### *Relationship to the Smethwick to Birmingham Development Framework*

The Smethwick to Birmingham Framework sets out a strategic plan for the whole Smethwick to Birmingham corridor. The Grove Lane masterplan builds on the framework and sets out in more detail how the Grove Lane area surrounding the Midland Metropolitan University Hospital can be developed.



- Address the scale of, and provide connectivity to, the new hospital.
- Reinforce the network of mutually supporting uses required to help the neighbourhood function.
- Overcome land ownership constraints to enable the creation a smooth, unified and seamless network of streets and spaces with an attractive public realm for people to enjoy.
- Convert some existing buildings to maintain an element of history and add variety to the built fabric.
- Establish a mix of houses and flats to offer a range of accommodation to existing and new residents.
- Locate higher buildings at focal points.
- Improve Cranford Street/Heath Street.



Fig. 2.1 (top) - Grove Lane SPD,

Fig. 2.2 (middle), Fig 2.3 (bottom) - Extracts from Corridor Framework

# CONTEXT





# 3

## CONTEXT

# Site Context

## Wider Location

The Grove Lane area sits within the wider Smethwick to Birmingham corridor, which is itself sited on the western side of Birmingham city centre, roughly 2.5km from the main retail and commercial areas.

At this point in the city, the dense urban character of the city centre is beginning to break up, and the corridor represents a transition between the urban and the suburban, with the scale and form of development and the nature of the environment less dense, lower and becoming more spread out.

That said, the corridor was defined during the Industrial Revolution by the Main Line Canal, and was characterised by industrial development, and housing has developed historically around it. The A457 and the main line railway between Birmingham and Wolverhampton all now pass through the corridor, and other radial routes stem from the city centre north and south of this corridor (notably the A41 and Snow Hill railway line to the north, and the A456 Hagley Road to the south).

The corridor remains a place where small and medium industrial interests remain, attracted by competitive and lower property values, and good access to wider transport networks – the M5 is a short drive to the west – and the local labour force. Outside of the corridor area, residential neighbourhoods dominate, the closest of which is the Windmill Eye.

The Grove Lane area has a new prominence in the area because of the construction of the new Midland Metropolitan University Hospital (MMUH).

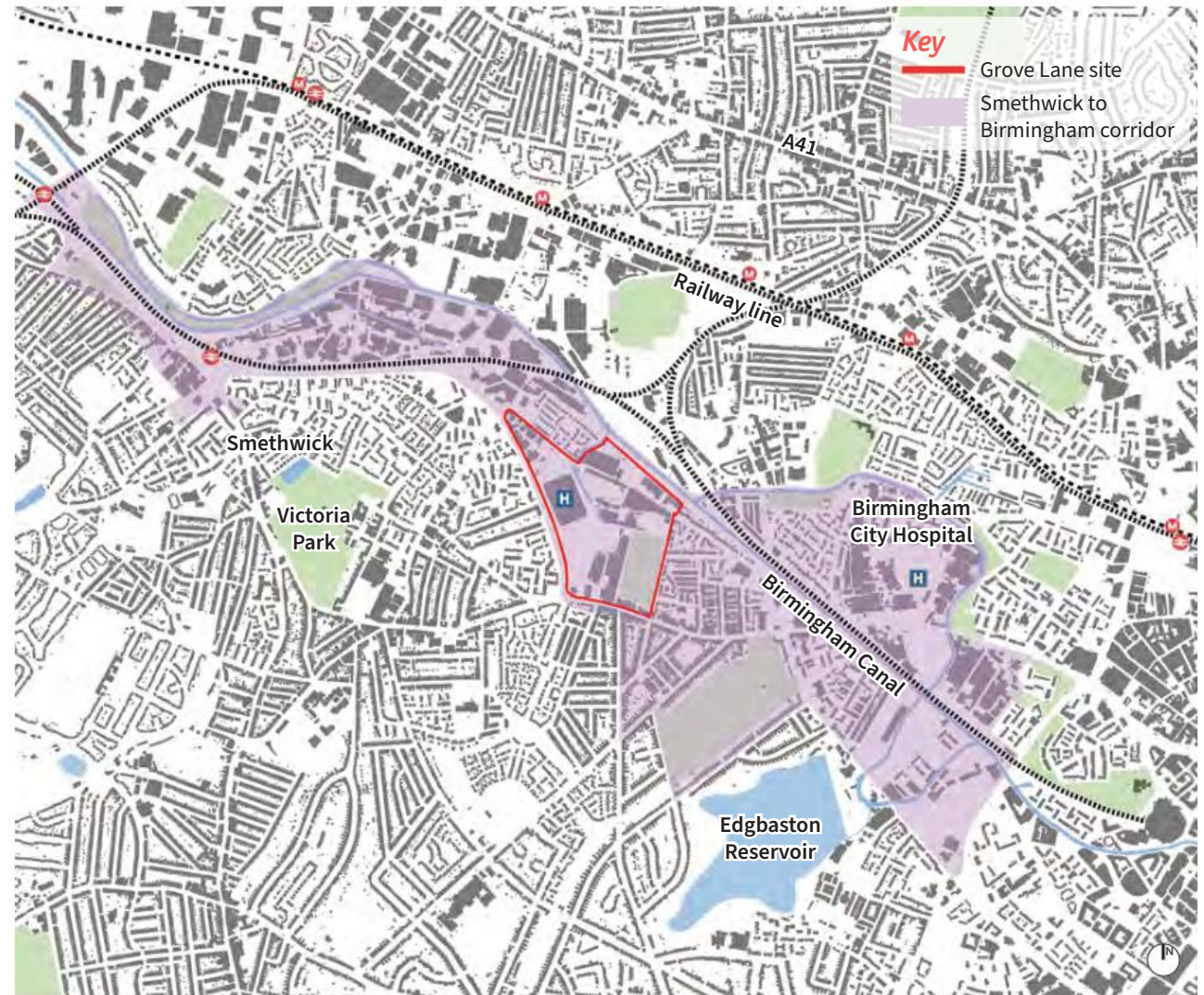


Fig. 3.1 - Location of the Smethwick – Birmingham corridor in the wider context of west Birmingham

It will replace some of the functions that are presently carried out by Sandwell General Hospital in West Bromwich and Birmingham City Hospital which will transfer services from its location a short distance to the east, when the new hospital opens.

The new hospital will transform the area. It will see people coming into this area who have not engaged with it before. This will include professionals, visitors, employees, students and people looking to live in the area. It will mean that current residents will see significant changes over a long period.

## The Site

The Grove Lane area comprises land between Grove Lane to the west, Dudley Road to the south, Moilliett Street Park and Winson Street to the east and the Birmingham Canal to the north. The new hospital is located centrally in this area, abutting Grove Lane. A series of sites surround the hospital to the north, east and south.

The hospital itself is a dominating presence; a prominent, tall building that is significantly taller than most of the surrounding development. To the south of the hospital building, a large open space is planned as an entrance point which is intended to be used as a public open space. South of this space, the Hospital Trust have ambitions for a learning campus and for temporary living accommodation (e.g. a hotel).

Much of the surrounding area is occupied by dense, low rise industrial activity and is characterised by warehouses, workshops and surface parking areas. The range of industry is varied, but some of it is noisy and unsightly (e.g. scrap, vehicle storage). Parts of this area have become derelict and underused, particularly around Abberley Street, while other parts have already been redeveloped (Cranford Grange, north of the hospital) or have been the subject of speculative planning applications. Areas left open – such as front yards and service spaces – are often used for parking.

Many of the industrial buildings to the east of the hospital is low rise and over fifty to sixty years old, and much of it seems tired. However, elements speak to the area's history and heritage, and some of the brick patterns and openings have a distinctiveness that is worthy of note in redevelopment ideas. To the west, across Grove Lane, Windmill Eye is a residential neighbourhood that has already seen significant regeneration through funding from the Homes & Communities Agency.

The Cranford Grange development to the north of the hospital is the first area of redevelopment for residential use. The scheme is a suburban style development of two and three storey semi-detached family homes with front and rear gardens and off-street parking.



Fig. 3.2 - Boundary of the Grove Lane masterplan area

### Key

Grove Lane site

## Land Ownership

Public ownership in the Grove Lane area around the site of the new hospital is limited. The WMCA have a relatively large land holding on the north side of Abberley Street, and have received a demolition consent for the removal of the current buildings, granted in early 2021. Birmingham City Council owns Moilliet Street Park; the Council is considering development of part of the park to support improvements to the park.

There are significant private landholdings in and around the Grove Lane area, which are characterised by their industrial and commercial uses. The history of the area as a focus for industry and its transport routes contribute to the area remaining a relatively successful location for commercial and industrial activity, albeit characterised by older, smaller and lower quality stock. This also contributes to a fragmented land ownership picture, which makes land assembly and redevelopment in Grove Lane more difficult.

Within this general picture, there are larger sites in single ownerships and this includes key sites north and south of Cranford Street immediately east of the Cape Arm canal branch .

Sites around Halberton Street and to the north of the hospital are both within multiple ownerships, and some include long term leaseholders.

## Land Parcels

The masterplan addresses the Grove Lane area holistically, but with the definition of the Housing Zones, the mix of land ownerships, development planning activity and the nature of physical characteristics, the area can be seen as a series of parcels. In practice, these factors will influence the masterplan, particularly through the phasing and delivery. Initial activity on delivering the new neighbourhood will be driven by those characteristics of each part of the area that makes delivery easier, or more complex.

The parcels that have provided a structure for the masterplan proposals is set out at Appendix B.

## Opportunities

The masterplan responds to a number of opportunities that will enable it to contribute to the regeneration of the wider Smethwick to Birmingham corridor and benefit existing communities. These are:

- Integrating the area with the Dudley Road high street;
- Incorporating the Cape Arm canal into the design strategy;
- Reconnecting Cranford Street/Heath Street with Dudley Road;
- Replacing a large industrial employment site with a predominantly residential neighbourhood (element of mixed use/education campus/school);
- Addressing the scale of, and provide connectivity to, the new hospital;
- Reinforcing the network of mutually supporting uses required to help the neighbourhood function;
- Overcoming land ownership constraints to enable the creation of a smooth, unified and seamless network of streets and spaces with an attractive public realm for people to enjoy;
- Converting some existing buildings to maintain an element of history and add variety to the built fabric;
- Establishing a mix of houses and flats to offer a range of accommodation to existing and new residents;
- Enabling the creation of green and blue open space network as a structure to the neighbourhood and to meet recreational demands, including improvements to Moilliett Street Park;
- Distributing scale and density to reflect a changing character; and
- Locating higher buildings at focal points.

## Characteristics of the Grove Lane Area

### Connections

The site is well defined by Grove Lane and Dudley Road, and by the canal. The internal connections are defined by Cranford Street and Heath Street – which connects the Soho Way roundabout and the east end of Dudley Road – and the streets coming off this north – south, which include London Street and Winson Street. Internal connections will be improved by the development of the hospital, particularly around its entrance, and the Cape Arm, which currently has no access for boats or pedestrians, also offers the opportunity for a distinctive connection to the canal.

Connections beyond the site are more difficult. Grove Lane is a wide, busy dual carriageway with limited crossing points to and from Windmill Eye, and connections to Dudley Road – particularly Halberton Street and Dugdale Street – are compromised by the industrial environment and the poor quality of Moilliett Street Park as an open space. Whilst the canal is just to the north, there are no connections to it which limits pedestrian and cycle access to the areas to the north. Notwithstanding the width of Grove Lane, walking routes to Cape Hill are relatively straightforward.

Grove Lane and Dudley Road offer public transport routes, which can only improve as the hospital opens. They are both part of the A457, a significant route into Birmingham and the primary link between the MMUH and the City Hospital site. This route is part of the key route network, along with Cranford Street / Heath Street. This latter connection provides an alternative to the Grove Lane / Dudley Road, which has made it something of a rat-run; this will need to be addressed sensitively if it is to see its context change markedly from industrial to residential.

### Open spaces

The principal open space in the area is Moilliett Street Park. The park was created from slum clearance in the 1970s. It has a regular shape and provides play space and neighbourhood green space for the residential areas around, which are principally to the east. The space is largely grass, but has some trees and is open on all sides.

The park is compromised by being surrounded on two sides by industrial land, and the Dugdale Street frontage is entirely blank. The park has had issues with anti-social behaviour, which is longstanding and perpetuates the perception that the park is not fulfilling a purpose.

There are no other open spaces within the Grove Lane area, though the canal network offers potential if a connection can be made. The space in front of the hospital is intended to form a new public space with a community function and promises to be well managed. It could form the basis of an open space structure if combined with Moilliett Street Park and the canal.



Fig. 3.3 - The hospital is nearing completion, and has a prominent frontage on to Grove Lane



Fig. 3.4 - The canal corridor close to Grove Lane, though connections to and from it are limited



Fig. 3.5 - Moilliett Street Park

### **Massing and built form**

The Grove Lane area is a traditional industrial area, and has been dominated by low rise, small scale traditional industrial buildings, which still cluster around the eastern side of the new hospital on Cranford Street, Halberton Street, Heath Street and Abberley Street. Where newer industrial buildings have appeared in the post war period, buildings have tended to maintain the form, mass and height of the area (see Fawdry Street), though more recent warehouses on the north side of Heath Street have introduced a functional form more in tune with modern businesses and the needs of vehicles serving them, notably with buildings set back behind a service apron or parking area.

Cleared land exists behind the frontages to the south side of Cranford Street along Cape Arm, and Abberley Street has also recently been cleared. These are close to the open space of Moilliett Street Park. To the east, low density family housing begins to dominate, mixed in with older terraces.

Nearby Dudley Road is the closest retail and commercial centre, and is dominated by two and three storey terraced units. A former cinema remains on the western end of Dudley Road – currently being used as a kitchen and bathroom showroom -, which has a landmark status through its size, isolation on the plot and its architecture. Dudley Road has a bustling atmosphere, partly on account of it being on the main route to the city centre.

The new hospital has altered the dynamic significantly, bringing in a large building of up to ten storeys, which does allow for an increase in height in redevelopment to echo the new scale in the area.

Grove Lane does border significant areas of residential development as well, especially to the west in Windmill Eye. There are some significant residential buildings of scale here, notably the high-rise flats on the roundabout which do have some impact on the acceptability of scale on the neighbouring Grove Lane/Cranford Street corner.

### **Heritage**

Whilst the canal is within a conservation area further to the west, the stretch of canal closest to Grove Lane is not. There are no listed buildings within the Grove Lane area, though there are industrial buildings of note remaining on Cranford Street, which retain some interesting industrial architecture, including two-tone brick and vertical windows fronting Cranford Street.



Fig. 3.6 - The former cinema at the western end of Dudley Road



Fig. 3.7 - Older industrial buildings fronting Cranford Street, some of which retain interesting architectural features



Fig. 3.8 - Dugdale Street alongside Moilliett Street Park

## Strengths and Challenges

As a whole, the area is compact, and has within it a varying urban environment with both strengths and challenges to be considered.

### Strengths

- Proximity of the canal; the canal is a potential asset with recreational value and which provides historic context
- Cape Arm branch; the branch off the Main Line provides additional waterfront potential which could be capitalised upon
- Potential for good public realm and spaces around hospital; the scale of the hospital gives it the potential to frame significant public spaces. This could lead to a range of interesting spaces for varied purposes
- Good connections by road; the nearby road network links well to surrounding places of note, particularly radial routes
- Some interesting heritage / older buildings, particularly in Cranford Street
- Proximity to local centres, including Cape Hill and Dudley Road, which offer a diverse set of commercial and retail services

### Challenges

- Poor pedestrian and cycling infrastructure; pavements and roads are often narrow and can be compromised by rat-running and heavy traffic. The non-vehicular network is poorly maintained.
- Poor connections to rail-based public transport. Links to the Metro and traditional rail are difficult, and stations are not within easy walking distance.
- The area is dominated by a traditional industrial built environment
- Heavy traffic serving the industrial area
- Pavement parking



Fig. 3.9 - The Cape Arm branch off the Main Line Canal, with a strong relationship to the hospital



Fig. 3.10 - Typical industrial uses in the Grove Lane area

Fig. 3.11 - Typical view of the Main Line Canal through the corridor



# THE MASTERPLAN





# 4

## THE MASTERPLAN

# The Masterplan

**The masterplan relates back to the Smethwick to Birmingham Corridor Development Framework, and our Vision for the wider corridor is:**

## Making a Healthy Community

The Framework also sets out 5 key principles for the corridor to support this vision, which apply to the development of the Grove Lane area. These principles are:

- Healthy centres: Resilient local centres within walking distance
- A new hospital as an anchor institution: Integrating the Midland Metropolitan University Hospital with its surroundings and maximising the improvements it brings to the local area.
- A green corridor: Enabling the corridor to become a green artery contributing to improving biodiversity and responding to climate change.
- An active travel exemplar: Encouraging walking and cycling as sustainable modes of transport to support the principle of '15 minute neighbourhoods' within the corridor.
- Green new neighbourhoods: Embracing the opportunity to demonstrate best practice in design and sustainability.
- Healthy sense of place: Capitalising on the industrial heritage and diversity of the corridor to give people a sense of pride and belonging.

In addition the Framework sets out the corridor's contribution to net zero: through the guiding principles summarised above the corridor will contribute to achieving net zero by improving green spaces, encouraging sustainable travel choices, reducing congestion and delivering sustainable

new homes. The Midland Metropolitan University Hospital is a significant catalyst for change; change will happen, and the Smethwick to Birmingham Framework will guide it. The hospital will be integrated effectively into existing communities, whilst acting as an anchor institution for the area's regeneration.

New development will enhance the best of what already exists – in particular the area's historic importance and its diverse population. Existing local centres will continue to be places where people can meet everyday needs and be a focus for community.

The area will accommodate a significant number of new homes alongside improvements to education provision including further and higher education and job creation.

Connected neighbourhoods will encourage active travel and a reduction in car use and traffic dominance. The Corridor will benefit from improved green spaces, with the canal network as a blue and green spine providing the common visual and physical connection.

The masterplan has been developed based on a series of robust urban design principles and in accordance to the objectives for the corridor area set by the delivery partners.

(Top) Fig. 4.1, (middle) Fig. 4.2, (bottom) Fig. 4.3 - The Port Loop development to the south east of Grove Lane represents new development of a high quality that has good open spaces and waterfront. The ambition for Grove Lane is one of a coherent community that enjoys living in its neighbourhood.



Creating a vision for the site that is shared amongst the whole community and key stakeholders is critical to the long term success and viability of the scheme.

The vision needs to be robust and deliverable and seeks to create a fully integrated mixed use quarter and place that people enjoy to live, work and visit.

The masterplan aims to show a preferred approach to the comprehensive redevelopment of the Grove Lane area over the coming years, which will see a new community develop alongside the exiting community, and integrate the hospital and its community into this part of the city.

## Brief for the Grove Lane Area

The MMUH sits within the Grove Lane area. It is expected to accommodate around 800 homes alongside a new primary school. The new neighbourhood must encourage active travel and a reduce car use and will benefit from improved green spaces, which includes connections to the canal.

*The partners have identified the following objectives for the Corridor which are pertinent for the Grove Lane area and include:*

- Housing provision –a mix of good quality housing typologies, tenures and densities that reflect local need, meet design standards, can adapt to changing lifestyles and property market considerations.
- Economic regeneration through construction opportunities and through the expansion of healthcare, research, commerce, environmental science and technology and the enabling of start-up and small businesses
- Active travel and connectivity – prioritise active travel and create '20-minute neighbourhoods' (i.e. the availability of most services or needs within a 20 minute walk or cycle from home)
- Canal network – enhance its recreational and daily commuting role. Create direct and barrier free linkages. Green the canal corridor. Create opportunities for waterside living.

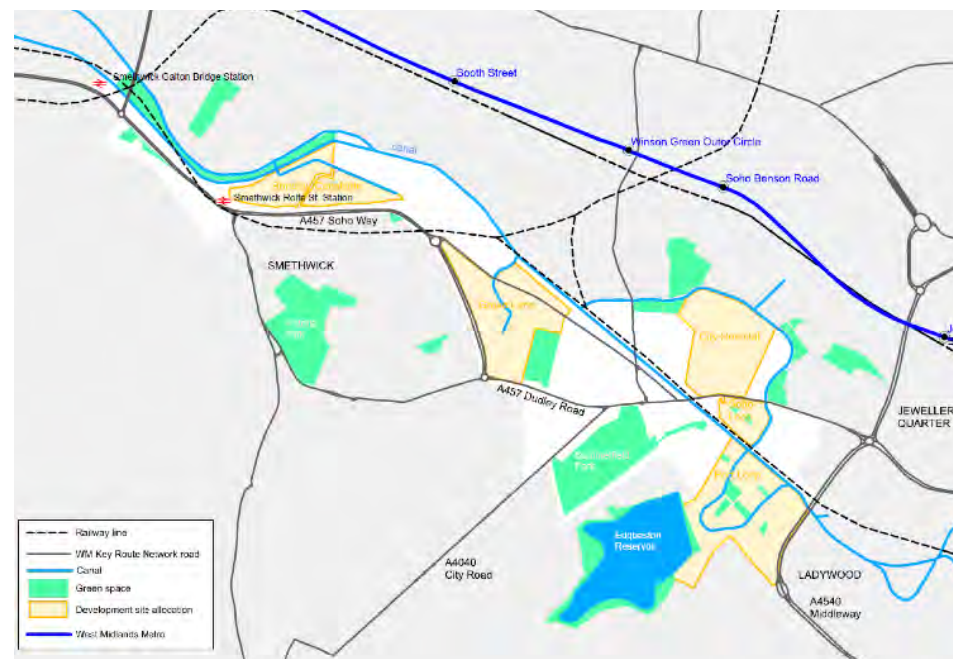


Fig. 4.4 - An overview of the whole of the Smethwick to Birmingham corridor

- Place-making people-centred communities and existing local centres. Enhance the existing characteristics of the area as well as creating a distinct identity informed by the historic environment.
- Education – meet defined education needs through provision of a new primary school at Grove Lane. Seek a higher education presence linked to the Midland Metropolitan Hospital.
- Sustainability – reduce air pollution and help de-carbonise transport. Explore opportunities for renewable energy generation, sustainable construction and a heat network.

## Purpose of the Masterplan

Based on the assessment of the area, and its existing character and features, the masterplan has established a set of principles for redevelopment.

### *Purpose*

The purpose of the Illustrative Masterplan set out within this document is to set a vision for the area, to provide inspiration for the design of a viable, high-quality place and to raise aspirations for the regeneration of the wider area. The illustrative material is drawn to inspire, and it is acknowledged that in some places it doesn't fully comply with the current policies set out within the Sandwell MBC Residential Design Guide Supplementary Planning Document SPD. Where this occurs, the principles shown within this document have taken inspiration from best practice projects across the country, to demonstrate how the appropriate densities and capacities on the site could be achieved as part of an exciting, forward thinking new development around the major new hospital. This document does not provide a template for a planning application, rather an illustration of the vision for the sustainable and high-quality place that the Partners are looking to deliver.

The illustrative masterplan demonstrates how the agreed objectives can be translated into an environment that:

- Encourages walking and cycling through compact development forms and attractive street environments that prioritise people, such as mews streets;
- Provides access to green space and nature;
- Provides a variety of different housing typologies to enable a mixed community; and
- While meeting local standards, allows future flexibility should the anticipated modal shift towards less car usage be achieved.

### *Car Parking*

The Illustrative Masterplan is based on current best practice parking approaches. This incorporates flexible parking approaches that provide sufficient car parking spaces in line with current standards, but in a way that is in line with the overarching health and wellbeing objectives. The provision of a higher percentage of on-street and shared parking spaces would accommodate a shift change to reduced private car use in the future. Any detailed design will need to take account of local car parking standards.

### *Residential Design*

The Illustrative Masterplan comprises a range of housing typologies that respond to the existing market needs, the predicted future market and the responses received from developers in the local area. This includes family housing in the form of terraces, semi-detached and detached homes alongside town houses and mews typologies. Flat provision is located within the areas of the site most suited to higher density development.

The masterplan is drawn at a high-level and does not drill down into the detail of housing design. At the detailed design stage, the amenity of the existing and new dwellings must be considered not only in terms of back-to-back distances, but with a view to using articulation of rooms and windows to achieve the required privacy levels. The detailed design of specific blocks and buildings will need to consider sun- and day light considerations alongside the aforementioned privacy to protect the amenity of all residents.

## Aims and objectives for the area

Based on the assessment of the area, and its existing character and features, the masterplan has established a set of principles for redevelopment.

### Layout principles

- Develop clear edges using retained historic buildings where possible, and complementary new buildings, to reflect the historic nature and identity of the area as part of the canal corridor
- Opening up the canal (Cape Arm) creating a public route through and forming a positive relationship with the hospital edge
- Integration of focal buildings and celebration of Smethwick heritage
- Integration of the canal within a design strategy
- Location of new primary school within the heart of the site to be fully integrated within the community
- Introduce a number of housing typologies including an identified need for family housing

### Midland Metropolitan University Hospital site

- Integrate the hospital building and grounds into the masterplan to create neighbourhood that responds to its form and size, and also allows the existing neighbourhoods to accept new development
- Improve public realm and walking routes to and around the hospital site, particularly crossings over the A457 to and from Windmill Eye, links to and beyond Cranford Street and Heath Street to the canal and links to Dudley Road
- Create a strong edge on Grove Street to address the hospital in order to help contain the large open space

### Heritage

- Recognise the industrial context and buildings on and around the site and consider their re-use where possible and where it enhances the sense of place. Key buildings are located on Cranford Street and Heath Street
- Establish connections to the canal, both through the layout of the built form, and through the connections made from the site to canal access points
- Aim to bring into use the Cape Arm branch, and reflect former canal lines where they cannot be reintroduced. Development on the Grove Lane site must not undermine the stability or structural integrity of the canal infrastructure.

### Movement networks

- Enhance canal pathways and open spaces to enable movement and encourage activity (see overarching strategy for canal corridor)
- Enable clearer and safer links between development parcels and nearby centres and facilities (e.g. Dudley Road local centre, Cape Hill, Moilliett Park)












### Open Space

- A series of linked high quality open spaces – creating a public route through a series of public spaces, linking the area to the hospital, to the canal basin and to the canal to the north
- Establish a clear structure of green and blue infrastructure within the area that complements the built form, provides connections within and beyond the area, and provides different forms of outdoor recreation for people who engage with the spaces (e.g. play areas, neighbourhood parks, spaces for hospital users)
- Use the internal open space structure to provide pointers to green space beyond the area (such as Summerfield Park) to widen the opportunity to find natural space and recreation
- Maintain and rejuvenate Moilliett Park as a local park

# Site-wide Principles

- **Connectivity**
- **A series of linked public spaces**
- **Establish an edge along the canal to create a positive relationship with the water**
- **Integration of primary school**
- **A mix of housing typologies**
- **A future for Moilliett Park**
- **Land Uses**
- **Movement**
- **Retention of heritage buildings - creation of a strong edge along Cranford Street**
- **Tall buildings**
- **Character areas**

### Key

-  Site boundary
-  Key pedestrian / cycle link
-  Key pedestrian link
-  Secondary vehicular connection
-  Primary vehicular route
-  Green links and connections to open space
-  Green buffer
-  Active frontage
-  Open spaces
-  Key areas of public realm
-  Primary School

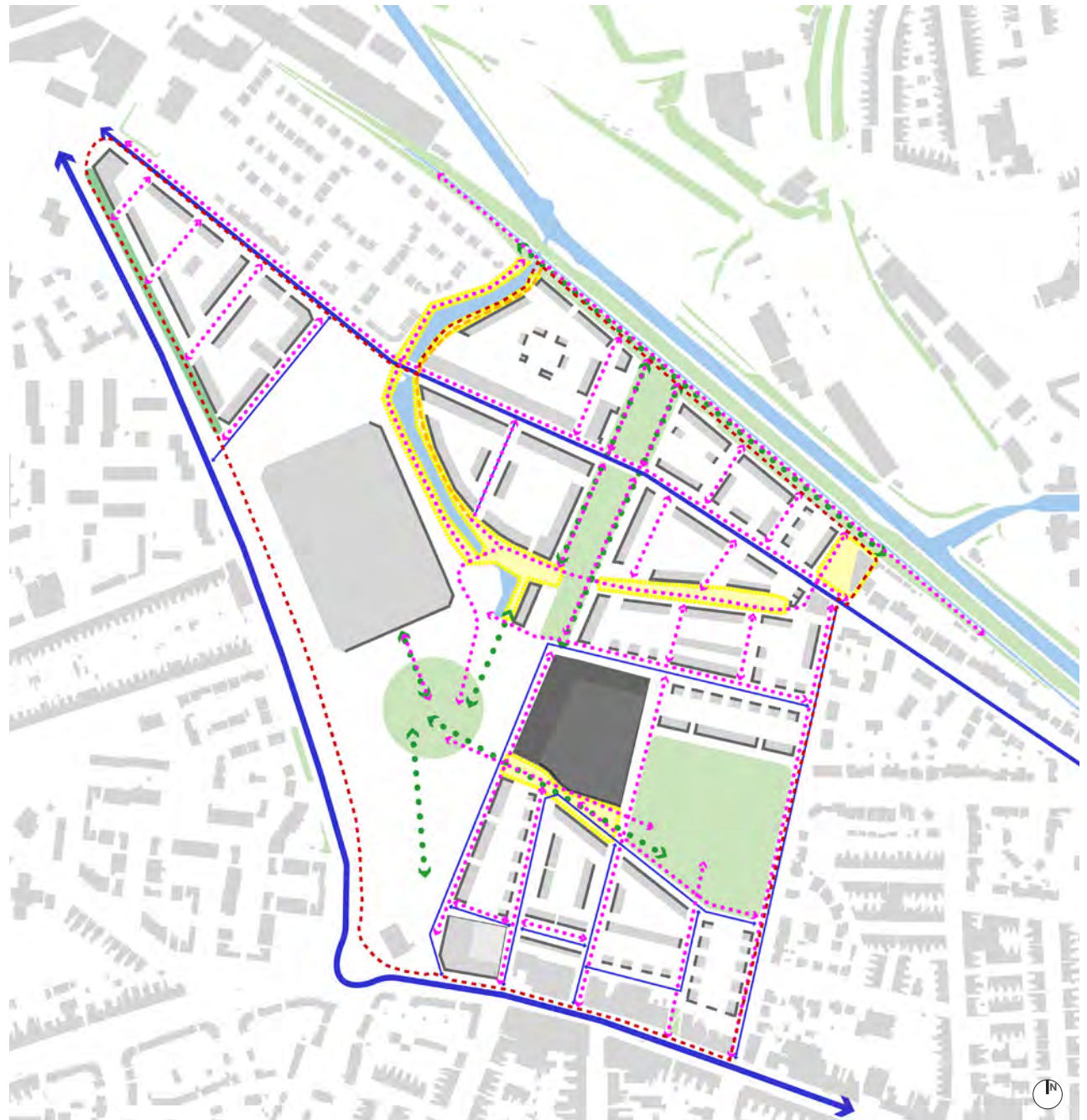


Fig. 4.5 - Site-wide Key principles



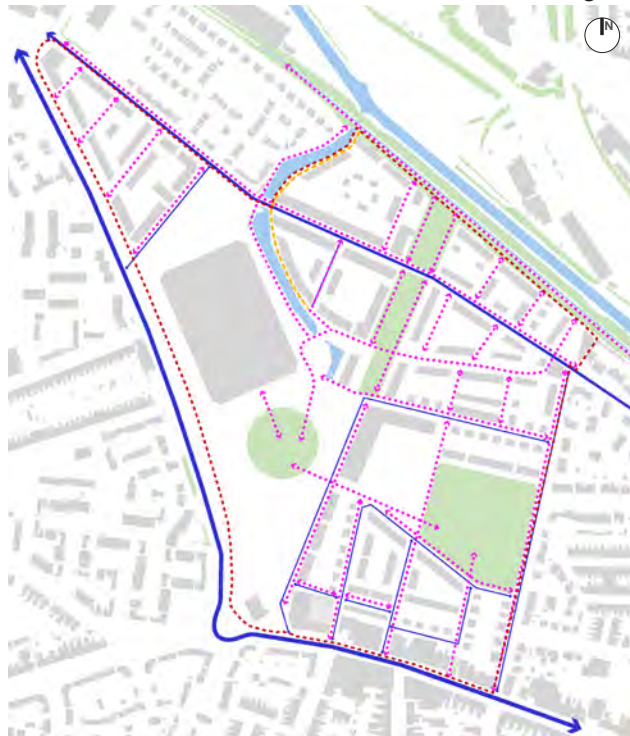
## Preferred Option

Note: this masterplan is subject to further viability testing with regard to the housing proposed on Moilliett Park.

Fig. 4.6 - Preferred option

## Connectivity

Fig. 4.7



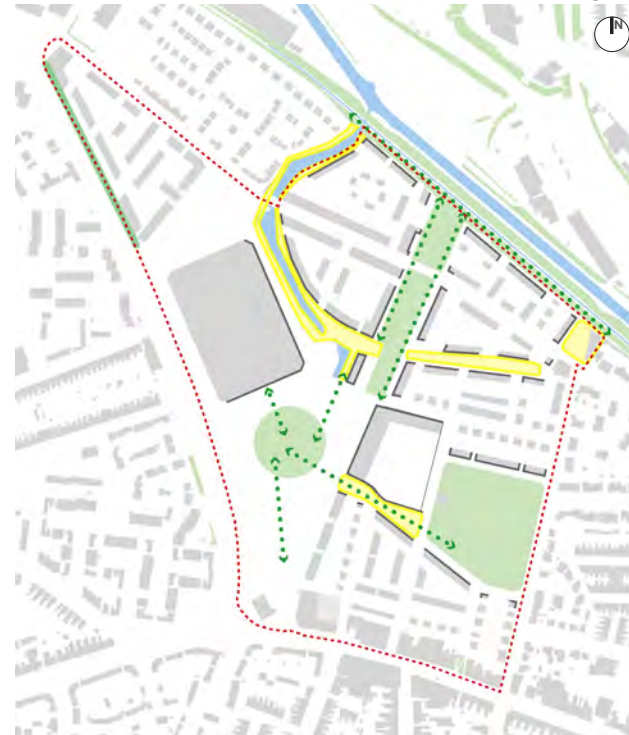
- Key**
- Site boundary
  - Key pedestrian / cycle link
  - Key pedestrian link
  - Secondary vehicular connection
  - Primary vehicular route

### Connectivity

- Proposed and existing – pedestrians, cycles, vehicles
- Streets to end in streets
- Enable movement through and across the site through clear pathways
- Pedestrian focus within development areas, through improved walking environment and external links
- Through traffic encouraged towards A457
- Traffic movement limited on Heath Street
- Bi-directional cycle route on Cranford Street / Heath Street
- Importance of links to Dudley Road Centre, particularly to and from the hospital

## A series of linked public spaces

Fig. 4.8



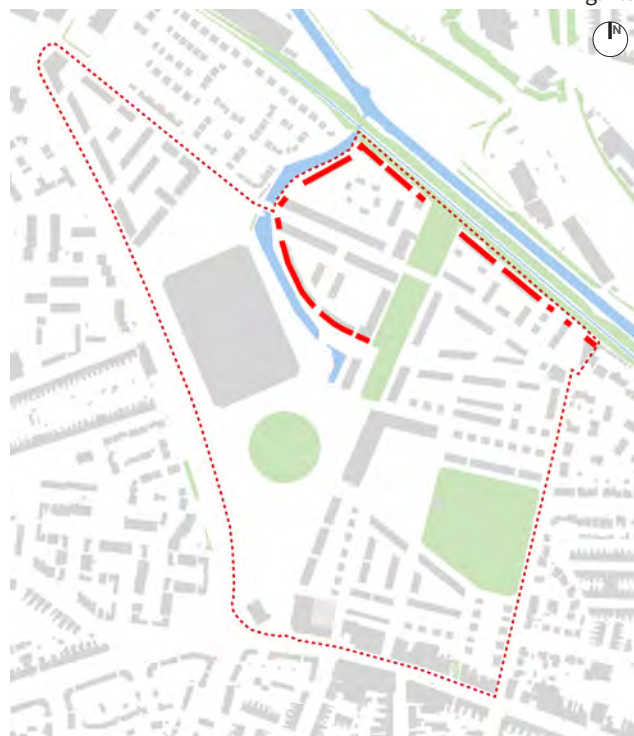
- Key**
- Site boundary
  - Green links and connections to open space
  - Green buffer
  - Active frontage
  - Open spaces
  - Key areas of public realm

### A series of linked public spaces

- Public space to be of varying scale and form, creating a series of destination spaces interlinked with one another
- Key public and community space to the front of the hospital as a focal point and link to Moilliett Street Park and Heath Street
- Importance of high quality linkages between spaces
- Moilliett Street Park as a reimagined neighbourhood park
- School spaces to be secure, but integrated into wider open area
- Green infrastructure to link with the available blue infrastructure

## Establish active edge with canal

Fig. 4.9



### Key

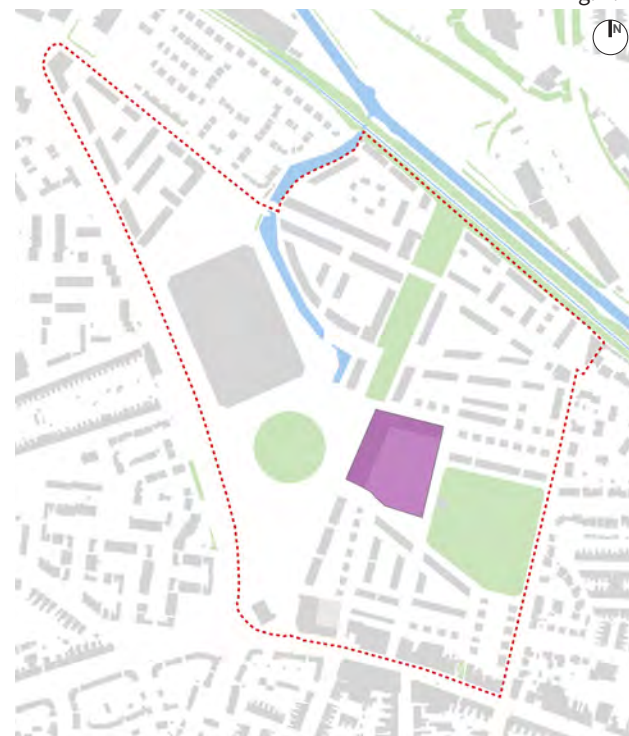
- Site boundary
- Waterside frontage

Establish an edge along the canal to create a positive relationship with the water

- Buildings to positively address water frontages on Cape Arm
- Frontages to face key features – inc. hospital elevations and waterfront – to help define and enclose public spaces

## Integration of primary school

Fig. 4.10



### Key

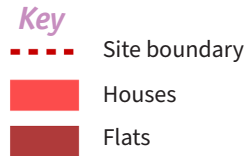
- Site boundary
- Primary school

Integration of primary school

- Provision of a 2FE primary school into the heart of the community, including indoor and outdoor space
- Innovative approach seeks to provide a compact school appropriate to a new urban neighbourhood drawing on good practice
- Safe and secure whilst contributing to the overall townscape
- Seek to include elements of parking, but ensure safe routes for non-vehicular access
- Avoids proximity to busiest roads

### A mix of housing typologies

Fig. 4.11



#### A mix of housing typologies

- Responsiveness to a local need for family housing
- Open to new groups looking for accommodation, drawn by the impact of the hospital (e.g. key workers, professionals, students)
- Reflective of prevailing market conditions  
Responsive to the urban nature of the opportunity
- Aim to create critical mass and a place where people want to live, and stay

### Land Uses

Fig. 4.12

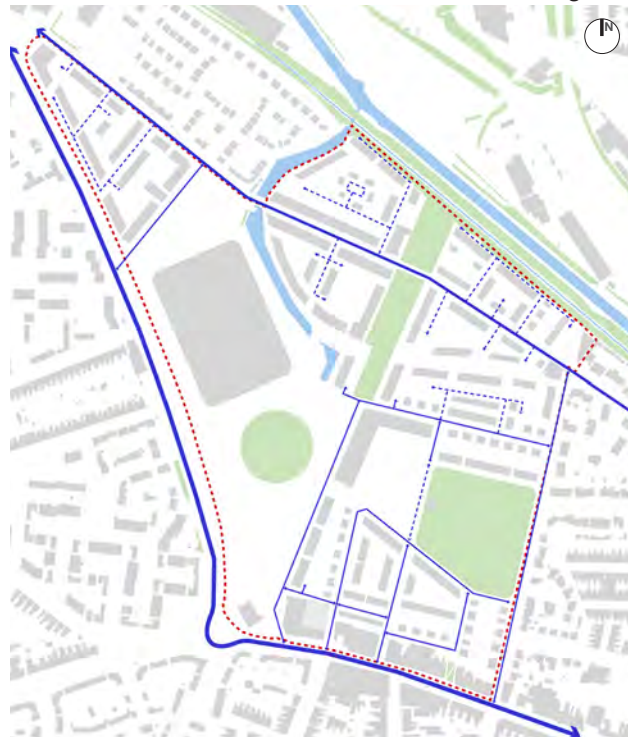


#### Land Uses

- Predominantly a new residential area, connecting existing neighbourhoods in Windmill Eye, Cape Hill and Summerfield
- Mix of housing types and forms
- Commercial and community uses in key locations, particularly towards the heart of the neighbourhood
- Primary school located away from main roads and close to family housing
- Focus for retail and commercial services remains Dudley Road

## Movement

Fig. 4.13



- Key**
- Site boundary
  - Tertiary vehicular route
  - Secondary vehicular route
  - Primary vehicular route

### Movement

- Movement is based upon a clear hierarchy of streets and waterways
- Key route network (KRN) for through traffic (Grove Lane and Cranford Street / Heath Street)
- Network of existing roads within the area, particularly London Street, Winson Street and Grove Street
- Series of footways, access roads and servicing links to provide comprehensive connectivity within the housing areas

## Retention of heritage buildings

Fig. 4.14



- Key**
- Site boundary
  - Removed heritage buildings
  - Retained heritage buildings / façades
  - Other buildings of townscape interest for retention

### Retention of Heritage Buildings – creation of a strong edge along Cranford Street

- Where possible, and supported through technical and financial evidence alongside detailed design strategies for the configuration of buildings, encourage retention and conversion of heritage buildings
- Maintain a strong building line to Cranford Street / Heath Street
- New development to echo existing patterns of built form

### Illustrative heights strategy

Fig. 4.15



#### Key

- Site boundary
- Primary pedestrian/cycle route
- Key vehicular links
- 10 Storeys
- 8 Storeys
- 5 Storeys
- 4 Storeys
- 2 - 3 Storeys
- 1 Storey
- Buildings or façades to be retained at current height

*Note: The heights shown on this plan are indicative only*

#### Tall buildings

- Taller buildings placed at focal points on Grove Lane, including Soho Way roundabout and London Street
- Opportunity for a focal taller building at canal basin, at the heart of the neighbourhood
- Height used in a way to provide scale around the hospital building, and provide stepped decrease to lower heights and forms in the surrounding context

## A future for Moilliett Street Park

- A neighbourhood space at the heart of a community
- Create frontage to the park, enclosing, defining and overlooking
- Enable easy access and routes to and across the park
- Resolve perceptions and issues with the park through thoughtful design response

## Parking

- All hospital parking provided within the building
- Public transport and non-vehicular options improved, reducing the need for car travel
- Residential parking provided in a mix of on and off-street locations
- Residential parking off-street in a mix of methods, including integral / undercroft and parking courts
- Parking solutions responsive to housing typologies and context

## Improving connections - a transport strategy

The wider corridor framework document proposes a transport strategy based around improving the overall infrastructure for walking and cycling, and encouraging that shift from an area dominated by cars and car use, to one where other options are more practical and positive. The Grove Lane area is an important area for this change, and to achieve a coherent and connected community, the Grove Lane area needs to see the delivery of a package of improvements that will feature:

- Improving footway condition
- De-cluttering/widening footways
- Removing footway parking
- Narrowing bellmouth junctions
- New 'green man' signal stages
- New formal/informal crossings
- Signage/wayfinding measures
- A focus on new protected cycleways on key routes, with supporting traffic calming and other measures on other roads and local streets

One key element of this is the establishment of a bi-directional cycleway between the Soho Way roundabout and the eastern end of Dudley Road via Cranford Street and Heath Street, which is discussed in more detail in Character Areas 2 and 6.

### Landmark Buildings

The use of landmark buildings within the masterplan will help to create a legible urban quarter and will also contribute to reinforcing the distinctiveness of the neighbourhood. The diversity of the different types of landmarks from historic to new build will give a richness to the experience of moving through the area.

The key landmark buildings are:

- The three retained warehouse buildings - symbols of the industrial heritage of the site, refurbished for residential use
- The taller building on Cape Arm - a visual marker and key node by the canal and open space will create a distinct skyline
- The taller buildings along Grove Lane
- The former cinema at the western end of Dudley Road
- The new MMUH

Within the masterplan the taller elements cited as landmarks within the list above have been appropriately located to address the new and existing townscape within, and around the site. These address the key focal point in the heart of the site, and major gateways into the development. The heights strategy for the wider site adopts a lower scale of development that sensitively weaves the site into its existing urban context. This reduction in scale also provides the opportunity for these taller point blocks to rise above the skyline to create distinctive and legible landmarks.

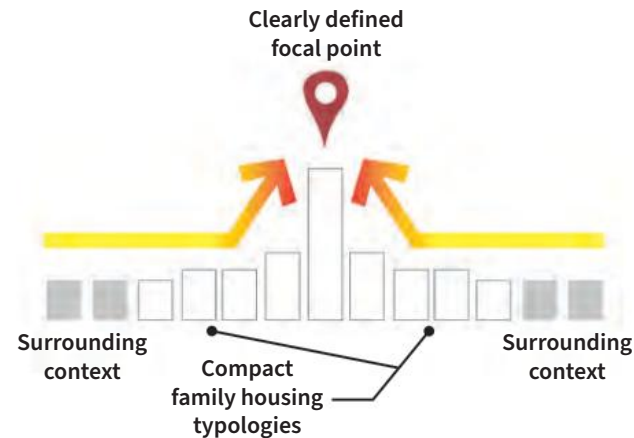


Fig. 4.16 - The heights strategy for the masterplan supports generally lower scale development with strategically placed taller buildings to mark definitive focal points for the site.



Fig. 4.17 - Illustrative sketch highlighting landmark buildings

Landmark buildings

## Smethwick Heat Network

Sandwell Council is exploring the opportunity for a heat network within the Grove Lane area as part of the regeneration opportunity. The operation of the system – which would ideally utilise heat from a low carbon source – requires some high-level information from the masterplan about the nature and number of residential units proposed in the area. Whilst no specific site has been identified within the area, the needs of the energy centre can be accommodated without significant impact upon the preferred option. Alternatively, space could be taken within proposed building blocks.

Key points to note:

- the heat network will accommodate potential changes in 2025 restricting the installation of boilers in new build properties;
- provide an opportunity for new homes to be connected to low-carbon alternatives;
- will assist in future-proofing development;
- complement the Climate Change agenda and address fuel poverty currently an issue in Smethwick;
- will require laying on heat pipe work / cabling between an energy centre and each connected property;
- the energy centre will need to be appropriately

located, centrally within the development land or potentially built within a property;

- use could be made of the canal subject to Canal & River Trust approval; and
- an additional option is to investigate an extension to an alternative heat source potentially located in West Bromwich.

# CHARACTER AREAS





# 5

## CHARACTER AREAS

# CHARACTER AREAS

## Introduction

Seven character areas are identified within the masterplan area to help define distinctive spaces.

Each one has unique characteristics that respond to specific location on site, to local conditions and to the relationship it has with the external context.

They are all shown on the adjoining map and are:

**Cranford Street / Heath Street / Canal**

**Cape Arm**

**The Open Space network**

**Grove Street / MMUH / School**

**Moilliett Street Park**

**Abberley Street**

**Grove Lane / Cranford Street / London Street**

Each character area has a mood board that comprises aspirational images for the area. These mood boards are intended to communicate a 'feel' for the required character. The intention is not that these images are prescriptive in design terms.

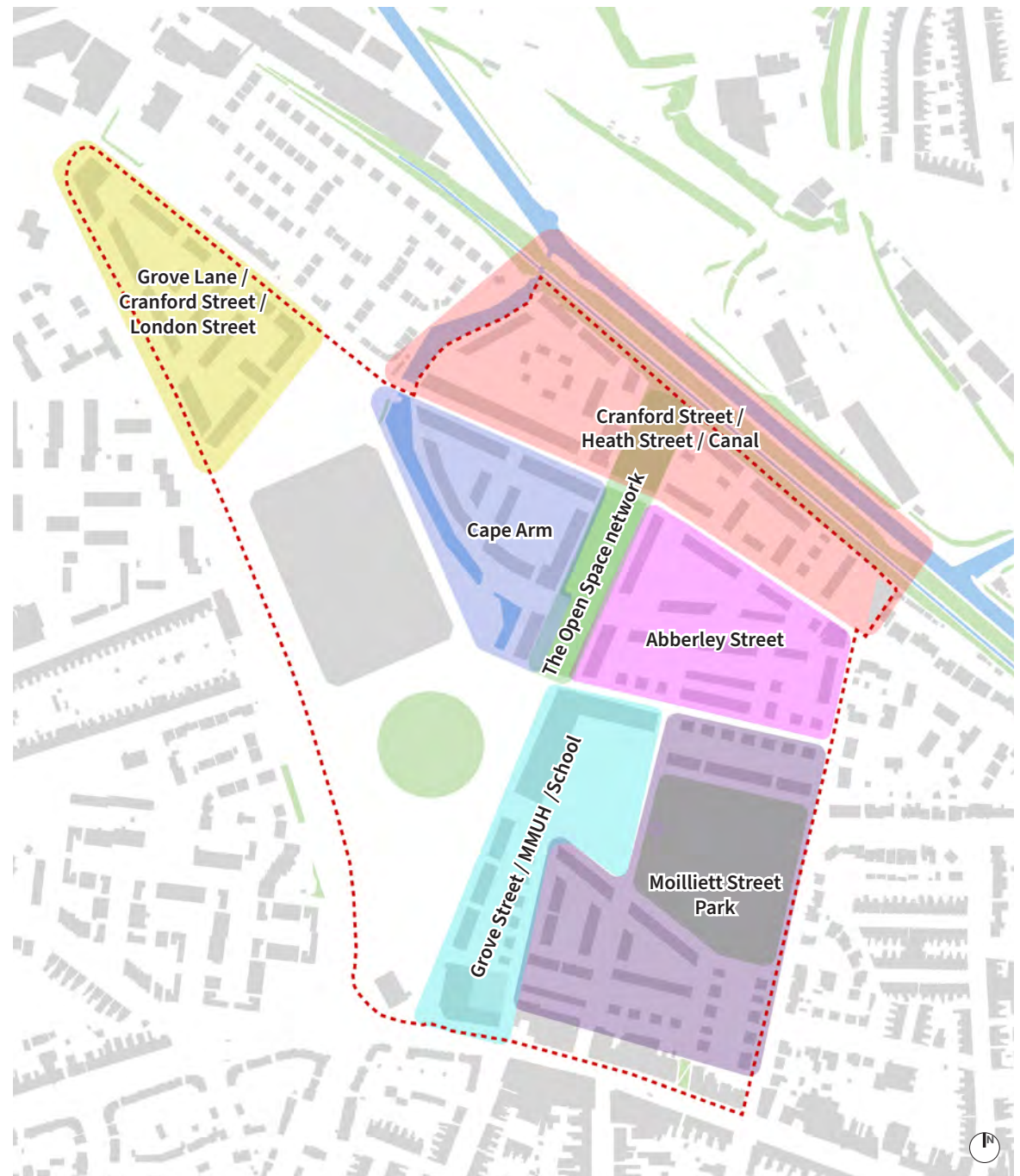


Fig. 5.1 - Character areas plan

**Cranford Street / Heath Street / Canal** sits between Cranford Street and the canal in the north of the Grove Lane area. The masterplan envisages some retention of the existing buildings to Cranford Street and a mix of housing typologies that can provide a frontage to the Canal feeder. A new north-south public space would connect Cranford Street to the northern boundary.

**Cape Arm** sits within the boundary formed by the canal branch and Cranford Street. The masterplan envisages a development that can sit alongside the scale of the hospital, perhaps providing a landmark building on the canal basin. Public space along the canal front / towpath can create a public space that animates the waterside space.

**The Open Space network** provides some structure for the Grove Lane area, enabling movement between different spaces and beyond the site to adjoining areas. The spaces are of different scales, character and function, related to their immediate context.

**Grove Street / Hospital / School** is an important area between two key community functions required in the area, and the form of Grove Street needs to enclose the space and enable a link across the character area to Moilliett Street Park and beyond to Dudley Road. Residential blocks will be higher, closer to the hospital. The school will front Grove Street.

**Moilliett Street Park** is the heart of the residential neighbourhood, and the reimagined park will be a central feature. The current park is not well used, and a smaller park, framed by surrounding and new development, with clear paths to and through it, should enable the space to function more effectively and become an asset for residents.

**Abberley Street** is central to the residential neighbourhood, but also an important link between the north-south open space and Heath Street. The western end has a relationship with the canal basin, and will be an important point both on this and on the proposed north-south link.

**Grove Lane / Cranford Street / London Street** is a more isolated triangular island of mixed use, compromised to some extent by the tapering nature of the northern end and the proximity to the roundabout and the road junctions. It is, however, a prominent site on the main road and can take taller buildings as a focal point and pointer along the strategic road network and within the heart of the corridor itself. The site could take a mix of housing typologies across its area.

## Character Area 1: Cranford Street / Heath Street / Canal

**Residential neighbourhood with a strong relationship to the waterways, with an urban structure that maximises views and fosters connections towards the canal and Cape Arm.**

**Indicative capacity:**

**Density: Up to 38 dwellings per hectare (dph)**

**Residential dwellings: Approx. 100-115 no.**

A long, narrow site fronting Cranford Street and backing onto the canal, this area has potential to deliver a mix of housing types across its tapering area.

Structurally, the site is split into two halves by the north-south open space that seeks to make that connection between the canal basin / hospital and the canal to the north east, over the raised canal feeder.

The western half is characterised by the long industrial building that fronts Cranford Street and is to be retained, if possible, and converted to a residential use, maintaining the two-tone brickwork of the front. A second existing building, which is currently connected to the bridge over Cranford Street, is also sought to be retained, and marks the southern edge of the site.

The masterplan foresees a residential development to the rear of the site, making the most of the frontage to the Cape Arm – enabling access to a new towpath and making a connection at the Cranford Street Bridge – and also fronting the canal to the east. Three storey housing at the canal boundary would have a view over the canal feeder embankment to the canal beyond.

Parking provision can be made on the site through integrated and surface parking. A mix of houses and flats can be provided, with a balance in favour of houses, suggesting a relatively low rise, lower density quarter of the overall area.

The eastern half has a longer frontage to Heath Street, but becomes narrower in depth as it gets closer to Winson Street. The masterplan again proposes a residential mix of houses and flats, with a strong balance towards houses, and parking provided within the site. Whilst some frontage

can be maintained to Heath Street, orientations may need to be varied to maximise the potential of the site. The masterplan provides for a small commercial block at the southern end, where the site is narrowest.

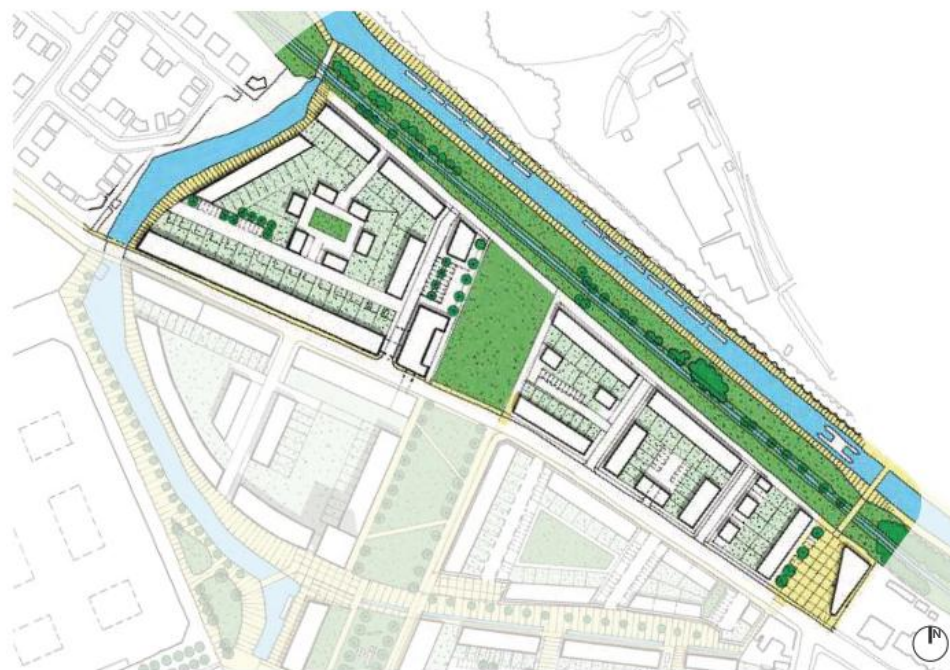
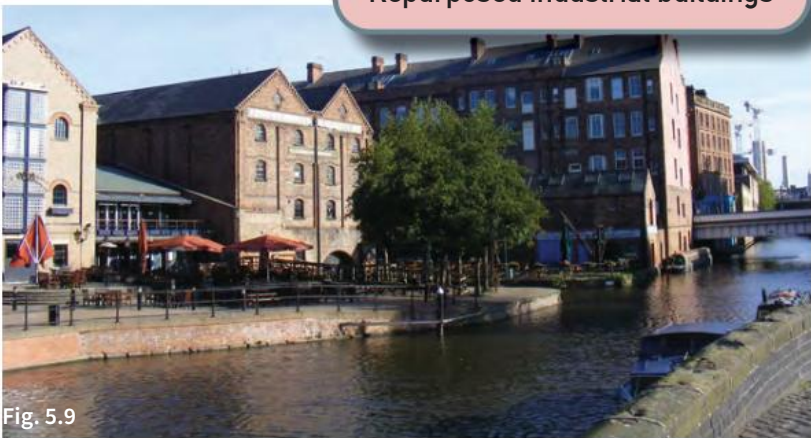
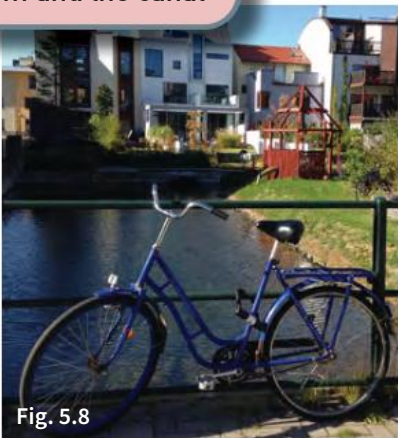


Fig. 5.2 - Cranford Street / Heath Street / Canal: Extract from Illustrative masterplan



Fig. 5.3 - Character Area Extent

Precedent Images



### Key Principles:

- 1. Existing industrial buildings** - retained refurbished and converted into residential use offering a special type of architecture and materiality
- 2. Positive relationship with the feeder canal edge** – three storey family houses will form a continuous built edge opposite the raised feeder canal with a new public pedestrian/ cycle shared surface route running along allowing limited car access for residents and servicing
- 3. Building form to create visual interest and respect the retained historic buildings** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm scale and enclosure
- 4. Visual and physical links to the canal** – a continuous 2-3m wide public towpath will provide access to pedestrians and cyclists at all times as well as connecting to the wider network beyond
- 5. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 6. Strong urban form to the canal edge** – three storey family townhouses will form the new edge on to the canal providing an appropriate scale next to the retained two storey industrial building.
- 7. New public space forming a gateway to the canal crossing** – a small square forms a setting for a pavilion structure with community uses. The space acts as a key link to the areas east of the canal and the new hospital on Grove St and the areas across the canal. Depending on the detailed design of this north eastern gateway, the pavilion could be replaced by public art or a landscaped gateway space, for example with education boards linking to the canal heritage trail.
- 8. Landscaping** – the landscape design must take into consideration the direct relationship of the site with the feeder canal embankment as well as the open space creating a seamless visual and physical connection between the two.
- 9. Direct connection across to the canal from the Grove Lane** – direct physical and visual connections from the existing residential neighbourhoods in the southwest
- 10. Parking** – access is directly off Cranford Street and parking accommodated in a number of ways, either within the building footprint, in external garages or in parking courts where they will be fully integrated within the overall landscape strategy

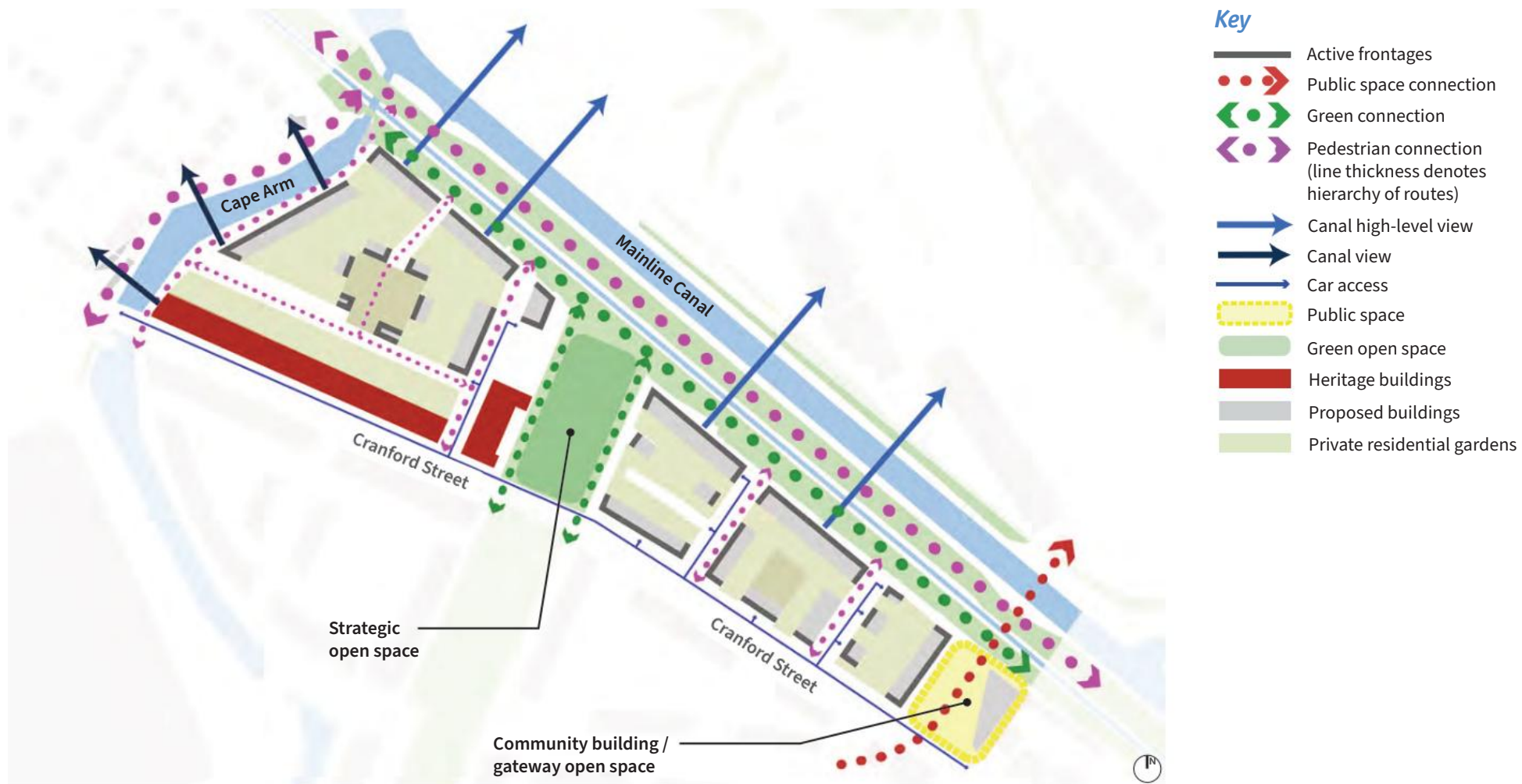


Fig. 5.10 - Key principles diagram

This page illustrates how the preferred option of the masterplan could be designed to achieve the design principles set out for this character area.

1. The retention of the industrial buildings will positively contribute to their surroundings by providing strong edges along Cranford Street, the public open space and the residential neighbourhood
2. The introduction of a public space and community pavilion at the intersection of the new public route through the masterplan and Winson street will mark and celebrate the only canal crossing within the vicinity and create the opportunity to learn about the history of the site.
3. Three storey houses will form interface with the feeder canal. Viewing balconies at the upper levels will allow views across to the Mainline canal and beyond.

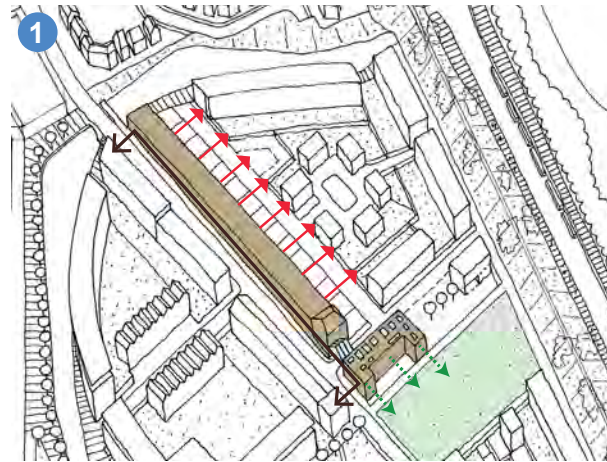


Fig. 5.11 - Retained industrial building

- ➔ Retained and restored heritage frontage onto Cranford Street, activated through occupation
- ➔ Access through gardens
- ➔ Views towards open space



Fig. 5.12 - Public space and potential community pavilion

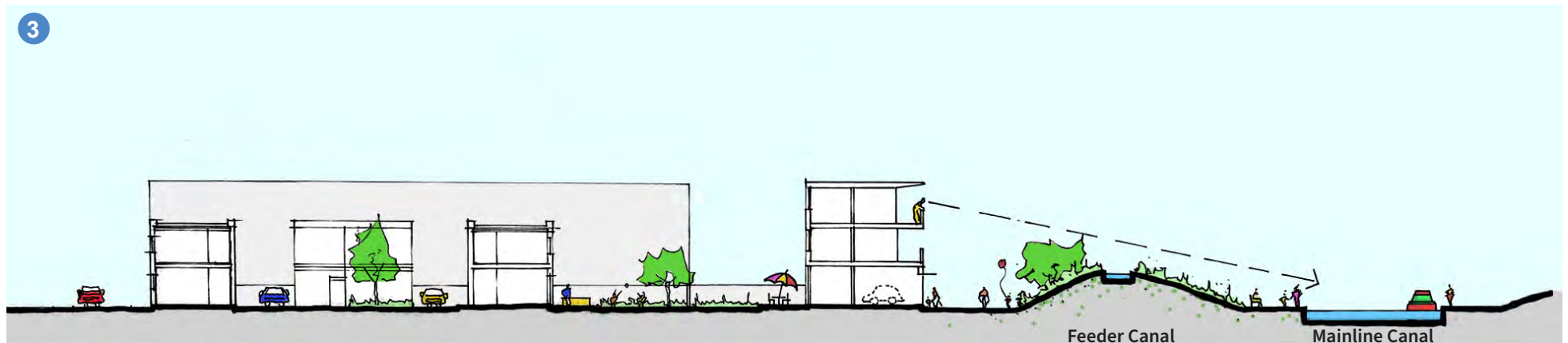


Fig. 5.13 - Interface with Mainline Canal

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## Character Area 2: Cape Arm

**Formal urban structure with waterfront frontages within the heart of the development.**

**Indicative capacity:**

**Density: Up to 80 dph**

**Residential dwellings: Approx. 160-170 no.**

Cape Arm is a crucial part of the site, centrally located and adjacent to both the water and the hospital. The masterplan proposes the retention of an industrial building (with conversion to residential) on the southern side of Cranford Street if possible, although other potential proposals such as the bi-directional cycle route which requires road widening may alter this (see below).

New development would be primarily for residential use. There is scope for taller buildings along the waterfront, both to define the public realm along the waterfront, and to reflect the height of the hospital on the southern side.

The ground floor of the waterfront development lends itself to commercial development because it is alongside key public spaces and close to the heart of this new community – both the hospital community and new residents. This location also lends itself to a focal building. High quality public spaces and good connectivity with help to animate the public realm. Apartments are favoured on the landmark blocks over the ground floor commercial uses, with houses on the remainder of the site; the balance between houses and flats is more equal. The commercial offer will need to reflect the requirements of the local catchment and be in line with local planning policy thresholds.

Development on all sides frames public space, and strong frontages are required; this applies to the north-south open space on the south side of this plot.

### Learning campus

The NHS are considering developing the second phase of their learning campus within this Cape Arm character area, and is seeking to acquire a small landholding within this area to help enable this (the first phase would take place on land

close to Dudley Road). The Trust would require up to 5,000sqm of space, either as a standalone building or as space shared with another use. This requirement would be for simple classrooms and community / administrative space.

However, should the Learning Campus Phase 2 not come forward, development of the site for residential would be considered the most appropriate option.

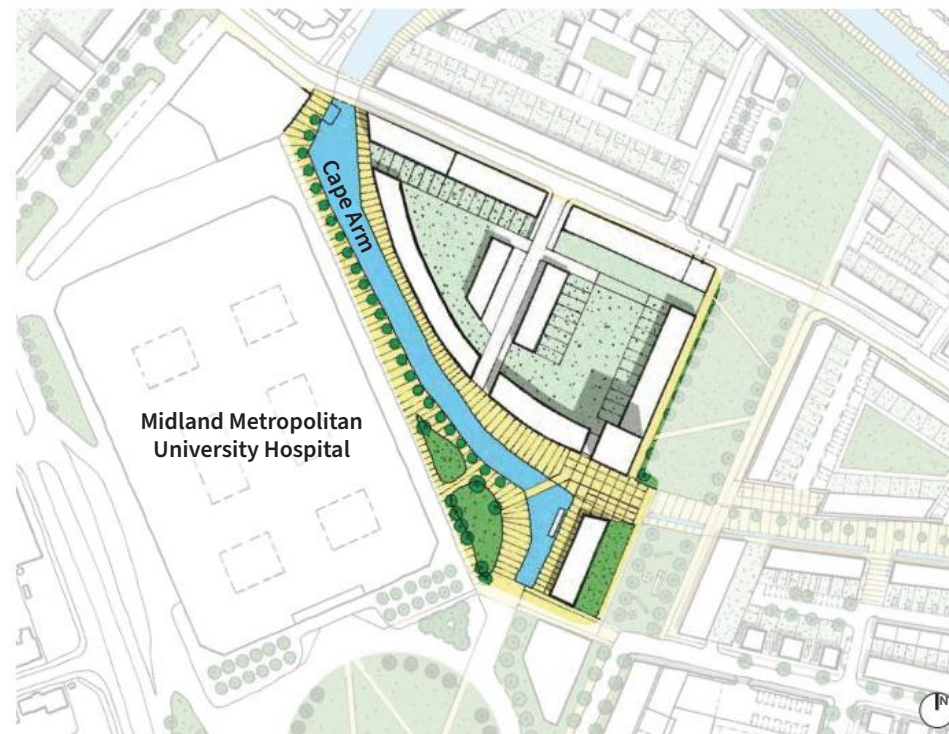


Fig. 5.13 - Cape Arm: Extract from Illustrative masterplan



Fig. 5.15 - Character Area Extent



Active uses spilling out to the waters edge

### Key Principles:

- 1. Strong urban form** – clearly defined perimeter blocks of minimum three to five storeys with raised courtyards. The blocks will form a strong edge facing the public realm
- 2. Existing industrial building** - retained refurbished and converted into residential use offering a special type of architecture and materiality
- 3. Positive relationship with canal edge** – four storey townhouses will form a continuous built edge along the canal opposite the hospital
- 4. Five storey apartment block** – will front the canal side stepping up from the 4st townhouses culminating in a 10 st tall building
- 5. 10 storey residential tower of landmark status** – the canal and open space together will form the setting for a tall building at this key junction. This is the hinge point where the two public routes meet
- 6. Building form to create visual interest and respect the retained historic buildings** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm scale and enclosure
- 7. Positive relationship with the open space** – 4 storey townhouses will form a continuous built edge along the open space
- 8. Visual and physical links to the canal** – a continuous 2-3m wide public towpath will provide access to pedestrians and cyclists at all times connecting to the wider network beyond
- 9. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 10. Strong urban form to the canal edge** – four storey family townhouses will form the new edge on to the canal stepping up to 5 storey apartment block and the landmark building to provide an appropriate scale to the open spaces and hospital across the canal building.
- 11. Landscaping** – the landscape design must take into consideration the direct relationship of the site with the canal as well as the open space creating a seamless visual and physical connection between the two.
- 12. Direct connection** across the canal to the hospital
- 13. Parking** – access is directly off Cranford street and parking accommodated within an undercroft arrangement with raised residential courtyards.

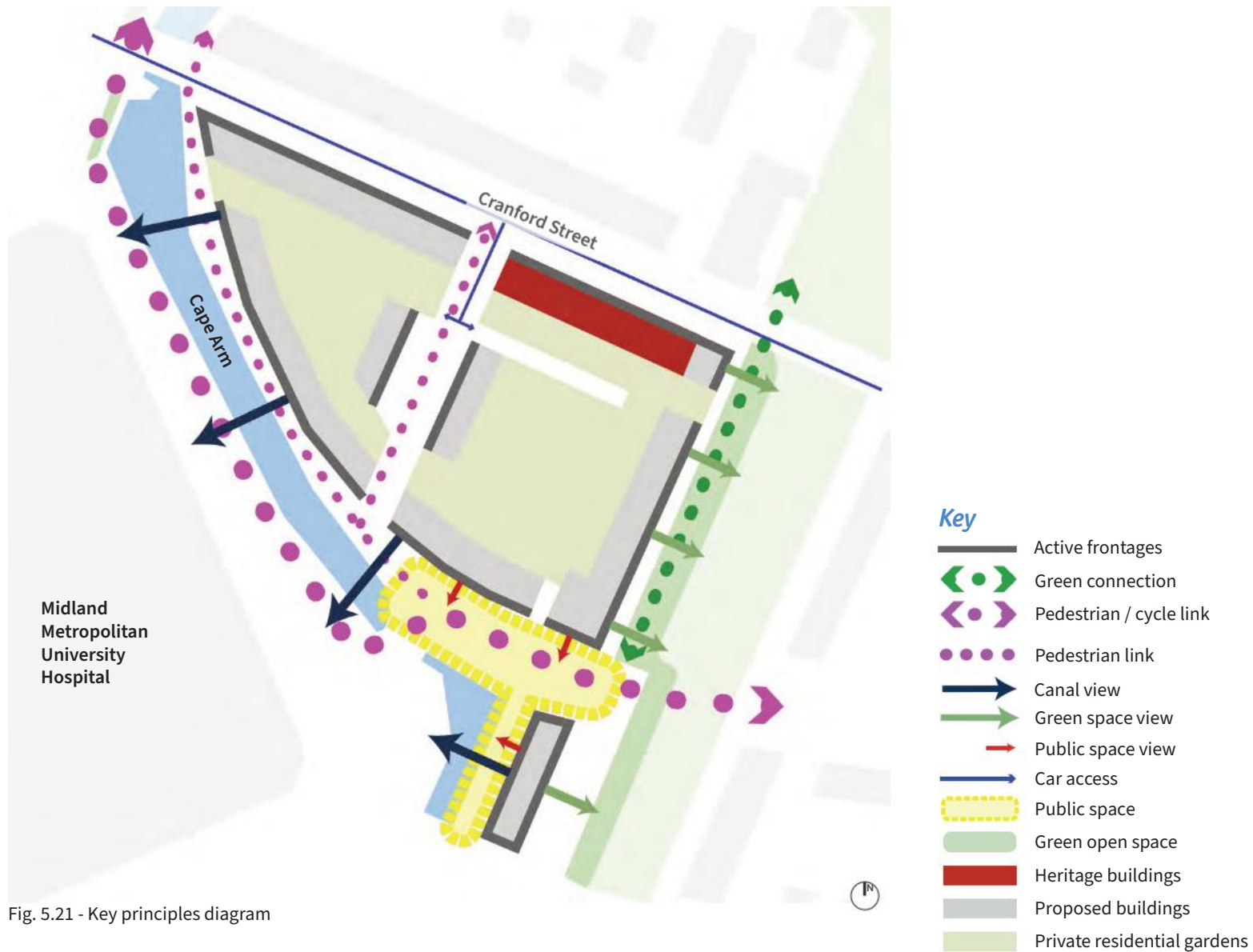


Fig. 5.21 - Key principles diagram

### Cranford Street highway widening

The proposed Birmingham to Oldbury cycle path has a missing link which runs along Cranford Street. Sandwell Council has plans to widen the highway between Cape Arm and Winson Street, which would require the removal of all existing buildings on the southern side of Cranford Street (see also Abberley Street character area). The current carriageway would remain the same, but the bi-directional cycleway would be added to a minimum width footway. These plans are at an early stage, and further work will be required to understand the full extent of the impact on adjacent land.

The masterplan seeks the retention of some historic buildings to both give character to the new development by drawing on the past, and to reflect the industrial nature of the area, which is so important to its identity.

A solution to these two positive elements may require a compromise. The retention of the buildings would require a different traffic solution to this stretch of Cranford Street or the building's loss will have to be accepted. However, any radical solution may undermine its role on the key route network. The masterplan presents the two options to help develop the thinking in this area.

Fig. 5.22: Section location plan

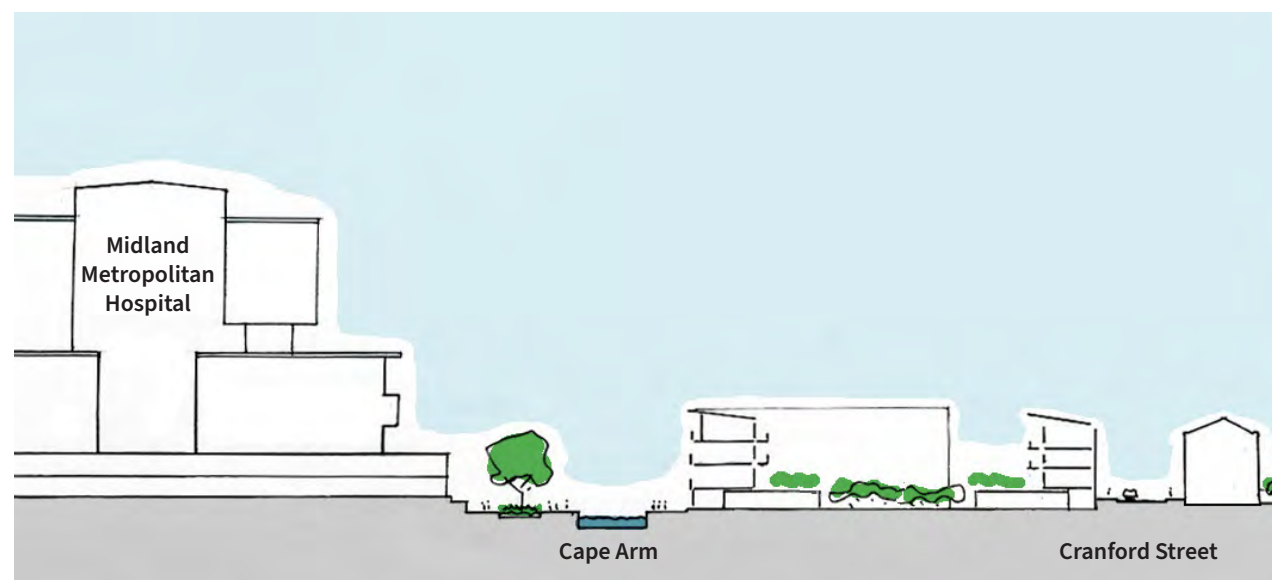


Fig. 5.23 - Illustrative section showing Cranford Street as existing within the Cape Arm character area.

# Proposed cycle route on Cranford Street

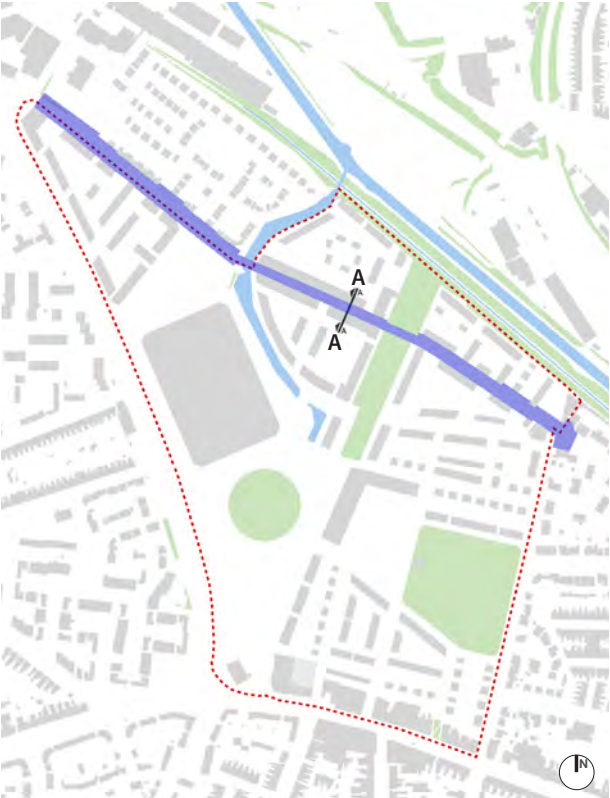


Fig. 5.24 - Cranford Street as existing, overlaid on masterplan.



Fig. 5.25 - Cranford Street widened to accommodate the cycle route on its southern side, overlaid on masterplan

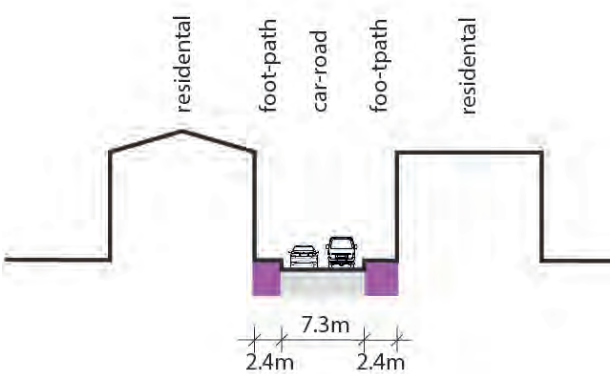


Fig. 5.26 - Section A-A: Cranford Street as existing

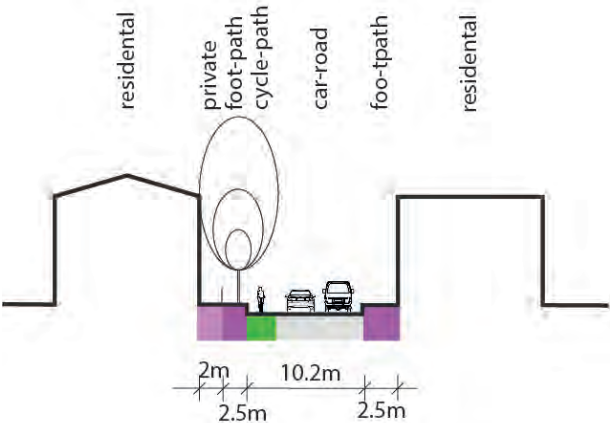


Fig. 5.27 - Section B-B: Cranford Street widening as proposed.

## Character Area 2: Cape Arm

The tallest point of the masterplan is within the Cape Arm area, where the canal branch terminates in the main open space. This point, close to the adjacent hospital, is at the heart of the area and can provide a focal point and a landmark for the neighbourhood. It also provides an important connection between the Cape Arm waterside and the principal open space, enabling movement, connection and orientation.

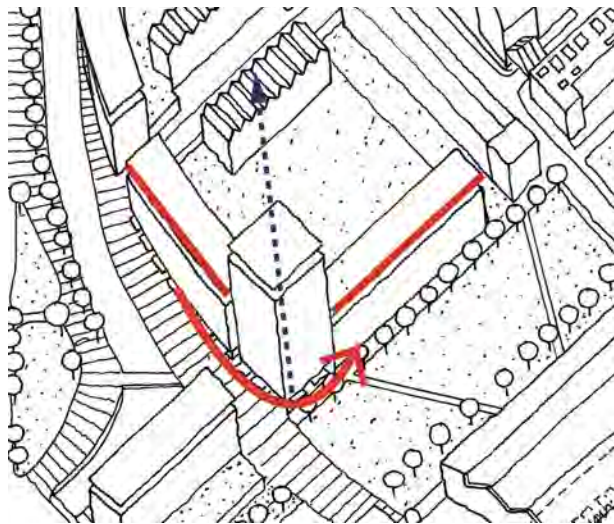


Fig. 5.28 - The focal building provides an important connection between areas of open space

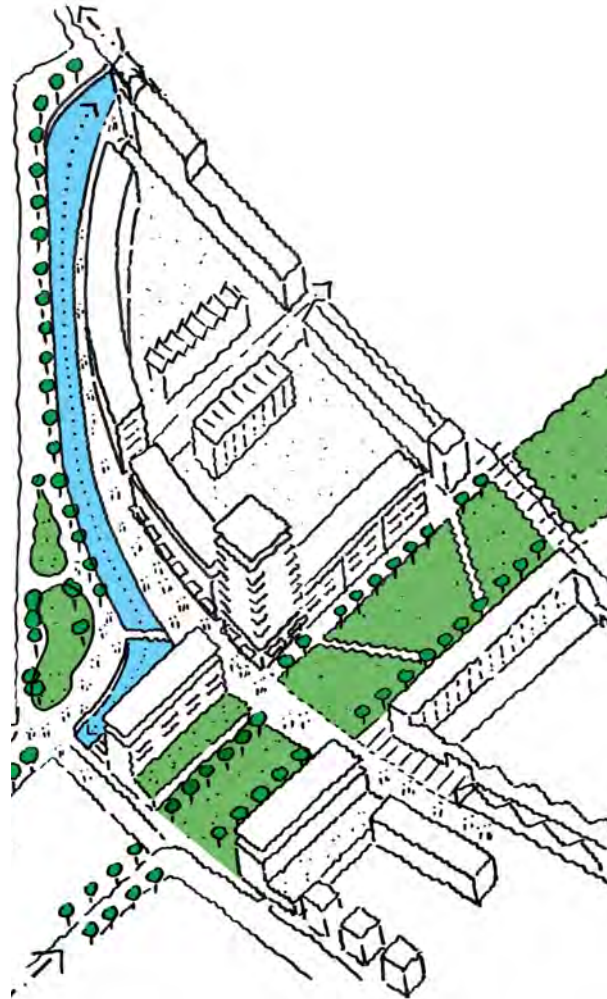


Fig. 5.29 - 3D illustration showing how the tallest element within the masterplan marks the heart of the site where the blue and green network converge.

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## Character Area 3: Open Space network

**Open space overlooked by strongly defined frontages forming the green spine through the site.**

The open space network is crucial to the structure of the new neighbourhood. The large public space is planned and under construction for the front of the hospital, and is designed as a place for all.

Moilliett Street Park is presently an underperforming local park, but the masterplan seeks to allow development on the northern and southern sections of the park to create a higher quality neighbourhood park framed by the community it serves, and overlooked making it feel safer. The connections to and across the park are defined by the streets around it and make connections beyond the Grove Lane area itself – into Dudley Road and across Winson Street to Tudor Street.

From the hospital entrance, a spur of open space drives north towards the canal, seeking to make that connection to the canal – itself an important and underused open space. It is a key structural space, requiring development to frame it, and defining the character areas within the overall scheme.

Whilst not reinstating the canal loop that did exist between the basin and the Winson Street junction with Heath Street, the masterplan acknowledges this route and allows the opportunity for a reinstatement of the canal if this becomes possible in future.

The masterplan allows for a range of types of open space to be provided. This ranges from the expansive formal space provided by the hospital entrance, to the neighbourhood park, which could provide general amenity space alongside children's play space. More natural space can be provided by the canal corridor, if a link can be created, and the waterfront spaces around the canal arm offer an opportunity for leisurely urban space.

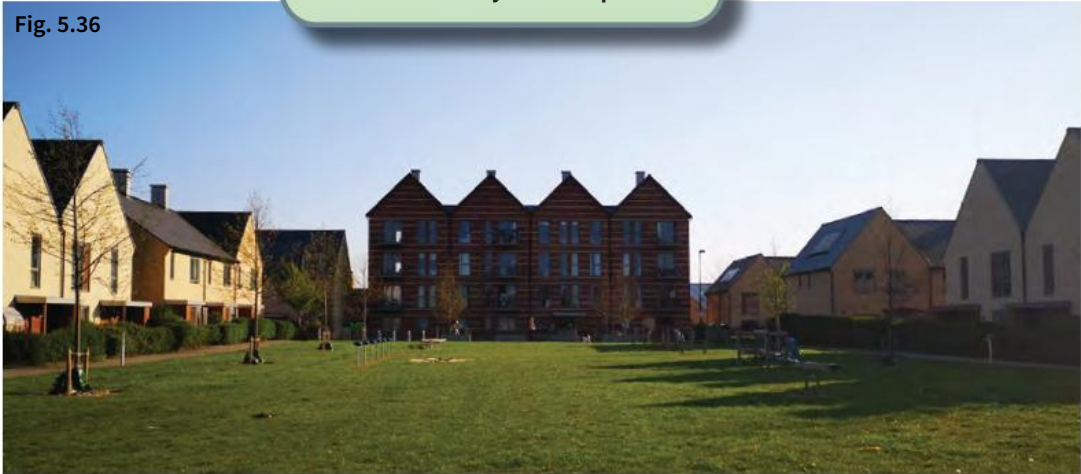
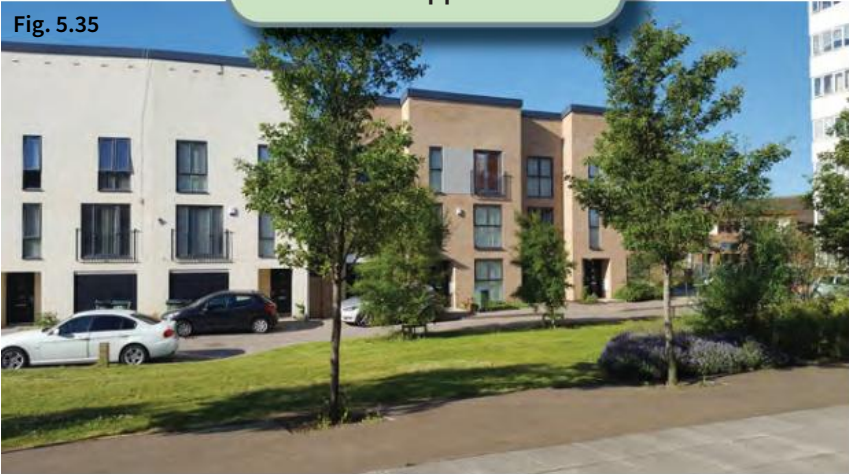
It is vitally important that the structure of the public realm provides easy, clear, safe routes between major public spaces both within the Grove Lane area and beyond it, to spaces such as Summerfield Park and amenity areas in Windmill Eye where new residents may connect with the existing communities.



Fig. 5.30 - Open Space Network: Extract from Illustrative masterplan



Fig. 5.31 - Character Area Extent



## Character Area 3: Open Space network

The main linear open space sits within the core of the neighbourhood, and has a role not only in enabling movement between places, but in providing different settings and activities within it. Towards the north, the lower rise buildings make for a more informal setting that feels wide and open and may lend itself to walking, informal activity and reflection.

Towards the south, as the building height and density changes, the space between them feels more contained and more structured, which may allow for greater numbers to gather for events and formal activity, whilst also providing overlooking from the higher buildings. This area may lend itself to a more structured form of public realm with harder landscapes and more street furniture.

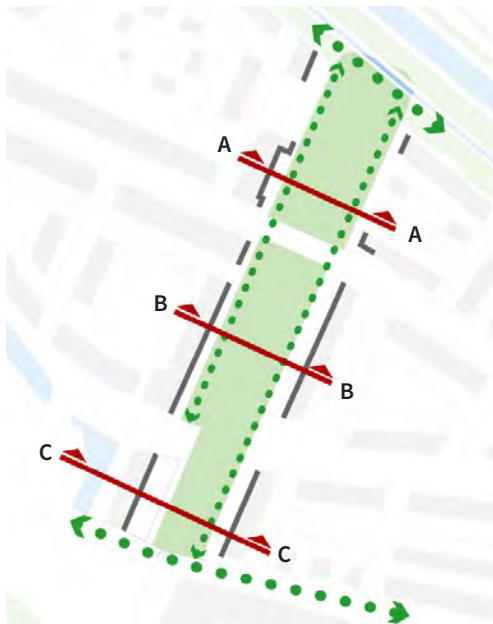
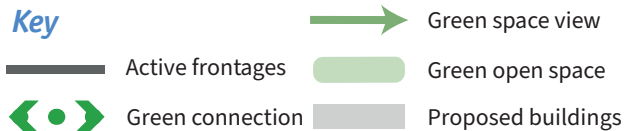


Fig. 5.37 - Section location plan

### Type A - Informal

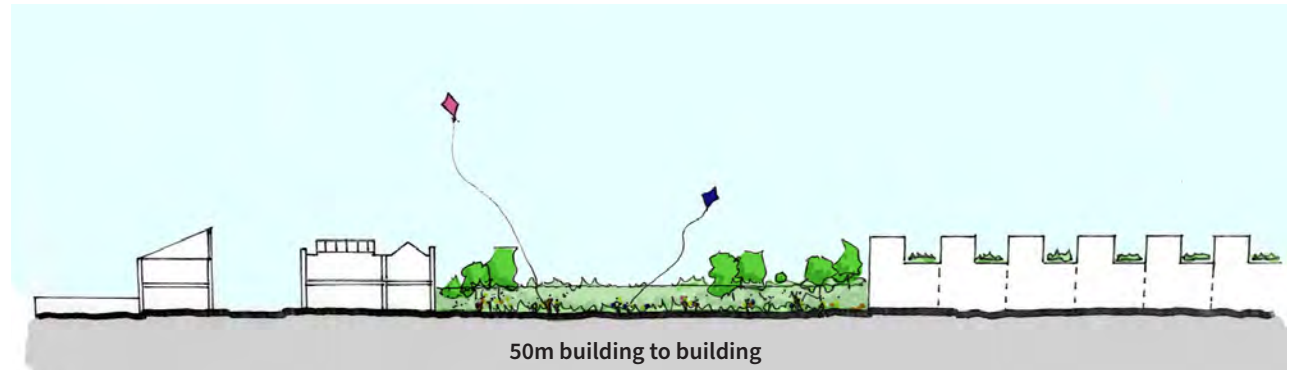


Fig. 5.38 - Illustrative section of informal open space

### Type B - Formal

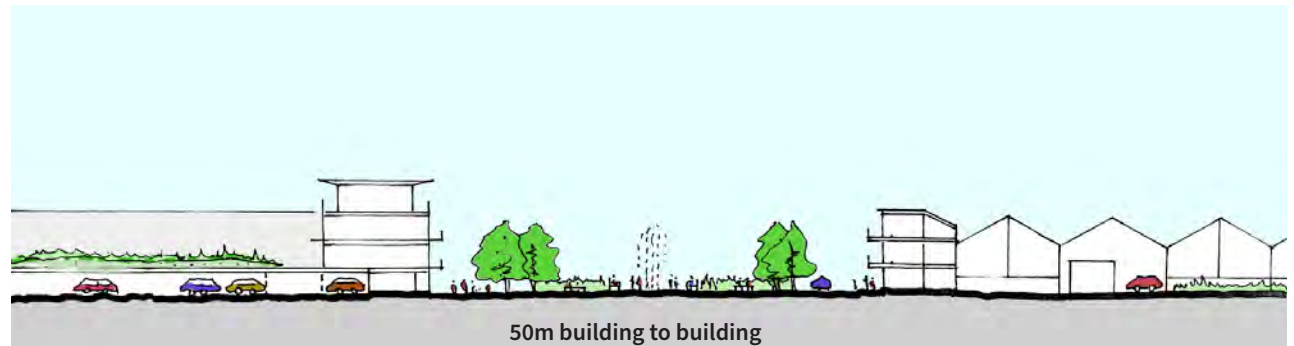


Fig. 5.39 - Illustrative section of formal open space

### Type C - Playspace

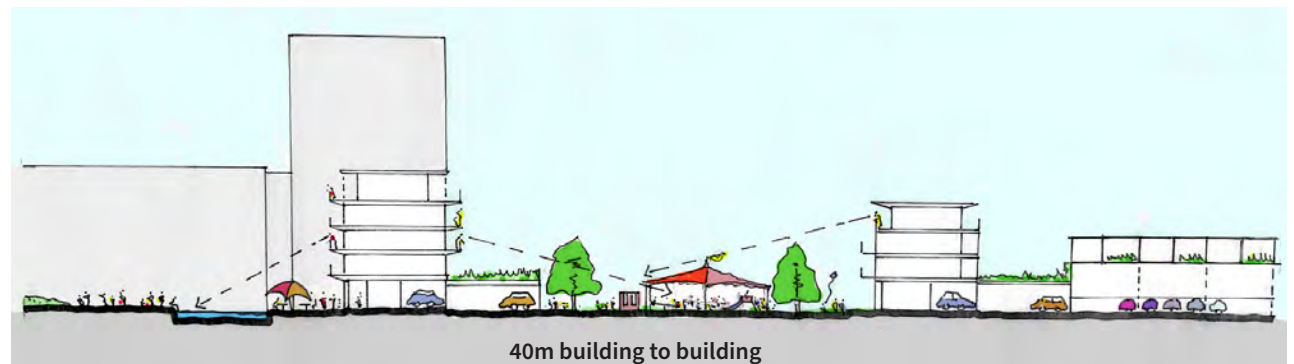


Fig. 5.40 - Illustrative section of playspace

## Open Space Standards

Sandwell Council have standards for the provision of open space for new developments, and the standards are set on the basis of an assessment of open space already available in the borough. Open space is defined across a range of different types of space, which includes allotments, amenity space, natural space, children's play areas and parks. Sandwell sets the standard per 1000 people at a rate of 4.42ha across all types of open space.

The masterplan for Grove Lane proposes around 800 new homes, which would imply an overall need for around 9 or 10 hectares dependent on the household size assumption, though the masterplan provides for between 3 to 4 hectares, including the hospital's public space. This is a significant under provision.

However, consultation with Sandwell officers has clarified that the standards ought not to be regarded as an absolute on quantity; there is a regard to the quality of open space as well. With existing green spaces easily accessible within the vicinity – including Green Flag park, play areas and the canal network - the provision of open space as part of a planned structural network that would enable movement between spaces and to spaces beyond the Grove Lane area is therefore considered to be suitable. If a connection can also be made more directly to the canal, this would be further improved.

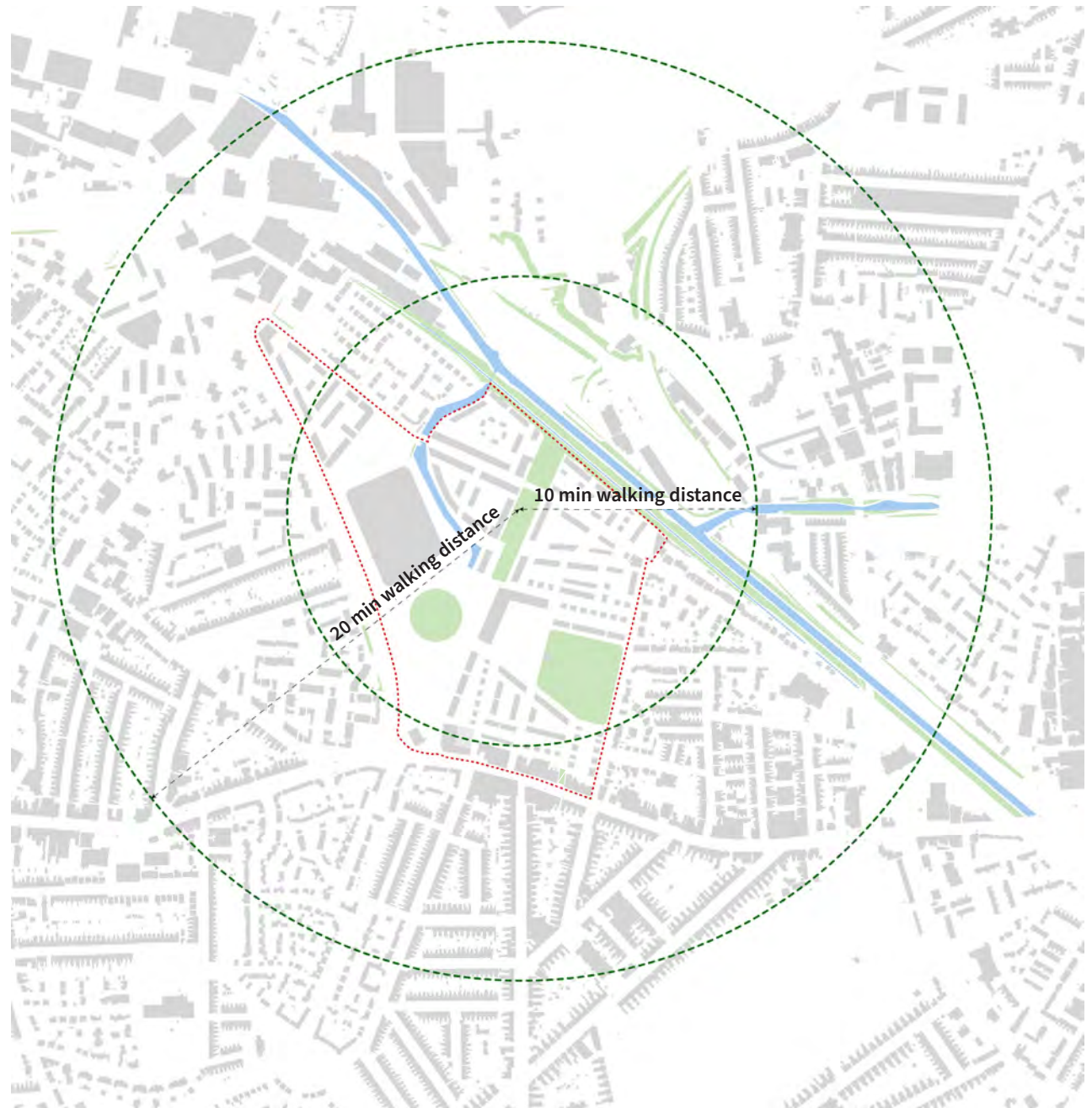


Fig. 5.41 - Grove Lane masterplan - Walking Distances - Central green Wider context

## Character Area 4: Grove Street and Primary School

**Neighbourhood creating gateway entrance to the site from Grove Lane and a considered transition between the hospital and Moilliett Street Park**

**Indicative capacity:**

**Density:** Up to 145 dph

**Residential dwellings:** Approx. 70 - 85 no.

The Grove Street area faces the MMU hospital entrance and its open space and will provide a key access to the preferred school location, which is bounded by Grove Street, Abberley Street and Dugdale Street. In addition, the Grove Street area incorporates an important connection that links two areas of strategic open space: the landscaped area in front of the hospital and Moilliett Park.

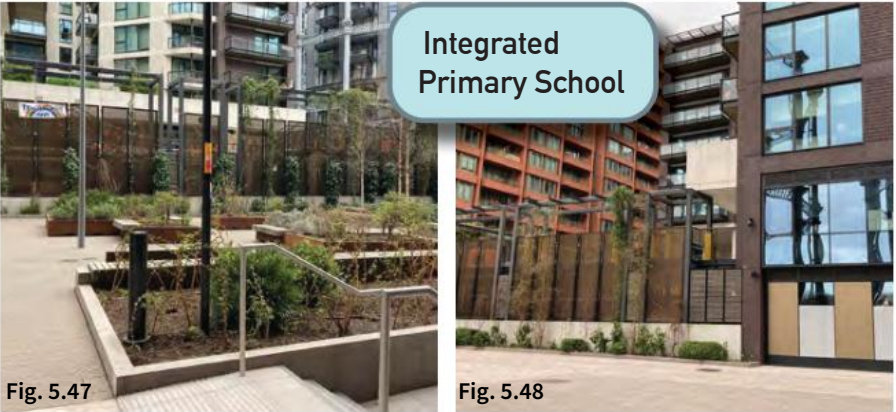
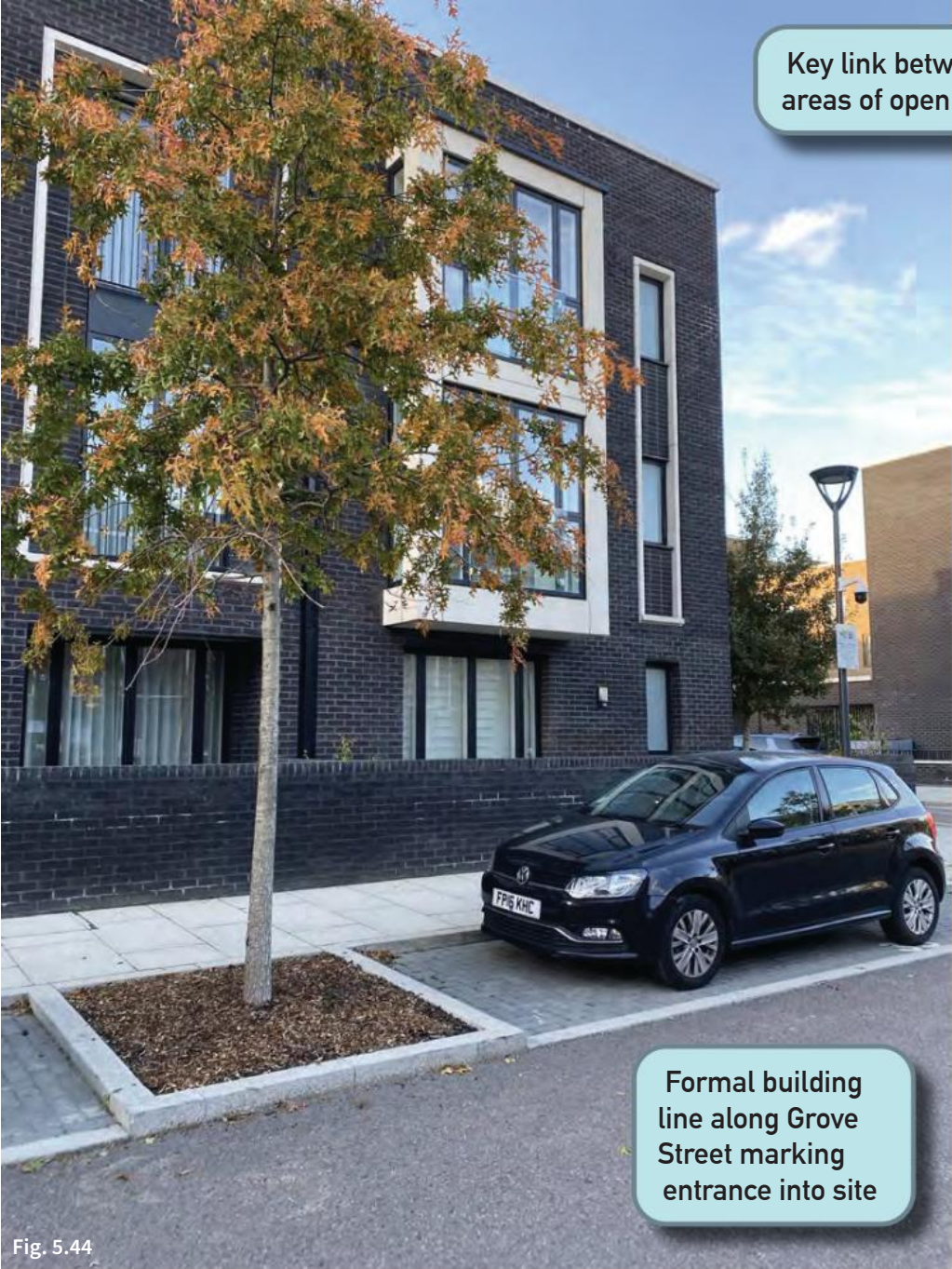
In respect of the housing provision on the southern parts of this area, the importance of the frontage needs some height and mass, and the masterplan looks to have five storey buildings on Grove Street, and a housing mix that strongly favours flats and apartments over houses. Houses would front Halberton Street.



Fig. 5.42 - Grove Street and Primary School: Extract from Illustrative masterplan



Fig. 5.43 - Character Area Extent



### Grove Lane school

The area requires the provision of a 2 form entry primary school to serve the future community. Engagement with the Sandwell Education team set out a preference for:

- A site area of between a minimum 2.3 ha and a maximum of 2.8 ha;
  - both playing fields and hard-standing / playground areas;
  - a securely enclosed playing field that could be made available for public use. There is a statutory requirement to provide 'team game area' (playing field) for children age over 8 years of age for new school developments. Preference for a playing field in school control to overcome continual risk assessment processes.
  - a site exclusively in education use (i.e. the shared shouldn't be shared with other uses, particularly residential use due to safeguarding issues).

The Grove Lane area has few potential sites that might be suitable for a school, but the provision of any site to meet the above expectations would have a significant impact on the overall masterplan. The map, right, shows a red line boundary / shaded area across the preferred site and the adjoining site to the southwest. Assuming this would include playing fields, this level of land take takes 125 units (71 flats and 54 houses) dwellings from the overall capacity of the Grove Lane area, but also compromises the compactness and connectivity of the area as a whole.

The preferred location is between Grove Lane and Heath Street at the northern end of Halberton Street. This location is distant from the main traffic corridors (and so from traffic pollution and noise), is close to the open areas at Moilliett Street Park and the front of the hospital and would be at the heart of the family housing in the new neighbourhood. A compact site central to the community encourages walking and cycling.

At the detailed design stage, the school boundaries must be secure, yet attractive. The boundary treatment may be a hedge and railing – continuous solid fences or galvanised security fencing should not be promoted. Railings should be painted or powder coated to appear painted. Where fences are unavoidable alongside streets, these should be designed to be attractive and make a positive contribution, by for example integrating art work or hedges.

The preferred masterplan has drawn on examples of urban schools within Sandwell and Birmingham and in other parts of the country where a smaller land provision is required. By providing a two-storey building with innovative use of available surfaces (including roof space) a compact facility can be provided that provides safety and security in a modern, stimulating environment and maintains other elements of the masterplan that are important, including sustainability, connectivity and a healthy neighbourhood.



Fig. 5.49 - Existing land take for school (1.1ha)



Fig. 5.50 - Larger school site (2.6ha)

### Key Principles:

- 1. Strong urban form onto Grove Street** – five storey apartment block will form a new edge on this primary route into the site and opposite the hospital
- 2. Location of Primary school** – will form a strong presence along the main route with its entrance along the key connecting route between the hospital and Moilliett Street Park
- 3. Retained historic curved wall** – this is an important urban fabric with a distinct form that needs to be retained and incorporated within the school design strategy if feasible to do so.
- 4. A safe and attractive environment** – the tree lined street is the main route into the site and will form an important part of the public realm and must be of the highest quality. The key pedestrian and cycle connection that passes the school to the south and provides the link between the hospital and Moilliett Park must be designed to be multifunctional. This space, or series of spaces, should provide some enclosure to create variety and interest when moving between the two larger areas of open space at its eastern and western end. This should be designed to accommodate urban landscaping, spaces for people to sit, waiting space for parents outside of the school and opportunities for play
- 5. Views** to the Hospital landscaped grounds
- 6. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 7. Scale** – Three storey family houses on Halberton Street will step down from the taller block fronting Grove Street and form a new residential edge and appropriate scale within the residential neighbourhood
- 8. Gateway** – retained art deco cinema refurbished and extended to form a cultural quarter at this key location along the high street. This will turn the corner into the site, connecting into both Dudley Road Local Centre and the new development
- 9. Strong visual and physical link** between the hospital landscaped open grounds and Moilliett Street Park
- 10. Parking** – access to the school will be off Abberley street, residential access will be off Grove Street immediately on entering the site thus limiting car movement within the development



## Character Area 4: Grove Street and Primary School

The Grove Street character area has the potential to form the heart of the new community in Grove Lane. Central to the area, and adjacent to some of the taller landmark buildings, it also has a role in providing the primary school and in bringing the scale of the development down from the hospital to the family housing expected to be delivered towards the south and east of the area.

The section, below, shows how development fronting Grove Street plays a role in addressing the public space to the front of the hospital with a higher and denser form, before stepping down toward the lower, family housing which exists beyond Winson Street. The masterplan proposes some development on Moilliett Street Park, and this should reflect the need for family type housing whilst meeting other objectives for this character area. The section also shows how parking and building separation might be achieved, respecting privacy and integrating parking off-street where possible.

Residential development will surround the school, and access to the school by car will be expected, though a Travel Plan should be established to optimise all forms of travel and make walking and cycling attractive. Attention will need to be paid to the accommodation of on-street parking within the public realm.

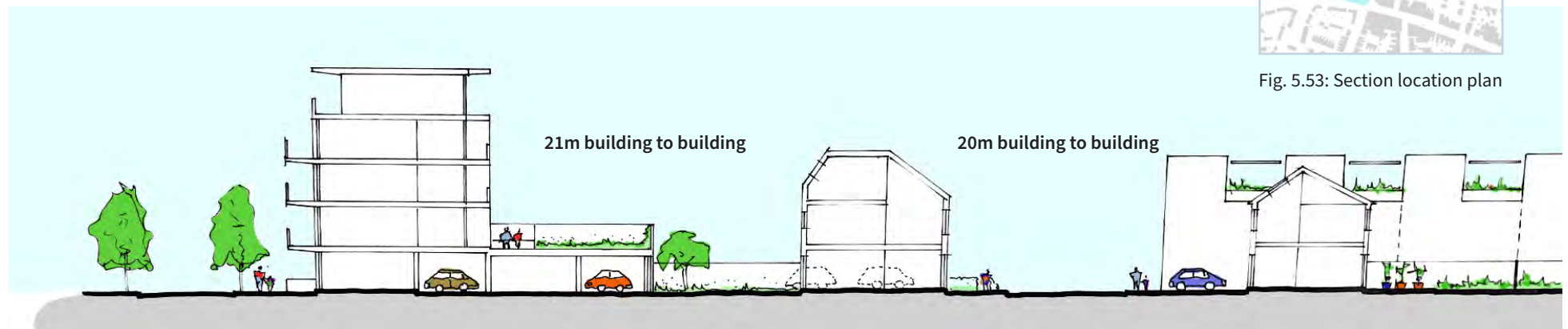


Fig. 5.52 - Illustrative section showing decreasing density from Grove Street towards Moilliett Street Park



Fig. 5.53: Section location plan

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## Character Area 5: Moilliett Street Park

Open space well overlooked by development which forms a coherent link between Dudley Street Local Centre, the site and the canal.

**Indicative capacity**

**Density:** Up to 43 dph

**Residential dwellings:** Approx. 100 - 120 no.

Moilliett Street Park is an important green space in the locality, and one of very few amenity spaces in the area. In light of the acknowledged shortage of green space in the area, it should be retained and made to work in an improved way for the community. The park currently suffers from under-use and has associated problems that both contribute to, and result from, this. The masterplan proposes some development within the park to help to frame it, concentrate activity and encourage use.

The masterplan proposes a development of houses on the northern and southern parts of the park, framing it, and providing new footpaths



Fig. 5.54 - Moilliett Street Park

across it as part of the open space network. The new route would link Dudley Road to the MMUH. The park would be the heart of the new residential neighbourhood, which would meet a need for family houses in the area. The open space would still have sufficient area to provide family play activities and general amenity space. There should be some provision in Moilliett Street Park for interpreting the demolished Grade II\* listed Bellefield Inn

Moilliett Street is currently an unattractive street to the rear of properties that front Dudley Road. The street is not overlooked by buildings and there

are problems with littering. The masterplan seeks to address this by providing a new building frontage to the northern side of the street.

A higher quality development could be achieved if the former pub site on Winson Road, and the car park at the north western corner of Moilliett Park, were planned together to achieve a comprehensive approach.

In addition, Plan 5.55 illustrates a proposal to close Moilliett Street at its southern end to vehicular traffic, instead creating a pocket park which would form an attractive entrance to the site from Dudley Road.



Fig. 5.55 - Moilliett Street Park: Extract from Illustrative masterplan



Fig. 5.56 - Character Area Extent













### Key Principles:

1. **Moilliett Street Park** – a reconfigured and redesigned park of good proportions will become the focus for the surrounding residential community on a local and town wide scale. It must be a safe and attractive public space for people to visit and enjoy
2. **A well defined enclosure** – new buildings forming clearly defined perimeter edges to the north and south of the space will be three storey family houses of a distinct typology to frame the park.
3. **Active edges** – surrounding the park will be family houses, all frontages active with entrances and windows keeping blank façades to an absolute minimum
4. **Direct and visual link** to the hospital and to the open space network
5. **Direct relationship with the school** – opportunity to have direct connections and use of the open space
6. **Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum. Residential units to the north and south of Moilliett Park must front onto, and overlook the space.
7. **Key view to and from Grove street**
8. **Key views to and from Dudley Road**
9. **Routes through** – vehicular/pedestrian/cycle
10. **A range of housing typologies** of two to three storey dwellings to create variety and interest within the new neighbourhoods north and south of the park
11. **Landscaping** – a well considered soft landscaped open space providing amenity space for the residents of the immediate and wider area
12. **Parking** – parking access will be from the surrounding streets and will be accommodated in a variety of ways, either within the building footprint, at the front or sides of the houses or in small parking courts integrated within a landscape strategy.
13. **Provide a pocket park** at the south of Moilliett Street, which will create a gateway entrance into the site from Dudley Road.



### Key

-  Active frontages
-  Public space connection
-  Green connection
-  Pedestrian connection  
(line thickness denotes hierarchy of routes)
-  School entrance
-  Green space view
-  Car access
-  Green open space
-  Proposed buildings
-  Private residential gardens

## Making an entrance

Birmingham City Council have landholdings on the corner of Dudley Road and Moilliett Street which could allow environmental improvements to be made to the access point into Moilliett Street and the park as part of a connected and comprehensive approach to improving the park, the connections across it and towards the hospital and the environment on Dudley Road itself.



Fig. 5.61 - Dudley Road Local Centre

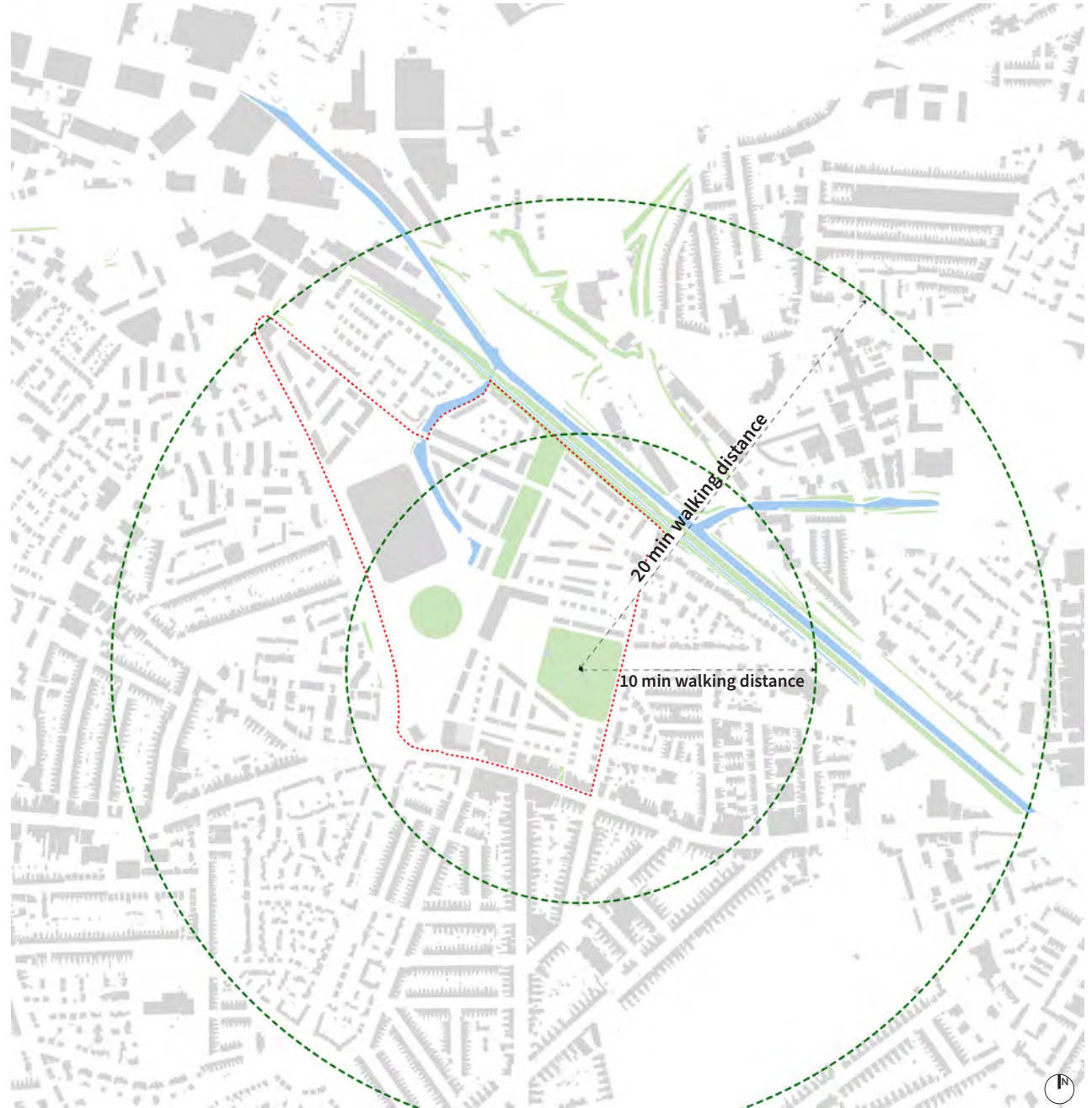


Fig. 5.62 - Moilliett Street Park Walking Distances

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## Character Area 6: Abberley Street / New route

**Residential area creating a key link between Moilliett Park and the strategic green spine through the site**

**Indicative capacity:**

**Density: Up to 50 dph**

**Residential dwellings: Approx. 120-140no.**

Abberley Street is at the northern side of Moilliett Street Park, and connects with Grove Street to the west and Winson Street to the east. It is a key part of the movement network.

Development of the site has a number of roles to play, which are important to the success of the whole area. It has to frame the north-south open space at the western end, close to the canal basin; it has to provide a strong relationship to Moilliett Street Park and development that may take place at its northern end, and it needs consider its relationship with the route of the former canal, proposed as part of the movement network.

The masterplan proposes strong frontages to the movement channels and a particular emphasis on the western end of the site.

The preferred approach is set out in the masterplan that aligns with current evidence of need and demand for this area. The higher density solution scheme would only be possible if future demand dictates and subject to demonstrating that it meets spatial and parking requirements set out in the adopted design guidance.

The warehouse complex to the north – Heath Street Industrial Estate – is a historic element of the area, and the preferred approach of the masterplan has been to maintain this and

convert to residential. This, however, would be dependent upon the introduction of the bi-directional cycleway which would require land alongside the southern edge of Heath Street and would therefore prevent retention of these units. In addition, the masterplan currently retains the former Queens Arm building on the corner of Heath Street / Winson Street. The retention and restoration of this distinctive tiled frontage could form an attractive anchor to this north eastern gateway into the site.

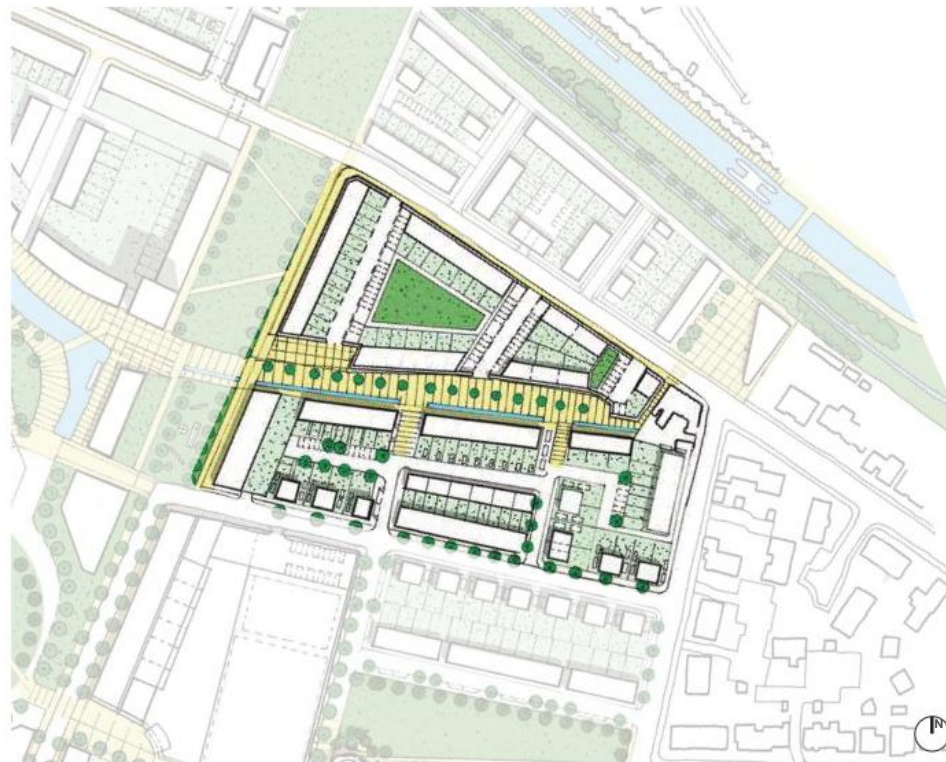


Fig. 5.63 - Abberley Street / New route: Extract from Illustrative masterplan



Fig. 5.64 - Character Area Extent



### Key Principles:

- 1. Existing industrial building** - retained refurbished and converted into residential use offering a special type of architecture and materiality and will form a continuous edge to the north side of the public route
- 2. New pedestrian and cycle route** following the historic route of the canal will provide a direct link to the canal and will add quality and legibility to the place
- 3. Proposed southern edge** – a mix of dwelling types will form the southern edge of the new public route facing the retained building, providing an appropriate scale and enclosure to the space
- 4. Building form to create visual interest and respect the retained historic building** – it is envisaged that the built form will break down into individual elements to provide a distinct rhythm, scale and enclosure
- 5. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 6. Visual and physical link to the canal basin** - the new route will form an important part of the public realm providing direct views and links and fully integrating with the green open space
- 7. Positive relationship with the open space** – the retained and refurbished building and an apartment block will form a continuous built edge along the open space
- 8. Landscaping** – the landscape design must take into consideration the direct relationship of the site with the open space creating a seamless visual and physical connection between the two.
- 9. Parking** – access is directly off Cranford Street in the north and Abberley Street in the south and parking accommodated in different ways, either within the building footprint, in external garages or in parking courts where they will be fully integrated within the landscape strategy

### Cranford Street highway widening

As previously mentioned, whilst the preferred option is to retain some of the heritage buildings along the Cranford Street frontage, both to the north and south of the highway, proposals that assist in promoting more walking and cycling in the area would hinder the retention of the units.

Whilst the carriageway itself would remain as existing, to incorporate a bi-directional cyclepath that connects the cyclepaths both in Birmingham and Sandwell, the footpath itself would require widening, hence this would necessitate some land take on at least one side of Cranford Street.

Two options have therefore been provided to assist in finding a solution that would achieve the best outcome.



Fig. 5.70 - Key principles diagram

The Abberley Street area provides the opportunity to retain existing older buildings, though this would be more limited in the event of land being required on the northern side of the plot for the cycleway. Maintaining the existing façades could both offer a connection to the past and the heritage of the area, whilst also giving a prompt to the form and rhythm of new buildings.

The southern side of the character area forms a missing link between the Cape Arm basin and the Main Line, and could be retained as a focal space

and movement corridor, again reflecting past uses. The masterplan envisages development fronting this space and a link all the way to the canal towpath itself.

The section through this parcel demonstrates the lower nature of the intended built form, with good distances between buildings and parking integrated and provided for off-street where possible.

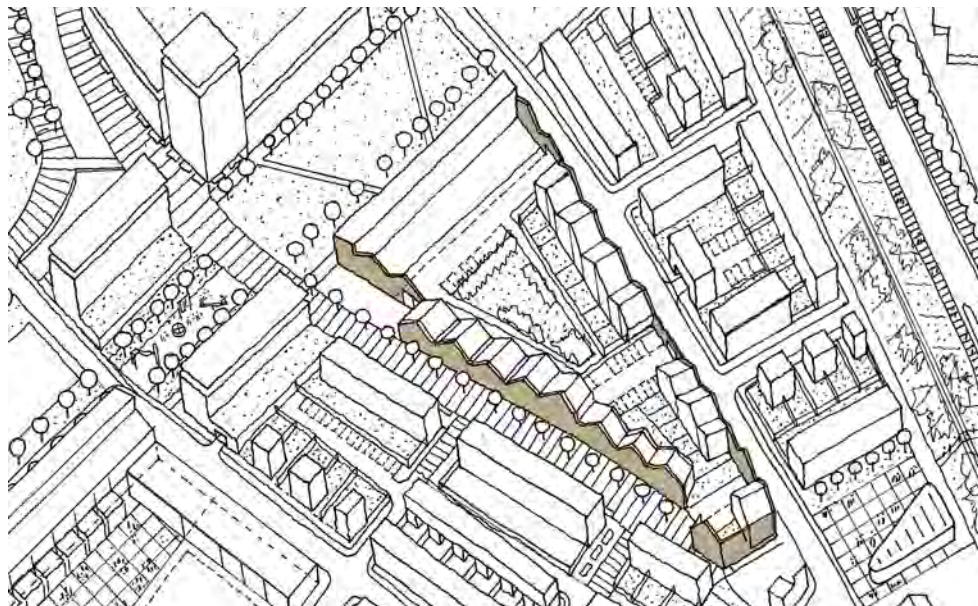


Fig 5.71- Distinct rhythm, scale and enclosure afforded by retaining the facade of the buildings that overlook the route to the north

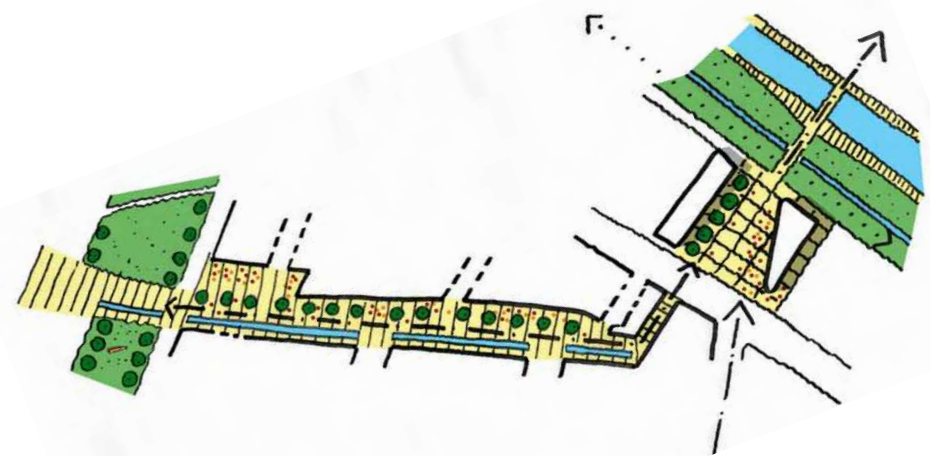


Fig 5.72 - Key route linking network of open space to the community facility, and onto the canal

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## Character Area 7: Grove Lane / Cranford Street / London Street

**Formal approach to MMUH from the west, with a landmark corner on Soho Way Roundabout.**

**Indicative capacity:**

**Density: Up to 105 dph**

**Residential dwellings: Approx. 200 220 no.**

The triangular site north of the hospital is isolated from the main part of the Grove Lane area, but is linked to the remainder through its close relationship with the hospital.

The hospital is a dominant feature to the south of this site, which along with the heavy road infrastructure to the south, makes taller buildings appropriate here. The masterplan proposes a high proportion of flats against the number of houses (a 70% / 30% split) within this parcel. The site also lends itself to taller buildings as focal points, particularly on the northern edge alongside the Soho Way roundabout, and on the south western corner adjacent to the hospital which may relate to the high storey blocks of flats opposite.

There is a certain urgency to getting this site right, and connecting it to surrounding communities both to the south of it in the Grove Lane area, and to the west in Windmill Eye, partly because it lies to the rear servicing area of the hospital, and it also provides a challenge due to its shape and depth, particularly to the north.

Whilst being at the back of the hospital, this site remains highly visible within the wider corridor and all traffic using the A457 will see it, regardless of whether their journey involves Cranford Street or Grove Lane. It will have a huge impact on the perception of the area. The site context of this character area lends itself to higher density development, to address the scale of the streets to the south and west. Lower scale family housing would be at risk of being overwhelmed by the scale of the surroundings, and would potentially not succeed in providing adequate enclosure or frontage onto the street.

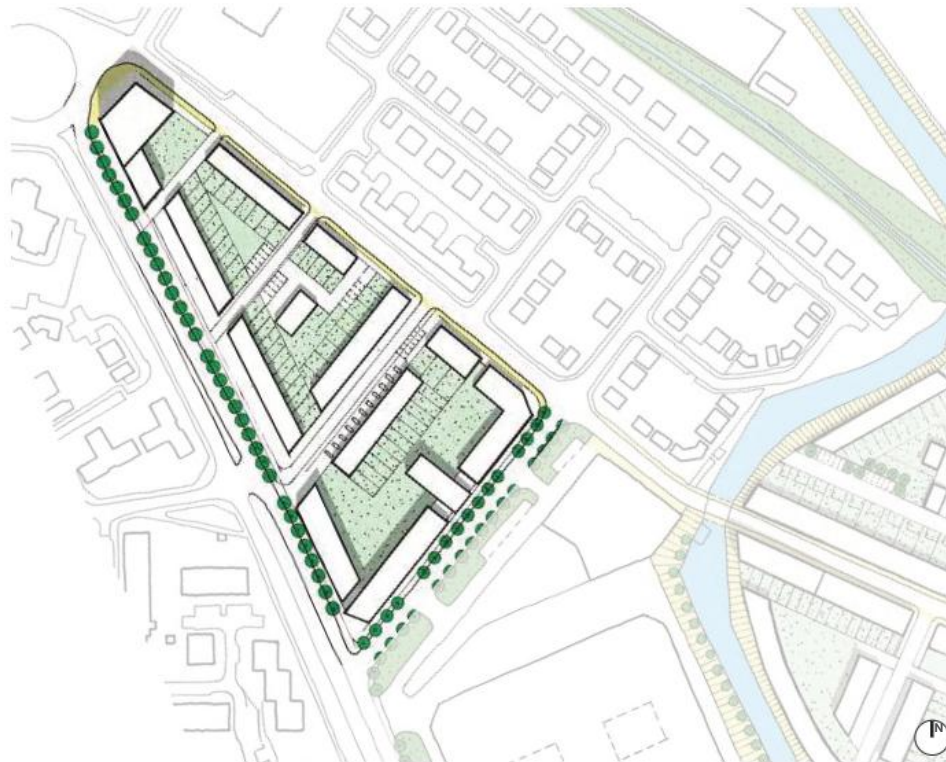


Fig. 5.73 - Grove Lane / Cranford Street / London Street: Extract from Illustrative masterplan

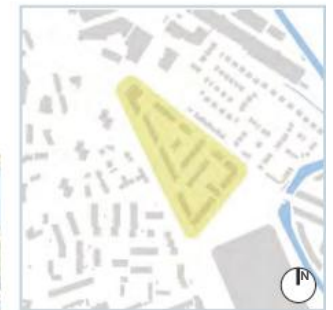
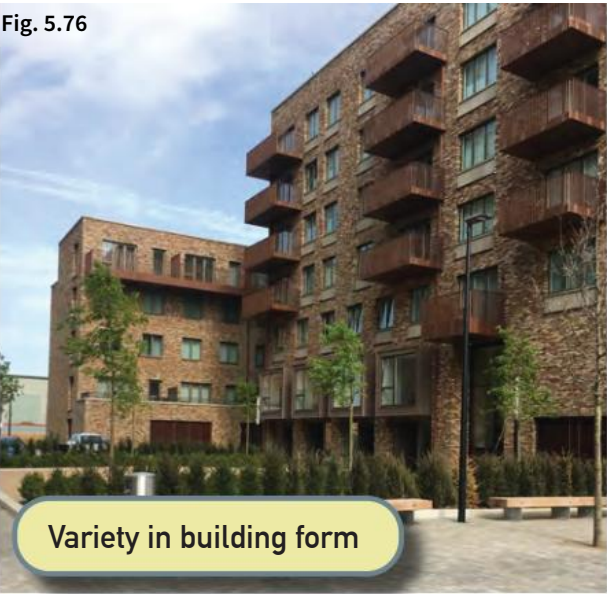


Fig. 5.74 - Character Area Extent



### Key Principles:

- 1. A well defined enclosure** – Buildings will line along the perimeter of the plot and clearly define the edge. Three storey houses will line up along Cranford Street rising to four storey town houses along part of London Street then to six storey apartment blocks with a nine storey elevated corner where London St / Grove Lane meet. To the north an eleven storey tall building will face the Soho Way Roundabout and at the western edge three storey houses are accessed via a slip road with parking arranged at the front in order to set back the buildings from the traffic ridden Grove Lane.
- 2. Strong urban form** – the perimeter along this plot is clearly defined by five/six storey apartment blocks on London St and Grove Lane to address the scale of the hospital stepping down to four/three storeys on Cranford Street and responding to the existing context here. The blocks will form a strong edge facing the public realm whereas to the rear a landscaped communal area and some gardens will provide amenity space for the residents.
- 3. Visual interest** created by variation in building form.
- 4. 11 storey residential building of landmark status** – the tall building will mark the entry to the masterplan area from the north. Positioned at this end of the site it will signal arrival and approach to the area creating a distinct landmark against the skyline
- 5. Active edges** – all external edges of the residential blocks will be animated with entrances and windows keeping blank façades to an absolute minimum
- 6. Private gardens and courtyards** – all houses and apartments will have some form of open space either as individual or shared gardens
- 7. Strong landscape strip** – an appropriate landscape treatment will be required along Grove Lane in order to create an attractive aspect to the new dwellings along the perimeter as well as enhance the current character of the dual carriageway
- 8. Parking** – access is directly off Cranford Street with parking accommodated in a number of different ways. Undercroft parking will serve the apartment blocks whereas the dwellings will either have on plot parking or in parking courts where they will be fully integrated within the landscape strategy



Fig. 5.78 - Key principles diagram

The development heights across the site have been influenced by the scale of the surrounding existing buildings, mainly the new Hospital on London Street in the southern part of the site and the existing tall point blocks of the Cuin Road estate in the north. The massing rises up to the south and north with two landmark buildings located at each end relate both to the approach to the site from each direction as well as acting as punctuation points to the lower development that runs through the middle of the site.

The scale of this is influenced by the 2/3 storey Aurora residential development to the east of Cranford Street.

The use of landmark buildings within the development will help to create a legible urban quarter but also contribute to the image of the 'place'. The sighting of the tall buildings will become markers to the site and act as a point of reference for the area.

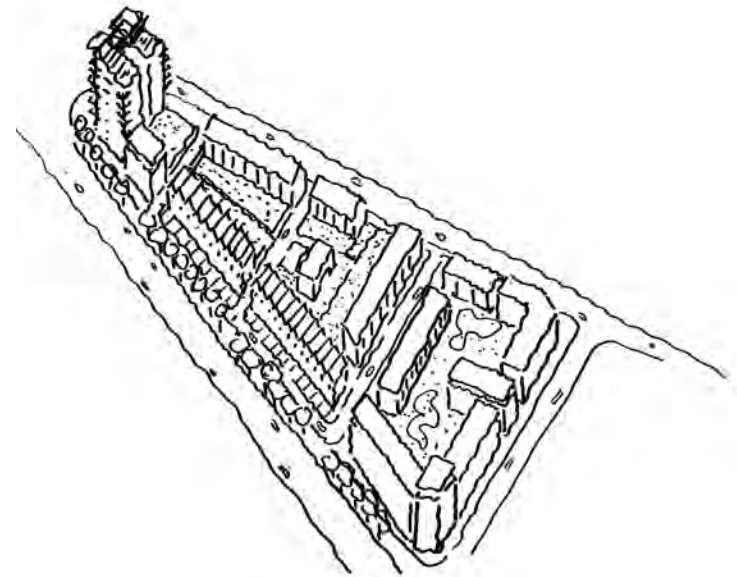


Fig. 5.79 - Illustrative sketch showing focal point marking the western entrance to the site.



Fig. 5.80 - Illustrative section showing massing and landmark building onto Soho Way

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# APPENDICES





# 6

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## APPENDICES

# Appendix A: Planning Policy & Context

The Grove Lane area was included within the Smethwick Area Action Plan as a residential and mixed-use allocation in 2008 but which has since been superseded by the Sandwell Sites and Delivery DPD. It is located on the border with Birmingham City Council and included within the Greater Icknield and Smethwick Housing Growth Area Prospectus produced jointly by the Local Authorities in 2016.

## Black Country Core Strategy (2011)

The Core Strategy sets out the spatial vision, objectives and strategy for future development in the Black Country up to 2026. It identifies regeneration corridors of which Oldbury-West Bromwich-Smethwick is one.

## Sandwell Site Allocations and Delivery DPD (2012)

The Site Allocations and Delivery DPD (SADDPD) adds further detail to the Core Strategy's regeneration corridors. The plan states that the focus for new housing within the next few years will be within the Smethwick area of the Oldbury-West Bromwich-Smethwick corridor (corridor 12). The plan identifies the following sub-areas within corridor 12 that also lie in part within the Smethwick to Birmingham Corridor: Area 7 Smethwick High Street and Environs, Area 8 North Smethwick Canalside, and Area 9 Cranford Street. Areas 8 and 9 are identified on the policies map as "long term residential".

Area 9 Cranford Street includes two sites which broadly correspond to the Grove Lane site. The policy table says the following of the Grove Lane site: "Masterplan prepared for site to include residential and Business B1 uses. Will need to be done in phased manner. Some occupiers will need relocating.". Area 9 is listed as a housing allocation to which SADDPD Policy SAD1 applies. SAD1 supports residential development and states that other uses appropriate for residential areas, such as health facilities, community facilities and local shops, may be acceptable where there is a gap in service provision and where they can be integrated successfully into the residential environment.

## Supplementary planning guidance on residential design (Sandwell Council, 2014)

This guidance on residential design provides detailed design guidance for all aspects of new residential development. The comprehensive policy document sets out detailed design policies on a wide range of subject matter including highway design. It aims to raise residential quality consistently across the borough as well as ensuring that housing environments are attractive, integrated, accessible, flexible, comfortable, safe and identifiable for those people who live in the borough, as well as improve the perception of housing in Sandwell.

The guide is designed as a working document that enables developers, officers and other interested parties to reference detailed design policies linked to Building for Life 12 (BfL12).

## Black Country Plan (emerging)

The Black Country Plan, which will replace the Black Country Core Strategy and the Sandwell Site Allocations and Delivery DPD, is currently being prepared. The draft plan (regulation 18) consultation took place in summer 2021. The outcomes will inform the next version of the plan, which is called the Publication Plan, and scheduled for consultation during 2022.

## Planning applications

The area has not seen any significant change for several years except for the new hospital development and housing off Cranford Street. There have been a few key applications for some of the sites including a block of apartments and a multi-storey car-park, use of buildings for a Community Centre and Prayer Hall and demolition of one major building .

## Appendix B: Grove Lane area - definition of parcels

### Parcels

There are nine parcels in the Grove Lane area, defined on the basis of ownership and availability. They represent the way in which the pieces of the site may be able to come forward.

These parcels are:

- Parcel A: Heartlands Furniture,
- Parcel B: Heath Street Industrial Estate (north side of Heath Street)
- Parcel C: Pall Mall site
- Parcel D: Heath Street Industrial Estate (south side of Heath Street)
- Parcel E: Grove Street / Abberley Street (split into E1 (owned by the WMCA) and E2)
- Parcel F1: Eastern side of Halberton Street
- Parcel F2 and G2: Moilliett Street Park
- Parcel H: Western side of Halberton Street
- Parcel J: London Street

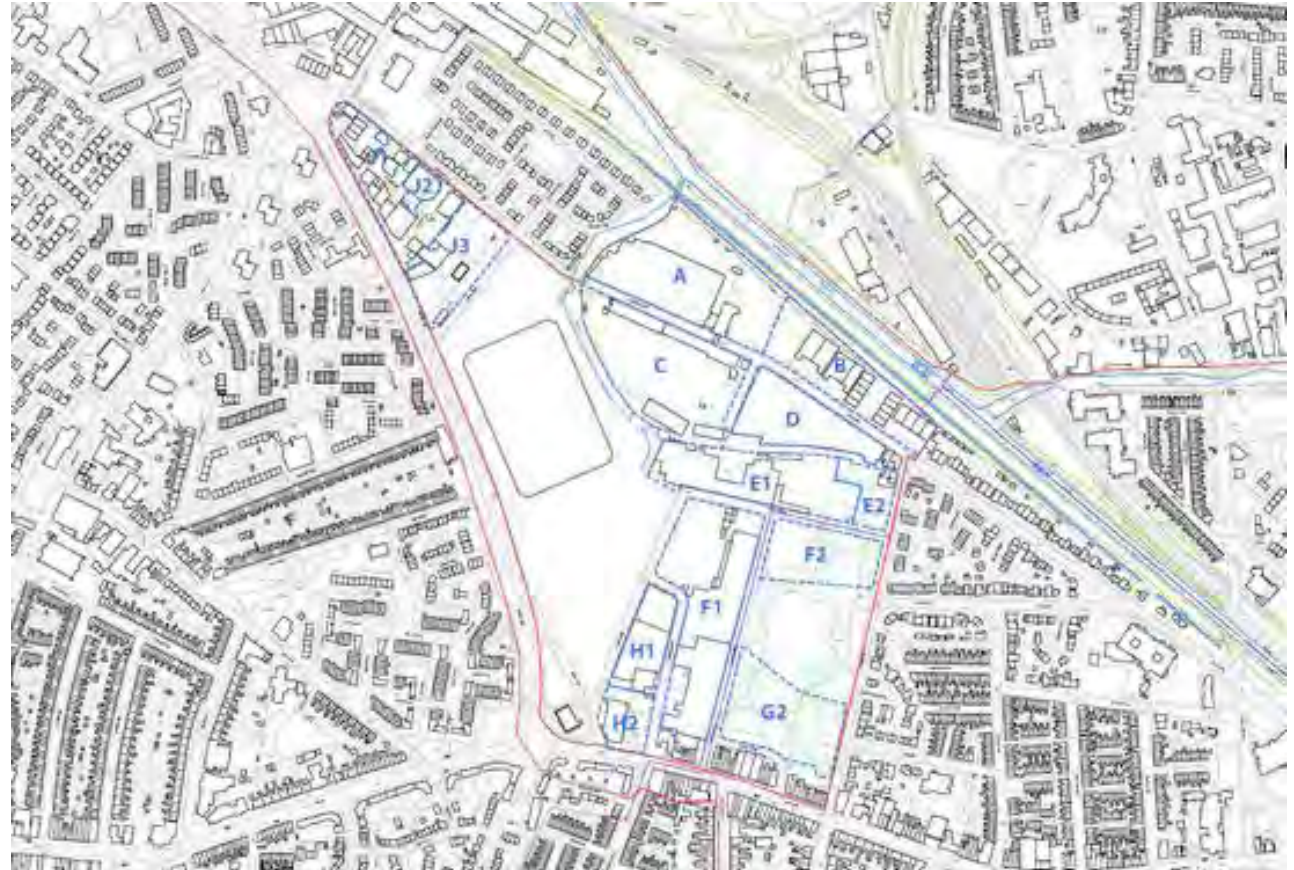


Fig. 6.1 - Land parcels plan

Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)
<b>Parcel A:</b> <i>Heartlands Furniture,</i> north side of Cranford Street	Site bounded by the old canal to the north and Cranford Street to the south and occupied by two storey red brick industrial warehouses.	
<b>Parcel B:</b> <i>Heath Street Industrial Estate (north side of Heath Street)</i>	Site bounded by Heath Street to the south and the canal to the north and occupied by a series of warehouses in industrial use	
<b>Parcel C:</b> <i>Pall Mall site</i>	Site bounded by Cranford Street to the north and Cape Arm / the former canal line to the south. Occupied by former industrial buildings to the north, and parking to the inner areas. Site appears to house the project office and parking for the hospital project. Frontage to the remaining canal arm to the west.	
<b>Parcel D:</b> <i>Heath Street Industrial Estate (south side of Heath Street)</i>	Site bounded by Heath Street to the north and by the access road to the south (the access road comes off Abberley Street). Occupied by densely packed light industrial warehouses	
Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)
<b>Parcel E:</b> <i>Grove Street / Abberley Street (1.3ha)</i> Status: north of Abberley Street owned by WMCA	<b>[E1]</b> The site ownership extends to the full length of Abberley Street, and to the line of the former canal on the northern side. No planning application has been submitted. The site gained demolition consent on 1 February 2021.  <b>[E2]</b> The eastern end of the parcel is outside of the ownership of WMCA	
<b>Parcel F1:</b> <i>Eastern side of Halberton Street</i>	Site occupied by a series of larger commercial and industrial uses, including Orbit International, Golden Foods and open storage for Thandi Coaches. Dominated by large, low rise warehouses and industrial buildings. Little frontage to Moilliett Street Park.	
<b>Parcel H:</b> <i>Western side of Halberton Street</i>	[H1] Site occupied by various industries in low rise industrial buildings.  [H2] Former cinema located on Dudley Road frontage in a prominent position now used for worship, surrounded by hardstanding used for parking and storage / metal recycling.	

Grove Lane Area		800 homes, defined in the Grove Lane SPD (2011)
<b>Parcel J: London Street</b>	<p>Triangle of land in mixed industrial use that includes car sales, van hire and a petrol station. Opposite the Aurora development, and adjacent to the major roundabout to the north on the A457.</p> <p><b>[J1]</b> Small area bounded by Grove Lane and Cranford Street with a mix of industrial, commercial and retail uses</p> <p><b>[J2]</b> Building on Cranford Way owned by WMCA, who have ambitions to develop residential block on the site, preferably as part of a wider approach.</p> <p><b>[J3]</b> Southern side (between Fawdry Street and London Street) has a planning application pending.</p>	<p><b>[J3]</b> Proposed erection of a multi-storey car park and a mixed-use building of between 6 and 9 storeys to include 201 dwellings and commercial floorspace (flexible within Use Classes A1 (shops), A2 (financial and professional), A3 (restaurants), A4 (drinking establishments), A5 (hot food takeaways), D2 (assembly and leisure) or mix thereof), office (Use Class B1) plus associated amenity space and demolition of existing buildings].</p>

## Appendix C:

### Reference image copyrights

<i>Page no.</i>	<i>Project name and location</i>	<i>Developer</i>	<i>Architect / Landscape architect</i>	<i>Local authority</i>	<i>Image credit</i>
Page 51, fig. 5.19  Page 81, fig. 5.75	Kings Crescent Estate Phase 3 & 4 or Barley Court, 3 Casbeard Street, London N4 2GD	-	Karakusevic Carson Architects / KCA / Muf architecture/art	The London Borough of Hackney	Photograph © Jim Stephenson

