



Bordesley Park **Area Action Plan** Preferred Options Report

July 2013

Contact

Development and Culture Directorate
Birmingham City Council

Click:

Email:
bordesleyparkaap@birmingham.gov.uk

Web:
www.birmingham.gov.uk/bordesleyparkaap

Call:

Telephone:
Doug Lee
(0121) 464 9858

Visit:

Office:
1 Lancaster Circus
Birmingham
B4 7DJ

Post:
P.O. Box 2470
Birmingham
B1 1TR

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Call (0121) 464 9858

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Contents

Foreword	1
Introduction	2
Context	6
Vision	8
Development Principles	10
Key Opportunities for Change	16
Neighbourhoods	38
Delivery	54
Monitoring and Evaluation	56
Public Consultation and Next Steps	58
Appendices	62



Foreword

I am pleased to welcome you to the Bordesley Park Area Action Plan (AAP) Preferred Options Report - the next stage in the development of the strategic plan which will drive forward the regeneration of the area to the immediate east of the City Centre.

The location of the area at the gateway to the City Centre offers real locational advantages - the regeneration of Bordesley Park complements proposals for long term transformational change already set out in the Big City Plan and over £1.1 billion of public sector investment including Birmingham City Centre Enterprise Zone, New Street Station, and the new Library of Birmingham.

The AAP will provide the catalyst for the transformation of the area, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath, over the next 18 years, to 2031. I believe that it will create the right conditions to bring forward major development opportunities which will contribute to the city's growth.

The plan will also facilitate change and deliver benefits at the neighbourhood level. The Bordesley Park area is home to a young, diverse and vibrant community, who should benefit from the range of new employment and residential opportunities the AAP can deliver.

I invite you all - local residents, businesses, and the development community - to take the opportunity to comment on the proposals set out here for the future of the area. By working with you in Bordesley Park we can achieve our collective goals for the area in ways which are more innovative, localised, and effective.



Councillor Tahir Ali
Cabinet Member for Development, Jobs and Skills

2 Introduction

This report sets out the work progressed on the AAP to date, in particular the public consultation undertaken on the Bordesley Park Options Report between August and October 2011. The results of this public consultation and further technical work have been used to produce this report, the Preferred Options, which is the next stage of the AAP process. This report will be the subject of further public consultation in the Summer of 2013.

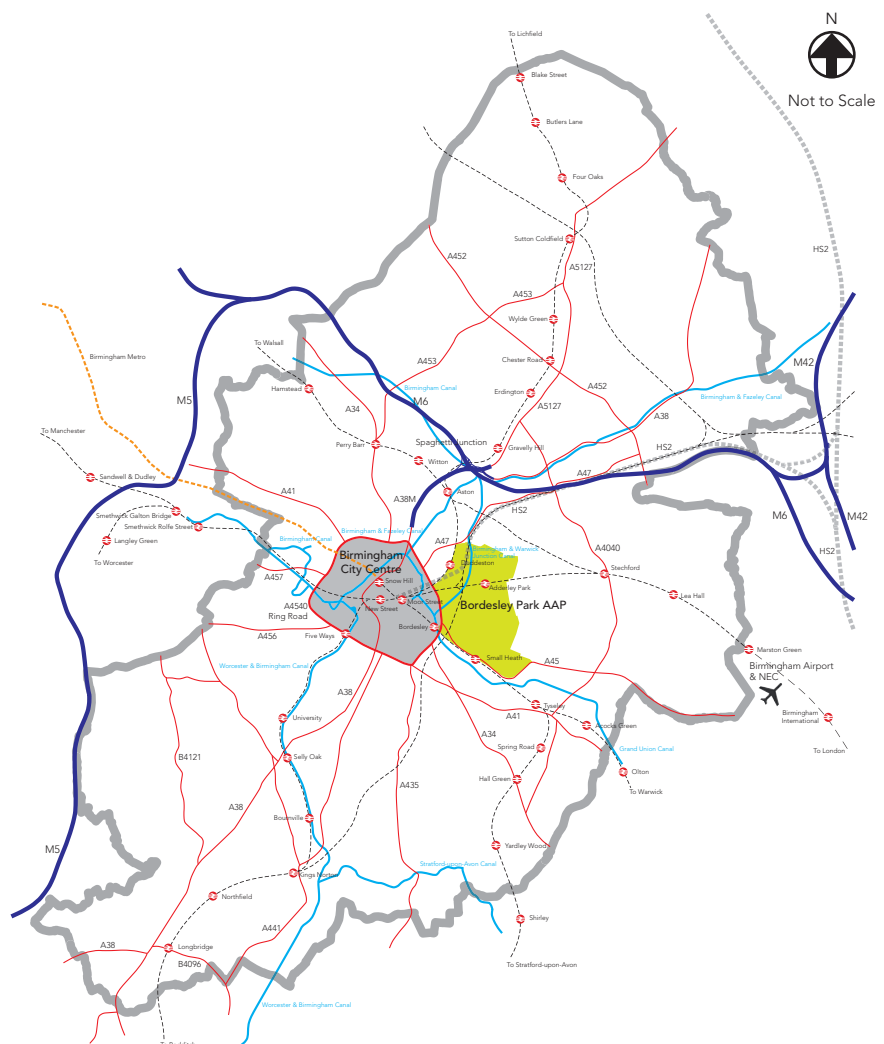
The Bordesley Park Area Action Plan (AAP) covers an area of around 580 hectares to the immediate east of the City Centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. The development of the AAP provides the opportunity to work with the local community to build upon this area's assets and to establish:

- A focus for growth including a wide range of employment opportunities for local people.
- Attractive and thriving local centres.
- High quality housing suitable for the needs of existing and new communities.
- Infrastructure that meets the current and future needs of business and residents.
- A connected place including enhanced public transport and a high quality pedestrian environment.
- A clean, safe, attractive and sustainable environment in which to live and work.

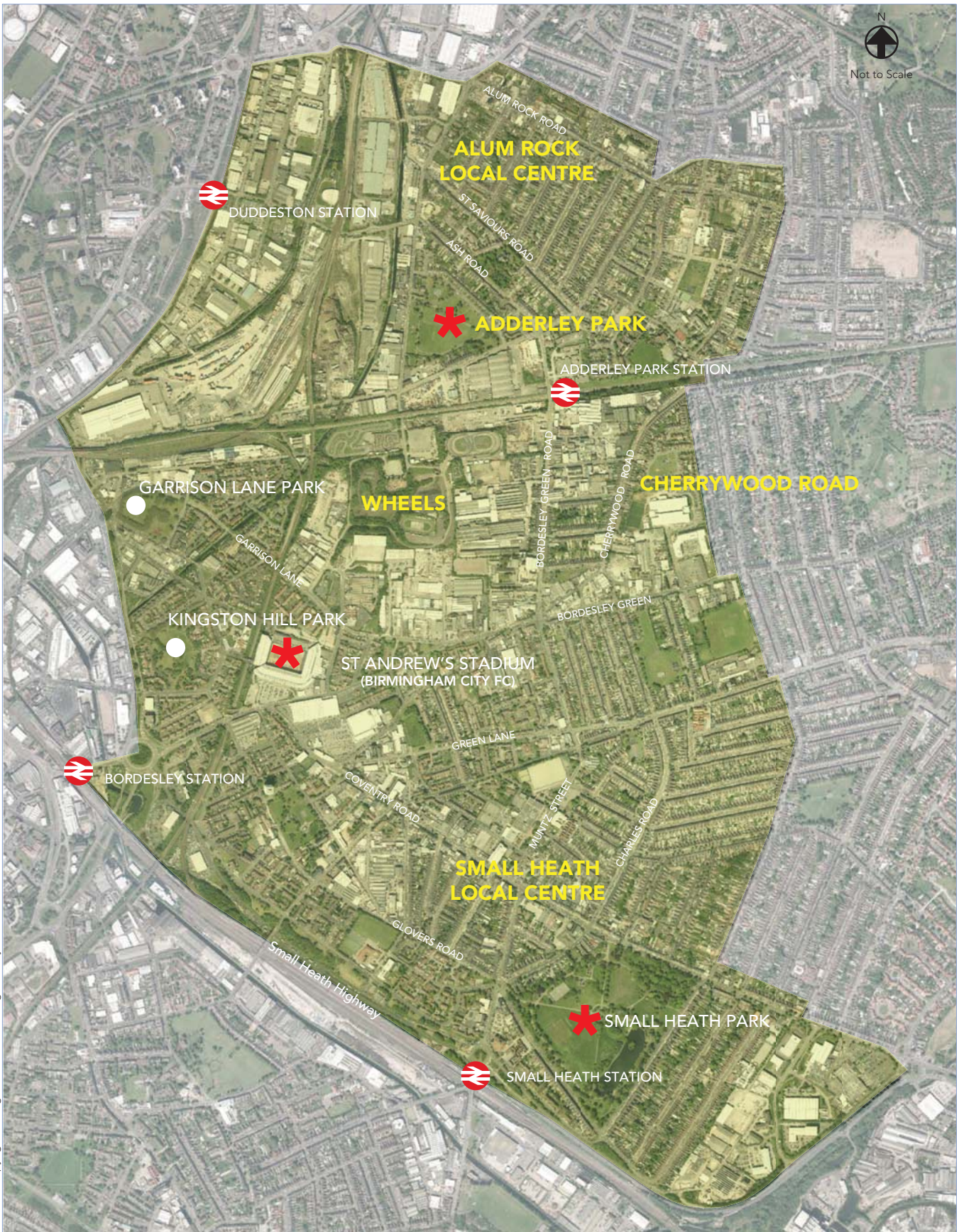
The AAP will be a statutory land use plan that will:

- Set out a vision for the area.
- Establish objectives to develop the vision.
- Set out land use proposals and policies to guide development up to 2031.

- Show how the proposals for the area link to and build upon other strategies, plans and guidance to help to achieve local aspirations and wider objectives.
- Act as a tool to promote the area to potential investors and developers.



Plan 1 Location Plan



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Plan 2 Area Action Plan Boundary

Status of the AAP and its relationship with other plans

Once adopted, the AAP will form part of the Local Development Framework (LDF) and will be a formal Development Plan Document, which has statutory plan status. As such it will be a material consideration in the determination of future planning applications and development proposals, and will replace existing planning policies for the area.

The Birmingham Unitary Development Plan (UDP) is the current statutory plan for Birmingham. In accordance with the Planning and Compulsory Purchase Act 2004 the UDP will be replaced by the City Council's Local Development Framework and in particular the Birmingham Development Plan which is currently being prepared. When adopted the Birmingham Development Plan will be the key document that sets out the overall strategic policies for the city and will in turn inform other documents dealing with specific areas or proposals (such as the Bordesley Park AAP).

Relationship with Other Plans and Programmes

The AAP is not being prepared in isolation, but in the context of a range of existing plans, policies and programmes that have been taken into account. The Preferred Options have been drawn up and considered against a wider spatial context including guidance within the National Planning Policy Framework (NPPF) and the emerging Birmingham Development Plan. It will also complement and be consistent with policies and proposals within the Birmingham Local Development Framework and the Big City Plan (the master plan for the development of the City Centre). The key planning and regeneration policies and programmes that affect the area are listed below and set out in more detail in Appendix A.

- National Planning Policy Framework.
- The Birmingham Unitary Development Plan.
- The emerging Birmingham Development Plan (formerly the Core Strategy).
- Birmingham's Sustainable Community Strategy.
- The Statement of Community Involvement.
- Adopted and emerging Supplementary Planning Documents and guidance.
- Birmingham's growth agenda.

The AAP is being progressed so that it is consistent with national policy; justified and supported by an up to date evidence base; and importantly contains policies and proposals which will be both deliverable and effective in transforming the area.



The process for preparing the AAP

Government guidance on the preparation of Area Action Plans is set out in the NPPF and the Town and Country Planning (Local Planning) (England) Regulations 2012. These identify four main stages of preparation.

Stage 1: Early analysis.

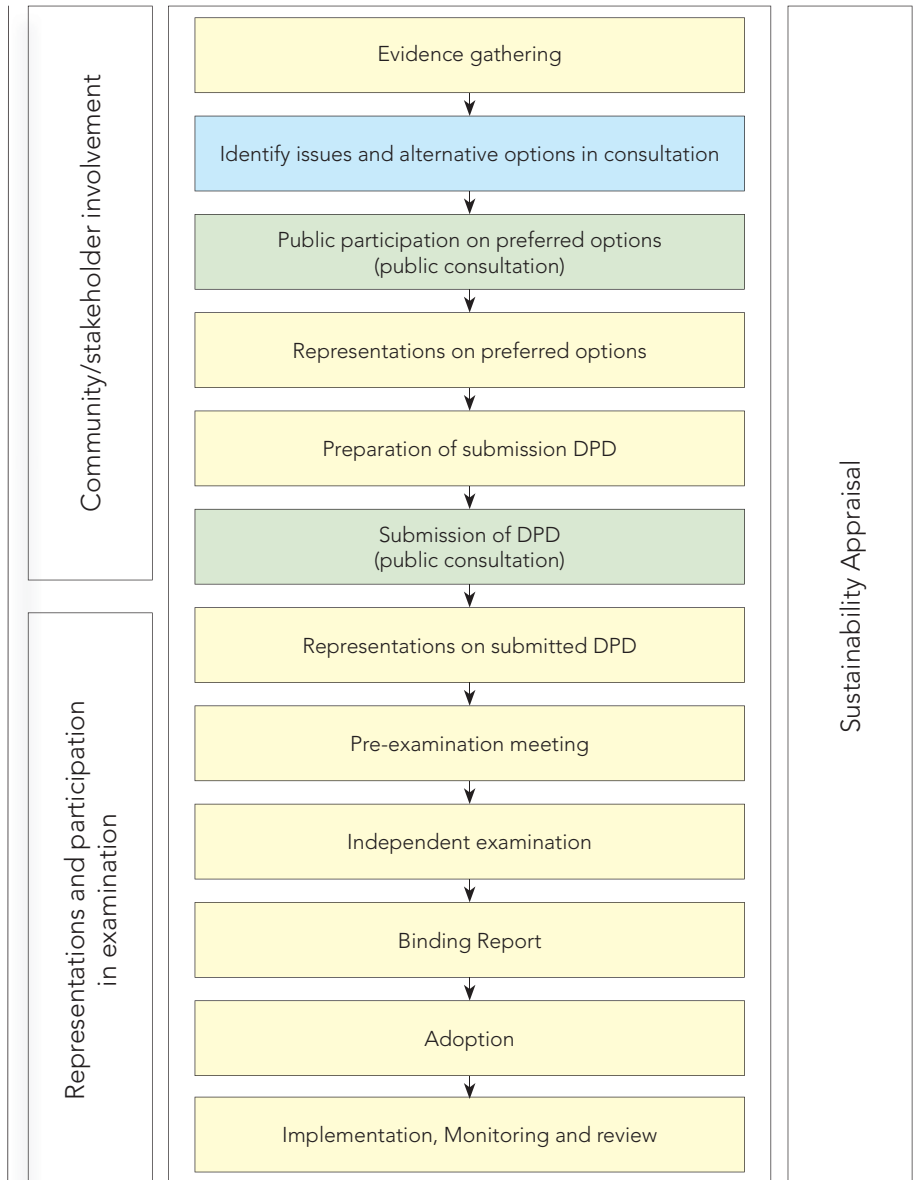
Stage 2: Producing the plan.

Stage 3: Examining the plan.

Stage 4: Adopting the plan.

A Sustainability Appraisal (SA) is being prepared alongside the AAP to inform the plan making process and to ensure that the AAP contributes to sustainable development. A Scoping Report has been produced and sustainability indicators identified against which the draft policies and proposals have been appraised. A draft Sustainability Appraisal has also been prepared to inform the Preferred Options Report and will be the subject of public consultation at the same time.

The timetable for the production of the Bordesley Park AAP is outlined in Table 1. The production of the AAP has entered Stage 2 of the plan preparation process. An Evidence Base has been produced which sets out both current conditions in the area and, where relevant, their likely evolution.



Process On-going engagement Statutory consultation (6 weeks)

The AAP Process

Stage	Milestones	Timetable
1	Commencement/Sustainability Appraisal Scoping	October 2009
2	Consultation on Options	Aug/Oct 2011
2	Consultation on Preferred Options and SA	August 2013
2	Publication of DPD	December 2013
2	Submission to Secretary of State	February 2014
3	Pre-examination meeting	April 2014
3	Independent Examination	June 2014
4	Receipt of Inspector's Report	September 2014
4	Adoption	November 2014

Table 1 The AAP Timetable

Context

The AAP area has a population of just under 33,000 (2011 Census). The wider area including the Area of Influence has more than 97,000 people in 32,000 households. The age profile of the AAP area and Area of Influence is notably younger than that of both Birmingham as a whole and England; the proportion of the population under four is more than 10% compared to a national average of 6%. The majority of the population in the AAP area is of Asian (predominantly Pakistani) origin (70.1% at the 2001 census).

Within the AAP area there is a mixture of residential and industrial neighbourhoods as well as large local centres at Small Heath and Alum Rock Road. These neighbourhoods and their individual characteristics are outlined in more detail in the 'Neighbourhoods' section.

There is significant green infrastructure including a number of parks such as Small Heath Park and the Birmingham and Warwick Junction Canal with the Cole Valley Linear Open Space just outside the AAP area to the east. However it is recognised that the overall environment of significant parts of the area is in need of improvement. Two prominent leisure facilities are also located within the area; St Andrew's, the home of Birmingham City Football Club, and the Birmingham Wheels Park.

The area is dominated by significant transport corridors including the major rail lines, the ring road (A4540) and the A45 which connects the City Centre with Birmingham Airport and the NEC. The proposed route for the High Speed 2 rail line, published by the Government, also runs through the area to a new rail station within the Eastside Quarter of the City Centre. These routes impact not only on the urban environment but also on pedestrian connectivity within the area and with adjacent neighbourhoods (including across the ring road to the City Centre).

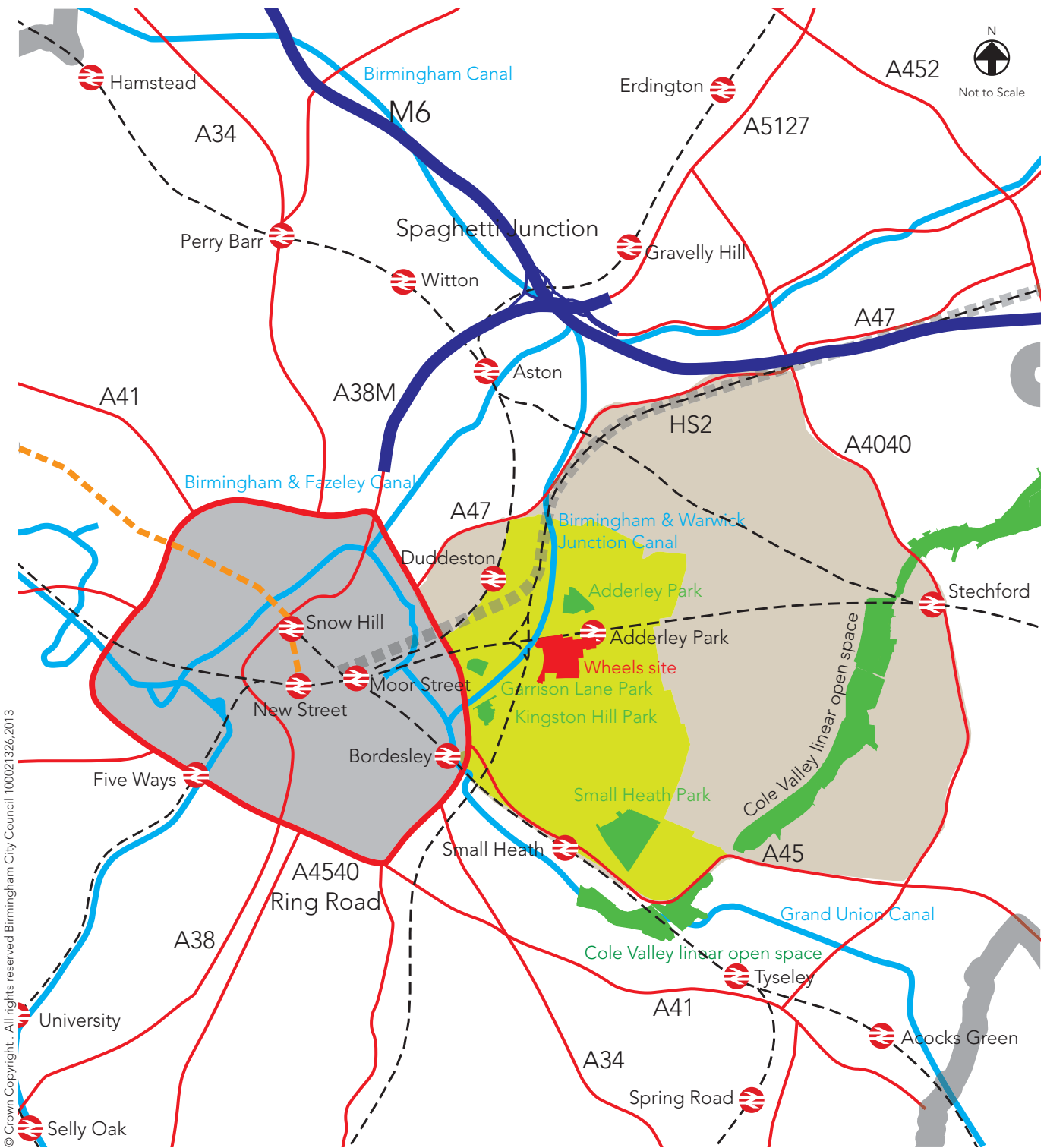
The location of the AAP area between two of the major drivers of the West Midlands economy, the City Centre and the Birmingham Airport/NEC/M42 corridor, coupled with the assets of the area, present a significant opportunity for the economic revitalisation and regeneration of Bordesley Park, both for the benefit of the local community and the city as a whole. The growth of the City Centre as outlined in the Big City Plan presents an opportunity for the Bordesley Park area, which can

capitalise on the new development, investment and jobs - especially at Eastside.

By enhancing connections with the City Centre; economically, socially and physically; the area can become more attractive to investors, developers, businesses and residents. This will enable the local community to better connect with the economic opportunities that will arise in the City Centre as well as within the AAP area itself.



Plan 3 City wide context with existing neighbourhoods and key growth areas



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KEY

- Birmingham City Centre
- Bordesley Park Area Action Plan
- Wider Area of Influence
- Green space
- Strategic Highway Network (SHN)

Vision

The vision and objectives identified for the AAP are both aspirational and challenging, so that they set criteria by which the proposals and options within the AAP can be monitored and evaluated.

Vision

A revitalised neighbourhood, delivering growth in a high quality urban environment.

Objectives

The AAP objectives have been defined to support the delivery of this vision, and will promote sustainable growth (including 3,000 new jobs and 750 new homes), connectivity, and an improved environment. These are set out below.

Growth

The promotion of growth, and a presumption in favour of sustainable development, is at the forefront of the AAP.

At the heart of this vision is the promotion of sustainable growth in terms of economic activity, jobs, housing numbers and community infrastructure. This includes:

- Attracting and retaining high quality employment uses within the AAP area.
- Providing the right conditions for growth, diversification and enhanced competitiveness, which will secure the economic revitalisation of the area and support a target of creating up to 3000 new jobs.
- Connecting local residents and businesses with economic opportunities within the area and elsewhere in the city. In particular the new opportunities across the city's Economic Zones, launched in September 2012.

- Enhancing and developing thriving local centres. Developing robust and competitive local centres by supporting their niche market position and providing both a strong retail offer and a range of services.
- Enhancing the quality and range of the housing offer within the area, including meeting new housing needs where possible. The AAP will identify opportunities to deliver up to 750 new homes to meet existing and future housing needs, including family housing, and will support measures to bring vacant properties back into residential use.
- Improving access to high quality leisure, community and educational facilities and infrastructure. In particular, given the young and growing population within the area, proposals will be brought forward to provide additional school places over the next 10 years.

Connectivity

- Improving linkages across the area and with the City Centre and other centres of activity.
- Enhancing public transport across the area including the promotion of rapid transit routes as well as local rail and bus services.
- Reducing congestion and improving the urban environment to help encourage more walking and cycling.

Local Character

- Enhancing the quality of the environment across the whole of the AAP area.
- Building upon local character to promote high quality design and community safety in new development.
- Developing a network of green infrastructure across the area building upon the area's existing assets of parks, open spaces and canals that will enhance the natural environment, promote connectivity and improve health.

Sustainability

- Demonstrating best practice in sustainable development.
- Ensuring that the proposals in the AAP are deliverable.





Scene 1 Bordesley Green Road



Scene 2 Cherrywood Road

Development Principles

A series of development principles will ensure that Bordesley Park can become a focus for growth, creating a well connected and attractive place; a place of activity and vitality where people will choose to live, work and invest.

Growth

Bordesley Park has the potential to play a significant part in delivering growth and sustainable development to support the city's growing population.

The emerging Birmingham Development Plan sets the context for growth, and promotes positive change in east Birmingham including the development of rapid transit routes, improved links through the area to the City Centre and Birmingham Airport, and the development of sustainable neighbourhoods at Bordesley Park, Stechford, Meadway and Shard End.

The AAP will support this by moulding Bordesley Park into an increasingly sustainable neighbourhood. This includes:

- Offering a range of housing types and tenures to meet the needs of the community, including affordable housing, large family housing, and properties suitable for elderly and disabled people. The Cherrywood Road area offers the greatest potential for new housing.
- Improving existing housing, or replacing that which is beyond repair, and bringing vacant properties back into use.
- Supporting the city's network of local centres; in particular the Alum Rock and Small Heath local centres will be the focus for new office and retail development, and other services to support the local community.

- Promoting existing employment areas at Vauxhall, Small Heath Business Park and Saltley Business Park, and the development of major new employment uses at the Wheels site, to provide much needed employment opportunities for local people.
- Protecting, enhancing, and promoting the use of, parks, sports facilities and local open spaces which form part of a wider green infrastructure network.

Connectivity

Improvements to connectivity are particularly important for the AAP area to enable it to fully exploit the opportunities arising from its location adjoining the City Centre (including its proximity to the proposed new High Speed 2 (HS2) rail station) and on major road and rail links between the City Centre and Birmingham Airport/the NEC.

The AAP area suffers from high levels of traffic congestion. The following improvements have been identified as important in achieving a reduction in car use in the area over the plan period:

- Improving the quality and frequency of rail services in the area including the general environment of and connections to Adderley Park, Small Heath and Duddeston stations.
- Supporting the delivery of two high quality rapid transit routes through the area; one along the A45 and the other through the heart of the Eastern Corridor

- from the City Centre along Garrison Lane and Bordesley Green to Heartlands Hospital, Meadway and then onto the airport.

- Working with Centro and bus operators to improve bus services within the area making them more reliable and attractive for users. This will include improving public transport interchanges, ticketing, travel information and 'way finding' to make public transport more convenient and simpler to use.
- Providing safe and convenient cycle routes and facilities through the area including cycle parking at key locations.
- Improved walking routes and green spaces, including safety improvements, to encourage journeys by foot as well as promoting the health benefits of walking.

It is recognised however that car use, and in particular use of vehicles for business purposes, will remain important in the area. Measures to reduce congestion, improving journey times and reducing emissions, and to reduce the dominance of traffic will be supported including:

- Route enhancement measures on the A45 to tackle congestion and enhancing the general environment of this important road corridor.
- Junction improvements at key locations on the ring road, in particular Bordesley Circus and Garrison Circus.

- Measures to tackle localised congestion, improving pedestrian safety and enhancing the environment of the main linear routes through the area (including Coventry Road, Garrison Lane, Bordesley Green and Alum Rock Road).
- Enhancing and improving the quality of car parking, particularly within local centres such as Alum Rock Road and Small Heath.
- Measures to address the parking and congestion issues around St Andrew's Football Stadium on match days.
- Measures to improve general parking provision within residential areas.
- Exploring the potential for new transport technologies, including electric charging points on key routes.

There are a number of transport improvements planned which, whilst not directly improving connectivity in the AAP area, will nonetheless have an impact on movement within the City:

- Re-opening of the Camp Hill railway line to passenger services between Kings Norton and Tamworth including a connection into Moor Street station via new 'chords' at Bordesley. This is a major transport priority for both the City Council and Centro that would bring significant benefits to the wider regional rail network. As part of this initiative new railway stations are proposed within the city at Fort Dunlop and Castle Vale to the north and at Moseley, Kings Heath and Hazelwell to the south.

- In the longer term the government's proposals for HS2, with a rail terminus at Eastside in the City Centre (within a short distance of the AAP area) will enhance connections to London, the rest of the UK and Europe as well as provide a focus for new economic activity. The proposed line of HS2 passes through the Vauxhall neighbourhood of the AAP from Saltley Viaduct to Curzon Circus. The City Council is working with HS2 Ltd to minimise and mitigate the impact of the rail line on local residents and businesses both during the construction and operation of HS2.

Walkability

Improving and expanding the network of walking routes through the area is essential in terms of connectivity and in promoting associated health benefits. Safe, attractive and legible routes are required, with particular emphasis upon connections with Eastside and the City Centre as well as walkable neighbourhoods across the wider AAP area, making walking a positive transport option.

The ring road carries large volumes of traffic and is a barrier to pedestrian movement separating the communities of East Birmingham from the City Centre. Whilst acknowledging the important traffic function of the ring road, measures will be introduced to improve pedestrian connectivity and the overall pedestrian environment.

New and enhanced pedestrian crossing points should be provided to connect Bordesley Park with the network of pedestrianised streets, squares and open spaces that

have been created across the City Centre and which will be further developed through the proposals within the Big City Plan. The Grand Union and the Birmingham and Warwick Junction Canals provide an opportunity to link directly into the City Centre. The proposals to develop an 'Emerald Ring' of attractive and pedestrian friendly water spaces within the City Centre will be expanded into the AAP area. This will not only enhance pedestrian linkages into the City Centre canal corridor but also build upon the canal's potential as a leisure amenity and nature conservation asset.

A network of improved pedestrian and cycle routes will be created across the area improving linkages to rail stations, leisure attractions and facilities, areas of employment, and local centres (including improving the pedestrian environment within local centres). This will also include measures to improve 'way-finding' within the area.



Local Character

Historic Landscape Characterisation

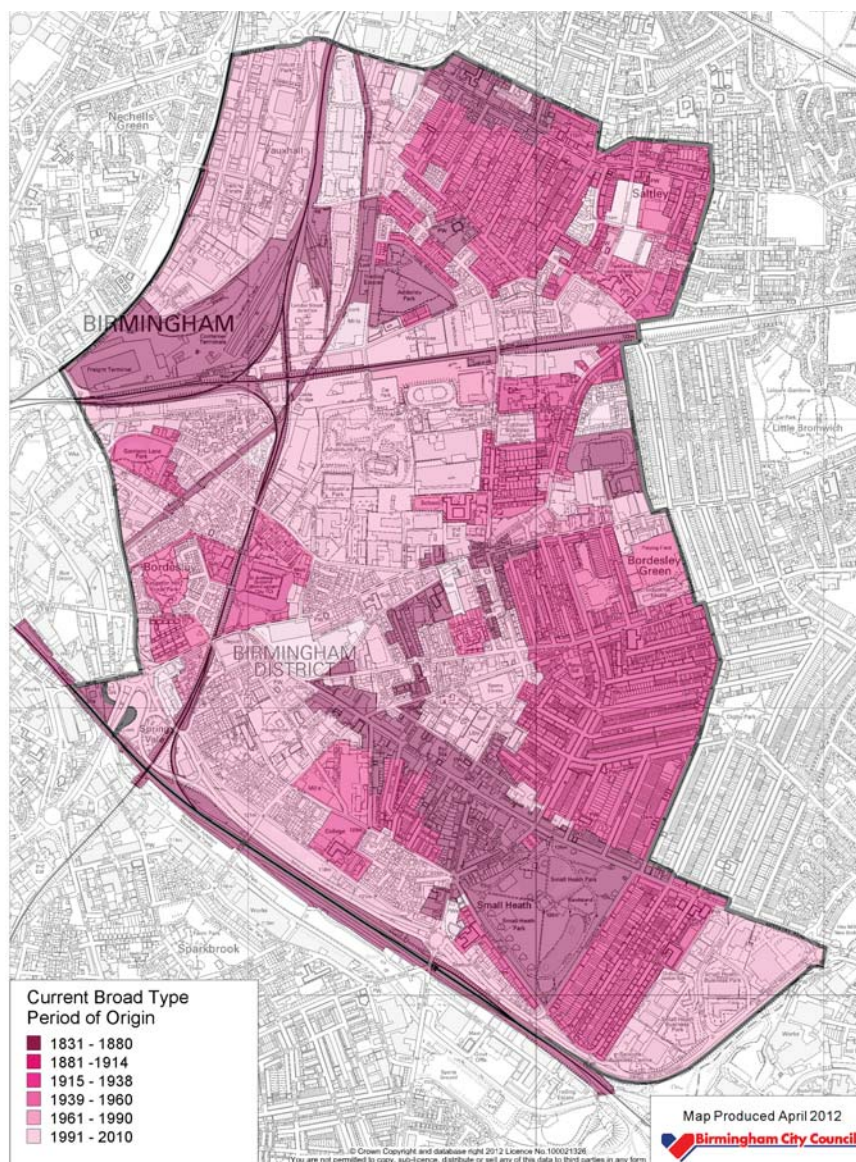
Historic landscape characterisation uses historic maps, beginning with the detailed 18th century maps of Birmingham by John Tomlinson, to identify types of land use at different dates. It shows how Bordesley has developed over time and the date at which the present land use type began.

In 1750 Bordesley Park was a rural landscape, predominantly fields with scattered farms and just a few clusters of houses joined by roads and lanes. By 1900, although there were still extensive fields, a canal and railways crossed the area, and residential development and the growth of commercial centres created the basis of the suburban character of today.

20th century development retained and reinforced the general pattern of land use established by 1900, except that industrial and related uses now occupied most of the north-west of the area, including some former residential land. All the fields surviving in 1900 had been replaced by the expansion of commercial centres and the spread of residential development. Roads such as Coventry Road and Bordesley Green were there by 1750 and are likely to be medieval in origin. Surviving land uses from the 1800s include the railways and canal, commercial development along Coventry Road and some residential development to its south, smaller areas to the north and some development along Alum Rock Road.

Historic Legacy

Bordesley Park therefore has a rich history and a wide variety of distinctive townscapes, buildings and parks. Within the AAP area



Plan 5 Historic Landscape Characterisation - Period of Origin

there are a number of listed and locally listed buildings and archaeological remains which are both a physical legacy of the past and a significant asset for the area. There are also a number of attractive tree lined residential streets which although not formally protected form part of a quality townscape which should be valued and recognised within the AAP.

The canals, railways and River Rea running through the area are also an integral part of the city's industrial heritage and a key part of the area's local character.



These historic assets contribute to the character of the area and are recognised as an important resource. The AAP will make the most of this. The historic environment will influence the design of the new development in the area encouraging and inspiring new high quality design which in turn enhances these assets and their settings.



It is recognised that within parts of the AAP area the general environment is poor and in need of improvement. This includes vacant and under used buildings and land; the environmental impact of major road and rail routes passing through the area and more localised but still important issues such as fly tipping and general litter. The AAP represents a significant opportunity to enhance the general environment of the area and a programme of initiatives will be introduced to improve vacant and under-used buildings and sites bringing them back into productive use.

Design

The environment in the area can be significantly improved through high quality design in new development and public space.

All new developments should reflect local context and make a positive contribution to the area. Measures to 'design out crime', and to maximise accessibility and physical activity will be encouraged. Initiatives to improve community safety will be promoted and will complement West Midlands Police's Priority Areas project for long term police and partnership action.

In order to deliver sustainable, attractive residential areas, new housing should be designed in line with adopted and emerging citywide guidance (see Appendix A). It should also take account of the Lifetime Homes and Lifetime Neighbourhoods principles (see www.lifetimehomes.org.uk), which encourage the development of inclusive, accessible, adaptable, sustainable and good value housing.

The AAP offers a number of opportunities for the creation of new public space, and the improvement of existing space. This includes play space, new roads and walking routes. These should be designed to be accessible, safe and overlooked, in order to promote walking and outdoor activity.

Green Infrastructure (GI)

There is a network of green spaces and corridors within the AAP area which provide a range of environmental and quality of life benefits. This includes formal parks, playing fields or other areas of significant open space - often within schools or other locally accessible facilities, and green spaces along road, rail, river and

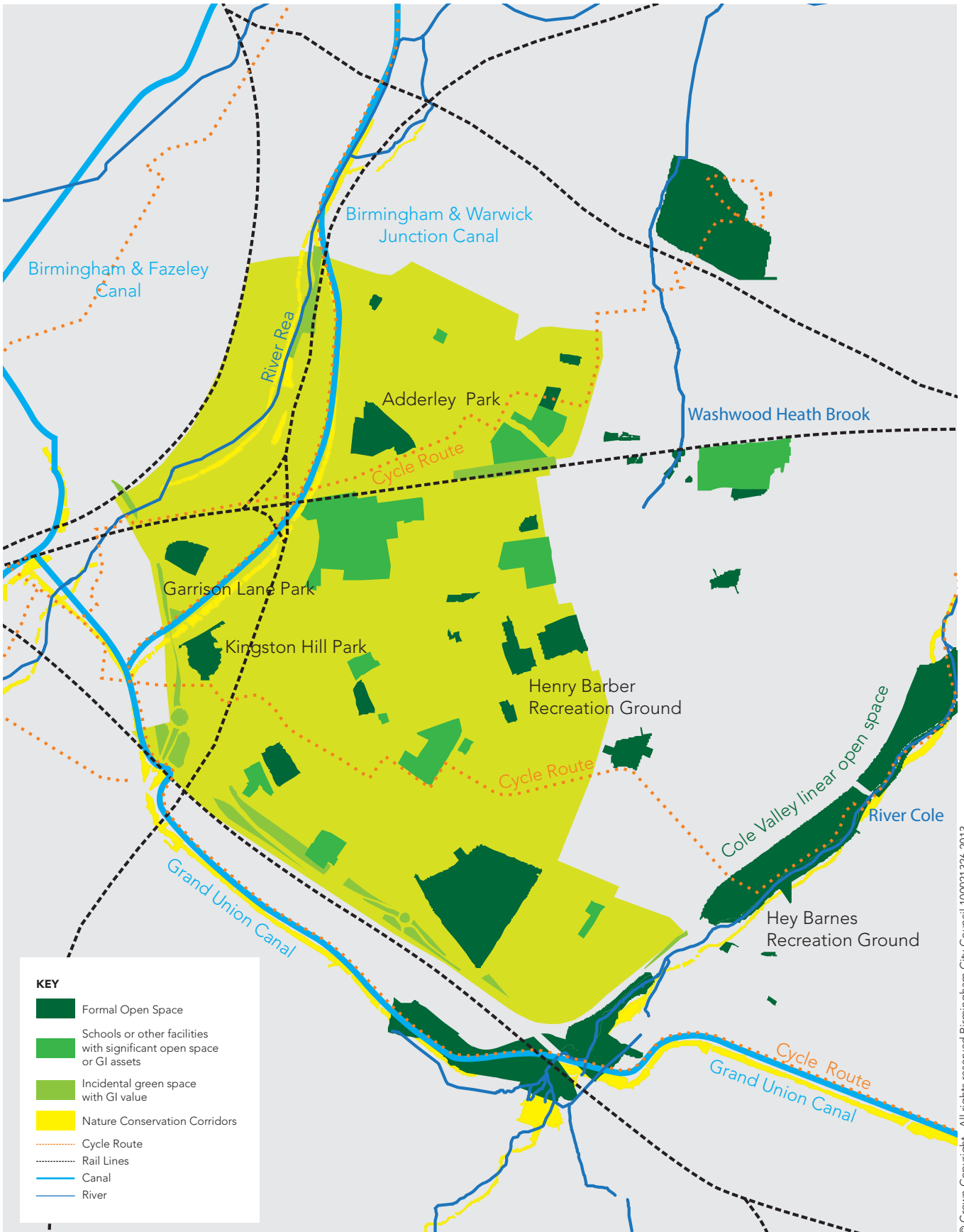
canal corridors. Street trees and gardens also contribute to this network of GI.

GI is important for its recreational and amenity value, supporting biodiversity and air quality, and mitigating the impacts of climate change. The most effective benefits of GI are realised where spaces are interconnected and multifunctional. Although the quality and value of GI across the area varies, it does contribute to the overall quality of the environment, visually and physically, and has the potential to help improve health within the area through the promotion of physical activity. It will be protected and enhanced through the proposals in the AAP.

Open spaces within the AAP will be protected and enhanced where appropriate, and opportunities explored within emerging proposals to maximise access to open space. This could include the shared use of community sports and play space by nearby schools, as well as gardens and community spaces for leisure or food production (for example community growing schemes).

Proposals will seek to improve connections with the City Centre GI network to the west, and the River Cole linear open space to the east (linking to the City's green belt land to the east). This will include both the creation of new GI assets, and the enhancement of existing assets. Improved access to the canal network will be promoted. Measures to improve the GI value of river and rail corridors will also be supported.

Trees and planting are of particular environmental importance, and are also important in promoting character and sense of place. Opportunities for new trees and planting, including measures such as green roofs, will be encouraged.



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Plan 6 Green Infrastructure Plan

Sustainability

The City Council has set out an ambitious target to become one of the world's leading green cities. Further guidance on sustainable development is provided in Birmingham's Green Commission report "Building a Green City" and the draft Greener, Healthier City Supplementary Planning Document. The AAP will help to meet these goals, contributing to achieving the wider priorities for sustainable development and adapting to the impacts of climate change.

These priorities include:

- Creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.
- Promoting sustainable construction and requiring new development to reduce carbon dioxide emissions.
- Improving the energy efficiency of the city's homes and buildings.
- Reducing the city's reliance on traditional energy sources through low carbon energy generation and energy planning.
- Promoting sustainable transport systems and reducing the environmental impact of the city's mobility needs through low carbon transport.
- Reducing the need to travel by providing important services and facilities within walking distance for local residents.
- Reducing levels of waste and encouraging the use of waste as a resource.

The Code for Sustainable Homes is the government's preferred method for measuring the performance of new homes against sustainable objectives such as reducing energy and water consumption, reducing waste and using sustainable building materials.

All new residential development within the AAP area should at least meet level 4 of the Code from 2015 and level 6 from 2018. Within the AAP area the existing building stock will largely remain and improving the energy efficiency and achieving the same standards of sustainability as new dwellings will be promoted.

The City Council will work with key partners, such as the Homes and Communities Agency, to support retrofitting and other initiatives (such as the Birmingham Energy Savers Programme) aimed at existing developments to deliver reductions in carbon dioxide emissions.

For non-domestic buildings, the Building Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings.

It is proposed that all new non-residential developments over 1000 square metres (or with a site area over 0.5 ha) should now meet BREEAM standard 'Very Good' and, from 2015, BREEAM standard 'Excellent'.

Combined Heat and Power (CHP) systems integrate the production of usable heat and power (electricity), in one single, highly efficient process. CHP is already in use in the City Centre and the proximity of the Tyseley Energy Recovery Facility (within the Tyseley Environmental Enterprise District to the south east of the area) presents the opportunity to introduce such a system within Bordesley Park. There are similar opportunities with regard to the way waste is handled and how it can become both a resource and a potential generator of employment.

Digital technology will be an important tool in the future knowledge economy and help contribute to reducing the need for travel. The City Council will work with developers and Digital Birmingham to ensure that the provision of infrastructure and new technologies which enhance digital connectivity forms an essential part of future developments.



Key Opportunities for Change

Five areas have been identified that offer the greatest potential for change, where new development or new uses can make the biggest impact on the area and best deliver the aims of the plan.

Each area forms an integral part of the wider AAP area and opportunities will be maximised to exploit linkages and connectivity between them - particularly access to jobs and training.

Three of these areas, at the heart of the AAP, combine to create the opportunity for a new neighbourhood. New residential, employment, education and community uses complemented by enhanced transport connections and an improved environment, are proposed at:

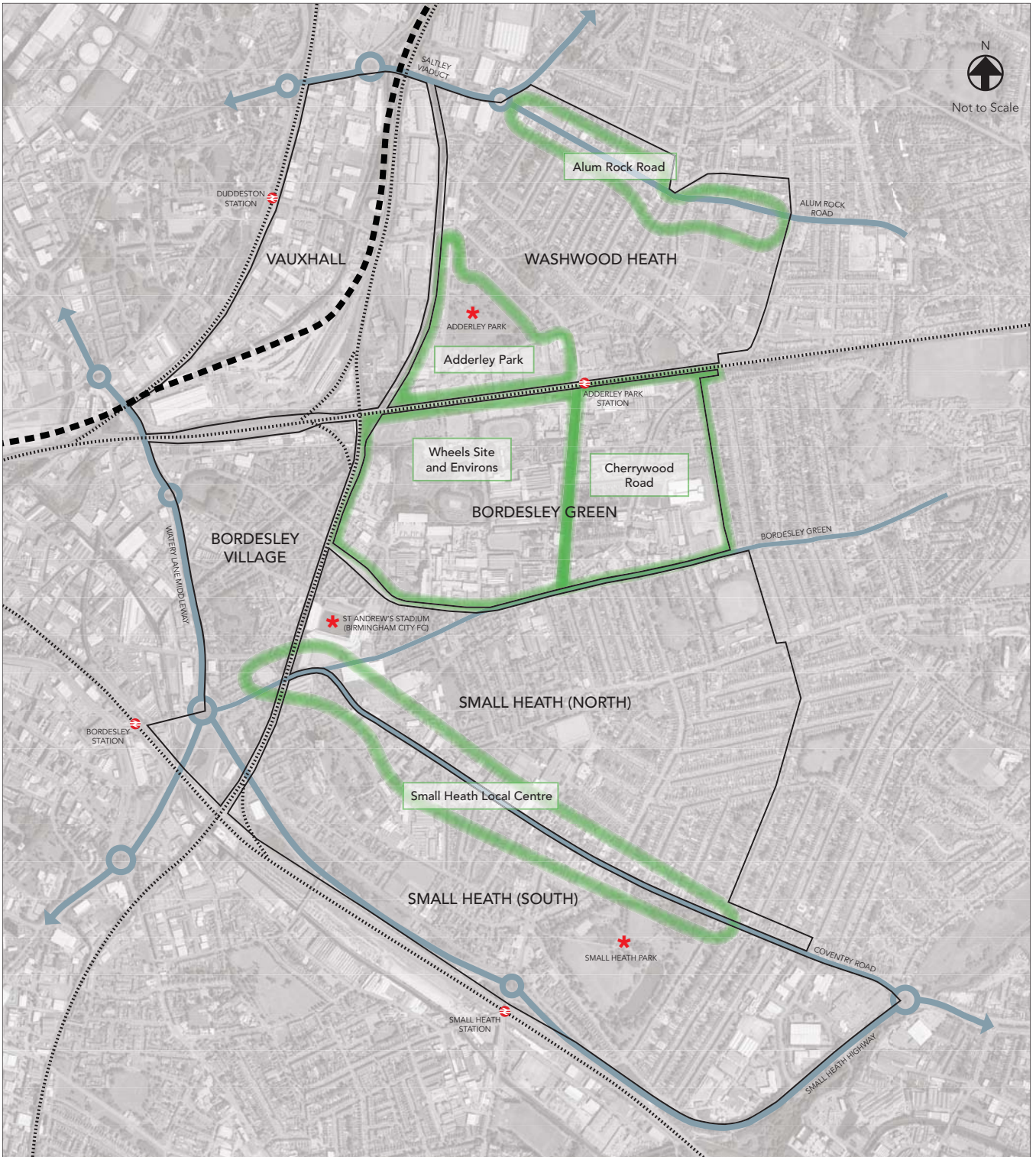
- The Wheels site and environs.
- Adderley Park.
- Cherrywood Road.

Two further areas offer the opportunity to enhance some of the area's most important assets. Measures to improve the image, accessibility, and range of facilities within the local centres are proposed at:

- Alum Rock Road.
- Small Heath Local Centre.

Building upon the work undertaken to date through the issues, ideas and opportunities outlined and consulted upon in the Options Report, a set of preferred land use options have been developed for these major areas of opportunity.





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Plan 7 Key Opportunities for change

- KEY**
- Key Opportunities for Change.
 - Road network (major routes).
 - Rail lines.
 - Future HS2.
 - Rail stations.
 - * Local landmark.

The preferred option for the Wheels site and environs is for the promotion of new industrial and employment opportunities, creating a high quality employment site in an improved environment.

The 40 acre (16 ha) Wheels site is located between the industrial uses on the north side of Garrison Lane and the West Coast Main Line, and currently accommodates a centre for ‘wheeled activities’ including a 400m oval stock car racing track, karting tracks, off road facilities and a roller skating track. The wider area contains a range of industrial uses, retail and community uses within the local centre, and Bordesley Green Girls’ School.

The wheeled activities on the site commenced in the 1970s with the involvement of the West Midlands Probation Service as part of an initiative to counter youth crime. The range of activities operating from the site has expanded up to the present day.

The site, having previously accommodated brick pits and landfill; is contaminated. There are also significant changes in levels across the site, and it has limited access. There are a number of common elements that had to be considered in the preparation of initial options for the Wheels site and these remain valid for the preferred option.

Key issues have included:

- The need to work with and address the ground conditions and topography of the site.
- Enhancing educational facilities within the area. This includes potentially extending the site area of Bordesley Green Girls’ School, which has been expanded for post 16 provision but is located on a physically constrained site, as well as exploring other opportunities for new or relocated education provision.

- Maximising the potential to provide employment and training opportunities for the local community.
- Improvement of access to the site, which will involve enhancing the existing accesses to and from the site (from Adderley Road South and Venetia Road) as well as a potential new access to Bordesley Green Road. Traffic to and from the site should be routed away from nearby residential streets.
- Improvement of pedestrian connections across the area, particularly to Adderley Park Railway Station, major bus routes and future rapid transit routes, as well as the City Centre.
- Opportunities to reconfigure and improve Bordesley Green local centre expanding the range of shops and services.
- The potential for a rapid transit route along Garrison Lane and Bordesley Green to the south of the site, and the need to accommodate any landtake required to facilitate the delivery of this.
- The need to manage and phase change on the site over time, incorporating the appropriate relocation of businesses or other uses if required.

The Wheels site is challenging. In order for proposals to be advanced there is a need for the AAP to create the ‘market’ to make it deliverable whilst de-risking the site as a regeneration initiative.

It is recognised that further work on viability and deliverability will need to be undertaken as a detailed scheme for the site is developed. This will include the relationship between different uses on the site and with uses on adjacent sites as well as design issues.

The Options Report and consultation responses

The Options Report presented four options for the purposes of consultation. These were broadly drawn following extensive options analysis including an initial examination of viability and deliverability. They were deliberately not mutually exclusive in order that combinations of options or individual elements could be considered. These comprised:

Incremental change

The extension and intensification of the existing outdoor activities and attractions on site, allowing the development of other sports and community uses. Access would be improved with a new link road through the site.

Residential

Housing development across the majority of the site, as well as provision of new education, leisure and community facilities.

Major Leisure Attraction

Development of a new sports arena ranging from 40,000 to 50,000 seat capacity, with related commercial, leisure and community facilities, as well as some new retail provision.



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Plan 8 The Wheels Site and Environs



key opportunities for change / **bordesley park preferred options report**

Industrial and Employment

Development of the site for major employment and industrial uses, including opportunities for major bespoke uses that require buildings with large floor plates.

The common elements identified above were also considered in each option.

Each of the consultation options secured a range of comments, with many relating to the need to safeguard the existing sporting activities on site, explore opportunities for improved educational facilities, and address issues relating to some of the existing industrial premises (such as potential expansion or the environmental and amenity impact of particular businesses upon adjoining residential/educational uses). There was also significant interest in improving the training and employment potential of the site.

Although there was some support for the arena proposal as part of improving local sporting facilities, there was no interest shown from potential occupiers, which limits the scope of this option from moving forward. Remaining constraints regarding the past use of the site also limit the potential for residential development.

Preferred Option

The promotion of new industrial and employment opportunities

Key elements of this option would comprise:

- Promotion of new industrial development and employment opportunities and potential links with key business sectors in the city including the automotive sector as well as universities and other education and training establishments.

- Improved accessibility across the area, including the provision of new access from Venetia Road and Bordesley Green Road.
- Consolidation and/or relocation of existing sport and leisure uses and the shared use of facilities such as parking, office and hospitality areas.
- Enhancement of existing industrial areas, including opportunities for expansion of existing business and relocation opportunities for uses located in other parts of the AAP.
- Extending the site of Bordesley Green Girls' School, providing an improved educational environment/setting and additional space for teaching and learning.
- Improvement of the Bordesley Green local centre, reflecting the potential landtake required for the implementation of a rapid transit route through the area.
- The incorporation of housing on Bordesley Green Road into the proposed employment site, and measures to address environmental and amenity issues for residential and other sensitive uses adjoining industrial activities.

Challenges

Major challenges include:

- Responding in development terms to the changes in levels and poor ground conditions across the site.
- Working with existing occupiers to secure suitable sites for relocation where appropriate.

- The rehousing of the existing occupiers of residential properties on Bordesley Green Road.

Implementation

Detailed schemes for site reclamation will be developed. The City Council will promote the locational advantages of the site including the strategic location of the site and proximity to the ring road and opportunities to further enhance access. The scale of opportunity for industrial development will be promoted to encourage economic growth. The Council will work with existing occupiers regarding options for the consolidation and/or relocation of their facilities.

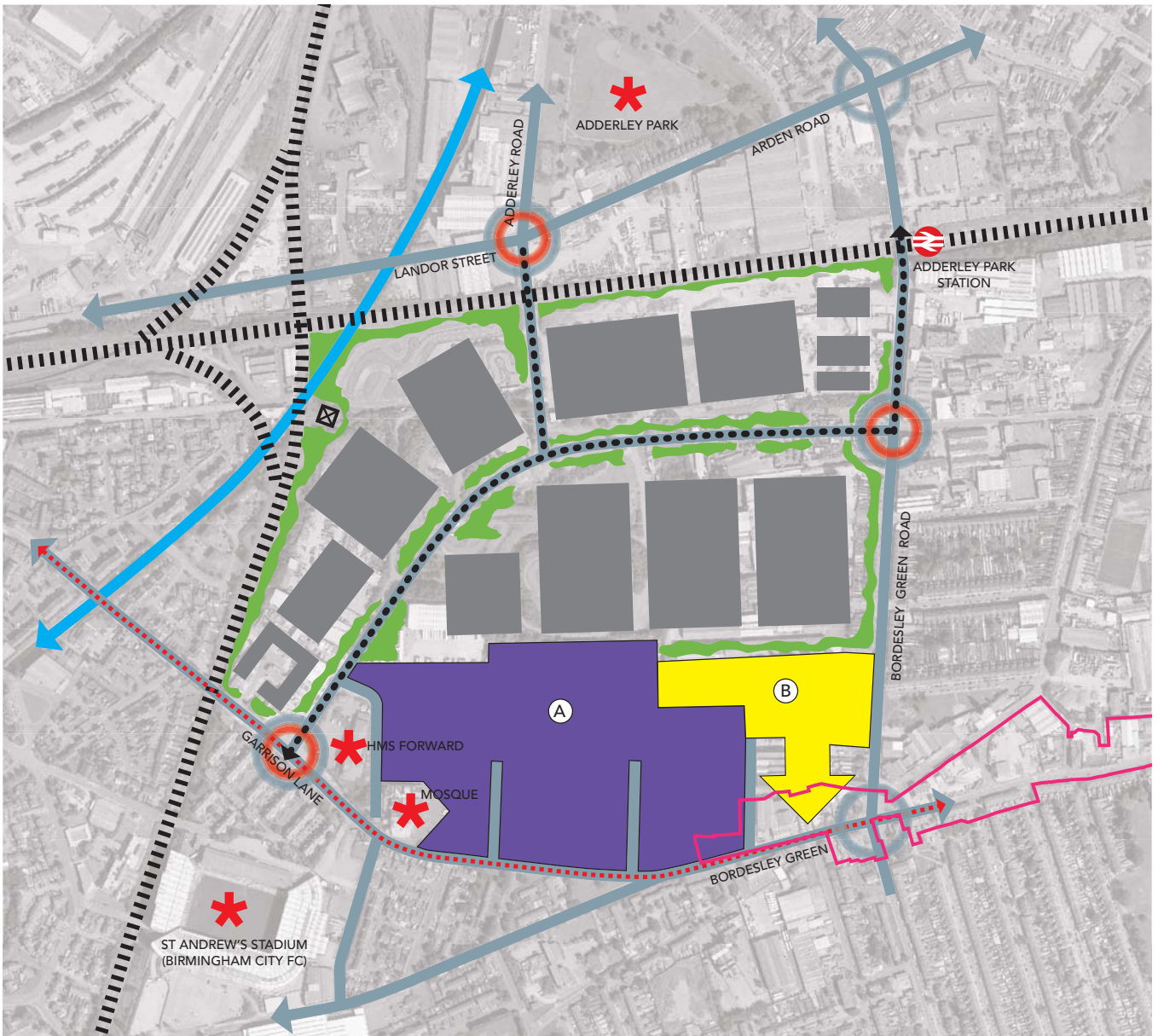
Justification

The preferred option addresses the need to promote economic growth and new industrial and business opportunities responding to the need to increase the supply of high quality employment land identified in the Employment Land Review 2012. The focus will be on job creation, training and promoting education and community facilities.

The option responds to the location advantages of the site and the scale of land available for inward investment and major business locations.

There is market demand in the city for large, high quality purpose built employment uses.

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Plan 9 The Wheels Site Preferred Option

KEY

- Bordesley Green Local Centre.
- Education (site extension).
- Existing & proposed landscaping.
- Employment (existing).
- Employment (proposed).
- Road network (existing and proposed).
- Canal.
- Junction improvements.
- Principal gateways.
- New access routes.
- Rail lines.
- Rail stations.
- Proposed rapid transit route.
- Local landmark.
- Electricity pylon.
- Existing employment area. Support for long term business development and property/access enhancement.
- Existing school site. Facilities and access enhancements to be considered.

Cherrywood Road Area

The preferred option for the Cherrywood Road area is the creation of a new residential neighbourhood with improved community facilities and local environment.

The Cherrywood Road area adjoins the eastern boundary of the Wheels site and is bounded by Bordesley Green Road, the West Coast main railway line, Fordrough Lane and Bordesley Green. It includes areas of older terraced housing, the education campus of South and City College Birmingham and two distinct industrial areas - the area between Bordesley Green Road/ Cherrywood Road and the area to the north of Bordesley Green.

The Cherrywood Road area was not included in the Options Report as one of the original potential areas of change, but a number of local issues were considered within Neighbourhood 4 - Bordesley Green. Since the publication of the Options Report, additional development opportunities have been raised and the area is now being considered as an area with greater potential for change.

Development opportunities have arisen as part of the "call for sites" through the review of the Strategic Housing Land Availability Assessment (SHLAA). These comprise former industrial land at Cherrywood Road (1.61Ha) and land at Humpage Road/ Cherrywood Road (2.02 Ha) both of which have been included in the SHLAA 2012. Both sites are in private ownership and offer potential development opportunities that could contribute to the transformation of the area.

The key to unlocking the full potential of these sites is the consideration of the scope of the wider area in delivering a significant new residential area.

This will involve the potential relocation of existing industrial / employment uses as well as addressing the site occupied by AkzoNobel Packaging Coatings Ltd which is a designated Hazardous Installation. A site specific risk assessment has been carried out by the Health and Safety Executive (HSE) under the Control Of Major Accident Hazards (COMAH) Regulations, which has resulted in the production of risk contours which impact on adjacent sites including Al Hijrah School.

There is the potential for a rapid transit route along Bordesley Green to the south of the area. The impact of this, together with the existing Highway Improvement Lines affecting the Bordesley Green / Victoria Street junction, is likely to impact on uses on the Bordesley Green frontage, potentially including the significant reconfiguration and improvement of Bordesley Green Local Centre.



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Plan 10 Cherrywood Road



key opportunities for change / bordesley park preferred options report

Preferred Option

The creation of a new residential area with improved community facilities and improvement of the Bordesley Green local centre.

- Promotion of new residential development opportunities, including those now identified in the SHLAA and those arising on adjacent sites. This will include the scope for a wide range of housing types to meet the needs of the local area.
- Review of the concentration and cumulative impact of the large number of vehicle repair, recycling and other industrial premises in order to secure improvements to the amenity of existing housing and allow new residential development to take place.
- Consider the needs of Al Hijrah School in terms of current issues regarding its proximity to industrial premises and a constrained site.
- Opportunity for further education uses on the Bordesley Green Road frontage in future.
- Improvement of the setting and amenity of existing residential areas.
- Address development opportunities along Bordesley Green. This includes the potential improvement of the local centre (including scope for additional convenience retail provision), promotion of a rapid transit route and the safeguarding of historic buildings. New development should more satisfactorily address the Bordesley Green frontage and complement adjoining and nearby housing. This will involve the review of the existing highway improvement lines.

Challenges

The challenges in delivering this option include:

- Addressing the impact of the existing hazardous substances consent on Bordesley Green Road on the surrounding area.
- The assembly of development areas of sufficient size to enable the creation of a new residential area.
- Potential ground condition issues following many years of industrial uses.
- Business relocations to safeguard local jobs.

Implementation

The majority of the sites are in private ownership. The City Council will work with landowners to bring development proposals forward within the context of the AAP.

In particular this will require discussion of potential relocation requirements with existing businesses, and to work with the Health and Safety Executive to address the issues resulting from the existing hazardous substances consent.

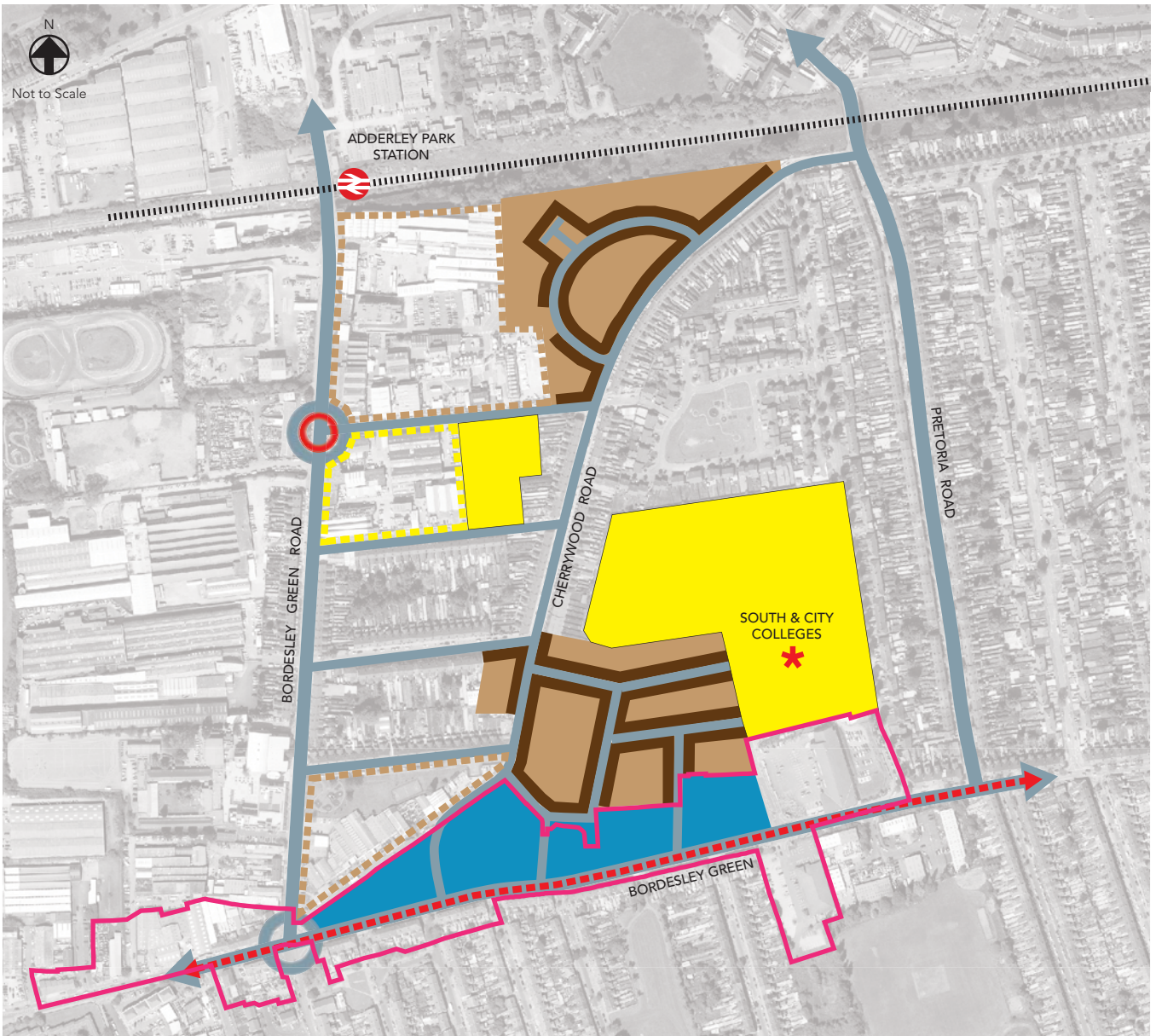
The City Council will also work with partner agencies such as Centro to deliver improvements to public transport - including the proposed rapid transport route along Bordesley Green.

Justification

The promotion of new residential sites would contribute to meeting local housing needs, allowing the provision of a wider range of housing types and tenures.

The area presently suffers from conflicting business, residential and community uses which are often in close proximity to each other. The opportunity to review land use and promote new development would enable these issues to be resolved.

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Plan 11 Cherrywood Road Preferred Option

KEY

- Bordesley Green Local Centre
- Residential.
- Education.
- Opportunity for future education use.
- Future Residential Development.
- Local centre improvements/development opportunities.
- Road network (Existing and proposed).
- Junction improvement.
- Principal gateways.
- Rail lines.
- Rail stations.
- Proposed rapid transit route.
- * Local landmark.

Adderley Park

The preferred option for Adderley Park would see a new neighbourhood with an improved residential environment and supporting employment and community uses, focussed around Adderley Park.

The Adderley Park area is a mixed use area to the north of the main Wheels site and the West Coast railway line. It includes significant areas of industrial land and premises - much of which is either in a poor condition, in low intensity uses, or comprises uses that could potentially give rise to environmental or amenity issues for neighbouring uses. The area has great potential, with Adderley Park itself providing a significant area of public open space at its heart. Although the open space is overlooked on one side by housing (on Hams Road) this contrasts with industrial uses to the west of Adderley Road and to the south of Arden Road and Landor Street.

The Birmingham and Warwick Junction Canal runs down the western edge of the area and there is the potential to improve access and signage to the canal here as well as improvements to the general environment of the canal corridor. Adderley Primary School is located in the south west corner of the park and although there has been recent investment in the buildings, the school suffers from a poor quality environment and the high levels of HGV traffic on Landor Street/Arden Road.

To the west of the canal are further industrial areas - including a comparatively modern industrial estate accessed from Duddeston Mill Road, and beyond that a major metal recycling facility (EMR) located off Landor Street. Given the nature of industrial activity to the west of the canal and its environmental impact, it will continue to influence the future of nearby sites.

The Options Report and consultation responses

The Options Report presented three options for the purposes of consultation. These comprised a minimum change option that retained the existing pattern of land use, an option that explored residential and community uses and a third option that as well as focussing on retaining a significant amount of industrial land, also supported the change of use of some of the industrial land to education and community use. Each option acknowledged issues relating to the setting of Adderley School and the opportunities for further improvements to Adderley Park.

The comments and submissions received during consultation on the Options Report were principally in support of the second option, plus the education and community elements of the third option, as well as suggestions that each of the options had proposals that should be carried forward into the final plan.

The main comments received included a desire for a greater range and mix of uses in the area and opportunities to address environmental issues and the number of poorer quality industrial premises - particularly those on Adderley Road that face the park. There were also a number of comments made about the need to improve the general environment of the area, including the setting of Adderley School and the facilities within Adderley Park itself.

There was some support for the allocation of land for new education and community facilities and Adderley Road and Bordesley Green Road was supported as the best locations for such new facilities. It is in this location that land has been vacant for many years.

Proposals for the area south of Arden Road will be partly governed by proximity of the main rail line to the south of the site and also by the proposals for the northern part of the Wheels Site.

Preferred Option

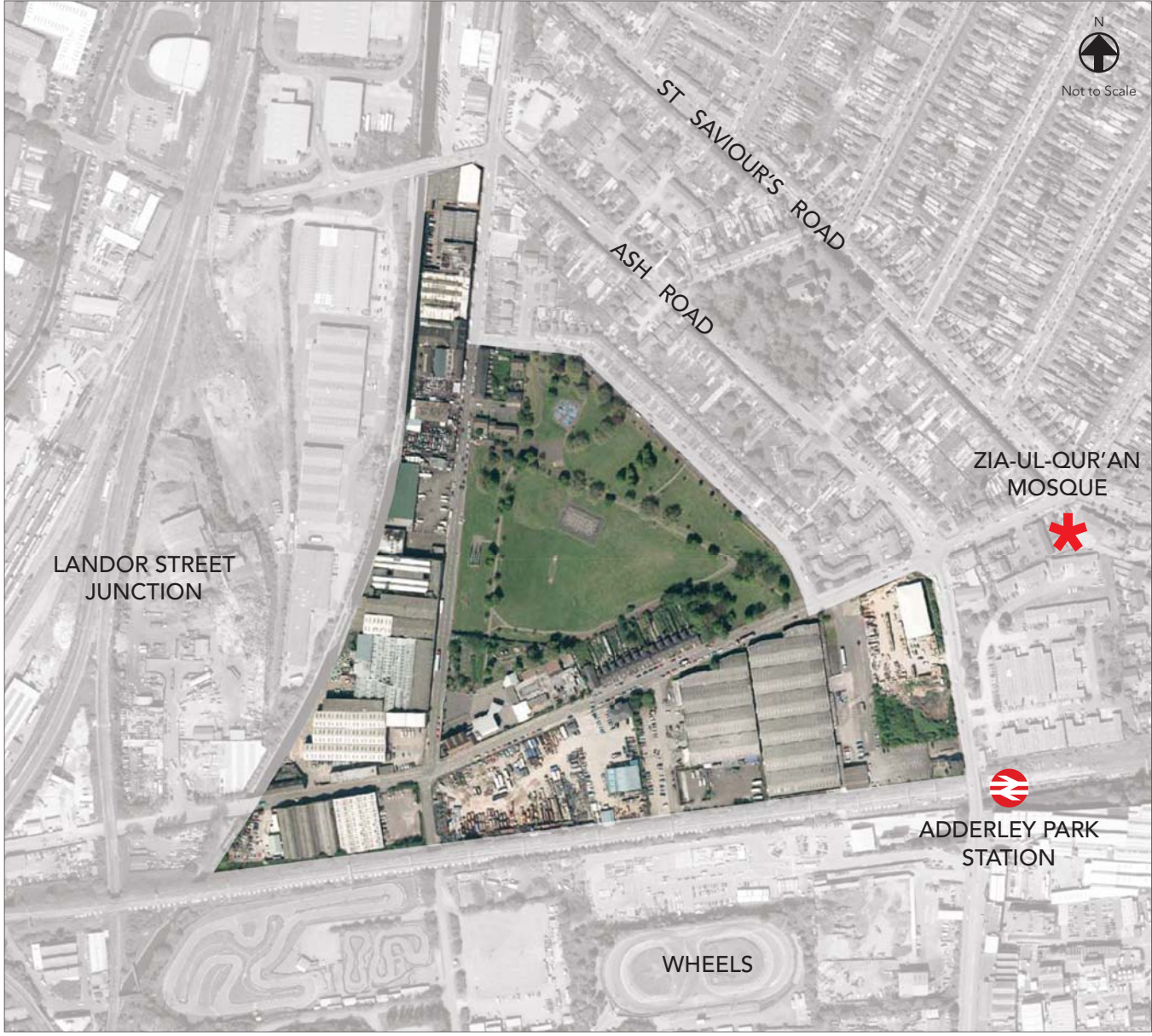
A new mixed use neighbourhood focussed on Adderley Park with an emphasis on improving the residential environment with supporting employment and community uses.

This option offers scope for a wider range of uses along Adderley Road that could include both retention of existing business uses and opportunities for the promotion of new employment uses and community and education facilities. Adderley Road would become an area of transition between the park, to the east, and the area of heavier industry beyond the canal to the west.

The emphasis will be on securing improvements to buildings and the environment - enhancing the amenity of nearby housing and the setting of both the park and school, through proposals which will:

- Offer the scope for a wider range of uses along Adderley Road, creating an area of transition between the park, to the east, and the heavier

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Plan 12 Adderley Park



key opportunities for change / bordesley park preferred options report

industry to the west of the canal. This could include the retention of existing business uses and opportunities for the promotion of new employment, education and community uses (for example space for start-up businesses or social enterprises). However given the important industrial area to the west of the canal residential uses would not be appropriate.

- Scrap yards, car breakers or other uses, which often spill onto the highway, have a negative impact on the local environment and will be resisted. The management of existing such uses will be addressed and relocation explored.
- Offer the scope for a wider mix of uses to the south of Arden Road including the opportunity for new employment, education and community uses.
- This more flexible approach to uses at these two locations is based on the provision that development creates an active and attractive frontage to the park; is of high quality design and contributes to the overall uplift of the environment.
- Improve the quality and use of Adderley Park as a recreational and green asset for the area, including measures such as waymarked footpaths and outdoor fitness equipment to encourage exercise.
- Adderley Primary School is on a constrained site. Opportunities for improvement and relocation in the longer term, will also be explored.
- Improve the Arden Road/ Adderley Road junction, in terms of providing managed access to the new employment

uses on the Wheels site, enhancing the pedestrian environment, and including new frontage buildings on sites to the north-west, south-west and south-east.

- Revise traffic management and introduce junction improvements to reduce the negative impact of traffic on the area. A proposed new access to the EMR site on Duddleston Mill Road will potentially reduce the number of HGV movements along Adderley Road.
- Improved junctions and traffic management measures should be designed to reduce the impact of HGV traffic on Adderley Primary School and residents in the area.

Challenges

The challenges in delivering this option include:

- Business relocations and the need to safeguard local jobs.
- Consideration of ground condition issues.
- Noise and other environmental issues relating to the industrial sites to the west of the canal.
- Consideration of detailed planning, design, environmental and transportation matters to ensure satisfactory relationships between uses in the area.
- Mitigating the impact of new employment uses at the Wheels site on Adderley Primary School. This will include managing traffic and access to the site.

Implementation

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan.

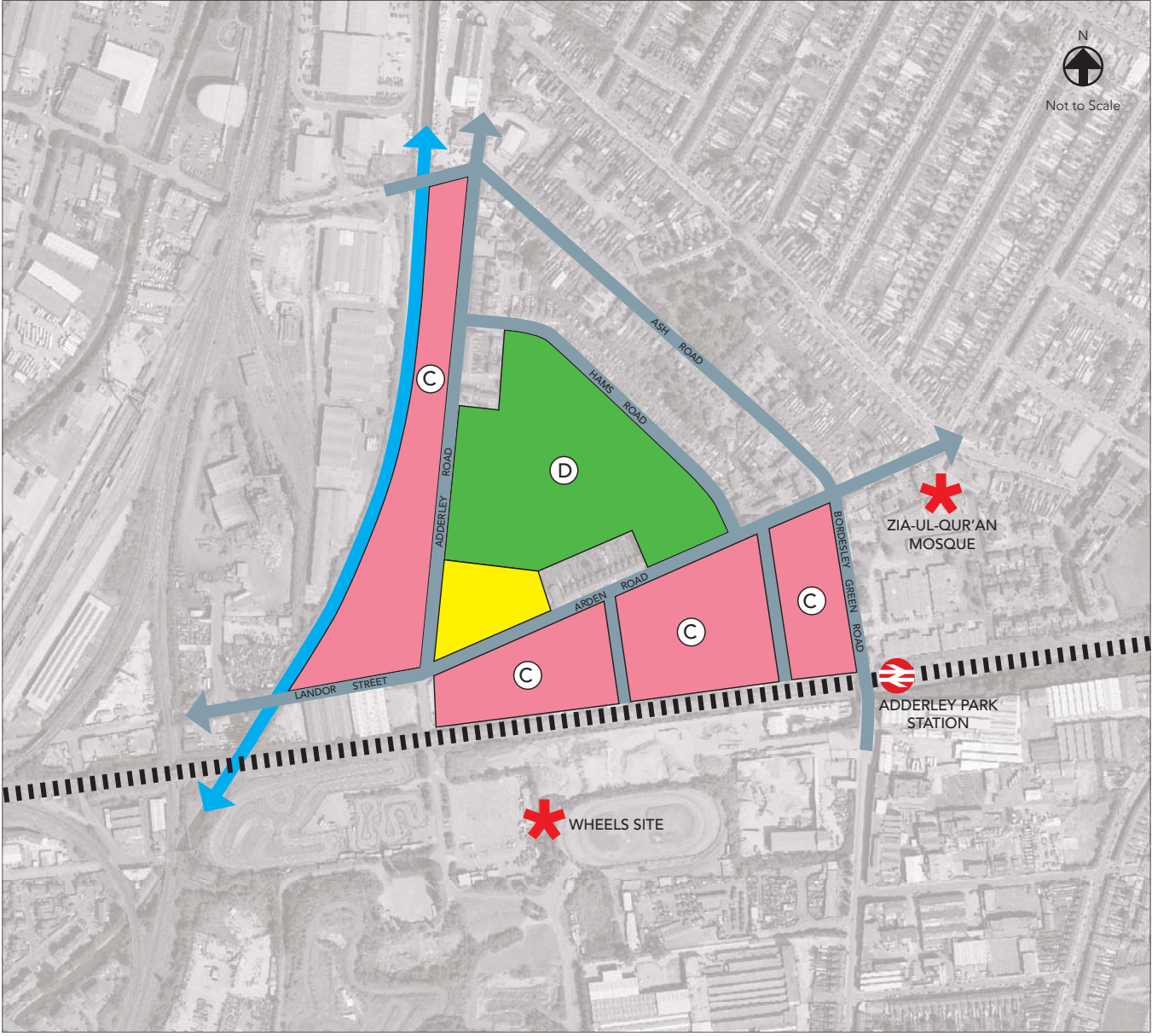
New community and education uses along Adderley Road and to the south of Arden Road will be required to demonstrate that site constraints can be appropriately addressed.

Justification

There has been broad support for the proposals set out here through the consultation undertaken on the Options Report.

This option does potentially involve the loss of employment land. However, the City Council is promoting the retention of industrial land in other locations across the city, including the Vauxhall area and the Wheels site, which are better located, have better access and are more attractive to the market.

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Plan 13 Adderley Park Preferred Option

KEY

- Education.
- Improved public open space.
- Mixed uses.
- Road network (Existing and proposed).
- Rail lines.
- N Rail stations.
- Canal network.
- * Local landmark.
- C Mixed uses including small office, business and training space.
- D Improved leisure/recreation provision.

Alum Rock Road

The preferred option for Alum Rock Road would see investment encouraged within the centre, and expansion to accommodate the growth of local centre uses to the east.

Alum Rock Road is the principal local centre serving Saltley and Washwood Heath. Linear in form, it comprises mainly traditional terraced shops with some more recent infill including a number of community uses. The centre serves a mainly Asian population, and its shops and services strongly reflect the needs of the community. As well as doing this, the centre also attracts visitors from a wider catchment area, because of its specialisms in jewellery, fashion and textiles.

The centre is very busy and suffers from road traffic congestion which detracts from the environment and shopping experience within the centre. In many places pavements are narrow with little scope for widening. Opportunities for growth within the centre are generally limited, although a number of sites are being developed, and others are subject to discussions with owners regarding their future use.

Although the centre does have some opportunities for growth, its niche role and the nature of likely opportunities will determine the scale of new development. New proposals must be appropriate in scale and of good design as well as integrated with the existing local centre.

The expansion of the centre westwards was considered at the initial stage of the AAP but is constrained by the Saltley Gate roundabout and the existing road layout. This would limit the potential for the effective integration of any new development with the existing local centre. Saltley Business Park (just outside the AAP area) is also identified as a Core Employment site within the draft Birmingham

Development Plan and therefore retail use was not considered appropriate.

Parts of the surrounding Clodeshall Road / Couchman Road area have undergone significant change over the last decade with the demolition of many of the older terraced houses and the redevelopment of the subsequent sites. New housing is being built, a new health centre has opened, and a park has been laid out. Discussions are taking place about the provision of additional community facilities.

The Options Report and consultation responses

The Options Report presented two options for Alum Rock Road. The first suggested the development of additional retail and other centre related uses within the existing centre boundary, whilst the second option proposed the growth of the centre to the east – initially focussing on the properties between Langton Road and Naseby Road.

Comments received during the consultation period suggested particular support for the growth of the local centre to the east, as well as support for addressing issues within the existing centre. These included the need to address traffic and congestion issues, enhance the range and quality of facilities as well as opportunities for significantly upgrading the image of the area.

Preferred Option

Investment within the existing centre and growth of the centre to the east.

The preferred option is a combination of both the options set out in the Options Report, as well as addressing additional issues that have been raised through consultation. The preferred option supports the maximisation of development opportunities within the existing centre - continuing to promote the appropriate development of the following sites:

- The former Tilt Hammer Public House site at the corner of Alum Rock Road and Adderley Road has been vacant for many years and is an important and very visible site at the entrance to the local centre. This site, along with the adjoining car park and land in city council ownership, presents a number of potential development opportunities including retail and car parking.
- The Crown Buildings are undergoing refurbishment and offer further potential for improvement to provide a range of retail or community uses which could include office, business and training uses. There are opportunities for land at the rear of these premises to be brought back into more efficient use, including for the benefit of St. Saviours School which could include additional outdoor space.
- The former Leyland Club has planning permission for a mixed retail, community and residential development which will include a significant underground car park.



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Plan 14 Alum Rock Road



The preferred option also proposes:

- Expansion of the centre to the east between Langton Road and Naseby Road. This has the opportunity to create a new gateway into the centre. The growth in this location reflects the new centre boundary set out within the Shopping and Local Centres Supplementary Planning Document, which was subject to separate public consultation during 2011 and which was formally adopted in March 2012.
- Enhancing the gateway into Alum Rock Road at Saltley Gate.
- Supporting the provision of new facilities that will complement the centre including banking and finance facilities.
- Extension of outdoor space at St. Saviour's School. This includes making better use of existing vacant land at the rear of Alum Rock Road and Washwood Heath Road, as well as promoting opportunities for improved access and parking.
- Reviewing the use of land at the rear of existing commercial premises which could be used for ancillary commercial use or improved parking/servicing.
- Considering the provision of additional off road parking at locations along the centre.
- Encouraging the improvement of existing buildings and maximising the use of upper floors of existing properties within the local centre.
- Supporting the wider community use of Saltley Methodist Church, but ensuring the historic character of the building is safeguarded.

- Improvement of the public realm and environment which could include an element of branding to support and help define the identity of the centre.

Challenges

The key challenges here relate to the impact of the growth of the centre to the east, in particular the resulting loss of housing as well as the need to safeguard residential amenity as adjoining properties are converted to commercial uses. There may be locations where some proposals for change of use may not be appropriate on amenity grounds - this might include restaurants and hot food takeaways, or uses that would generate an amount of noise such as day nurseries or community uses.

Implementation

The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan. The expansion of the centre will be kept under review with potential for further expansion to be considered in the future.

Measures to tackle traffic congestion within the centre and improve the local environment will also be introduced.

Justification

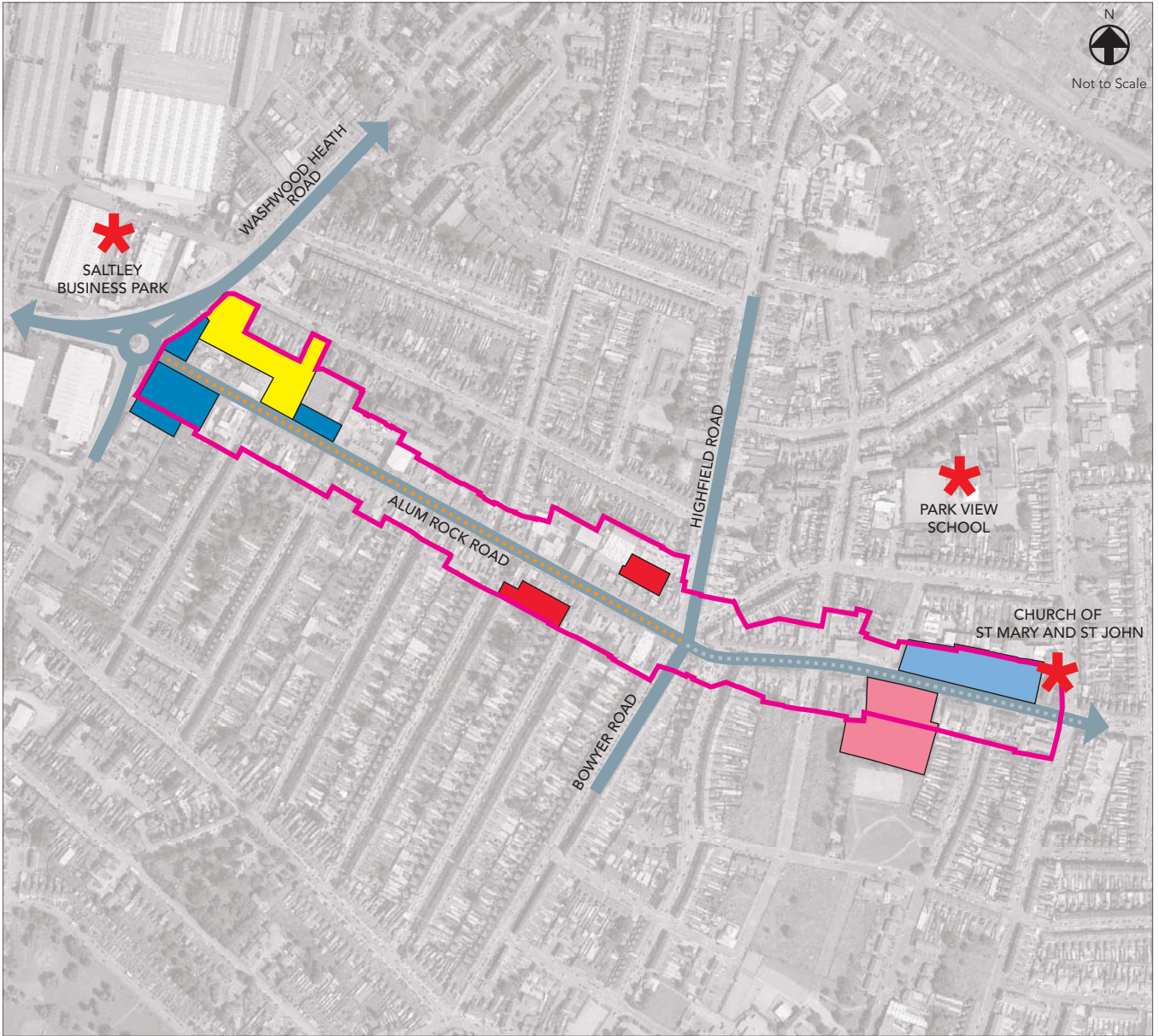
The consultation on the Options Report generated significant interest in proposals for the centre, and many commented on the current limited opportunities for growth and how the growth of the local centre to the east would address this.

The Shopping and Local Centres SPD set out proposals for the expansion of the local centre to the

east and this also gained support from local residents and businesses. The SPD also contains a number of policies to protect the core retail function of the local centre and prevent the over concentration of A3, A4 and A5 uses.

The draft Birmingham Development Plan sets out a number of proposals for local centres including the opportunities for growth and regeneration of key local centres such as Alum Rock. It also includes detailed draft policies that set out how an Area Action Plan will be prepared to guide development and regeneration in the area, and how the Alum Rock Centre will be the focus of work to enhance its role as an important local centre; supporting its growth, maximising employment and training opportunities, and the promotion of the efficient use of existing sites and buildings.

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Plan 15 Alum Rock Road Preferred Option

- KEY**
- Alum Rock Road Local Centre
 - Existing education with opportunity for extension.
 - Retail (Local centre regeneration).
 - Opportunity to improve the commercial use of land to the rear of businesses.
 - Retail (Local centre expansion).
 - Mixed uses including commercial and residential.
 - Road network (Existing and proposed).
 - Traffic management and environmental improvements.
 - * Local landmark.

The preferred option for Small Heath local centre would see support for investment to improve the centre, and the creation of a 'gateway' including new development to define the western end of the centre.

The Small Heath centre is a traditional linear inner city local centre, straddling Coventry Road and stretching from Cattell Road to Small Heath Park, a distance of some 1.6 km (1 mile).

The centre serves the day to day needs of the local population and incorporates a range of community facilities, including health facilities, leisure centre and park. In recent years the local centre has also become a focus for shops and businesses serving the Arab and Somalian communities. The majority of the shops are small and independently owned; complementing the larger scale retail offer of Morrisons and Asda at either end of the local centre. There has been some recent investment within the centre - including the creation of the St. Andrew's Retail Park through the conversion of the former Big W store into several separate retail units.

Proposals to improve the vitality and viability of the centre will be supported and there are a number of potential opportunities for growth. Improvements to the environment and public realm of the centre will be promoted, as will the consideration of measures to improve accessibility and tackle localised congestion.

St Andrew's Stadium is a major leisure and sports attraction at the western gateway to the centre. It is likely that the stadium will remain in its current location, and that opportunities will be taken to further improve facilities at the existing site. The City Council will continue to work with the owners to explore opportunities to do this.

Although within the centre opportunities for change are limited, the area at the western

edge (Cattell Road) does have the potential for improvement.

The Options Report and consultation responses

The Options Report set out three options for the local centre.

The first option comprised a minimum intervention suggesting the concentration of growth within the existing centre through the development of a small number of existing vacant sites.

The second option considered opportunities to create a significant 'gateway' to the western approach to the centre, proposing the possible enhancement or development of various sites including the former tram/bus depot, the former cinema site, and existing buildings at Bordesley Circus.

The final option considered local centre consolidation – suggesting the return of some retail uses at the extreme east of the centre into residential use. This option also set out the need to consider the future of a number of retail uses that have been established without planning consent in the area around Whitmore Road and Parliament Street. In all options the potential to address traffic congestion and improve public realm and the pedestrian environment was outlined.

The consultation on the Options Report generated significant interest in proposals for the centre, and many commented on the current limited opportunities for growth. There was support for the growth of the local centre - particularly to the west to create an improved gateway into the centre, and further opportunities for

businesses that would complement existing facilities within the established centre.

Preferred Option

Investment within the existing centre and creation of a gateway at the western end of the centre.

The preferred option reflects the comments received through the consultation, and again, the benefits of combining elements from the various options set out in the Options Report.

There are a number of opportunities at the western edge of the centre, which will contribute to the gateway here:

- The former cinema site at Coventry Road/Dart Street, for residential development. The adjoining sites including the maisonettes on Dart Street offer a longer term opportunity for redevelopment to provide high quality housing.
- The former tram/bus depot at Coventry Road/Arthur Street, which could accommodate a mix of uses including residential to the rear.
- The frontage to St. Andrew's stadium, with potential to improve the public realm around the stadium including car parking and environmental works.
- The existing buildings fronting Bordesley Circus, including properties at Mount Pleasant, may offer the opportunity for longer term redevelopment to improve the frontage to the ring road. This would improve the gateway to the Bordesley Park area reflecting the importance of this major



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Plan 16 Small Heath Local Centre



junction on the A45 corridor as the main gateway and approach into the City Centre. The construction of the Bordesley Chords is also likely to impact on this area.

- Development of the area of underused open space at Millward Street for new community and/or housing development with an improved smaller area of open space.

The area to the south of Coventry Road, around Herbert Road, Jenkins Street, Parliament Street and Whitmore Road, offers the potential to support community facilities and a high quality business and enterprise environment:

- The cluster of community uses around Chapman Road, Herbert Road and Jenkins Street could be enhanced by the addition of further related uses, and by improvements to the environment including to Sara Park.
- The Parliament Street area to the south of Coventry Road will be supported as an area for local enterprise and business. The uses which have grown in this area (sometimes without planning approval) will be regularised provided that they are of good design, contribute to the enhancement of the overall environment and have appropriate parking. Any operations should not extend beyond the site curtilage.
- The western part of the centre has also become a focus for Arab shops and businesses. Further development will be supported which adds to the attractions and overall vibrancy of the area.
- The site adjoining 285 Coventry Road and corner of Coventry Road/Regent Park Road

provides the opportunity for retail development. Retention or redevelopment of the car park at Regent Park Road would also be appropriate.

A number of other sites along Coventry Road offer the opportunity to enhance the provision of retail and other facilities within the local centre:

- Frontage sites and land to the rear of 440-474 Coventry Road present an opportunity for redevelopment and are also accessible from Wright Street to the rear.
- The site at the corner of Coventry Road and Golden Hillock Road offers the potential for residential development with retail on the Coventry Road frontage.
- The site adjacent 511 Coventry Road is suitable for education community or local centre uses, and has access from Lloyd Street to the rear for associated car parking.
- Properties at 670-672 Coventry Road have been derelict and boarded up for a number of years. These should be improved and brought back into viable use.

Throughout the whole centre this option will seek to:

- Address local congestion and car parking issues.
- Improve the public realm and the pedestrian environment.
- Encourage investment in existing buildings, both to safeguard heritage and bring upper floors back into use.
- Develop a branding scheme to improve the identity of the centre and the marketing of its attractions and facilities.

Challenges

The challenges in delivering this option include:

- Securing private sector interest and investment to bring proposals forward.
- The assembly of development areas of sufficient size to enable the creation of a new western gateway to the centre.
- Improving the overall environment and regularising uses and operations in areas such as Parliament Street.
- Improving connectivity and linkages through the local centre and with the surrounding communities.

Implementation

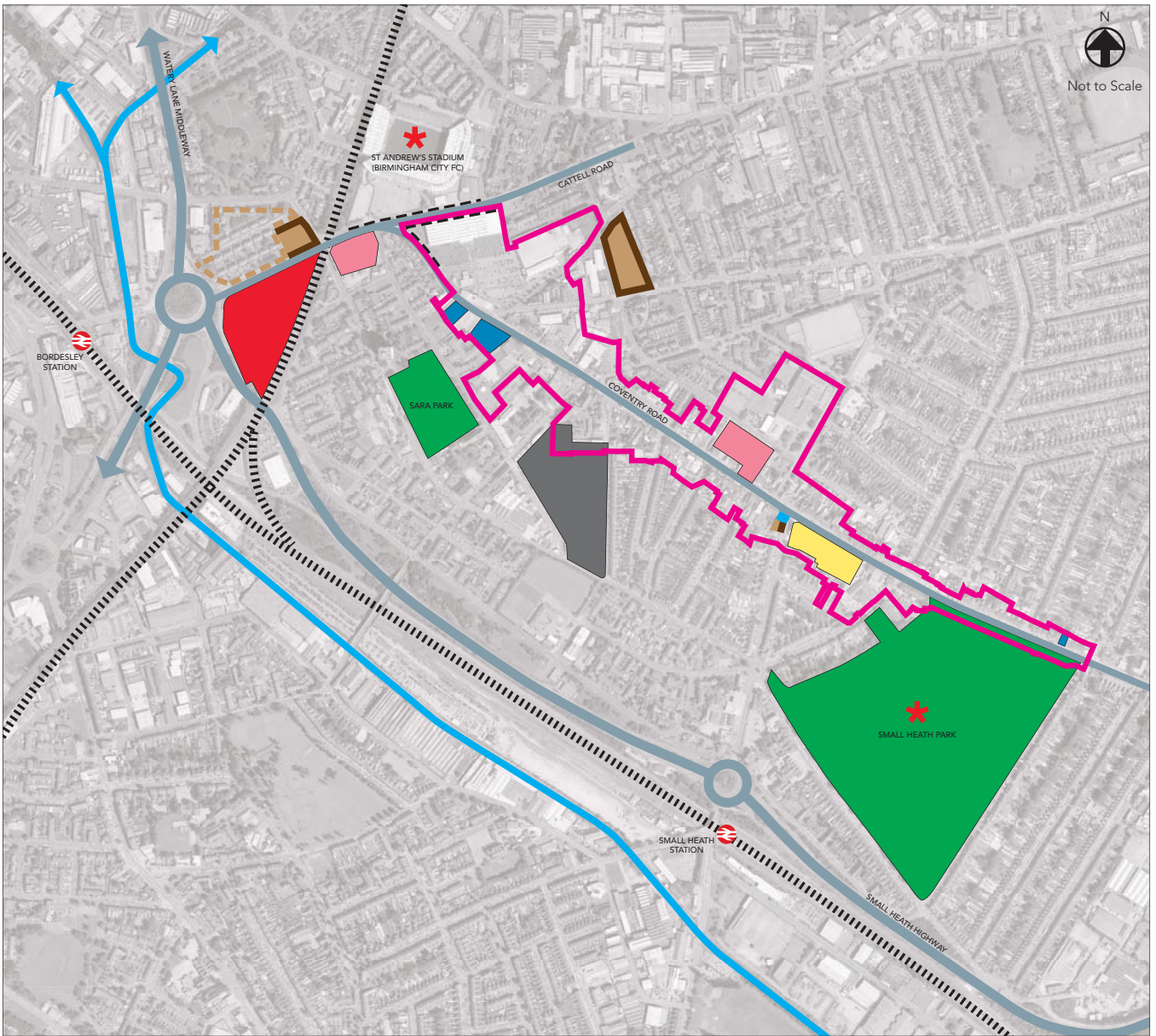
The majority of the sites are in private ownership. The City Council will work with land owners to bring development proposals forward within the context of the Area Action Plan.

Justification

The proposals reflect comments received on the Options Report, including support for a gateway to the west and the identification of new opportunities to accommodate demand for growth.

The Shopping and Local Centres SPD defines the boundary of the centre. The SPD also contains a number of policies to protect the core retail function of the local centre and restrict the over concentration of A3, A4 and A5 uses.

The draft Birmingham Development Plan sets out a number of planning and regeneration proposals for local centres including the opportunities for growth and regeneration of key local centres such as Small Heath. Small Heath Centre is one of several key centres along the A45 corridor.



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Plan 17 Small Heath Local Centre Preferred Option

KEY

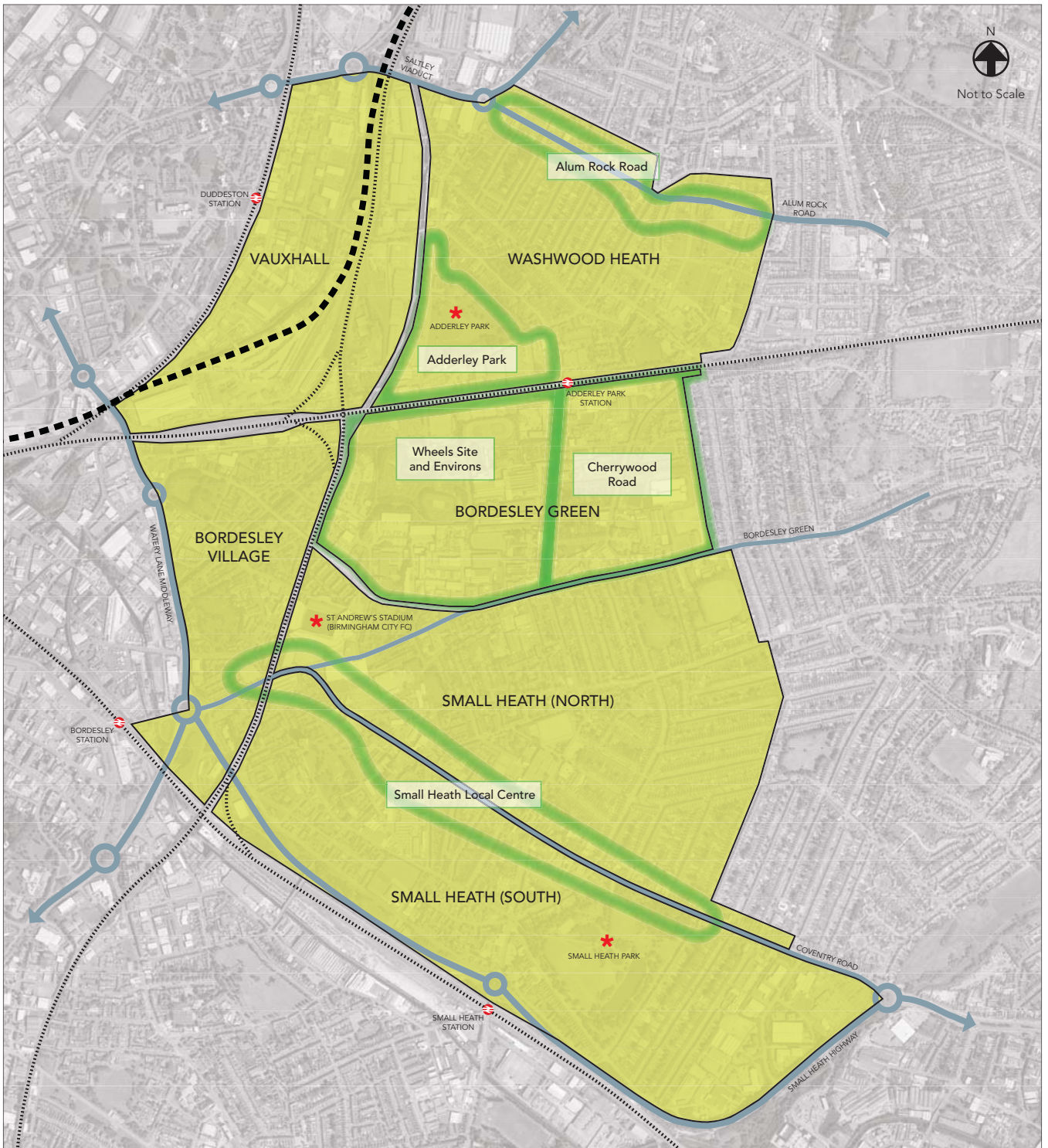
- Coventry Road Local Centre.
- Residential.
- Future Residential Development.
- Frontage Improvements.
- Improvements to park.
- Education and community uses.
- Retail (Local centre regeneration).
- Commercial development opportunity.
- Mixed uses.
- Regularise business and community uses.
- Traffic management and environmental improvements.
- Road network (Existing and proposed).
- Canal network.
- Rail lines.
- Rail stations.
- Local landmark.

Neighbourhoods

For the purposes of the AAP the area is split into six neighbourhoods to enable a number of issues and potential opportunities to be considered in more detail.

The six neighbourhoods are Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (North) and Small Heath (South); and are shown on the plan opposite. It is acknowledged that these boundaries are to a degree artificial and that there will be cross boundary issues that affect two or more neighbourhoods - in particular the local centres will draw trade from a much wider area. Nevertheless, this approach provides a means to focus on a number of issues at the local level.





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Plan 18 Neighbourhoods

- KEY**
- Neighbourhoods.
 - Areas of Transformation.
 - Road network (major routes).
 - Rail lines.
 - Future HS2.
 - Rail stations.
 - Local landmark.

Vauxhall has the potential to be a thriving industrial area and proposals for the growth of existing and the introduction of new businesses will be supported. Measures will be introduced to improve access into the area and enhance the general environment (including pedestrian connectivity with the City Centre).

The area is identified as Core Employment Land and employment use will be protected.

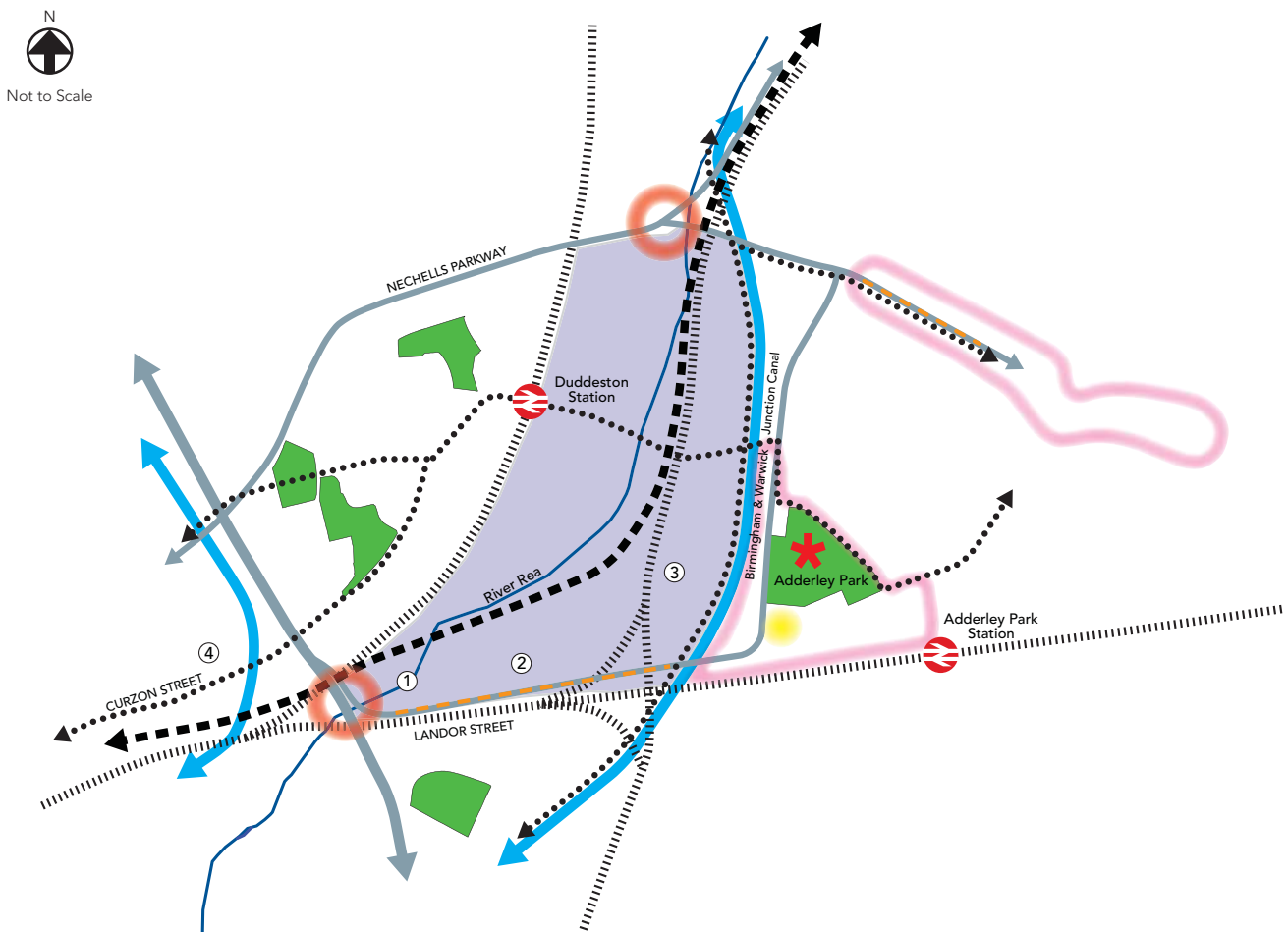
It accommodates a variety of industrial activities and large - scale storage facilities. There are, however, issues in the area in terms of the quality of the local environment and public realm, as well as localised traffic congestion. For example businesses in Landor Street generate considerable HGV traffic that can, on occasions, tail back onto the ring road.

Duddeston Station, on Duddeston Mill Road, is served by 8 trains an hour on the Walsall and Cross City lines. A number of other rail lines cross this neighbourhood.

The proposed HS2 route crosses the Vauxhall area from Saltley viaduct as shown on the plan below, to the new City Centre Station on Curzon Street in Eastside.

Part of the area is also within the draft safeguarded area published by the Department for Transport in order to protect land required to construct and operate the new rail line.

There is no formal green space in the neighbourhood. However, the River Rea runs through the area in an open, man-made channel, and the Birmingham & Warwick Junction Canal lies immediately to the east.

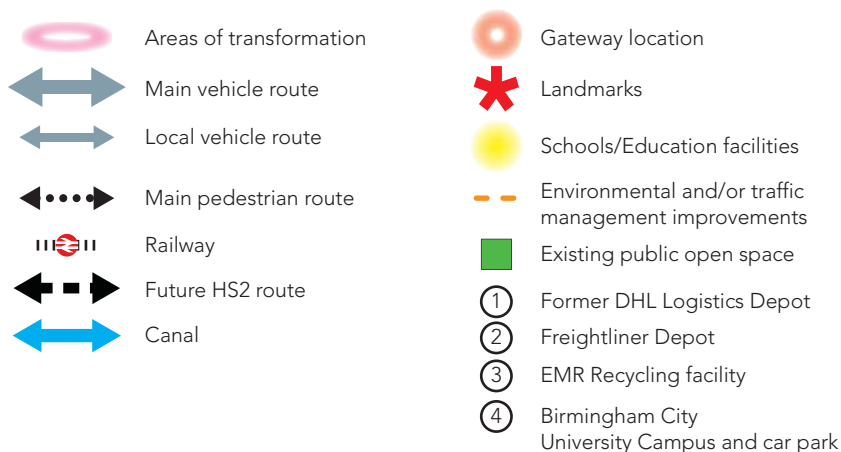


Plan 19 Neighbourhood 1 Vauxhall

A number of opportunities for the neighbourhood have been identified which will be taken forward through the AAP:

- Measures to support and promote the expansion and growth of industrial uses within the area. Scrap yards, car breakers or other uses, which often spill onto the highway or have negative impact on the local environment, will be discouraged.
- Working with HS2 Ltd to mitigate the impact of HS2 on the area both directly and in terms of its environmental impacts (during the construction and future operation of the rail line).
- The potential managed growth of EMR's operations on Landor Street provided that it incorporates improved access arrangements and other measures to mitigate the impact of the facility on the surrounding environment.
- The reuse of the former DHL logistics depot site, which occupies a prominent location on the corner of Landor Street/Ring Road, for new employment uses or logistics/freight consolidation.
- Measures to address localised traffic congestion and access problems, particularly on Landor Street. This will include including initiatives to address the issues caused by HGV's parking and waiting on street, and the impact on the surrounding area.
- Measures to improve the environment across the neighbourhood, particularly on Landor Street around the Freightliner Depot site and adjacent to the railway, including lighting of railway arches and bridges.
- Enhancement of the gateways into the area. In particular, from the ring road at Landor Street and at Saltley Viaduct.
- Improvements to the environment and accessibility of Duddeston Rail Station. The locally listed vacant former Wagon Works building also has the potential for the future stabling and maintenance of rolling stock.
- Improvements to the Birmingham and Warwick Junction Canal (also known as the Heartlands Ring) including the enhancement of the canal towpath, improved pedestrian access, lighting to improve safety, landscaping and opening the canal up to public view where it is crossed by roads.
- Enhancements to the River Rea, opening it up to public view where possible and working with the Environment Agency to reduce the risks of flooding.
- Improving the quality of the green infrastructure network across the neighbourhood. The use of green walls/roofs to promote biodiversity will be supported.

KEY: VAUXHALL NEIGHBOURHOOD



Neighbourhood 2 - Washwood Heath

Washwood Heath has the potential to be an attractive residential neighbourhood, served by high quality community facilities and a vibrant local centre at Alum Rock Road. It can benefit from an improved range of employment opportunities and enhanced access to the City Centre.

The area contains two of the key opportunities for change, namely Alum Rock Road and Adderley Park, for which policies are outlined in the Key Opportunities section.

This neighbourhood comprises parts of Washwood Heath and Saltley. The area is bounded by the West Coast Main Rail Line to the south and Alum Rock Road local centre to the north. To the west is the Birmingham and Warwick Junction Canal, with the residential streets of Naseby Road and Anthony Road to the east.

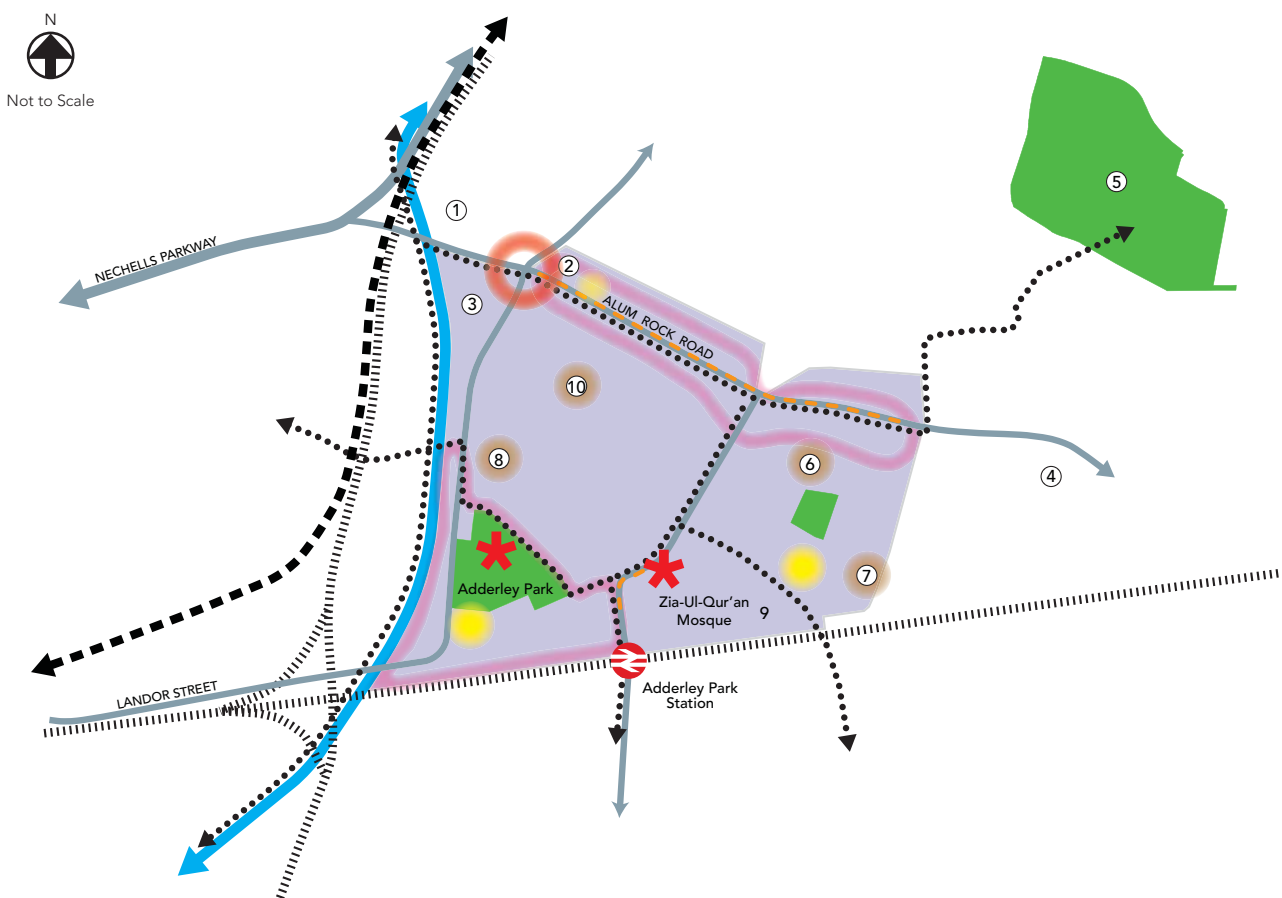
The neighbourhood mainly consists of housing, with retail premises concentrated along the vibrant Alum Rock Road, and a number of industrial clusters at Parkfield Road and Adderley Road/Arden Road.

There are a number of prominent buildings within the area such as Our Lady of the Rosary and St Therese of Lisieux Roman Catholic Church, St Peter's College, St. Saviour's Church (all grade II listed), the Zakaria Mosque on Adderley Road and the Zia-Ul-Qur'an Mosque on St Saviours Road.

There is a need to extend the education offer within the area as a whole, and the potential for extending existing school sites or identifying new sites will be explored.

This will include consideration of the future options for Adderley Primary School as part of the proposals for the Adderley Park area.

There are issues of localised congestion and parking throughout this neighbourhood, particularly



Plan 20 Neighbourhood 2 Washwood Heath

at Alum Rock Road, and within the residential streets to the south. Lorries associated with industrial uses also cause congestion, noise and safety concerns. Measures will be explored to improve parking and traffic management throughout the area, and the general environment within residential areas.

A number of potential opportunities for the neighbourhood have been identified to be taken forward through the AAP. These include:

- The growth of Alum Rock local centre to the east, as far as Naseby Road initially, as well as enhancements to its shopping and pedestrian environment.
- Improvements to the Saltley Gate junction and key buildings at the gateway to Alum Rock Road, including further refurbishment of the Crown Buildings for retail, business, education or community use.
- Improved off-street parking provision to serve Alum Rock local centre, making use of public and privately owned

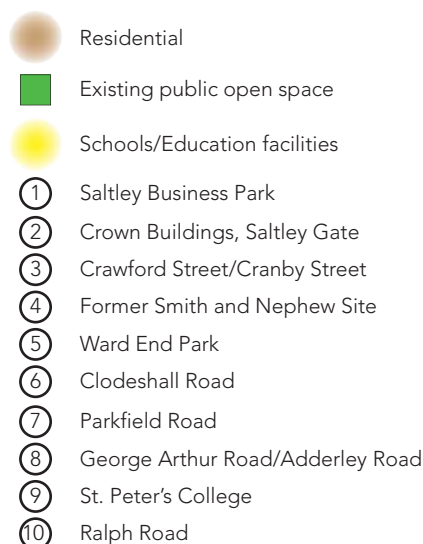
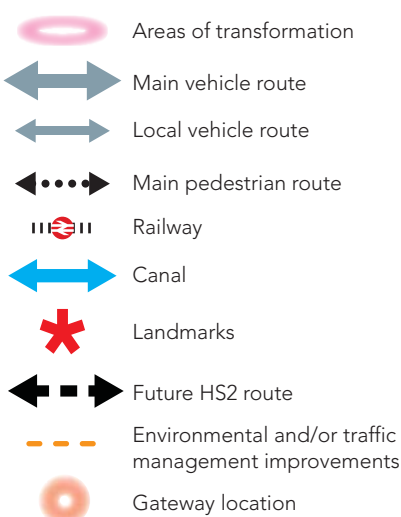
sites to provide secure and well-priced pay and display facilities.

- Support for Saltley Business Park (located just outside the AAP area) as a core employment area, promoting its refurbishment for industrial and employment uses.
- The regeneration of the Crawford Street/Cranby Street area as an industrial employment area including enhancements to the local environment. The management of individual sites and operations in the area should be addressed and relocation of poor quality uses explored. The future of the existing sports pitch would have to be resolved as part of this process.
- The relocation of non-conforming industrial uses at Parkfield Road and Anthony Road, providing opportunities for new residential development and improving the environment in the immediate locality.
- The promotion of housing growth within the area.

Redevelopment of the former clearance sites in the Clodeshall Road / Couchman Road area is now underway. Further opportunities are presented on sites at Adderley Road/St Saviour's Road/George Arthur Road, and to the rear of properties on Ralph Road.

- The enhancement of Adderley Park as a valuable asset for the area, including facilities for leisure/exercise.
- Working with St Peter's Urban Village Trust to secure enhanced facilities for students, businesses and community uses at St. Peter's College.
- Support for the enhancement of education provision within the area. This could include extending the site area of existing schools, and the improvement of the physical environment around individual school sites such as Parkfield School.
- Although just outside the AAP area, the former Smith and Nephew site on Alum Rock Road has potential for residential and/or education uses.
- Transportation measures to address localised congestion including along Alum Rock Road and at the junction of Arden Road, Bordesley Green Road and Ash Road, including a review of HGV movement within the area to minimise impact on residential areas.
- Improvements to the residential environment within the area including exploring initiatives to improve the energy efficiency of homes and to better manage parking in residential areas.
- Improving the quality of the green infrastructure network across the neighbourhood.

KEY: WASHWOOD HEATH



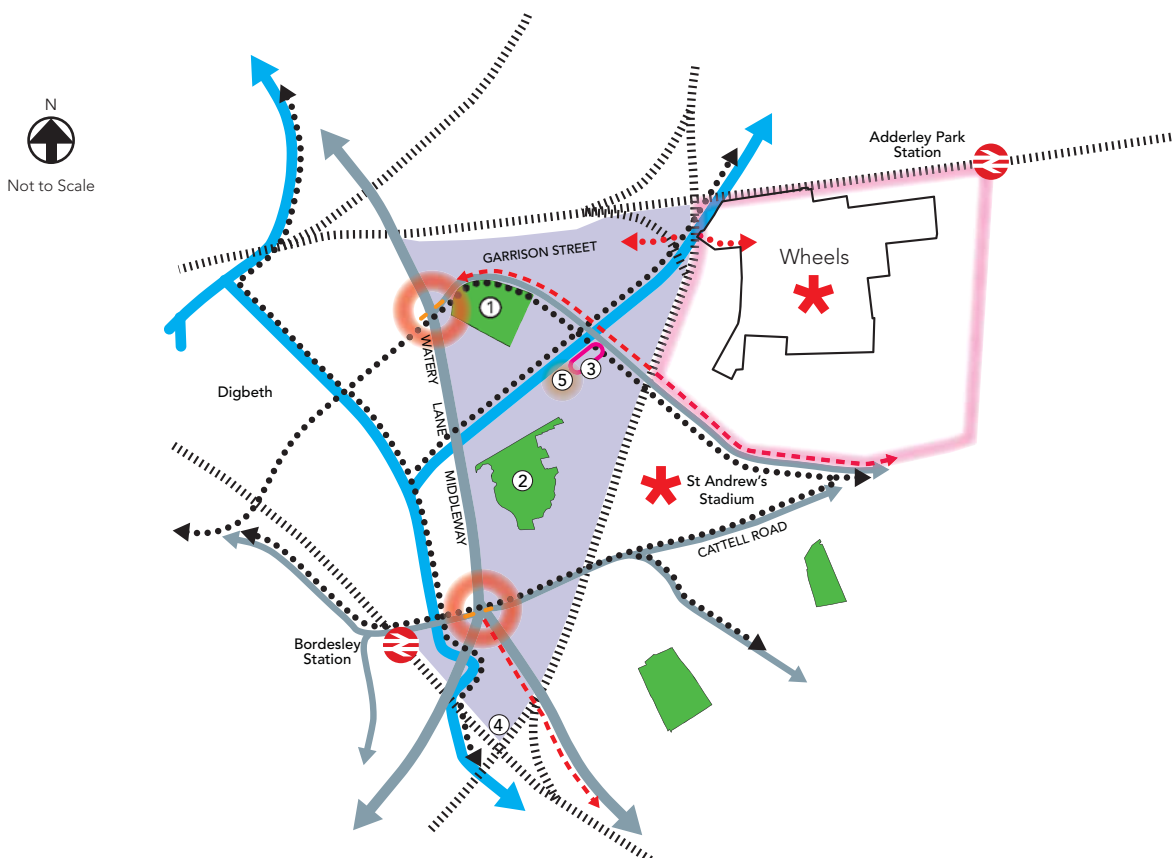
Bordesley Village can benefit from improved connectivity including pedestrian and public transport routes, and links to the City Centre. Additional housing development will consolidate its residential nature, whilst commercial opportunities are available along key routes and at major junctions.

Bordesley Village neighbourhood is bounded by railway lines to the north, south and east and by the inner ring road to the west, and is located to the immediate east of the Digbeth quarter of the City Centre. The area is predominantly residential in character, with commercial uses fronting major junctions at Bordesley Circus and Garrison Circus and industrial activity located around Garrison Street.

The residential village was developed as part of a significant regeneration scheme in partnership with Bournville Village Trust by the Heartlands Urban Development Corporation.

Major investment in the area included the construction of a new community park at Kingston Hill and a new 'village centre' which incorporates a community centre and medical facilities.

A number of buildings add historic character to the village including the Garrison Centre (Grade II listed) and the locally listed Sportsman Pub. Garrison Lane is a main route through the residential area and would form part of the proposed rapid transit route through the area. As a result accommodation works may be required at certain locations such as the canal bridge.



Plan 21 Neighbourhood 3 Bordesley Village

The neighbourhood is bisected by the Birmingham and Warwick Junction Canal which links to the City Centre canal corridor and runs through the village centre, providing a canal side setting for residential development. There is scope for further improvements to the canal environment to encourage recreational use by local residents and to support its amenity and nature conservation value.

The ring road and junctions at Bordesley Circus and Garrison Circus present a barrier to pedestrian movement, and suffer from significant traffic congestion. However, there is potential to develop these major junctions into prominent gateways into the area, particularly at Bordesley Circus which is the main gateway from the City Centre and links to the A45 corridor leading to Birmingham Airport.

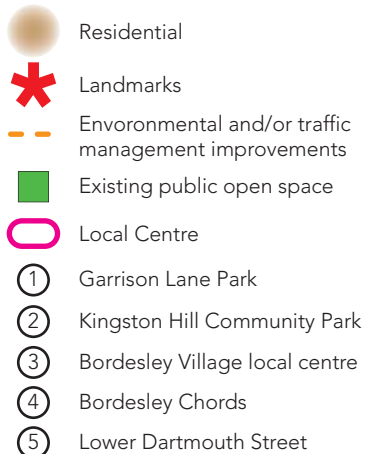
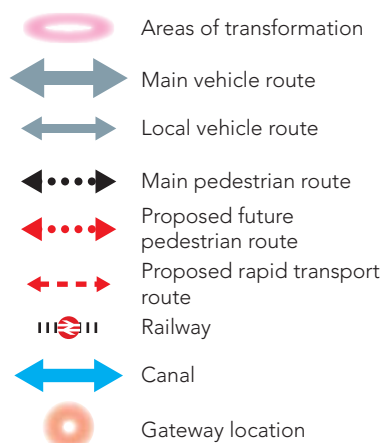
A number of potential opportunities for the neighbourhood have been identified to be taken forward through the AAP. These include:

- Further residential development in the area on vacant or under used sites and along the canal corridor for example at Lower Dartmouth Street.
- The enhancement of junctions at Bordesley Circus and Garrison Circus as major gateways to the area from the City Centre through new commercial development (including industrial, office, hotel and appropriate leisure uses) along the frontage of the junctions and ring road. Environmental improvements such as appropriate signage, artwork, landscaping and planting enhancements will also define these gateways.
- At Bordesley Circus there is potential to create a prominent and attractive gateway to the City Centre and East Birmingham which incorporates the A45 corridor leading to Birmingham Airport. This should include environmental enhancements to the green frontage and adjoining canal

access along Coventry Road as a key landscape feature of the area, which will enhance pedestrian linkages to the canal corridor and the City Centre.

- Measures to improve vehicular flow and reduce congestion at key junctions and the ring road will be supported. The potential for future rapid transit routes and bus priority measures would be incorporated within any proposals for Bordesley Circus and Garrison Circus.
- Pedestrian flow from the City Centre to the Bordesley Park area will be supported through measures to improve pedestrian access across the ring road and junctions. There is also opportunity to upgrade the canal bridge (locally listed) on Coventry Road to encourage pedestrian movement from the City Centre.
- The recreational use and wildlife assets of the canal corridor will be supported through environmental improvements such as enhancing pedestrian access, bridges, embankments and towpaths.
- Measures to support the vitality and viability of the Bordesley Village local centre and improve permeability and linkages to the surrounding residential area will be encouraged.
- Enhancements to Kingston Hill Park and Garrison Lane Park as high quality areas of public open space, with improved linkages and use by the surrounding residential communities.
- Improving the quality of the green infrastructure network across the neighbourhood.

KEY: BORDESLEY VILLAGE

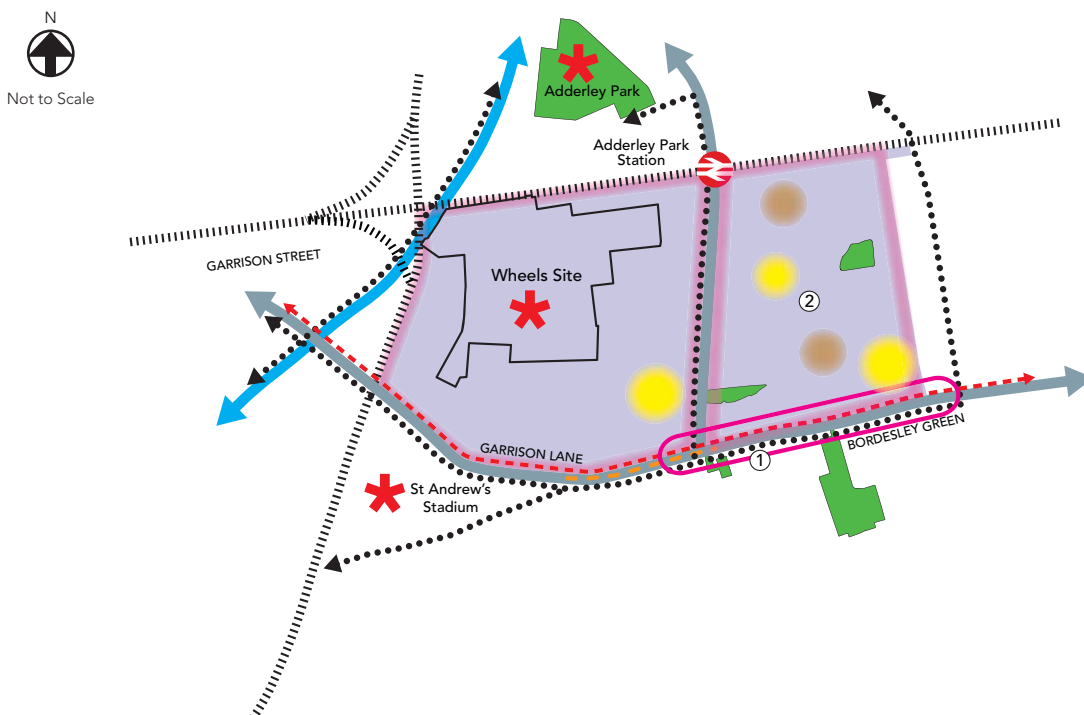


The focus of the Bordesley Green neighbourhood is the Birmingham Wheels site and the Cherrywood Road area, two of the potential areas for major change outlined in the Key Opportunities section. Additional proposals to enhance pedestrian, vehicle and public transport movement, and to improve Bordesley Green local centre, will complement these transformational proposals.

The West Coast Main Line bounds this neighbourhood to the north. Garrison Lane and Bordesley Green to the south form the main route running through the neighbourhood, providing connections to the City Centre to the west and Heartlands Hospital to the east (just outside the AAP boundary). The north side of Bordesley Green is primarily in industrial use, interspersed with community uses such as the Darul Barakaat Masjid (the former Tilton Road Girls School) and HMS Forward (a modern purpose built training establishment for Armed Forces reservists).

Bordesley Green local centre is located at the junction of Bordesley Green with Bordesley Green Road and Victoria Street, and extends to the east along Bordesley Green. The junction is frequently congested and the local centre has a poor quality environment overall. A rapid transit route linking the City Centre to the Airport is proposed along Garrison Lane/Bordesley Green following the line of the existing 97 bus route. A route here is likely to require the reconfiguration of uses on the Bordesley Green frontage.

The Birmingham Wheels site and its immediate environs currently accommodate a range of industrial uses including scrap and waste processing, as well as sports and leisure facilities on the Wheels site itself. This area offers a significant opportunity for change as a major employment area, as well as potential for improving the site of Bordesley Green Girls School as outlined in the Key Opportunities section.



Plan 22 Neighbourhood 4 Bordesley Green

The main residential area is around Cherrywood Road. However, the presence of industrial, storage and car repair uses significantly impacts upon the physical environment in these areas. Al-Hijrah Secondary School, located within the former Cherrywood Centre on Burbidge Road, also operates from a constrained site, and has become an 'all through' school.

The relocation of the existing industrial and non-conforming uses presents the opportunity for significant new housing development and improvement to the residential environment, and provision of improved educational facilities, which is outlined in more detail in the Key Opportunities section.

To the east at the Fordrough is the Bordesley Green Campus of South and City College Birmingham.

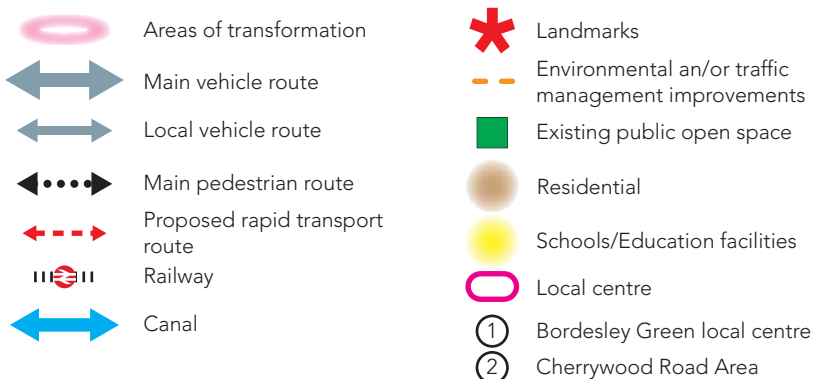
Adderley Park Railway Station currently has a limited service. There is a requirement for an increased service frequency to provide improved access to employment opportunities, for example at the Airport and adjoining business parks. Enhanced pedestrian access to the rail platforms and improvements to the general environment of the station are also required. A number of potential opportunities for the neighbourhood have been identified to be taken forward through the AAP. These include:

- The rationalisation and/or relocation of sports/leisure uses on the Wheels site, releasing a significant employment site.
- Improvements to the environment and access into the industrial areas around the

Wheels site will be promoted which will uplift the area providing further investment and jobs.

- Opportunities for new housing and improvements to the residential environment of the Cherrywood Road area, subject to the relocation of non-conforming uses and addressing other issues within the area.
- Improved public transport services within the area; in particular support for the introduction of a rapid transit route along Garrison Lane/Bordesley Green. The impact of this on uses on the Bordesley Green frontage will need to be considered, potentially including the significant reconfiguration and improvement of Bordesley Green Local Centre.
- The need to work with Centro to explore the potential for improvements to rail services, accessibility and the general environment of Adderley Park Railway Station.
- Measures to reduce congestion and improve road safety at the junction of Garrison Lane and Bordesley Green and at the junction of Bordesley Green with Bordesley Green Road/Victoria Street. Measures will also be explored to reduce rat-running through adjacent residential areas.
- Exploring opportunities for extending the site area for both Bordesley Green Girls' School and Al-Hijrah School, including the identification of additional sites if appropriate.
- Improving the quality of the green infrastructure network across the neighbourhood, including access to the canal and cycle network.

KEY: BORDESLEY GREEN



Measures to improve the environment of Small Heath (North), including reuse of vacant or underutilised sites, enhancements to shopping and community facilities, and management of the impact of the football ground will contribute to a more attractive neighbourhood.

Bordesley Green and Garrison Lane bound this neighbourhood to the north, with Coventry Road to the south. The neighbourhood is mainly residential, with retail uses along Green Lane and Bordesley Green and St Andrew's Stadium (home of Birmingham City Football Club) and St Andrew's Retail Park at the junction of Cattell Road and Coventry Road. The preferred option for Small Heath local centre provides more detail on the changes proposed here.

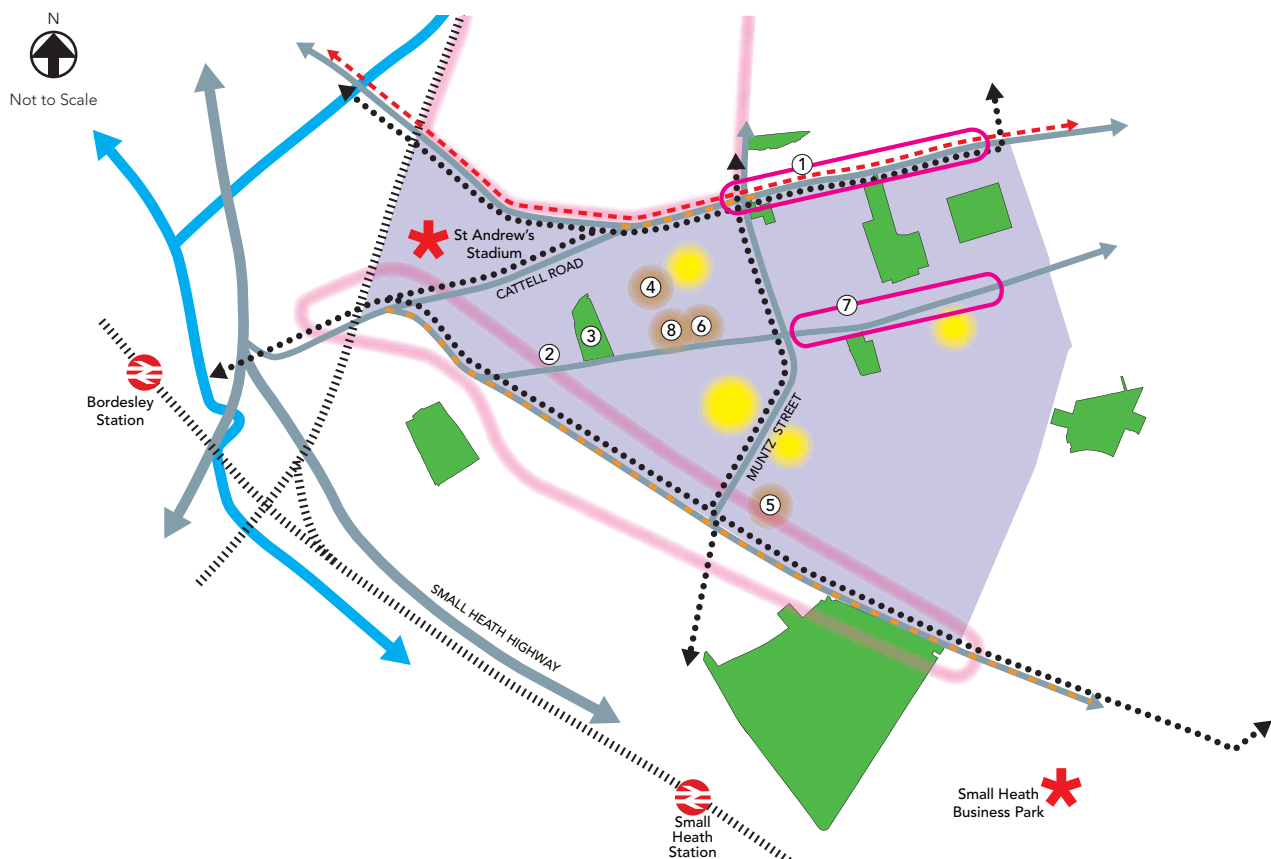
St Andrew's Stadium currently has a capacity of just over 30,000 seats.

The football club is a major leisure and community asset (including conferencing venue) which draws people and investment into the area. However it is located within a high density urban area and on match days there are issues for local residents and businesses in terms of congestion, car parking and general disturbance. The club, has aspirations which potentially includes expanding both the capacity and facilities at the stadium in the longer term.

The City Council will work with the football club as their aspirations

develop. Measures to address the parking and congestion issues on match days will also be identified.

St Andrew's Retail Park is a relatively modern retail park development adjacent to St Andrew's and at the gateway into Small Heath local centre. This comprises a large Morrisons food store and adjacent retail park with food outlets on the Coventry Road frontage.



Plan 23 Neighbourhood 5 Small Heath (North)

There are issues of traffic congestion along the linear routes through the area (Coventry Road, Green Lane and Bordesley Green) with particular pinch points at the junction of Muntz Street and Coventry Road and the junction of Bordesley Green, Bordesley Green Road and Victoria Street. There are also problems with vehicles diverting along residential streets at peak times.

The proposed rapid transit route along Bordesley Green and Garrison Lane will have an impact on the area, and will require changes to traffic management, and potentially reconfiguration of uses on the Bordesley Green frontage.

The east of the area comprises well-established Victorian terraced housing, with some more recent in-filling development. There are issues with car parking within these terraced streets due to limited off street and on street parking.

A number of potential opportunities and measures for the neighbourhood have been

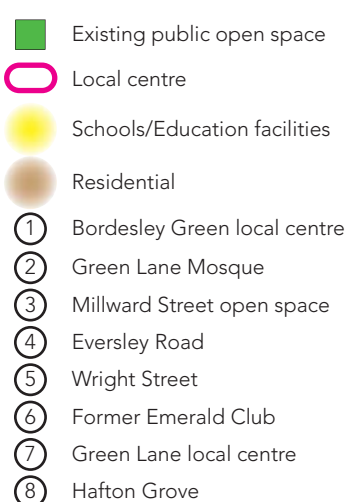
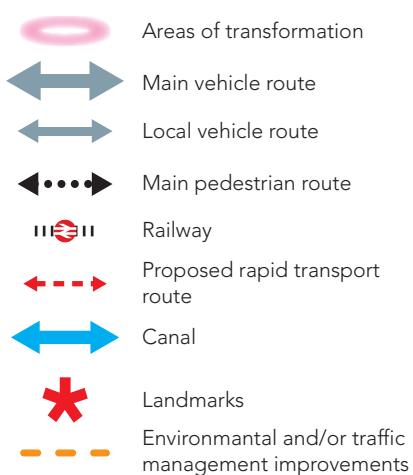
identified which could be taken forward through the AAP, which were generally supported during the public consultation on the Options Report.

These include:

- Measures to address match day parking and congestion.
- Reconfiguration of Bordesley Green local centre to support the implementation of a rapid transit route, as well as associated traffic management measures.
- Further measures to improve the environment and vitality of St Andrew's Retail Park.
- Support for the growth of community facilities and the range of services they provide.
- Development of the area of underused open space at Millward Street for new community and/or housing development with an improved smaller area of open space.

- New housing within the area including at Eversley Road, Wright Street, Hafton Grove and Talfourd Street.
- Enhancements to existing open space and sports facilities within the area including the Henry Barber Recreation Ground, Green Lane (MEB) Playing Fields and Digby Park (located just outside the AAP area).
- Improvements to the Muntz Street corridor including the quality of the environment and the junctions with Coventry Road and Green Lane.
- The potential to reconfigure and improve Bordesley Green local centre and improvements to Green Lane local centre.
- Consideration of the requirements of local schools in terms of their site area, new facilities and the quality of the surrounding environment - including Wyndcliffe, Somerville, Marlborough and Small Heath Schools.
- Potential acquisition of additional property to allow the rationalisation of split site schools such as Small Heath.
- Improvements to the environment across the area including bringing vacant sites and buildings back into use; for example the former Emerald Club on Green Lane and vacant land in Grove Cottage Road and at the corner of Green Lane and Victoria Street.
- Improving the quality of the green infrastructure network across the neighbourhood.

KEY: SMALL HEATH NORTH



Neighbourhood 6 - Small Heath (South)

The Small Heath (South) neighbourhood provides a mixed residential offer, shopping and community uses at Small Heath local centre, employment uses, and open spaces including Small Heath Park. The benefits of access to transport corridors and proximity to the City Centre will be maximised through improvements to the general environment of the area.

This neighbourhood comprises the area to the south of Coventry Road from Bordesley Circus to Heybarnes Circus. It is bounded by the Birmingham to Solihull/Stratford upon Avon rail line to the south. Small Heath local centre on Coventry Road is an important district centre, with opportunities for regeneration, potential further growth and promotion of its services and facilities.

The residential offer in the wider area includes traditional older terraces, post war redevelopment

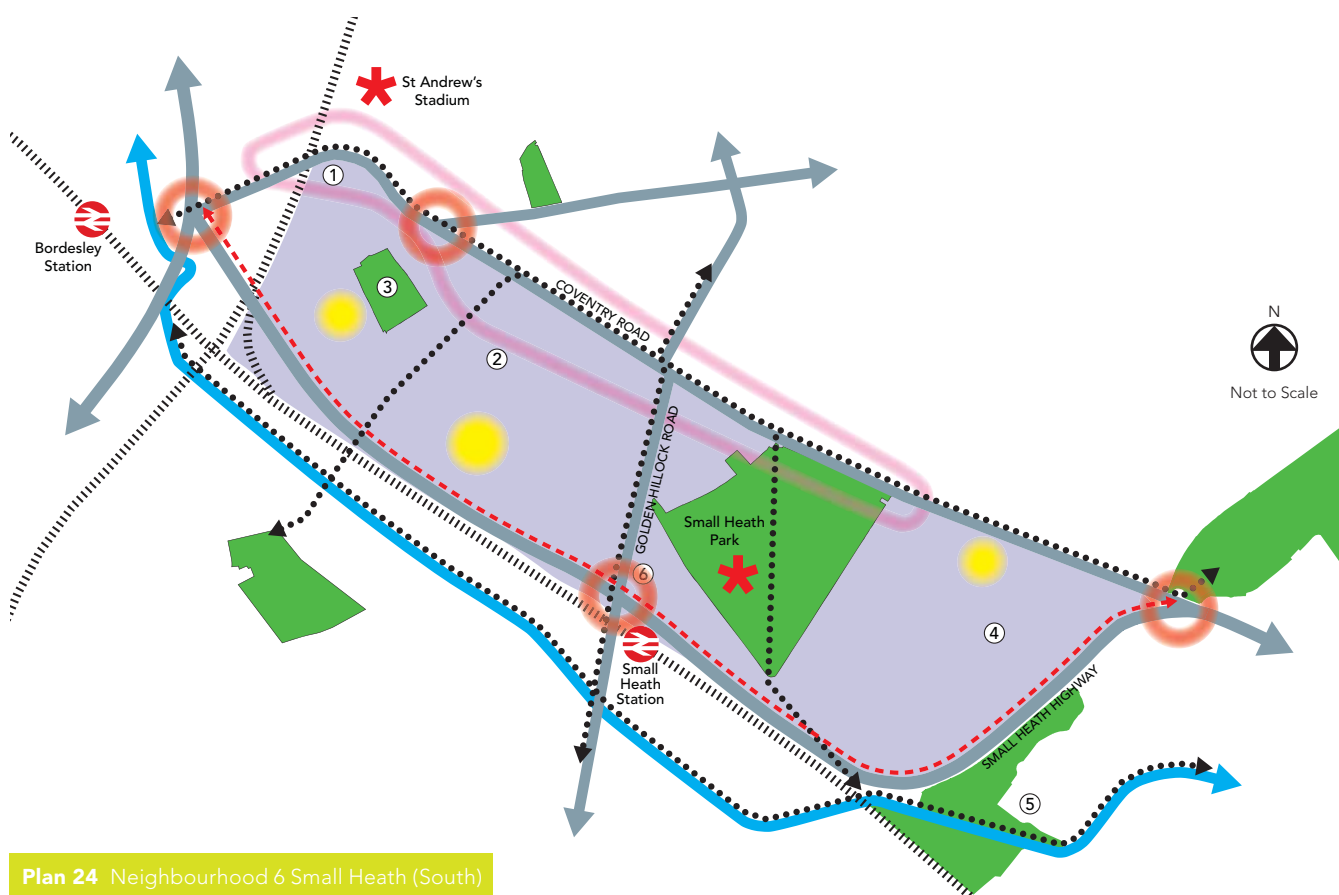
along Bolton Road, and some particularly attractive larger older properties facing Small Heath Park.

Limited recent housing development has taken place. However, new housing opportunities will be explored, including a review of sites currently in other uses and making better use of vacant properties.

Small Heath Park and Sara Park provide the main areas of open space in the neighbourhood, and both provide a range of facilities.

There are opportunities for the further enhancement of local recreational facilities and to enhance connectivity with and use by the surrounding residential community.

The area is also very close to the Cole Valley, the Grand Union Canal and the Ackers, and these areas provide additional recreation opportunities.



There are a number of vacant units at Small Heath Business Park and the scope for making this site more attractive to potential occupiers (including businesses relocating from other parts of the AAP area or due to HS2) will be promoted. Similarly, the adjacent Sapcote Trading Estate presents opportunities for investment and refurbishment.

The Small Heath Highway (A45), and to a lesser extent Coventry Road, provides a key route between the City Centre and the airport/NEC and the national motorway network. The area forms part of the city's international gateway, and as such is ideally located to provide opportunities for investment.

Longstanding proposals to develop a rapid transit route along or adjacent to the Small Heath Highway will improve accessibility to the area and the City Council will work with Centro to bring these proposals forward.

The development of the "Camp Hill Chords" to improve rail services from the south and east of the city is a priority for both Centro and the City Council. This will require

major infrastructure works to the south of Bordesley Circus. There will be a need for a full assessment of the implications of the Chords proposal, along with consideration of any development opportunities that may arise on adjoining land.

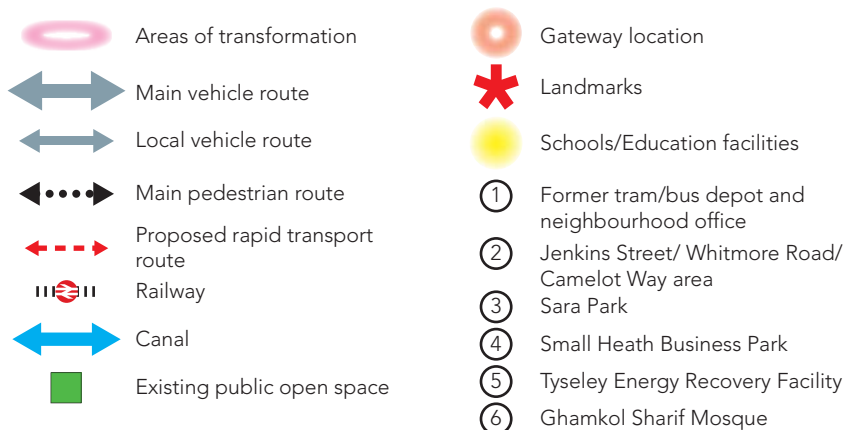
A number of potential opportunities and measures for the neighbourhood have been identified which could be taken forward through the AAP. These include:

- Supporting the vitality and viability of Small Heath local centre including the opportunities for growth and regeneration, and the promotion of the centre's services and facilities to enhance its niche role in the retail hierarchy. This could include opportunities for branding and better coordination of environmental works, street furniture and public transport infrastructure.
- Transforming the gateway into Small Heath local centre (as outlined in the Key Opportunities section) by maximising the potential of vacant or underutilised

sites such as the former tram/bus depot and former neighbourhood office and associated car park (together with enhancements to the frontage of St Andrew's Retail Park).

- Regularising the business and community uses in the Parliament Street area where appropriate to create a high quality enterprise environment.
- Measures to improve the environment and enhance the attractiveness of Small Heath Business Park and the adjacent Sapcote Trading Estate as business locations.
- Enhancing the major gateways into the area at Heybarnes Circus and the junction of Coventry Road and Cattell Road.
- Improving the environment of the Small Heath Highway as an important section of the A45 route linking the City Centre to Birmingham Airport and the NEC.
- Enhancement of Small Heath Park and Sara Park and improve their linkages with, and use by, the surrounding residential community. The emphasis will be on improving facilities, the environment and public safety.
- Enhanced access and linkages to the Grand Union Canal and Cole Valley to the south of the AAP area.
- Consideration of the requirements of local schools in terms of their site area, improved facilities and the quality of the surrounding environment. Local schools include Regent's Park, Holy Trinity and Holy Family.

KEY: SMALL HEATH SOUTH



- Supporting improvements to public transport within the area including enhancing bus routes and services as well as the introduction of rapid transit.
- Improved pedestrian routes and linkages across the area particularly across Coventry Road and across Small Heath Highway at Poets Corner to Small Heath Rail Station.
- Improved cycle and walking linkages to the River Cole linear open space and the canal.
- Measures to address traffic congestion within the area, particularly at Heybarnes Circus, Poets Corner and the junction of Coventry Road, Golden Hillock Road and Muntz Street.
- Opportunities for traffic calming in residential streets.
- Potential to develop a Combined Heat and Power (CHP) network in the area incorporating houses, schools, industrial premises on Small Heath Business Park and the Asda Foodstore, given the proximity to the Tyseley Energy Recovery Facility and the Tyseley Environmental Enterprise District.
- Opportunities for environmental improvements around the Golden Hillock Road / Wordsworth Road / Waverley Road junction, which is an important community focus and provides access to Small Heath Park.
- Improving the quality of the green infrastructure network across the neighbourhood.



Delivery

Once adopted, the AAP will set out a clear vision for the transformation of the area over the next 18 years. It will provide clarity and certainty for the market and promote the area as a place for investment and growth.

A delivery plan for the AAP will be prepared which will incorporate at least three elements:

- Working in partnership with the local community, stakeholders and developers.
- The statutory planning process.
- Delivery vehicles.

Working in Partnership

The City Council is committed to working with the local community to ensure that the AAP is a joint and shared vision for the future of the area. By working together the City Council and the local community will be in a better position to achieve their collective goals.

By defining the vision for the area, the AAP provides a mechanism to attract developers and investors into the area. This will be achieved by:

- Strengthening links with the private sector including existing businesses within the area as well as potential developers and investors.
- Co-ordinating public sector investment to maximise the objectives and impact of public sector resources. This would include working with the Homes and Communities Agency, Marketing Birmingham, health and

education providers, sports organisations, and other bodies within the area.

- Working with the Greater Birmingham and Solihull Local Enterprise Partnership and its partners to link the AAP to the objectives and opportunities arising from the LEP.
- Working with Centro to deliver the transportation objectives within the AAP.
- Increased co-operation with traders' organisations within the local centres, including strengthening the range of town centre management initiatives and supporting the development of membership organisations such as Business Improvement Districts to promote the interests of businesses.

Ensuring that new development and investment opportunities help to strengthen the local economy and benefit the local community will be fundamental to the success of the AAP. In particular there will be an ambition and expectation to connect local people with new job and training opportunities within the AAP area, the City Centre and adjacent areas of employment. The City Council's Employment Access Team will have a vital role to play in helping to deliver localised employment solutions by bringing together the collective resources of the City Council, Jobcentre Plus and the Skills Funding Agency.

The Statutory Planning Process

The AAP will be a statutory planning document. It will provide robust guidance for future development (providing clarity and certainty for the market) and will be a material consideration in the determination of future planning applications within the area. The City Council will therefore apply its development management role, together with its other regulatory powers, to shape, determine and enable development to help deliver the proposals and policies within the AAP. The AAP will also provide a context and support for the use of the City Council's compulsory purchase powers (where appropriate) to assist with site assembly and to facilitate development.

Delivery Vehicles

There are a number of potential funding mechanisms and opportunities that the City Council will explore as the AAP and its proposals are advanced. These may include:

- Working with the Greater Birmingham and Solihull Local Enterprise Partnership to identify opportunities for funding.
- A Community Infrastructure Levy (CIL), or similar tariff based levy, to fund the public infrastructure required by development.

- Planning obligations secured as part of new development where appropriate.
- Utilising European funding regimes to support individual projects.
- Exploring the potential for Business Improvement Districts or similar membership organisations within the area.
- Taking advantage of new funding opportunities such as the proposed system of incentives for councils to build new houses, where the government will match the additional council tax raised by every new house built for the next six years.

The City Council will continue to build upon the financial and viability of work undertaken to date to progress the deliverability of individual proposals and policies within the AAP.

As proposals are developed through the plan making process a phased programme of projects and initiatives will be established. This will be the focus for investment in the area, in terms of the City Council's financial resources as well as its skills and time.



Waheed Nazir
Director of Planning and
Regeneration



Monitoring and Evaluation

Monitoring and evaluation will be crucial in providing feedback and information on the performance of policies within the final AAP. It will determine how well policies are working and whether any appropriate policy adjustments are needed. In the context of the new planning system, with its focus on the delivery of sustainable development, monitoring will have an added importance in providing information on whether sustainability aims and objectives are being achieved.

Developing a monitoring framework

A specific monitoring framework is under development for the AAP, which will include the following elements:

- A review of existing policy (local through to regional and national).
- Information gaps and collection.
- The monitoring process and key responsibilities.
- An indicator database.
- Critical collection dates and timetable.

The monitoring framework will link to an evaluation process, which will assist the evaluation of the Plan's performance. The final monitoring framework will need to comply with all of the above and take full account of the monitoring needs of Sustainability Appraisal.

The indicator database

The Best Practice Guidance issued by the former ODPM for monitoring LDFs was withdrawn in 2011, and it is now up to each council to decide what to include in their monitoring reports. The

guidance suggested a broad range of indicators and it is proposed that these are retained for the purpose of monitoring the Bordesley Park AAP.

These are:

- Contextual indicators - these describe the wider social, environmental and economic background against which local development framework policy operates.
- Output indicators - these are used to assess the performance of policies.
- Significant effect indicators - these are used to assess the significant social, environmental and economic effects of policies.

A common set of indicators will be developed specifically for monitoring the AAP which are likely to include the following key contextual and output indicators which will be developed into a series of targets within the Submission Stage AAP and monitored annually.

These will include

- Unemployment rate.
- Employment land take up.
- Amount of land/floor space developed by employment type.
- Jobs created.
- Affordable houses constructed.
- Total dwellings constructed.
- Residential density.
- New public open space.
- Public transport patronage.

- Floor space constructed (retail, leisure/community, education).
- Other indicators emerging from the Sustainability Appraisal.

Critical collection dates and timetable

It will be important that the monitoring framework contains a detailed timetable which sets out critical information collection dates. This will allow for comparable analysis to be undertaken and the development of appropriate trend data.

Evaluation

The final monitoring framework will need to link to an appropriate evaluation process which will analyse the outturn of the AAP against expectations over set timescales.



Public Consultation and Next Steps

Public Consultation and Next Steps

The City Council is committed to working in partnership with the local community to progress the AAP and deliver improvements within the area. The second stage of detailed community consultation will take place in the Summer of 2013 at venues throughout the area; details of which will be published shortly. In particular the views of residents, businesses and investors on the proposed policies and proposals within the Preferred Options Report are important and will help shape the final AAP document. All comments and observations on the Preferred Options Report are therefore welcomed.

Following public consultation the draft submission document for the AAP will be prepared. This document, as amended following public consultation, will then be submitted to the Secretary of State and will be the subject of a Public Examination.

We are happy to receive your ideas, comments and questions at any stage of the AAP process and if you would like to comment please send your views to:

Email:

bordesleyparkaap@birmingham.gov.uk

Address:

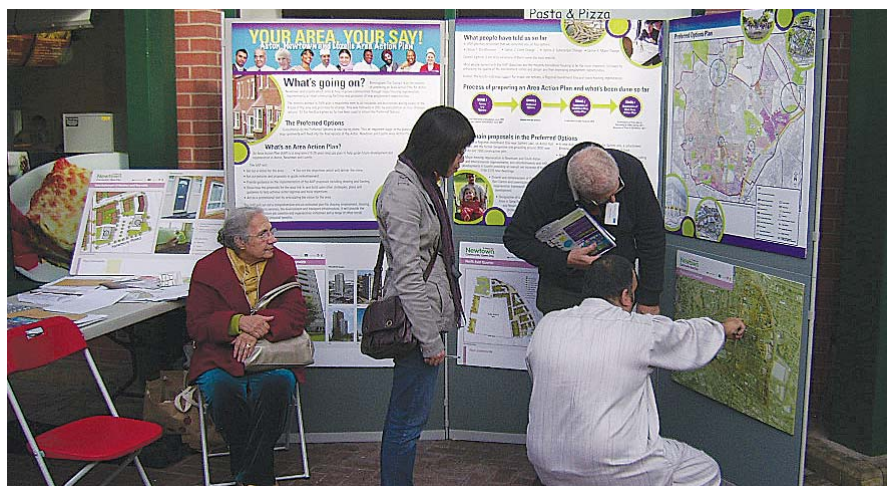
Bordesley Park AAP
Planning and Regeneration
Birmingham City Council
PO Box 2470
Birmingham
B1 1TR

Telephone:

Doug Lee
0121 464 9858

Website:

www.birmingham.gov.uk/bordesleyparkaap









Appendix A - Policy Context

National Planning Policy Framework (March 2012)



The NPPF sets out how the planning system should contribute to sustainable development and, in doing so, how planning needs to perform economic, social and environmental roles.

The NPPF supports the plan-making process, including the identification of strategic sites, and places particular emphasis on the role of planning in delivering sustainable economic growth through job creation. It provides the context for Birmingham's Local Development Framework.

The Birmingham Plan (UDP) (adopted 1993 - revised 2005)



The UDP outlines the need to maximise opportunities for economic revitalisation and urban renewal, and to ensure that the benefits of this are spread widely across communities - and

particularly those most disadvantaged - within the city.

The UDP identifies areas north and south of Alum Rock Road, and around Adderley Park, for housing regeneration. Sites in Saltley and Vauxhall are identified for industrial regeneration. A number of mixed use and commercial opportunities identified in the area have been implemented.

The emerging Birmingham Development Plan



The City's draft Core Strategy was published for consultation in December 2010. Following the dawn of the NPPF, and in line with other changes, this will now be taken forward as the Birmingham Development Plan.

Key proposals for the area identified through the consultation draft included:

- The identification of Alum Rock Road and Small Heath as district centres capable of supporting growth in retail floorspace.
- The identification of the Bordesley Park area as a key location for growth in the east of the city.
- The protection of core employment land.

- Support for development along the A45, focused in local centres, and contributing to an improved environment.

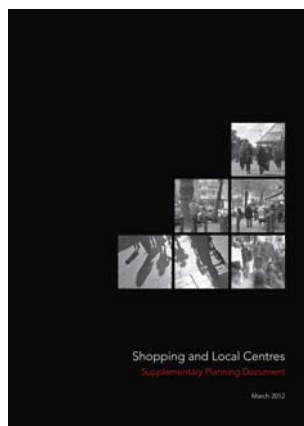
Further detailed consultation on housing numbers and employment land requirements was carried out in late 2012 and early 2013. Whilst this did not directly impact on the Bordesley Park area, the implications of increased housing numbers and additional demand for employment land have been recognised in developing the AAP.

Loss of Industrial Land SPD (2006)



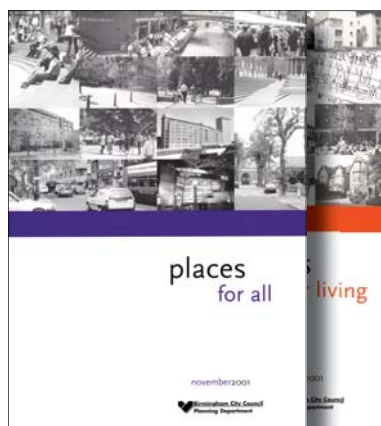
The SPD seeks to protect industrial land and sets out criteria that must be met prior to the loss of industrial land to alternative uses. This includes a requirement to maintain a reservoir of industrial land, consideration of issues associated with non-conforming uses, and the marketing of land for continued industrial use.

Shopping & Local Centres SPD (2012)



The SPD sets out detailed policies to protect and promote the vitality and viability of local centres through a balance of retail and non-retail uses, and to encourage and guide new investment. These policies aim to maintain the primary retail function of centres, prevent an over concentration of non-retail uses, and ensure that proposals resulting in a loss of retail do not have a negative impact on the viability and vitality of existing centres.

Design and Access



The Places for All Supplementary Planning Guidance (2001) sets out the principles of good urban design which should be adopted in all development proposals within the city. Its sister document, Places for Living (2001), is particularly concerned with good design in residential developments. The principles promote the development of sustainable and accessible places reflective of local characteristics and diverse local needs. New development should also be inclusive. Design should reflect the principles of the Access for People with Disabilities SPD (2006) to ensure it is accessible to all.

Sustainability



Birmingham has ambitions to become one of the world's leading green cities.

The report of Birmingham's Green Commission, 'Building a Green City', sets out actions for creating a low carbon green economy as part of Birmingham's overall ambition for a 60% reduction in carbon dioxide emissions by 2027.

Further guidance will be provided in the emerging Supplementary Planning Document 'Your Green and Healthy City' the draft of which (then named 'Places for the Future') requires new development to demonstrate strong sustainability credentials including:

- Securing carbon emission reductions in new development.
- Minimising reliance on the car.
- Minimising energy and water consumption.
- Sustainable approaches to construction and waste management.

Appendix B - Glossary of Terms

Term	Abbreviation	Meaning
Affordable Housing		Low cost market housing and subsidised housing irrespective of tenure, ownership or financial arrangements, available to people who cannot afford to rent or buy houses generally available on the open market.
Allocation		The use assigned to a piece of land in a local development plan.
Area Action Plan	AAP	A type of Development Plan Document which sets out the planning policies and land use allocations for a particular area and provides a planning framework for areas of significant change or regeneration.
Big City Plan	BCP	Non-statutory planning and regeneration framework prepared to guide development in Birmingham City Centre up to 2026.
Biodiversity		The whole variety of life encompassing all genetic, species and ecosystem variations.
Birmingham Development Plan (formerly Core Strategy)		Development Planning Document providing a spatial framework for the growth of Birmingham up to 2031.
Black and Minority Ethnic Communities	BME	Black and Minority Ethnic Communities.
BREEAM Excellent Standard	BREEAM	Building Research Establishment Environmental Assessment Method (BREEAM) promoting high environmental standards.
Brownfield land		Land previously developed.
Centro		The corporate name of the West Midlands Passenger Transport Executive (Integrated Transport Authority) responsible for promoting and developing public transport across the West Midlands area.
Code for Sustainable Homes		A new national standard for sustainable design and construction of new homes launched in December 2006.
Commitments		Land that is the subject of an existing planning permission.
Convenience retail		Shops which sell everyday essential goods, including food and other grocery items.

Term	Abbreviation	Meaning
Comparison retail		Shops which sell items not bought on a frequent basis such as electrical goods and shoes.
Community Infrastructure Levy	CIL	A new mechanism to secure funding towards future infrastructure that comes into force through the CIL Legislations 2010
Community uses		This includes uses in D1 Use (Use Classes (Amendment) Order 2005) such as places of worship, community halls, clinics, health centres, day nurseries, museums, libraries, education and training centres and D2 Use (Use Class (Amendment) Order 2005) such as cinemas, sports halls, swimming baths, gyms, other indoor or outdoor sports and leisure.
Corridor		Area linking two or more centres normally focused around transport infrastructure.
Density		Measure of the number of dwellings per hectare (ha).
Employment Land		Land that is in business (B1b&c), and/or industrial (B2) and/or storage/distribution (B8) use.
Environmental Impact Assessment	EIA	A procedure and management technique which ensures that the likely effects of new development on the environment are fully appraised and taken into account before the development is allowed to go ahead.
Equality Impact Needs Assessment	EINA	A process for assessing how a Council policy affects communities and mitigating any adverse impacts on any group.
Flood Plain		Land adjacent to a watercourse over which water flows, or would flow but for defences in place, in times of flood.
Gateway		A gateway is an entrance into an area, normally at key junctions and crossroads. Opportunities may exist to improve the quality of these sites by ensuring that high quality development is secured, or where no new development is proposed, through high quality public realm improvements.
Greenfield land		Undeveloped land.

Term	Abbreviation	Meaning
Local Enterprise Partnership	LEP	A voluntary partnership between local authorities and businesses to help determine local economic priorities and lead economic growth and job creation within the local area or region.
Mixed use development		A development that makes provision for a variety of uses e.g. residential, retail and business. An example of this would be the Mailbox in Birmingham.
National Planning Policy Framework	NPPF	The national policy framework for England published in 2012.
Opportunity Sites		Areas of land, or derelict buildings, vacant or underused land which have the potential to be used and redeveloped for alternative uses.
Public Open Space	POS	Publicly accessible open land of recreational or public value, including parks, playing fields and landscaped areas.
Retail uses		Shops (A1), Professional and Financial Services (A2), Restaurants and Cafes (A3), Drinking Establishments (A4) and Hot Food Takeaways (A5).
Section 106 Agreement/Planning Obligation	S106	A legal agreement, negotiated in the context of a planning application, between a local planning authority and persons with an interest in the application land - intended to make acceptable development which would otherwise be unacceptable in planning terms.
Site of Importance for Nature Conservation	SINC	Statutory designation for sites of county or district interest identified by English Nature.
Site of Local Importance for Nature Conservation	SLINC	Non-statutory designation for sites of nature conservation interest of lower quality than Sites of Importance for Nature Conservation identified by Urban Wildlife Trust.

Term	Abbreviation	Meaning
Strategic Environmental Assessment	SEA	European Directive 2001/42/EC, known as the "Strategic Environmental Assessment" or "SEA" Directive, requires a formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. Authorities which prepare and/or adopt a plan or programme that is subject to the Directive must prepare a report on its likely significant environmental effects, consult environmental authorities and the public, and take the report and the results of the consultation into account during the preparation process and before the plan or programme is adopted.
Supplementary Planning Document	SPD	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a "parent" Development Plan Document.
Supplementary Planning Guidance	SPG	A document which covers a range of issues, both thematic and site specific and provide further details of policies and proposals in a development plan. Not statutory documents.
Sustainable Urban Drainage Systems	SUDS	A sequence of management practices and control structures designed to drain surface water in a more sustainable fashion than some conventional techniques.
Sustainability Appraisal	SA	Identifies and evaluates the effect of plans/proposals and strategies on social, environmental and economic factors. This will incorporate any requirements for Strategic Environmental Assessment (SEA) arising from European legislation.
Sustainable development		Development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland 1987).
Unitary Development Plan	UDP	Plan prepared by Metropolitan District and some Unitary Local Authorities containing policies equivalent to those in both a Structure Plan and Local Plan.



