



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

August 2011

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# Foreword

Birmingham is a dynamic and forward thinking city; a truly global city with a local heart.

The promotion of vibrant neighbourhoods is important to the City Council and in support of this an Area Action Plan (AAP) is being prepared for the area to the immediate east of the city centre, including parts of Washwood Heath, Bordesley Green, Bordesley Village and Small Heath. For the purpose of the AAP this area is referred to as 'Bordesley Park'.

This is a diverse area with a young, growing population. It is a gateway to the city centre, particularly for those using key routes from the airport. The demographic and locational assets of the area offer great potential for growth and development, particularly when coupled with measures to improve the local environment and meet the need for local employment opportunities.

The Bordesley Park AAP can provide the catalyst for the transformation of the area over the next 15 years. It can bring forward both major development opportunities and facilitate change at the neighbourhood level.

The Council is committed to working with the local community to achieve collective goals in ways which are more diverse, more local and more effective.

**Councillor Timothy Huxtable**

Cabinet Member for Transport, Environment and Regeneration.

# 2 Introduction

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:

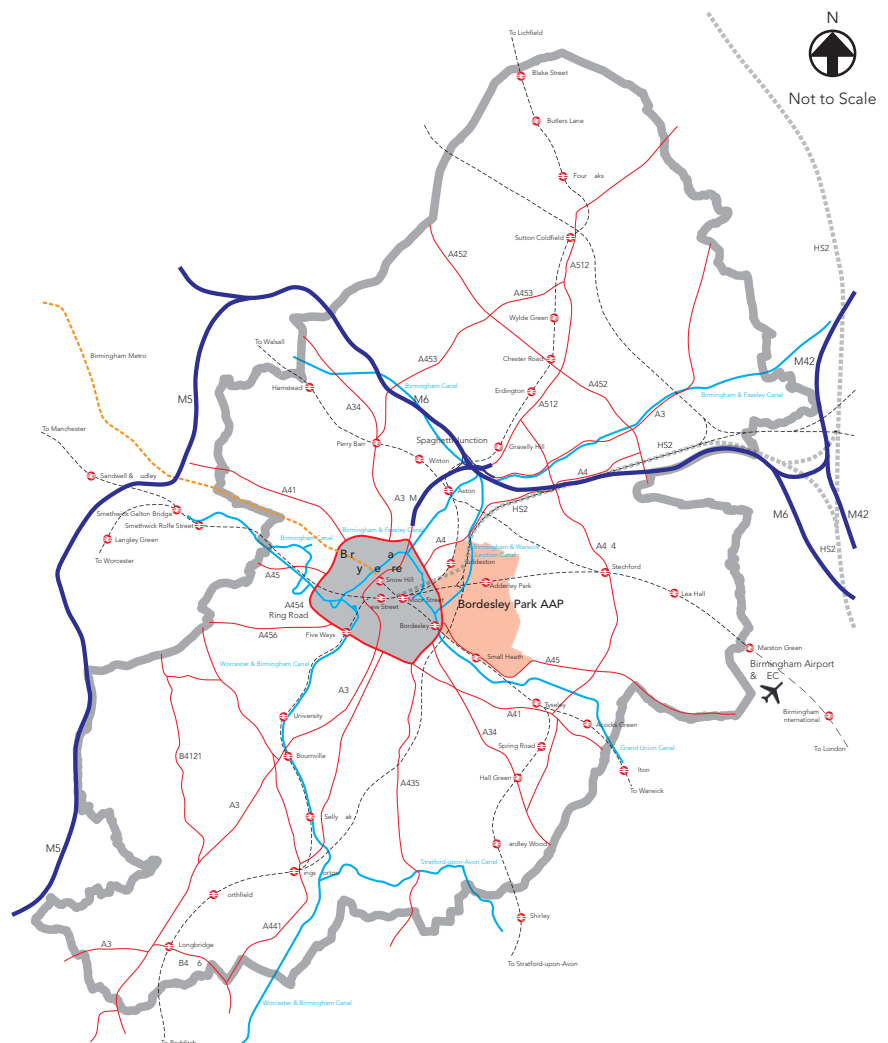
- A focus for growth including a wide range of employment opportunities for local people.
- Attractive and thriving local centres.
- High quality housing suitable for the needs of existing and new communities.
- Infrastructure that meets the current and future needs of business and residents.
- A connected 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 2028.
- 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.

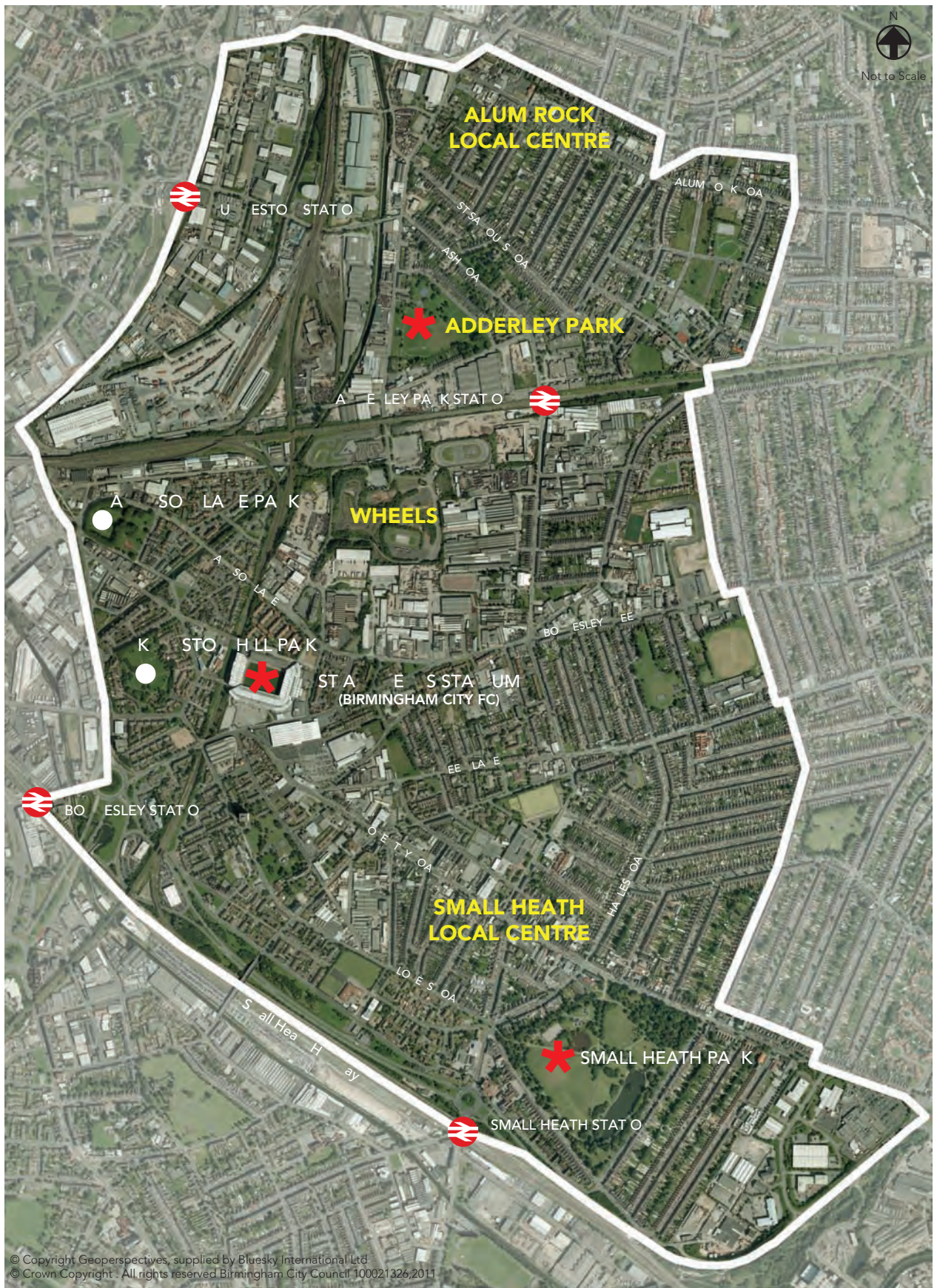
This report sets out the work undertaken on the AAP to date and the issues and the options that have been identified. The report will be used for public consultation and as a means to establish a working partnership with the local community to take the AAP forward.

Following on from this Options Report and the outcome of consultation, further work will be undertaken to identify a 'preferred option'. This will then be subject to further consultation with the local community.



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**Plan 1** Location Plan



**Plan 2** Area Action Plan Boundary

## Status of the AAP and its relationship with other plans

The AAP once adopted 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.

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. Therefore the Birmingham Core Strategy will be the key document that sets out the overall strategic policies and which in turn will inform other documents that will deal with specific areas or proposals (such as the Bordesley Park AAP).

The Bordesley Park AAP, once adopted, will replace existing planning policies for the area. It will also complement and be consistent with policies and proposals within the emerging Core Strategy and the Big City Plan (the master plan for the development of the city centre).





## The process for preparing the AAP

Government guidance on the preparation of Area Action Plans is set out in Planning Policy Statement 12 (PPS12) and the Plan Making Manual produced by the Department for Communities and Local Government. These identify four main stages of preparation.

Stage 1: Early analysis.

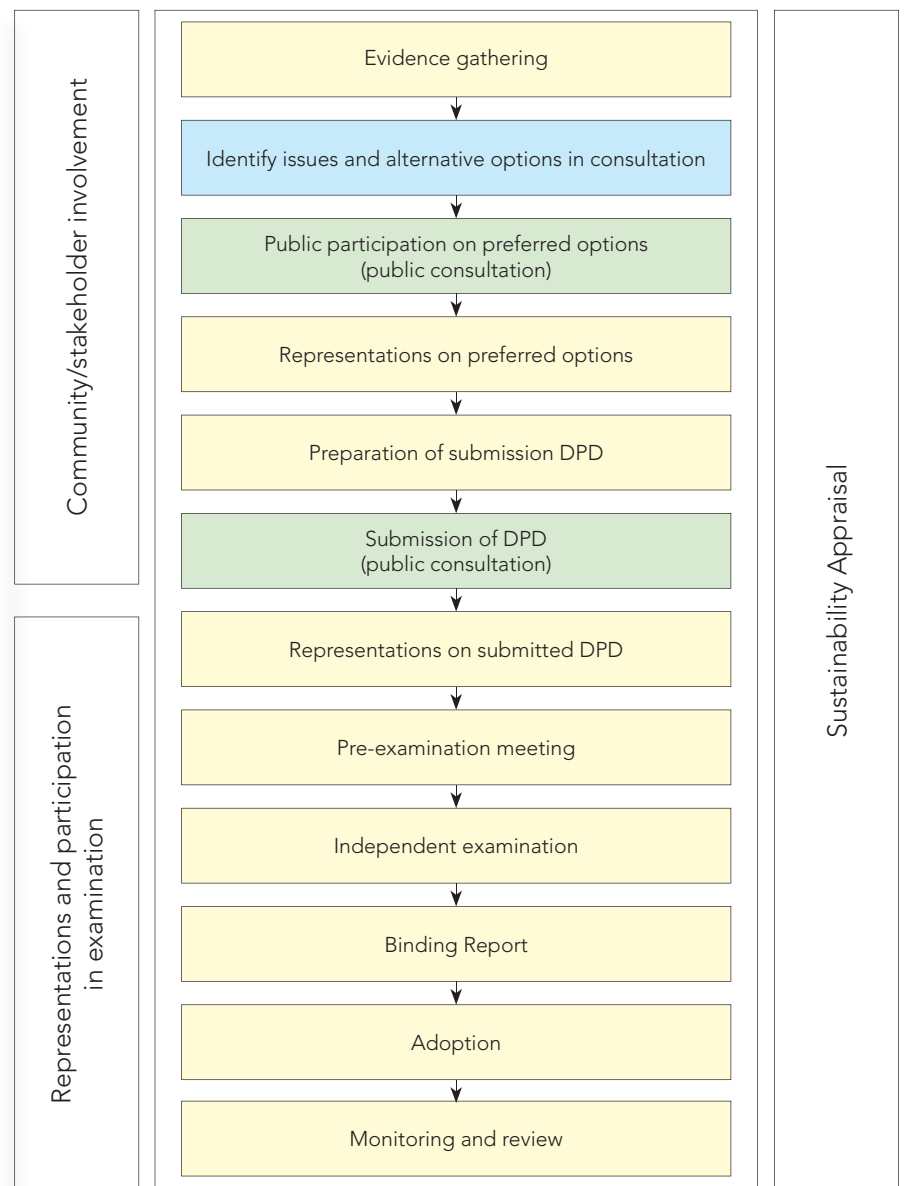
Stage 2: Producing the plan.

Stage 3: Examining the plan.

Stage 4: Adopting the plan.

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. A summary of the baseline information and the key issues identified is provided in Appendix A.

A Sustainability Appraisal (SA) is being prepared alongside the AAP to inform the plan making process. A Scoping Report has been produced and sustainability indicators identified against which the options have been appraised. Further detail on the SA process and sustainability indicators identified is provided in Appendix B.



- Process
- On-going engagement
- Statutory consultation (6) weeks

### The AAP Process

Stage	Milestones	Timetable
1	Commencement/Sustainability Appraisal Scoping	Oct 2009
2	Consultation on Options	Aug/Sept 2011
2	Consultation on Preferred Options and SA	June 2012
2	Publication of DPD	Oct 2012
2	Submission to Secretary of State	Jan 2013
3	Pre-examination meeting	March 2013
3	Independent Examination	May 2013
4	Receipt of Inspector's Report	Aug 2013
4	Adoption	Nov 2013

**Table 1** The AAP Timetable

# Context

The AAP area itself has a population of over 33,000 (33,134 at the 2001 census) and including the wider Area of Influence 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 almost double the 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.

The significant green infrastructure within the area includes a number of parks such as Small Heath Park and the Birmingham and Warwick Junction Canal. Immediately to the east is the Cole Valley Linear Open Space. Two prominent leisure facilities are located within the area; St Andrew's, the home of Birmingham City Football Club, and the Birmingham Wheels Trust.

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, would also run 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 the area, both for the benefit of the local community and the city as a whole.

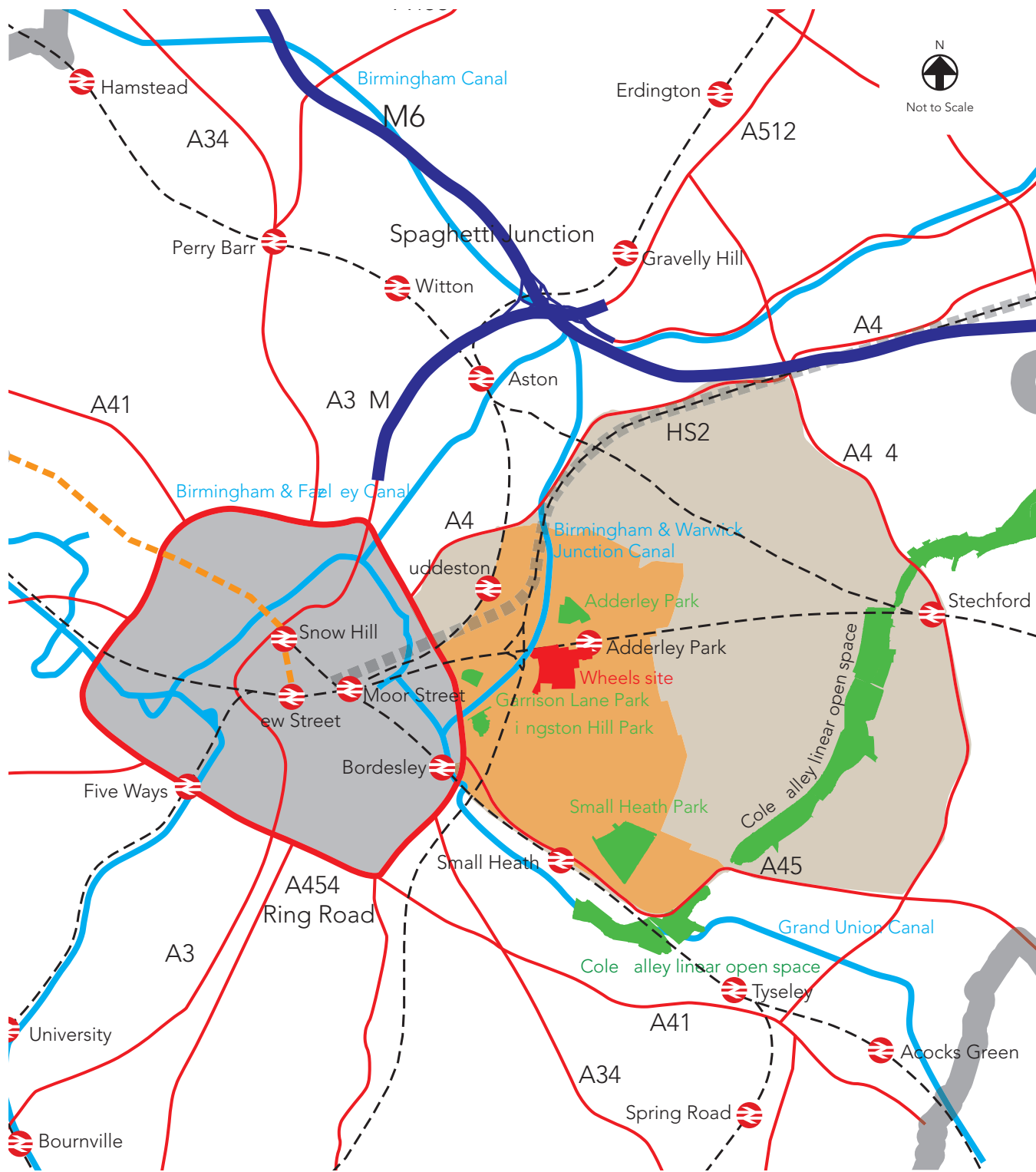
The growth of the city centre and the new development, investment and jobs that are outlined in the Big City Plan will present a major opportunity for the AAP area.

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.



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



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**Plan 4** Local context

# Vision

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

## Objectives

The objectives identified for the AAP are both aspirational and challenging so that they set criteria by which the proposals and options within this report can be evaluated following public consultation.

## Growth

The promotion of growth 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. The AAP will seek to provide 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.
- 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 500 new homes to meet existing and future housing needs, including family housing.

- 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 up to an additional 840 primary school and 900 secondary school places over the next 10 years.

## Connectivity

- Improving linkages across the area and with the city centre and other centres of activity.

## Environment

- Enhancing environmental quality within the AAP area.
- 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.

## Questions for Consultation:

1. Do you agree with the vision for Bordesley Park?
2. Is there anything else you wish to see included?
3. Do you agree with the objectives that have been identified?
4. Which objectives do you feel should be prioritised and are there any other objectives which you feel should be included?



# Key Opportunities

The AAP will provide a framework, produced in partnership with the local community, for the regeneration and revitalisation of the area.

## Connectivity

By exploiting opportunities for improved connections the AAP area can benefit from its proximity to the city centre. This will incorporate improvements to walking routes and green spaces as well as enhanced public transport including support for proposed rapid transit routes.

### The Transport Network

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 future proposals such as the new High Speed 2 rail station) and on major road and rail links to Birmingham Airport and the NEC.

A number of improvements are planned for Birmingham's transport network that will benefit the AAP area. The quality, reliability and choice of public transport is crucial for the area, both in terms of new services and modes of public transport as well as in terms of improving the quality of the existing bus and rail services in the area.

The following transportation improvements have been identified as being important for the future of the AAP area and will be explored throughout the preparation of the plan:

- Improving the quality and frequency of rail services in the area including the general environment of and connections to Adderley Park, Small Heath, Duddeston and Bordesley stations.

- Delivering two high quality rapid transport routes through the area; one along the A45 and the other through the Eastern Corridor to the airport.
- 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 High Speed 2, 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.
- Working with Centro and bus operators to improve bus services within the area making them more reliable and attractive for users.
- Improving public transport interchanges, ticketing, travel information and 'way finding' to make public transport more convenient and simpler to use.
- Promoting route enhancement measures on the A45 to tackle congestion and enhancing the general environment of this important road corridor.
- Bringing forward junction improvements at key locations on the ring road, in particular Bordesley Circus and Garrison Circus.
- Bringing forward 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 parking provision within residential areas.
- Providing safe and convenient cycle routes and facilities through the area including cycle parking at key locations.
- Exploring the potential for new transport technologies, including electric charging points on key routes.

### 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 across the area with particular emphasis upon connections with Eastside and the city centre as well as across the wider AAP area.

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 explored to improve pedestrian connectivity. 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 should 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 should 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 should also include measures to improve 'way-finding' within the area.



## Distinctive Environment

### Historic Legacy

Bordesley Park has a rich history and a wide variety of distinctive townscapes, buildings and parks.

Within the AAP area 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 for the area going forward. The AAP will make the most of what is already there. 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.



### Green Infrastructure

Green infrastructure is important; both in terms of its recreational and amenity value, and the role it can play in mitigating the impacts of climate change and extreme weather events. It also helps support biodiversity, contributes to the overall quality of the environment, and has the potential to help improve health within the area.

Within the AAP area there is a network of green spaces including the River Rea, Grand Union and Birmingham and Warwick Junction Canals, parks, playing fields and open spaces. This green infrastructure network within the area should be protected and enhanced.

Proposals will be developed to improve the connections with the city centre green infrastructure network to the west and the River Cole Linear Open Space (which provides connections to Birmingham's Green Belt) to the east. Where new development offers the opportunity to create new green infrastructure (such as green roofs or enhancing access to the canal corridor) this will be encouraged.

Trees are an important part of green infrastructure; their importance in environmental terms and in tackling climate change is recognised. They are also important in promoting the sense of place and existing characteristics of the area. As such the need for new trees will be promoted by the AAP and every opportunity for planting trees as part of new development proposals will be explored.





## Sustainability

The City Council has set out an ambitious target to reduce Birmingham's carbon emissions by 60% by 2026.

The AAP will help to meet this goal, contributing to achieving the wider priorities for sustainable development and adapting to the impacts of climate change. These priorities include:

- 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 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 2013 and level 6 from 2016. 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

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. The draft Core Strategy proposes that all new non-residential developments over 1000 square metres (or with a site area over 0.5 ha) should meet BREEAM standard 'Very Good' and, from 2013, 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 proposed Tyseley Environmental Enterprise District to the south east of the area) presents the opportunity to explore 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 part of future developments.



## Growth

Bordesley Park is a significant part of the overall proposals for growth in the Eastern Corridor. The draft Core Strategy outlines key building blocks for positive change within the corridor including an expanded local centre at the Meadway, the development of rapid transit routes through the area to provide better links both to the city centre and airport, and the promotion of a number of Sustainable Urban Neighbourhoods (including Bordesley Park, Stechford, Meadway and Shard End).

Bordesley Park should become a place of activity and vitality; a place where people will choose to live, work and invest.

## Transformational Change

Four areas have been identified that offer the potential for transformational change, where new development or new uses can make the greatest impact and help deliver the aims of the plan. These are:

- The Wheels site and environs.
- Adderley Park.
- Alum Rock Road.
- Small Heath local centre.





Each area of transformation 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.

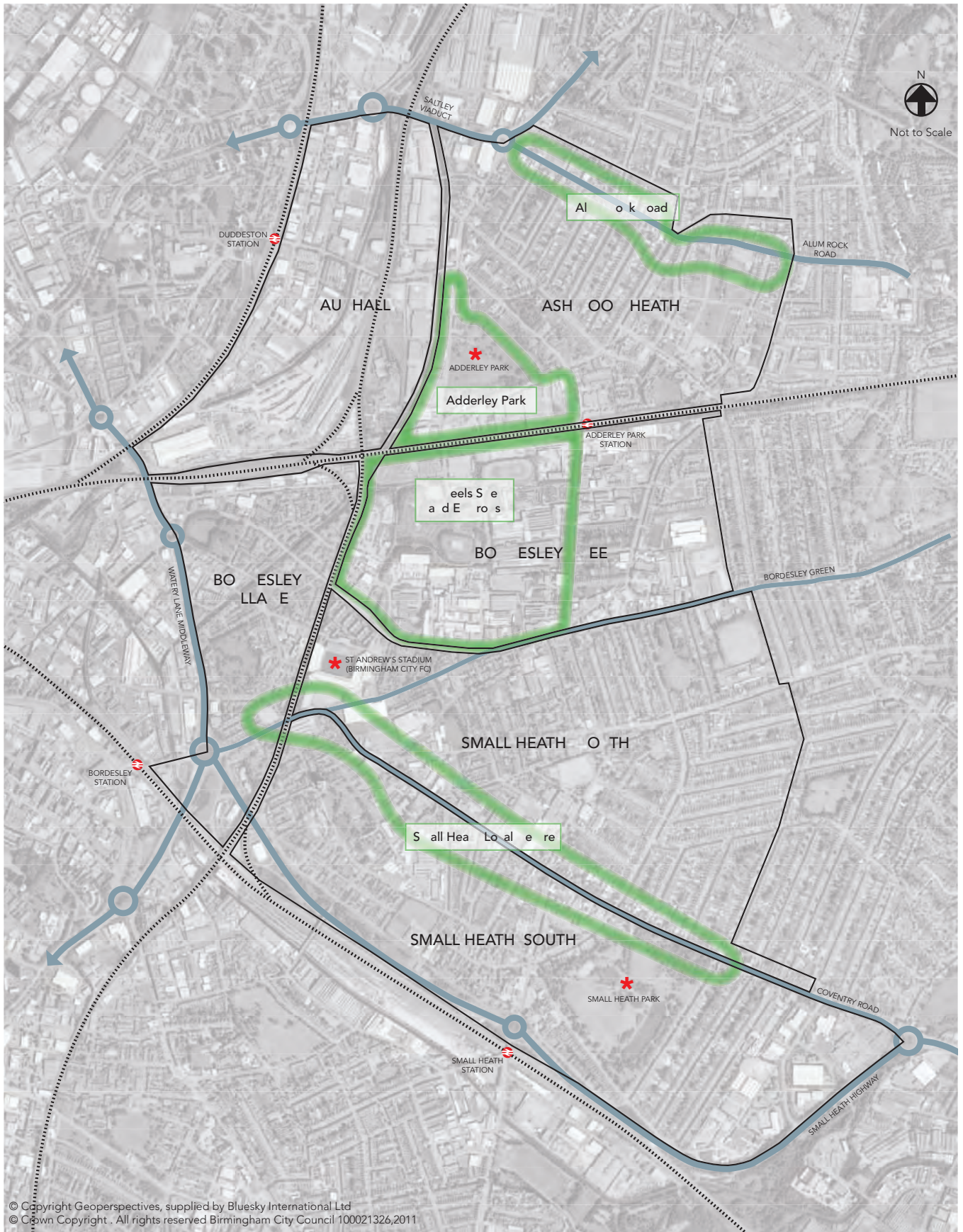
Building on the work undertaken to date as well as the issues, ideas and opportunities outlined in this report; a set of land use options have been developed for the major areas of opportunity within the AAP area.

The options have been broadly drawn at this stage to enable the consideration of a wide range of possible alternatives. They are not necessarily mutually exclusive and combinations of options or individual elements of options may be possible.

Each option identifies broad land-use opportunities. Detailed issues including design, layout and residential amenity will be addressed as the AAP moves forward.

### KEY

-  Areas of transformation
-  Major routes
-  Rail lines
-  Landmarks



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**Plan 5** Areas of transformation

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 is currently a centre for ‘wheeled activities’ including a 400m oval stock car racing track and karting tracks. The wider area contains many industrial uses.

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 Wheels Trust’s charitable objectives continue this commitment to working with young people and the range of activities operating from the site has expanded up to the present day.

The site is contaminated, having previously accommodated brick pits and landfill. There are also significant changes in level across the site, and it has limited access.

There are a number of elements that are common to each option for the Wheels site, to a greater or lesser degree:

- To work with and address the ground conditions and topography of the site.
- To enhance educational facilities within the area. This includes potentially increasing the site area of Bordesley Green Girls’ School, which is being expanded in terms of pupil numbers but is located on a physically constrained site, as well as exploring other opportunities for new or relocated education provision on the Wheels site itself.
- To reconfigure and improve Bordesley Green local centre expanding the range of shops and services.
- To explore the potential for new residential development, particularly where there is the opportunity to strengthen and broaden the existing housing market.

- To improve access to the Wheels 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.
- To enhance pedestrian connections across the area, particularly to Adderley Park Rail Station and major bus routes (including future Rapid Transit Routes), as well as the city centre.
- The need to exploit the potential of all options to provide employment and training opportunities for the local community.
- For all options there would be the need to manage and phase change on the site over time. This will incorporate the appropriate relocation of businesses if required.

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

An extensive option analysis has been undertaken, including an initial analysis of viability and deliverability, that has resulted in four potential options.

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



Plan 6 The Wheels Site and Environs



This option incorporates the extension/intensification of the existing outdoor activities and attractions on site. This would seek to enhance the attraction of the site to potential users and operators as well as increase overall employment numbers.

Change would be phased over time and there would be a more commercial focus to help fund site improvements. Other leisure and extreme sports uses could be incorporated within this option.

Based on the proximity to the city centre and St Andrew's there would be the potential for a hotel on the Garrison Lane frontage. There would also be the opportunity for new community uses on the Bordesley Green Road frontage.

Overall, this option for the Wheels site would incorporate more limited change in terms of land uses than the other options.

























**Key features:**

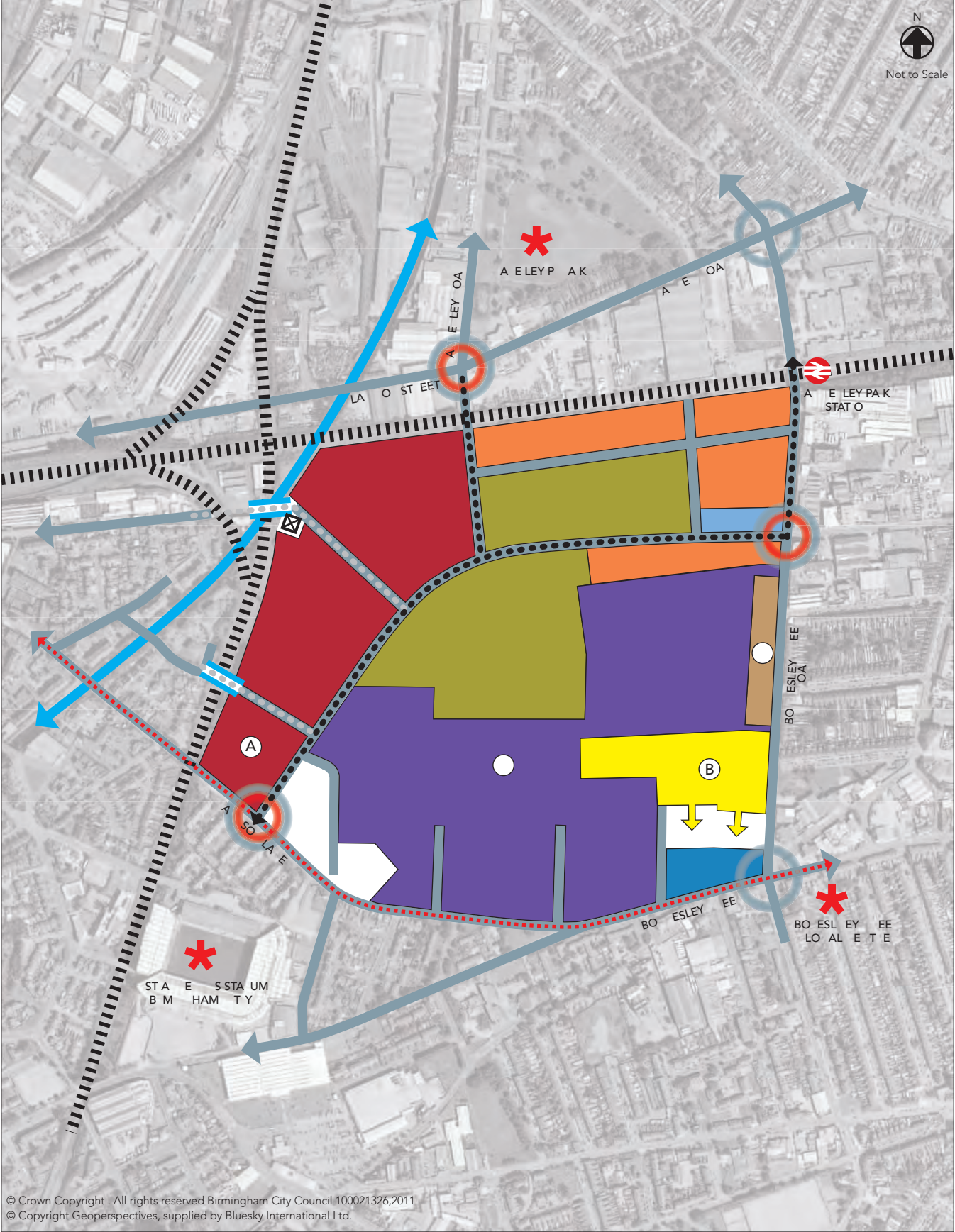
- Retains/develops wheeled and leisure activities on site.
- Has potential for other sports and community uses as well as a hotel.
- Improves access to and from this option for pedestrians and vehicles with new access to Bordesley Green Road and improved access from Venetia Road.

**Challenges:**

- Offers limited change compared to other options - potential for transformation of wider area therefore reduced.
- Requires some remediation to address site conditions (but requirements likely to be less than for other options).

**KEY**

-  Residential (Existing).
-  Leisure (Commercial).
-  Leisure (Outdoor).
-  Education (Site expansion).
-  Employment (Existing).
-  Community.
-  Retail (Leisure related).
-  Retail (Local centre regeneration).
-  Road network (Existing and proposed).
-  Junction improvements.
-  Principal gateways.
-  Principal walking routes.
-  Aspirational walking routes.
-  Canal network.
-  Potential pedestrian bridge.
-  Rail lines.
-  Rail stations.
-  Proposed rapid transit route.
-  Local landmark.
-  Electricity pylon.
-  (A) Hotel and leisure site located at gateway to wider development area.
-  (B) Existing school site. Facilities and access enhancements to be considered.
-  Existing employment area. Support for long term business development and property/access enhancement.
-  Existing residential properties. Boundary treatment and public realm works to enhance development area frontage.



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Plan 7 The Wheels Site Option 1

The residential option phased over time, would incorporate the redevelopment of the Wheels site as a new urban village. There would be a wide range of house types and tenures with sustainability at the forefront to create a modern eco neighbourhood. A new school and park would be at the heart of this neighbourhood, together with community facilities and small scale retailing to meet local needs. There would also be the potential for new modern employment floorspace as part of a mixed use redevelopment including a hotel on Garrison Lane.

This option could provide up to 840 new homes. If this option was expanded to incorporate the wider urban block (bounded by Garrison Lane, Bordesley Green Road and the railway lines) then up to 1300 new homes could be provided.

This option requires liaison with the existing industrial and employment uses to enable the phased transformation of the area and the appropriate relocation of the existing uses. It would require investment in other industrial areas (including Small Heath Business Park, Sapcote Trading Estate, Saltley Business Park and the wider Vauxhall area) to compensate for the loss of employment land under this option.

**Key features:**

- Provides up to 840 new homes to meet local and wider housing needs.
- Incorporates a site for a new school.
- Provides a new park linked to the new housing and local community facilities as well as modern employment floorspace as part of a mixed use redevelopment.
- Has the potential to be expanded to incorporate the wider urban block.
- Improves access to, from and within this option for pedestrians, cyclists and vehicles as well as wider improvements to public transport.
- Incorporates a new access to Bordesley Green Road and improved access from Venetia Road as part of the new internal road layout for the site.

**Challenges:**

- Requires further research into the ground conditions and potential contamination of the site as the remediation measures required under this option are likely to be greater than for the other options.
- Requires site assembly to bring forward elements of option.
- Requires consideration of detailed planning, layout and design issues to provide satisfactory relationships between different uses (on and off site).
- The need to relocate existing uses from the site and potential investment in other industrial areas.

**KEY**

- Leisure (Commercial).
- Education (Site expansion).
- Education (New school).
- Residential.
- Community.
- Public open space.
- Employment (Existing).
- Retail (New).
- Retail (Local centre regeneration).
- Road network (Existing and proposed).
- Junction improvements.
- Principal gateways.
- Principal walking routes.
- Aspirational walking routes.
- Potential pedestrian bridge.
- Rail lines.
- Rail stations.
- Proposed rapid transit route.
- Local landmark.
- Electricity pylon.
- (A) Hotel and leisure site located at gateway to wider development area.
- (B) Existing school site. Facilities and access enhancements to be considered.
- (C) Existing employment area. Support for long term business development and property/access enhancement.
- (D) Public open space located on area of challenging topography.
- (E) Convenience retail to serve new residential community located at development area gateway.





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**Plan 8** The Wheels Site Option 2

This option is based upon the introduction of a major leisure attraction such as a City of Birmingham Arena, which has the potential to generate significant transformational change within the area. An arena could be a major venue for sporting, leisure and entertainment events and the option shows the land required for both a 40,000 seat arena and a 50,000 seat arena.

The option incorporates a wide range of facilities which would complement an arena. These include hotel and conferencing facilities, food and drink, retail and corporate hospitality uses. Community and/or commercial sports and leisure uses (including the Sports Hub concept advocated by Sports England) would also have synergy with an arena.

There would be more significant transportation issues under this option which would involve considerable improvements to the transport infrastructure (including public transport, pedestrian and cycling facilities) to provide the level of access needed.






















**Key features:**

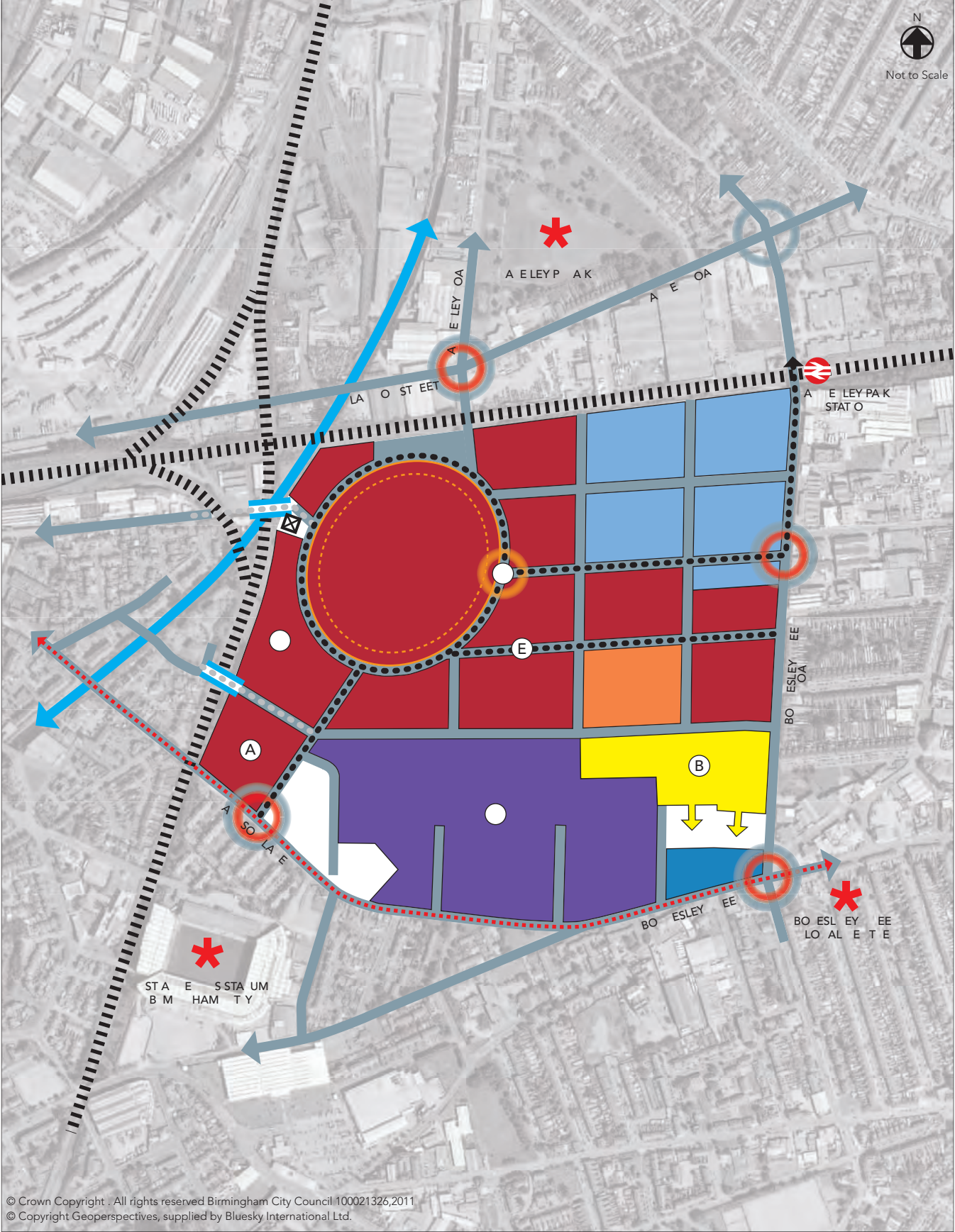
- A major leisure attraction.
- Complementary facilities including hotel, conferencing, food and drink, retail and corporate hospitality uses.
- Potential for other sports and leisure uses as well as community uses.
- Significant on site car and coach parking.
- Considerable improvements to the wider transportation network (including public transport, pedestrian and cycle facilities).

**Challenges:**

- Securing an anchor tenant/ occupier.
- Overall deliverability and need for significant private sector investment.
- Remediation to address site conditions.
- Site assembly to bring forward elements of option.
- Considerable improvements required to wider transportation network.
- Requires consideration of detailed planning, layout and design issues to provide satisfactory relationships between different uses (on and off site).
- The need to relocate existing uses from the site and potential investment in other industrial areas.

**KEY**

-  Leisure (Commercial).
-  Education (Site expansion).
-  Employment (Existing).
-  Community.
-  Retail (New).
-  Retail (Local centre regeneration).
-  4 seat arena.
-  5 seat arena (Following expansion).
-  Road network (Existing and proposed).
-  Arena gateway.
-  Junction improvements.
-  Principal gateways.
-  Principal walking routes.
-  Aspirational walking routes.
-  Canal network.
-  Potential pedestrian bridge.
-  Rail lines.
-  Rail stations.
-  Proposed rapid transit route.
-  Local landmark.
-  Electricity pylon.
- (A) Hotel and leisure site located at gateway to wider development area.
- (B) Existing school site. Facilities and access enhancements to be considered.
- (C) Existing employment area. Support for long term business development and property/access enhancement.
- (D) Area surrounding arena to be occupied by complementary leisure and other compatible uses.
- (E) Major commercial and/or community leisure site possibly occupied by activities which can capitalise on topography.
- (F) High quality public realm to public space and routes complementing the principal entrance to the arena.



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**Plan 9** The Wheels Site Option 3

This option incorporates the development of the site for major employment and industrial uses within use classes B1(b & c), B2 and B8 which could provide for a wide range of business and industrial uses. In particular the site could present an opportunity for major bespoke uses requiring buildings with large floor plates.

This option would also allow a range of outdoor leisure activities which could include elements of the existing wheeled activities on site.

**Key features:**

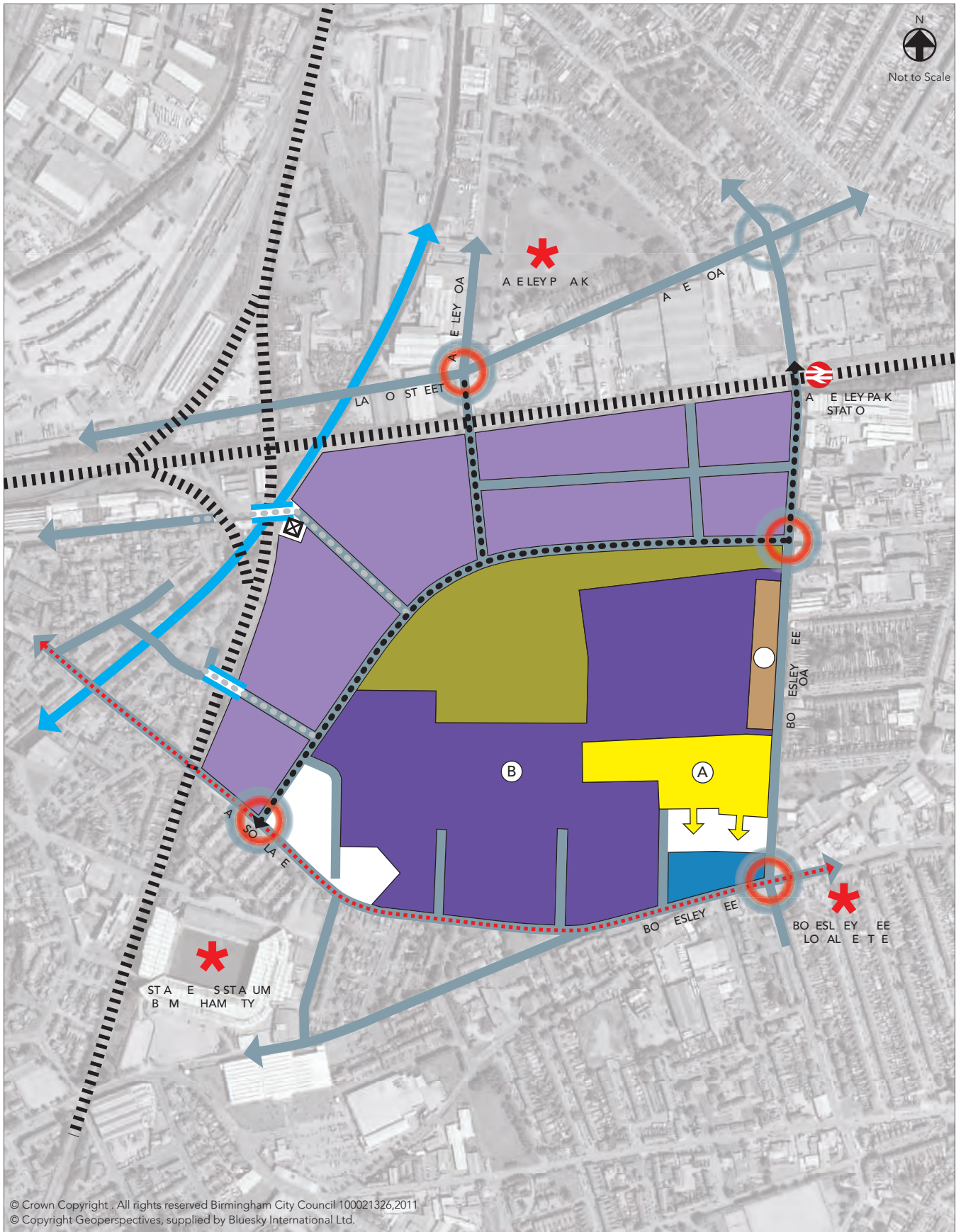
- New industrial/employment uses.
- Has the potential to retain/develop some elements of the existing wheeled activities on site.
- Incorporates a new access to Bordesley Green Road and improved access from Venetia Road.

**Challenges:**

- Potential for transformation of wider area is limited.
- Need for remediation to address site conditions.
- Overall deliverability and need for demand from major industrial/employment occupiers.
- Requires consideration of detailed planning, layout and design issues to provide satisfactory relationships between different uses (on and off site).

**KEY**

- Residential (Existing).
- Leisure ( outdoor).
- Education (Site expansion).
- Employment (Existing).
- B1 B2 and B employment use.
- Retail (Local centre regeneration).
- Road network (Existing and proposed).
- Junction improvements.
- Principal gateways.
- Principal walking routes.
- Aspirational walking routes.
- Canal network.
- Potential pedestrian bridge.
- Rail lines.
- Rail stations.
- Proposed rapid transit route.
- Local landmark.
- Electricity pylon.
- Existing school site. Facilities and access enhancements to be considered.
- Existing employment area. Support for long term business development and property/access enhancement.
- Existing residential properties. Boundary treatment and public realm works to enhance development area frontage.



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Plan 10 The Wheels Site Option 4

## 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 comprise 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 over-looked 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 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.





Plan 11 Adderley Park



This option focuses on retaining the broad pattern of existing land use. Measures will be considered to mitigate against any existing environmental conflict between existing uses, particularly the more sensitive ones such as housing and education. Consideration will be given to the future of Adderley Primary School, including potential relocation. There will also be a review of traffic management within the area, including the routing of HGV and industrial traffic.

Measures to secure the long term improvement of Adderley Park will be explored - including the potential for investment and enhancement to enable the park to provide further facilities to meet the recreational and sporting needs of the local community.

**Key Features:**

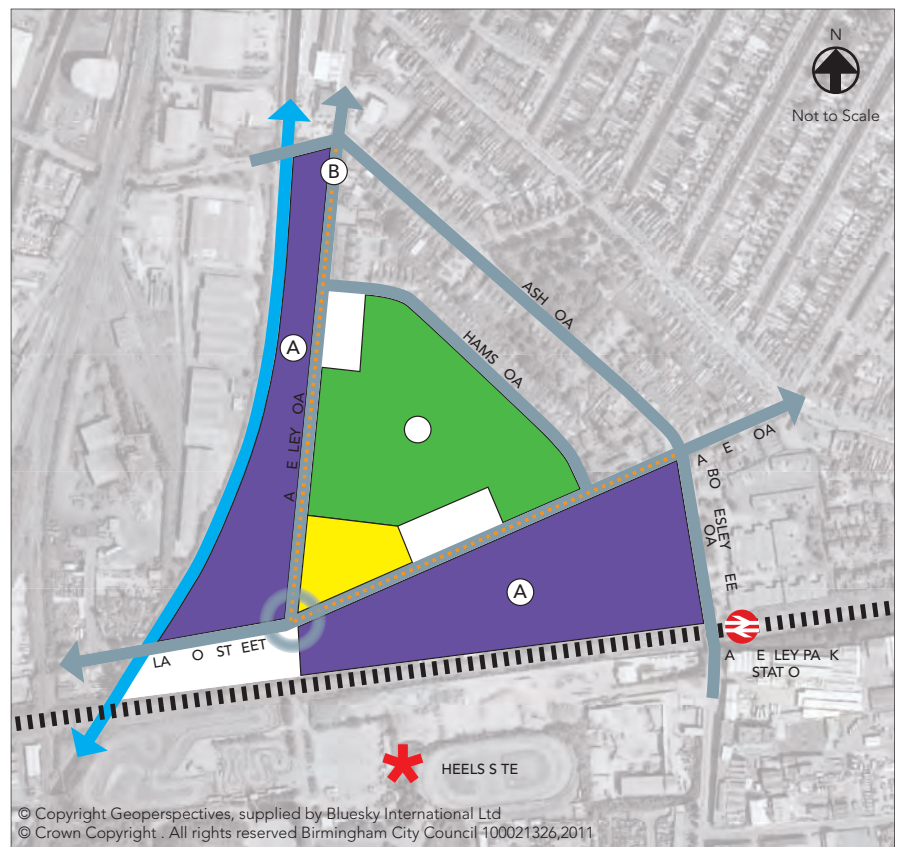
- Retains broad pattern of existing land uses and ownerships.
- Considers the future of Adderley Primary School.
- Reviews traffic management within area.
- Provides the potential for improvements to Adderley Park itself.

**Challenges:**

- Requires a site to be identified for the relocation of Adderley Primary School.
- Relies on sufficient road capacity elsewhere to accommodate displaced traffic.
- Offers limited potential for the transformation of wider area.

**KEY**

- Traffic management and environmental improvements.
- Improved public open space.
- Existing education use ( opportunity to relocate away from industrial use).
- Employment (Existing).
- Road network (Existing and proposed).
- Junction improvement.
- Rail lines.
- Rail stations.
- Canal network.
- Local landmark.
- opportunity for improvements to existing employment areas over time.
- Traffic management and rerouting of heavy vehicles away from sensitive area.
- Improved sports and leisure provision.



Plan 12 Adderley Park Option 1



This option promotes the residential potential of the area with the park at its heart.

Residential development is proposed on Arden Road to help meet the housing demand in the area. A wider range of uses, not including residential, is proposed on the western side of Adderley Road to act as a buffer between the area and the industrial uses on the opposite side of the canal.

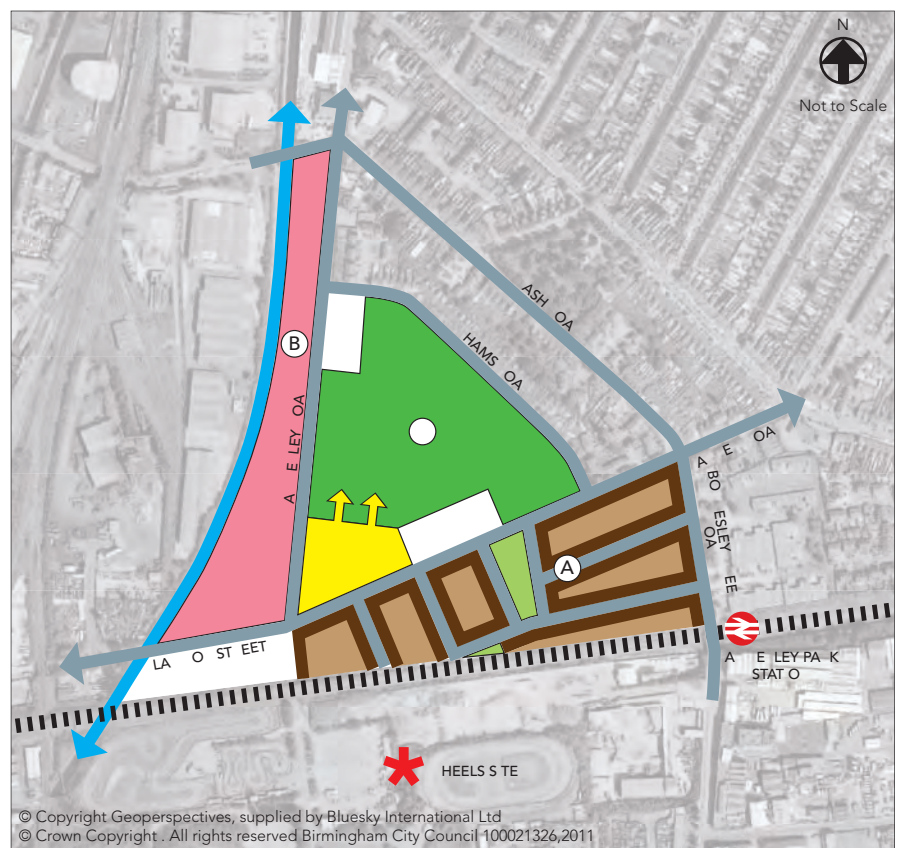
**Key Features**

- Contributes to meeting the local and wider housing needs.
- Improves Adderley Park at heart of new local neighbourhood.
- Enables Adderley Primary School to remain in situ with scope for expansion.
- Offers a wider range of uses on Adderley Road and improved access to canal.
- Reviews traffic management within the area.
- Offers greater potential for transformation of wider area.

**Challenges**

- Requires the relocation of businesses within the local area in order to retain local jobs.
- Requires further investigation of ground conditions and may require land remediation.
- Requires potential land acquisition to bring residential proposals forward.
- Is interlinked with the option taken forward for the adjacent Wheels site.
- Requires consideration of detailed planning, layout and design issues to provide satisfactory relationships between different land uses in the area.

- KEY**
- Residential.
  - Education (Site expansion).
  - Improved public open space.
  - Mixed uses.
  - Road network (Existing and proposed).
  - Rail lines.
  - Rail stations.
  - Canal network.
  - Local landmark.
  - Ⓐ Mix of residential uses (Potentially associated with residential development on Wheels site).
  - Ⓑ Mixed uses including small office business and training space.
  - Improved sports and leisure provision.



**Plan 13** Adderley Park Option A2

This option focuses on the consolidation and improvement of existing key employment/industrial sites, retaining the area for core employment uses. Community and/or education provision has also been identified.

Measures to mitigate against the impact of such uses would also be considered, including improvements to Adderley Park and the relocation of Adderley Primary School.

**Key features:**

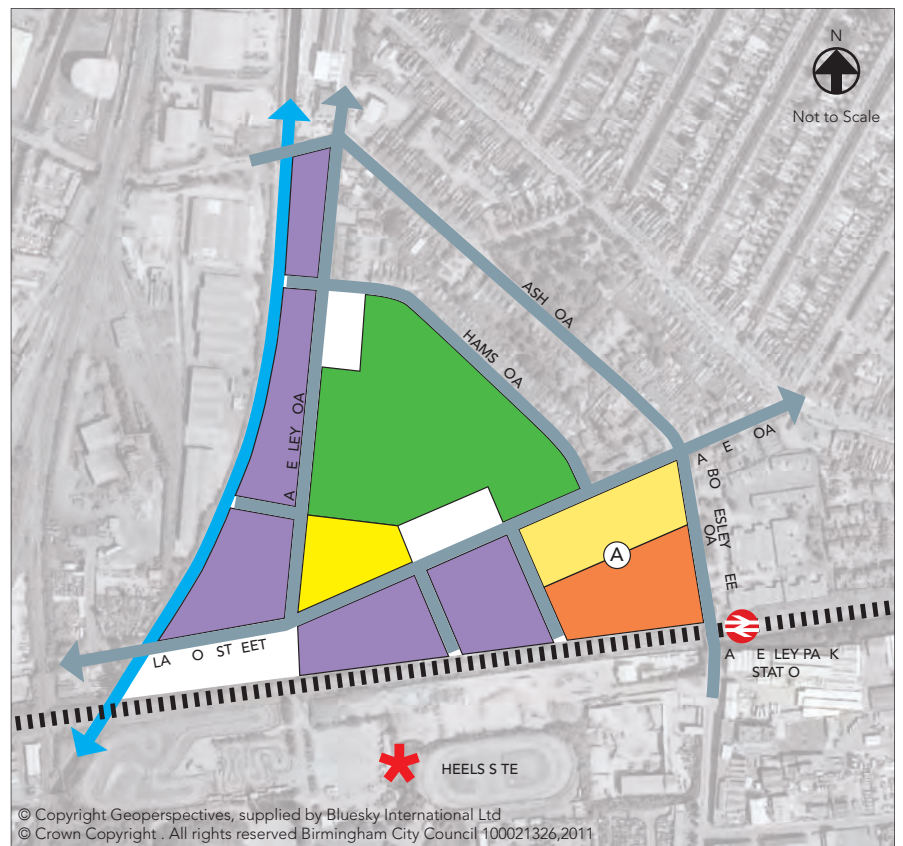
- Consolidates/promotes more intensive employment uses.
- Incorporates the relocation of Adderley Primary School.
- Provides the potential for improvements to Adderley Park itself.
- New community and/or education provision.

**Challenges:**

- Does not address the environmental impact of industrial uses on residential properties on Adderley Road, Hams Road and Arden Road.
- Requires a site to be identified for the relocation of Adderley Primary School.
- Offers limited transformation of wider area.
- Requires the consideration of detailed planning, layout and design issues to provide satisfactory relationships between different land uses.

**KEY**

- Adderley Park improved to act as a buffer between residential and industrial uses.
- Existing education use ( opportunity to relocate away from industrial use).
- Education and training.
- Significantly improved industrial and employment uses.
- Community.
- Road network (Existing and proposed).
- Rail lines.
- Rail stations.
- Canal network.
- Local landmark.
- A Education and community uses alongside employment uses.



**Plan 14** Adderley Park Option 3



## Alum Rock Road

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 serving the local community the centre also attracts visitors from a wider catchment area, because of its specialism 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. 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 is also identified as a Core Employment site within the draft Core Strategy.





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**Plan 15** Small Heath Local Centre



## Option AR1 • Do Minimum

Proposals for additional retail and other centre-related uses (including banks and building societies) will be encouraged within the Alum Rock Road local centre. There is the potential for up to an additional 1,200 sqm of retail and commercial uses within the local centre. Improvements to the fabric of the centre will be promoted as will measures to address local transportation issues such as parking, congestion and public transport access. Existing development opportunities within the centre will be promoted, including the Leyland Social Club site on the edge of the centre (being brought forward by the owners for mixed commercial and residential uses). Tilt Hammer Public House and refurbishment of the Crown Buildings.

### Key features:

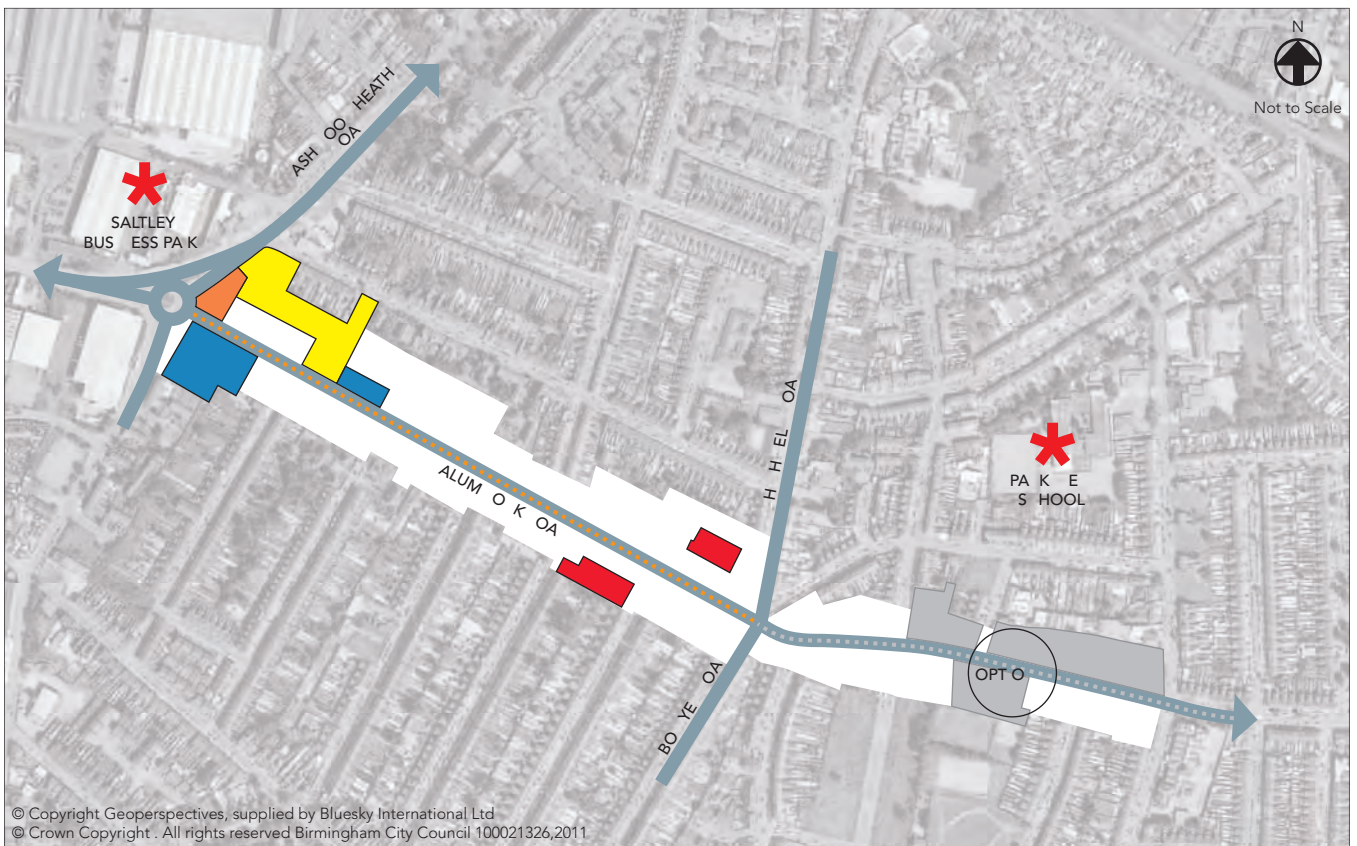
- Concentrates growth within the existing centre boundary.
- Incorporates the opportunity to expand St Saviour’s School.
- Includes measures to address localised congestion and car parking.
- Offers the potential for improvements to the public realm and pedestrian environment.

### Challenges:

- Only partly addresses the demand for growth within the local centre.

### KEY

- Traffic management and environmental improvements.
- Existing education with opportunity for expansion.
- Retail (Local centre regeneration).
- Community uses (including business office and training).
- Opportunity to improve the commercial use of land to the rear of businesses.
- Road network (Existing and proposed).
- Local landmark.



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Plan 16 Alum Rock Road Option 1

In addition to the proposals set out under option AR1, the expansion of the centre to the east is proposed.

This expansion would initially focus on the properties between Langton Road and Naseby Road, with the potential for further growth in the future subject to monitoring and review of demand. This would include the scope for allowing the phased and controlled change of use from residential to retail and other commercial uses. This will be dependant upon safeguarding residential amenity, as well as alternative residential accommodation being provided within the wider area to compensate for the potential loss of housing stock.

**Key features:**

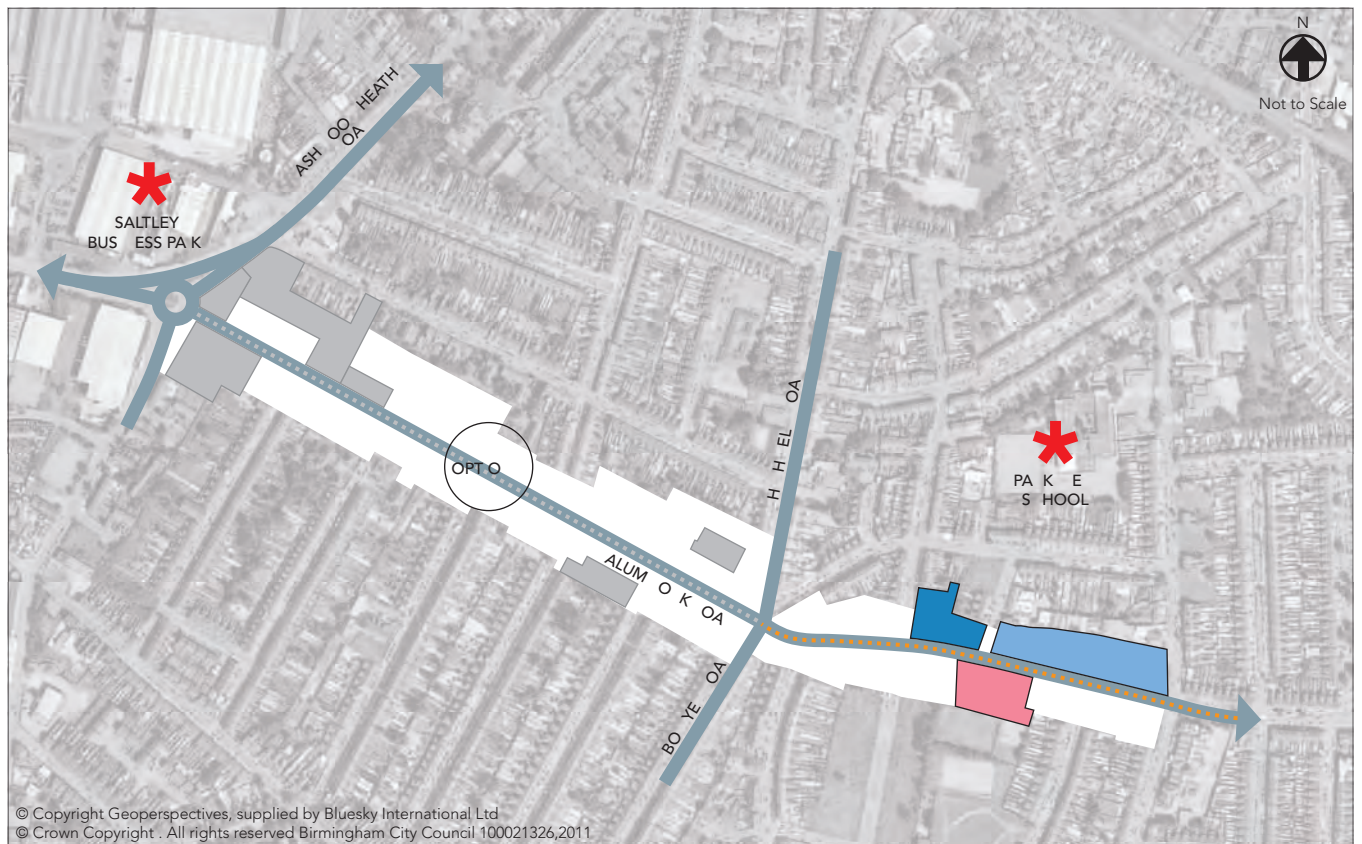
- Supports the phased growth of the centre to the east.
- Has the potential to create a new eastern gateway to the centre.
- Includes measures to address localised congestion and car parking.
- Offers the opportunity to improve the public realm and pedestrian environment.

**Challenges:**

- The potential loss of residential dwellings.
- Requires measures to safeguard residential amenity as change occurs over time.
- Relies on the market to drive change of use.

**KEY**

- Traffic management and environmental improvements.
- Retail (Local centre expansion).
- Retail (Local centre regeneration).
- Mixed uses including commercial and residential.
- Road network (Existing and proposed).
- Local landmark.



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**Plan 17** Alum Rock Road Option 2

The Small Heath centre is a traditional linear inner city local centre, straddling Coventry Road and stretching from Cattell Rd 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, neighbourhood office, leisure centre and park. 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.

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. The impact of the stadium upon the area will be addressed by the AAP. This will include the implications of any future aspirations of the owners for the stadium and the club as a whole. Although within the centre opportunities for change are limited, the area at the western edge (Cattell Road) does have the potential to make a significant impact.







**Plan 18** Small Heath Local Centre



Proposals for retail and other centre-related uses will be encouraged within the Small Heath local centre. There are a number of existing opportunities including the site adjacent 285 Coventry Road, the site corner of Coventry Road and Regents Park Road, and the site at the corner of Coventry Road and Golden Hillock Road.

Small Heath Park will be improved as a major attraction within the area and the gateway to the local centre from the east. The re-use of the lodge building for residential use or for activity associated with the park will be supported.

**Key features:**

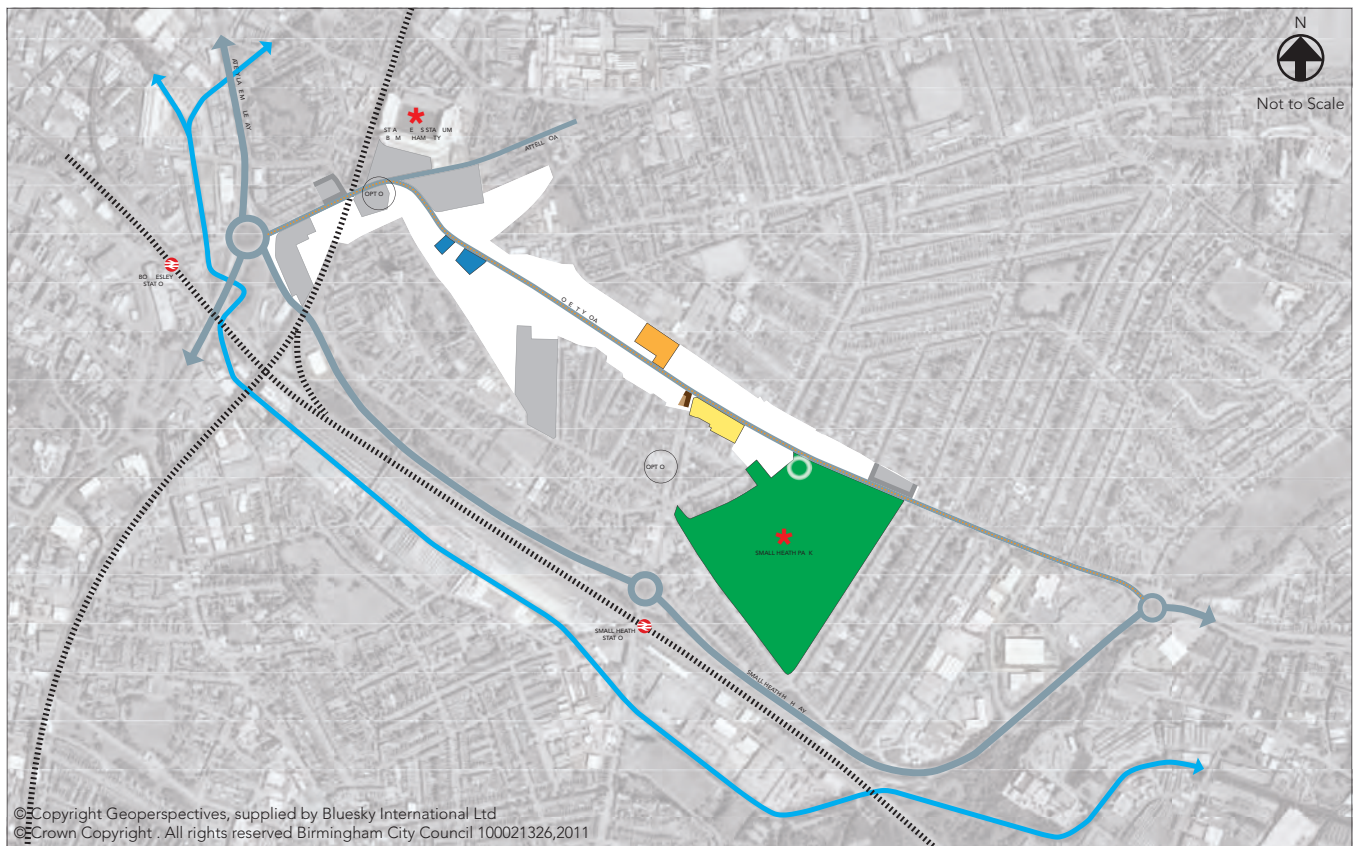
- Concentrates the growth of the centre within the existing boundary.
- Includes measures to address localised congestion and car parking.
- Improves the public realm and pedestrian environment within the local centre.

**Challenges:**

- Does not resolve non-conforming uses in streets adjacent to the local centre.
- Does not address the opportunities for greater change at the western gateway to the centre.

**KEY**

- Traffic management and environmental improvements.
- Residential.
- Improvements to park.
- Education and community uses.
- Retail (Local centre regeneration).
- Community uses.
- Re-use of Lodge building.
- Road network (Existing and proposed).
- Canal network.
- ⋯ Rail lines.
- ⊕ Rail stations.
- ★ Local landmark.



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**Plan 19** Small Heath Local Centre Option 1

In addition to the proposals outlined in option SH1, this option explores the potential to create a significant 'gateway' into the local centre from the city centre.

The enhancement of the former tram/bus depot, redevelopment of the site of the former cinema on Coventry Road (adjacent to the railway line), redesign of St Andrew's car park, and an ambitious approach to the reuse of the former Big W unit, could contribute significantly to the sense of arrival. Additionally, this could include improvements to the approach from Bordesley Circus which could benefit from a landmark development.

The 'gateway' should provide greater pedestrian connectivity and be well integrated with the existing local centre.

**Key features:**

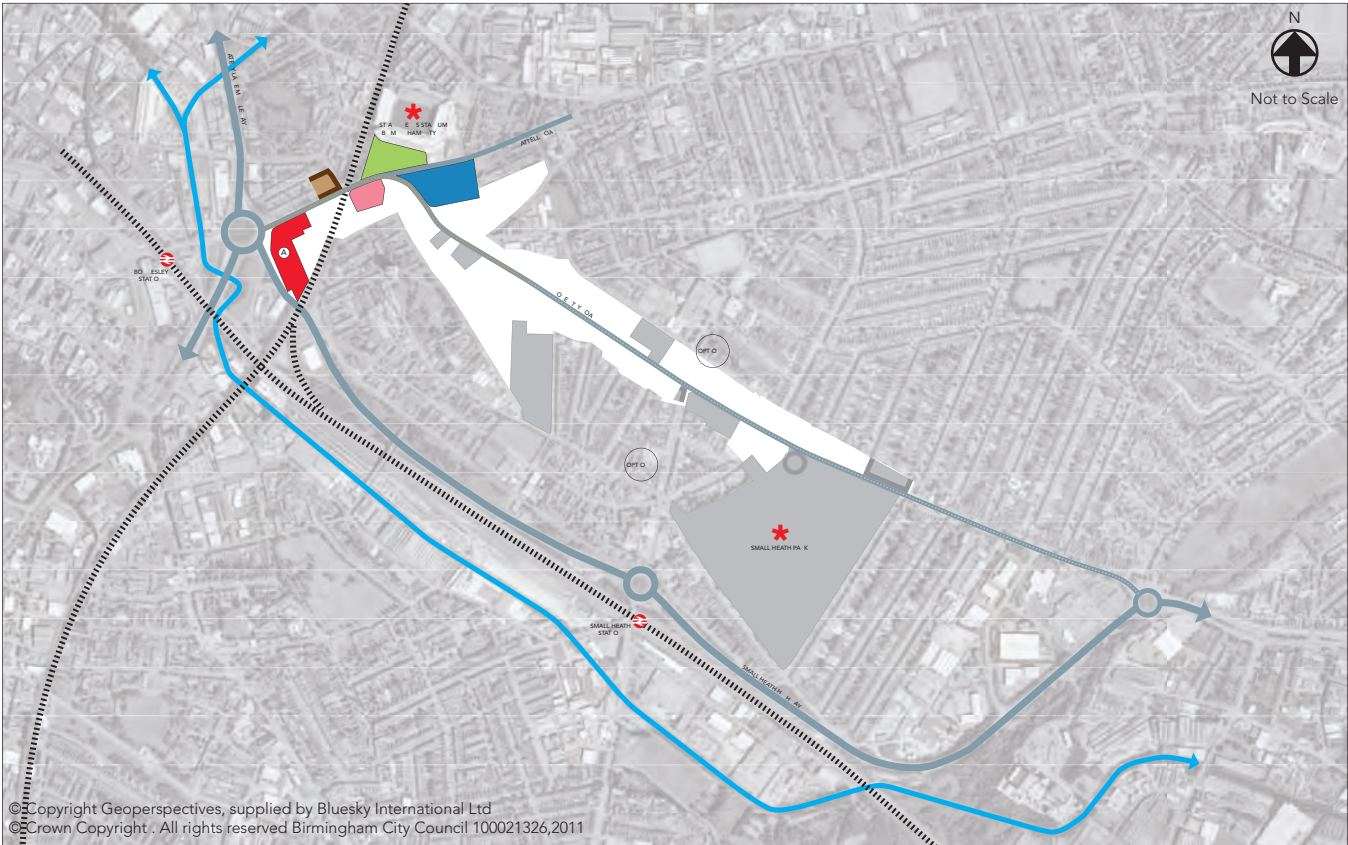
- Promotes the growth of the local centre and the creation of a new gateway from the west.
- Includes measures to address localised congestion and car parking.
- Improves the public realm and pedestrian environment within the local centre.

**Challenges:**

- Changes the focus of the centre to the western end which may impact on the eastern end of the centre.
- Requires co-operation with landowners and occupiers to promote change.

**KEY**

- ..... Traffic management and environmental improvements.
- Residential.
- Retail (Local centre regeneration).
- improved plaza space (if stadium remains on existing site).
- improvements to park.
- Commercial development opportunity.
- Mixed uses.
- Road network (Existing and proposed).
- Canal network.
- Rail lines.
- ⊖ Rail stations.
- \* Local landmark.
- Ⓐ i stinctive gateway on the ring road including a range of commercial development.



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Plan 20 Small Heath Local Centre Option 2

This option proposes the consolidation of the local centre. This particularly relates to its eastern edge where retail units are interspersed with residential homes close to Small Heath Park.

This option would allow retail units to return to residential use at the eastern end and serve to concentrate investment in the remainder of the local centre. The proposals outlined in Option SH1 could still be undertaken as part of this option.

The ad hoc expansion of retail uses into the industrial units between Whitmore Road and Parliament Street has added to the vibrancy of the local centre, but has also led to concern at its impact on businesses along Coventry Road itself. The future of these units and their potential integration into the local centre will be explored further under this option.

**Key features:**

- Seeks to consolidate the boundary of the local centre.
- Concentrates future investment and growth in the heart of the local centre.
- Could more clearly mark the eastern entrance into the local centre.
- Includes measures to address localised congestion and car parking.
- Improves the public realm and pedestrian environment within the local centre.

**Challenges:**

- Includes the loss of some retail units (balanced by potential gain in residential units).
- May be most appropriate if implemented in tandem with the creation of a new western gateway (Option SH2).
- Requires co-operation with landowners and occupiers to promote change.

Questions for consultation:

5. Do you have any comments on the key opportunities that have been identified?
6. In particular do you have any comments on the options identified for the key areas of transformation?
7. Are there any other options for Bordesley Park that are immediately obvious from the themes, issues and opportunities identified?

**KEY**

- Traffic management and environmental improvements.
- Residential.
- Review land at Whitmore Road.
- Road network (Existing and proposed).
- Canal network.
- ▬▬▬▬ Rail lines.
- ⊕ Rail stations.
- \* Local landmark.



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Plan 21 Small Heath Local Centre Option 3



# 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.

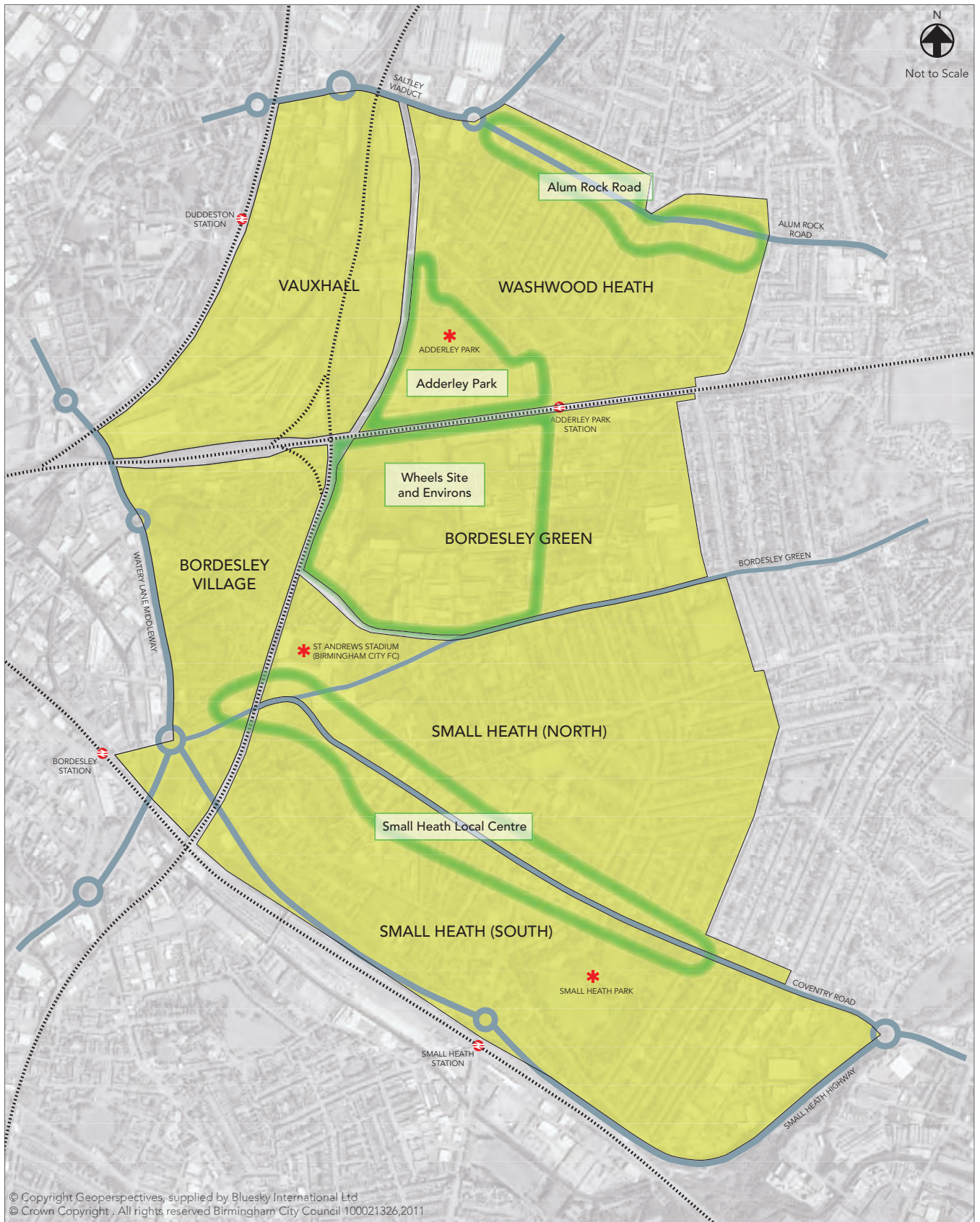
The six neighbourhoods are Vauxhall, Washwood Heath, Bordesley Village, Bordesley Green, Small Heath (North) and Small Heath (South); and are shown on the plan below. It is acknowledged that these boundaries are to a degree artificial and that there will

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.



## KEY

- Neighbourhoods
- Areas of transformation
- Major routes
- Rail lines
- Landmarks



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**Plan 22 Neighbourhoods**

## Neighbourhood 1 - Vauxhall

The Vauxhall neighbourhood is predominately industrial in character. It is bounded by railway lines to the south and west, with the Birmingham and Warwick Junction Canal to the east.

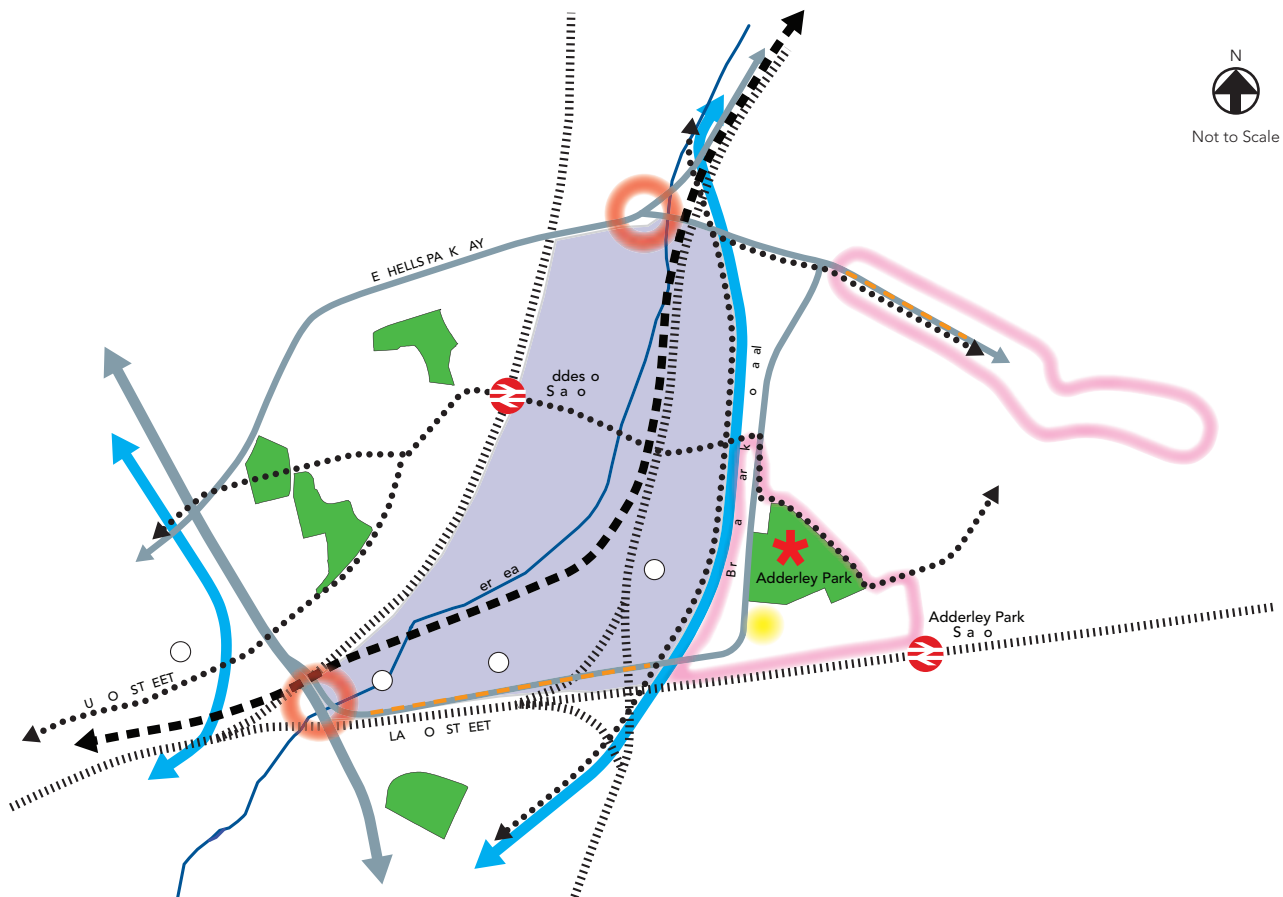
On the whole the area is an industrial zone and accommodates a variety of industrial activities and large-scale storage facilities. There are, however, issues in the area in terms of the quality of the local environment and public realm, as well as localised traffic congestion. For example businesses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

Duddeston Railway Station, on the busy cross city line, is served by four trains an hour and is located on Duddeston Mill Road. The area

is also crossed by a number of rail lines as well as the River Rea which runs through the area in an open man-made channel. The proposed HS2 route into a new City Centre Station at Eastside also crosses the Vauxhall area and is subject to public consultation.

The area 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, (including recycling and resource recovery businesses).

Measures will be introduced to improve access into the area and enhance the general environment (including pedestrian connectivity with the city centre).



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### Plan 23 Neighbourhood 1 Vauxhall

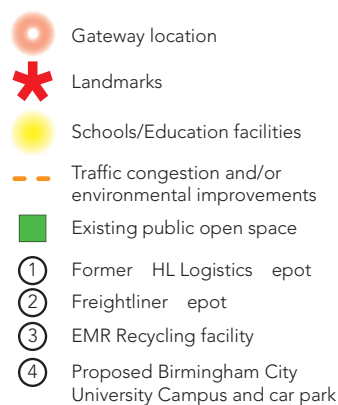
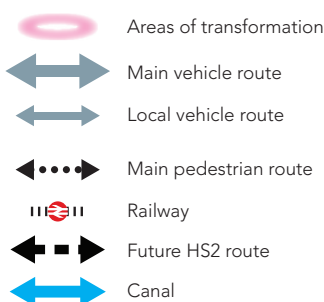


A number of potential opportunities for the neighbourhood have been identified which could be taken forward through the AAP:

- Measures to support and promote the expansion and growth of industrial uses within the area.
- The potential expansion of EMR's facility on Landor Street incorporating improved access arrangements and other measures to mitigate the impact of the facility on the surrounding environment.
- The potential development of the Crown Records/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 (including issues with HGV's parking/waiting on street).

- Measures to improve the local environment around the Freightliner Depot site.
- Enhancement of the gateways into the area. In particular, from the ring road at Landor Street and off Nechells Parkway.
- Improvements to the environment and accessibility of Duddeston Rail Station. The 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, landscaping and opening the canal up to public view where it is crossed by roads.
- The proposed improvement and potential lighting of railway arches/bridges within the area, particularly on Landor Street and at Saltley Viaduct.
- The opening up of the River Rea to public view where possible, and working with the Environment Agency to reduce the risks of flooding.

KEY: AU HALL E HBOU HOO



## Neighbourhood 2 - Washwood Heath

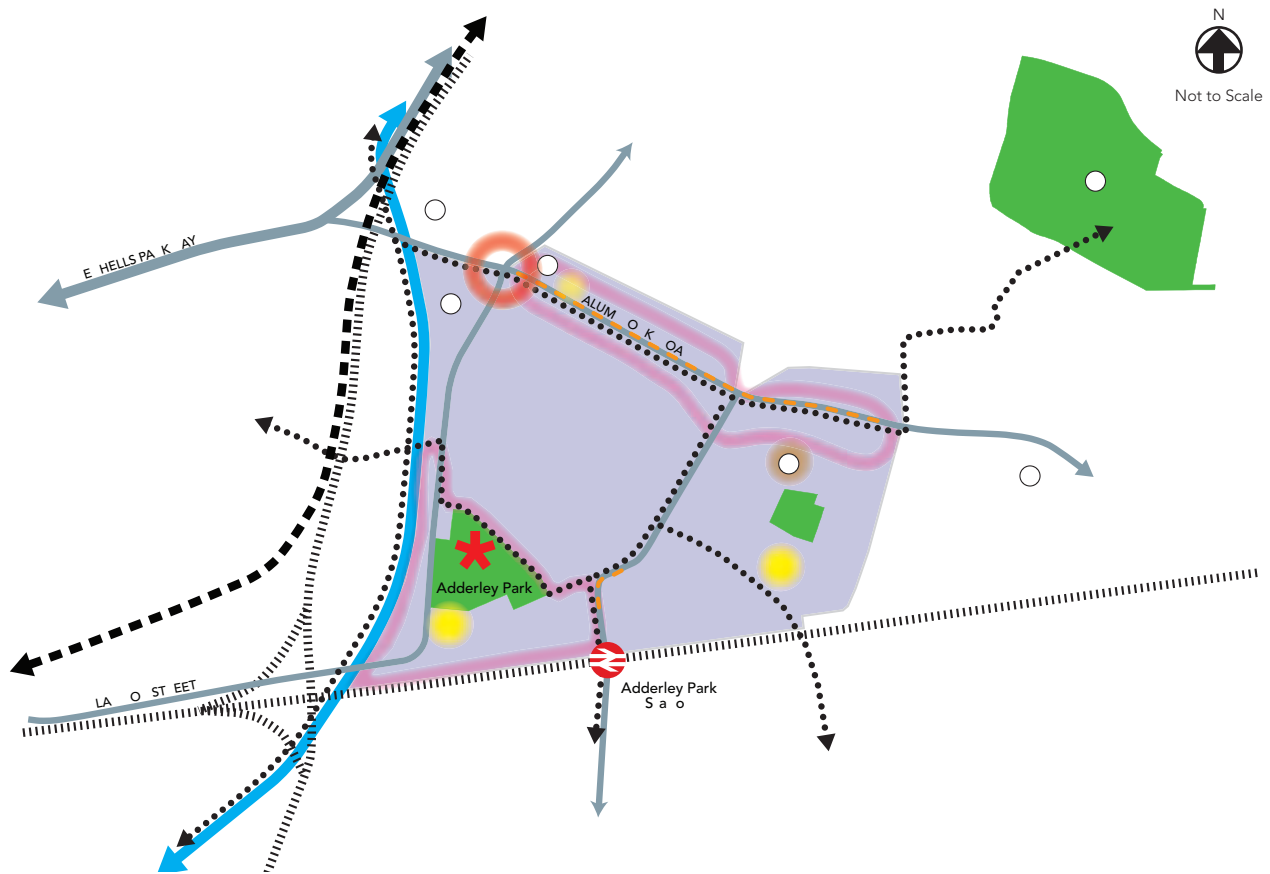
This neighbourhood comprises parts of Washwood Heath and Saltley. The area is bounded by the West Coast Main Rail Line to the south and Alum Rock Road local centre to the north. To the west is the Birmingham and Warwick Junction Canal, with the residential streets of Naseby Road and Anthony Road to the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

The neighbourhood mainly consists of housing and industry, with retail premises concentrated along Alum Rock Road. The area also contains two of the key opportunities for transformation, namely Alum Rock Road and Adderley Park, for which options are outlined in the 'Key Opportunities' section.

There is a need for increased education provision, initially at primary level, within the area as a whole and the potential for expanding existing school sites, such as St Saviour's Primary School, or identifying new sites will be explored. This will include consideration of the future options

for Adderley Park Primary School as part of the proposals for the Adderley Park area.

There are a number of prominent buildings within the area such as St Peter's College (listed grade II), Our Lady of the Rosary and St Therese of Lisieux Roman Catholic Church (listed grade II) and the Zakaria Mosque on Adderley Road. There are issues of localised congestion and parking within the residential streets to the south of Alum Rock Road. Measures should be explored to improve the general residential environment within the area.



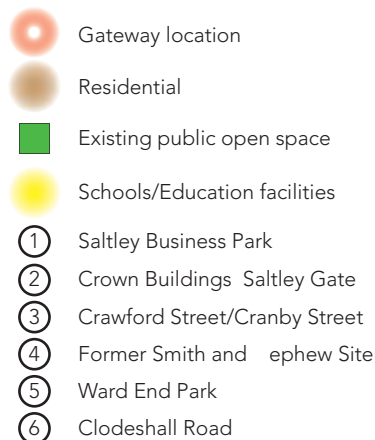
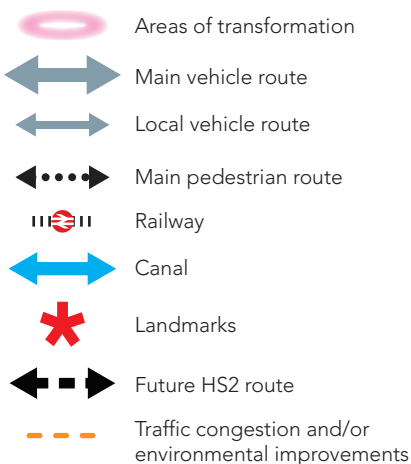
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**Plan 24** Neighbourhood 2 Washwood Heath

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

- Support for the growth of Alum Rock Road local centre and enhancing its shopping and pedestrian environment.
- Support for Saltley Business Park as a core employment area, promoting its refurbishment for industrial and employment uses.
- The promotion of housing growth within the area. This includes the former clearance sites at Clodeshall Road and exploring opportunities arising from the potential relocation of 'bad neighbour' industrial and recycling uses in Parkfield Road.
- The enhancement of Adderley Park as a valuable asset for the area and improvements to the surrounding environment.
- The enhancement of the major gateways into the area, particularly at Saltley Gate.
- Transportation measures to address localised congestion and car parking within the area including along Alum Rock Road and at the junction of Arden Road, Bordesley Green Road and Ash Road.
- The conversion and refurbishment of the Crown Buildings at Saltley Gate to business, education or community use.
- Promote the regeneration of the Crawford Street/Cranby Street area as an industrial employment area and enhance the local environment.
- Support for the enhancement of education provision within the area. This could include the expansion of existing schools, such as St Saviour's Primary School and Adderley Primary School, and the improvement of the physical environment around individual school sites such as Parkfield School. Although just outside the AAP area, the potential development of the former Smith and Nephew site on Alum Rock Road for educational use would serve the local community.
- Improvements to the residential environment within the area including exploring initiatives to improve the energy efficiency of homes.

KEY: ASH OO HEATH

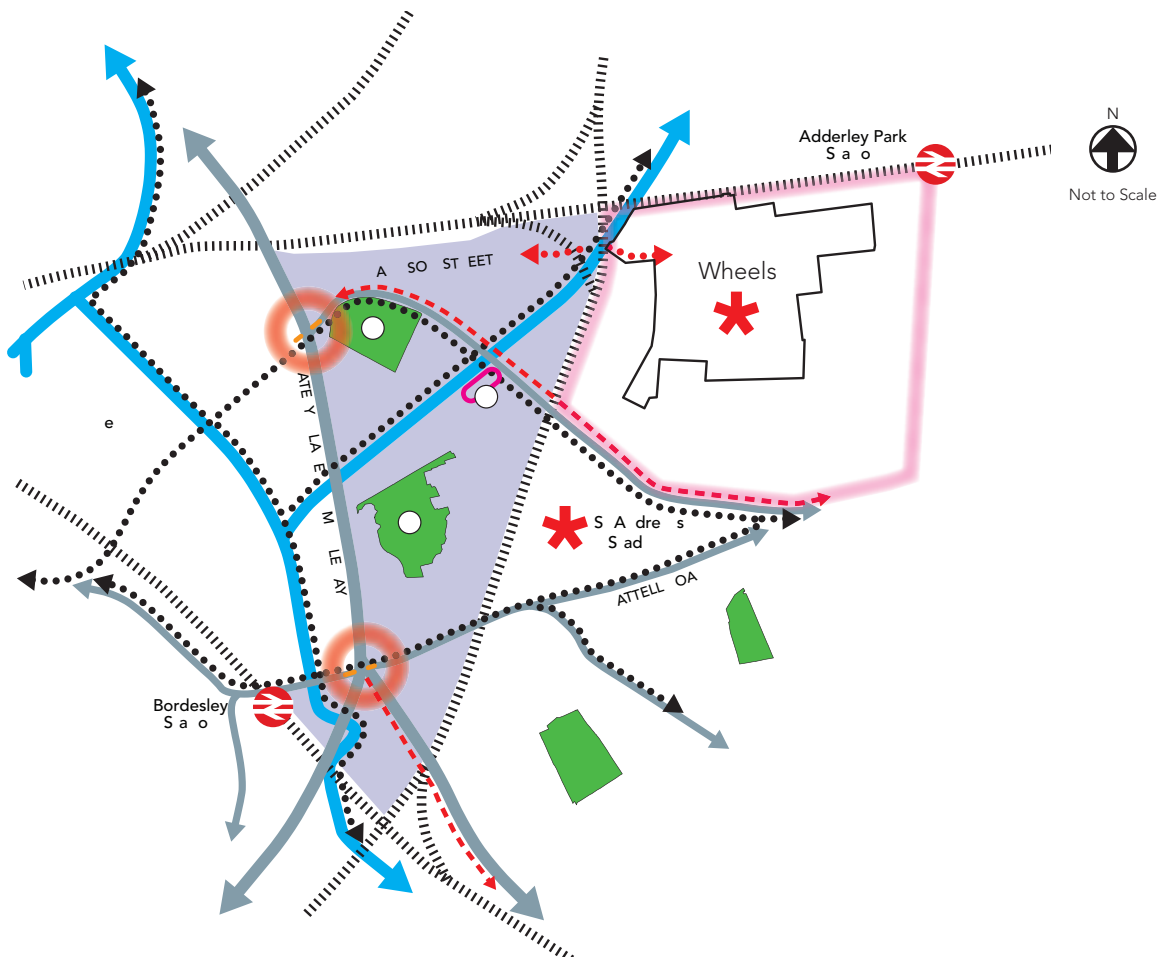


The Bordesley Village neighbourhood is bounded by railway lines to the north, south and east and by the ring road to the west. The area is predominately residential with some industrial uses clustered around Garrison Street.

There was substantial investment in the area, including new housing constructed in partnership with Bournville Village Trust by the Heartlands Urban Development Corporation. This investment included the construction of a new park at Kingston Hill and a new 'village centre' on Garrison Lane which incorporates medical facilities and a community centre. Garrison Lane Park is located at the entrance to Garrison Lane from the ring road.

The neighbourhood is bisected by the Birmingham and Warwick Junction Canal, which connects back to the Grand Union Canal and the Digbeth Branch Canal (part of the city centre canal corridor), providing linkages back into the city centre. The canal corridor through the area has been enhanced over the years and has greater potential both in terms of its use as a pedestrian route into the city centre and its amenity and nature conservation value.

The ring road to the west carries large volumes of traffic. There are major junctions at Bordesley Circus and Garrison Circus, which are often congested, particularly in the morning and afternoon peak periods. The ring road frontage does present development opportunities for the area as well as challenges; not least the barrier it presents to pedestrian permeability between the AAP area and the city centre.



















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**Plan 25** Neighbourhood 3 Bordesley Village

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

- The opportunity for new housing within the area including along the canal corridor and on vacant or under-used sites.
- The potential for new commercial development (including industrial, office, hotel and appropriate leisure uses) along the ring road frontage including at Bordesley Circus and Garrison Circus.
- Potential measures to improve vehicular flow and reduce congestion at the Bordesley Circus and Garrison Circus junctions on the ring road. There is also the opportunity to enhance these significant junctions as major gateways into the area. Bordesley Circus is the major gateway into the city centre for traffic travelling along the A45 from Birmingham Airport. Any proposals for Bordesley Circus should incorporate improved pedestrian facilities, as well as rapid transit and bus priority measures.
- Measures to enhance pedestrian connectivity and linkages with the city centre, in particular to improve linkages and connectivity across the ring road.
- Enhancements to Kingston Hill Park and Garrison Lane Park as high quality areas of public open space within the area and improving linkages with, and use by, the surrounding residential communities.
- Improvements to the access to, and the quality of, the canal corridor, both as a recreational and wildlife asset, as well as an opportunity for appropriate canalside development.
- Measures to support the vitality and viability of the Bordesley Village local centre.

KEY: BORDLESLEY LOCAL CENTRE

	Areas of transformation		Gateway location
	Main vehicle route		Landmarks
	Local vehicle route		Traffic congestion and/or environmental improvements
	Main pedestrian route		Existing public open space
	Proposed future pedestrian route		Local Centre
	Proposed rapid transport route		Garrison Lane Park
	Railway		Kingston Hill Community Park
	Canal		Bordesley Village local centre

The West Coast Main Line bounds this neighbourhood to the north with Bordesley Green and Garrison Lane to the south. The neighbourhood mainly consists of the Wheels site (one of the potential areas of major transformational change outlined in the 'Key Opportunities' section) and adjacent industry.

Garrison Lane/Bordesley Green to the south is the main route running through the neighbourhood and provides connections to the city centre to the west and Heartlands Hospital to the east. Mainly industrial uses are located on the north side of Bordesley Green interspersed with community uses such as the listed Darul Barakaat Masjid (the former Tilton Road Girls' School) and HMS Forward (a modern purpose built training establishment for Royal Navy reservists).

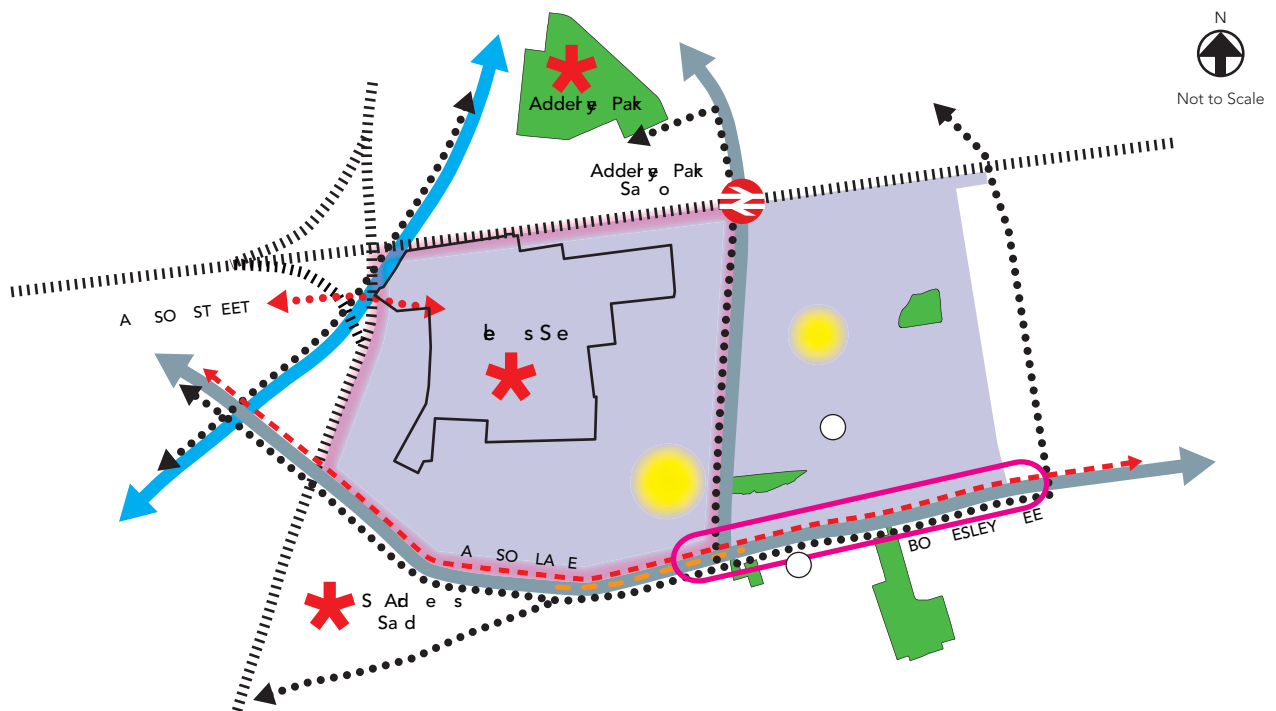
Bordesley Green local centre is located at the junction of Bordesley Green with Bordesley Green Road and Victoria Road and extends to the east along Bordesley Green. The junction is frequently

congested and the local centre has a poor quality environment overall. To the east, at the Fordrough, is South Birmingham College's Bordesley Green Campus (which houses the Construction and Building Technologies Centre of Excellence) and Birmingham City College's Fordrough Campus.

A rapid transit route to serve the Eastern Corridor, linking the city centre to the Airport, is proposed along Garrison Lane/Bordesley Green (following the route of the existing 97 bus route).

Bordesley Green Road to the east of the Wheels site, is characterised by a wide range of uses. It includes the relatively modern Bordesley Green Trading Estate providing

small workshop units as well as the three large works to the rear of 89 - 159 Bordesley Green Road and the Cobham Business Centre all converted into smaller units. The main residential areas in this neighbourhood are located in and around Cherrywood Road, however the physical environment in these areas is in need of improvement. This may include exploring measures to reduce the impact of the existing industrial uses on the local environment, including relocation in appropriate circumstances (this may be dependent in part upon the option taken forward for the Wheels site).



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**Plan 26** Neighbourhood 4 Bordesley Green

Bordesley Green Girls' School is an important community facility on Bordesley Green Road which has been expanded to incorporate a Sixth Form Centre but is located on a constrained site. Likewise the Al-Hijrah Secondary School, located within the former Cherrywood Centre on Cherrywood Road, also operates from a constrained site and has aspirations to become an 'all-through' school.

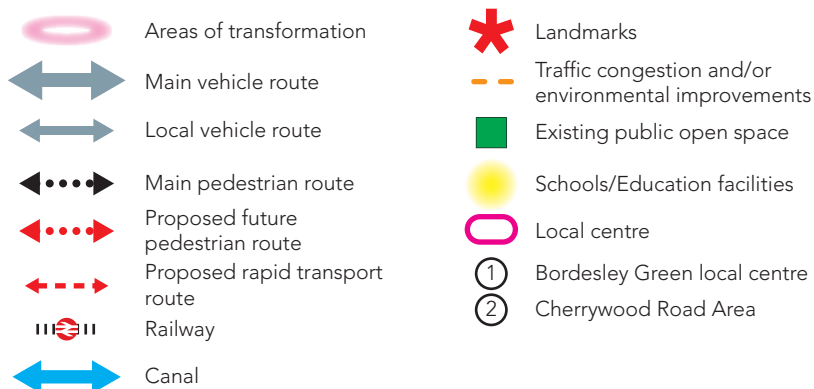
Adderley Park Rail Station currently has a limited rail service. In the future there is the potential for increasing the level of service, particularly with the construction of the proposed High Speed 2 rail link between Birmingham and London. Enhanced pedestrian access to the rail platforms and improvements to the general environment of the station are required.

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

- Improved public transport services and routes within the area; in particular support for the introduction of a rapid transit route along Garrison Lane/Bordesley Green.

- The need to work with Centro to explore the potential for improvements to rail services from Adderley Park Rail Station (particularly the opportunities that may arise as a result of High Speed 2).
- Enhanced pedestrian connections across the area, particularly to Adderley Park Rail Station and other public transport routes in the area.
- Improvements to the accessibility and general environment of Adderley Park Rail 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, Bordesley Green Road and Victoria Road. Measures will also be explored to improve public transport and to deter vehicles from diverting along residential streets at peak times.
- The potential to reconfigure and improve Bordesley Green local centre.
- Exploring the opportunities to expand the sites of both Bordesley Green Girls' School and the Al-Hijrah School.
- Opportunities for new housing and to improve the residential environment of the Cherrywood Road area.

#### KEY: BO ESLEY EE



## Neighbourhood 5 - Small Heath (North)

Bordesley Green and Garrison Lane bound this neighbourhood to the north with Coventry Road to the south. The neighbourhood mainly consists of housing with retail uses along Green Lane and Bordesley Green. There are major uses to the west of the neighbourhood including St Andrew's Stadium and St Andrew's Retail Park (Morrisons and the former Big W retail unit) at the junction of Cattell Road and Coventry Road.

To the east on Bordesley Green East is Heartlands Hospital; although just outside the AAP area measures to support and further develop the hospital as a centre for medical and health related uses will be supported.

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.

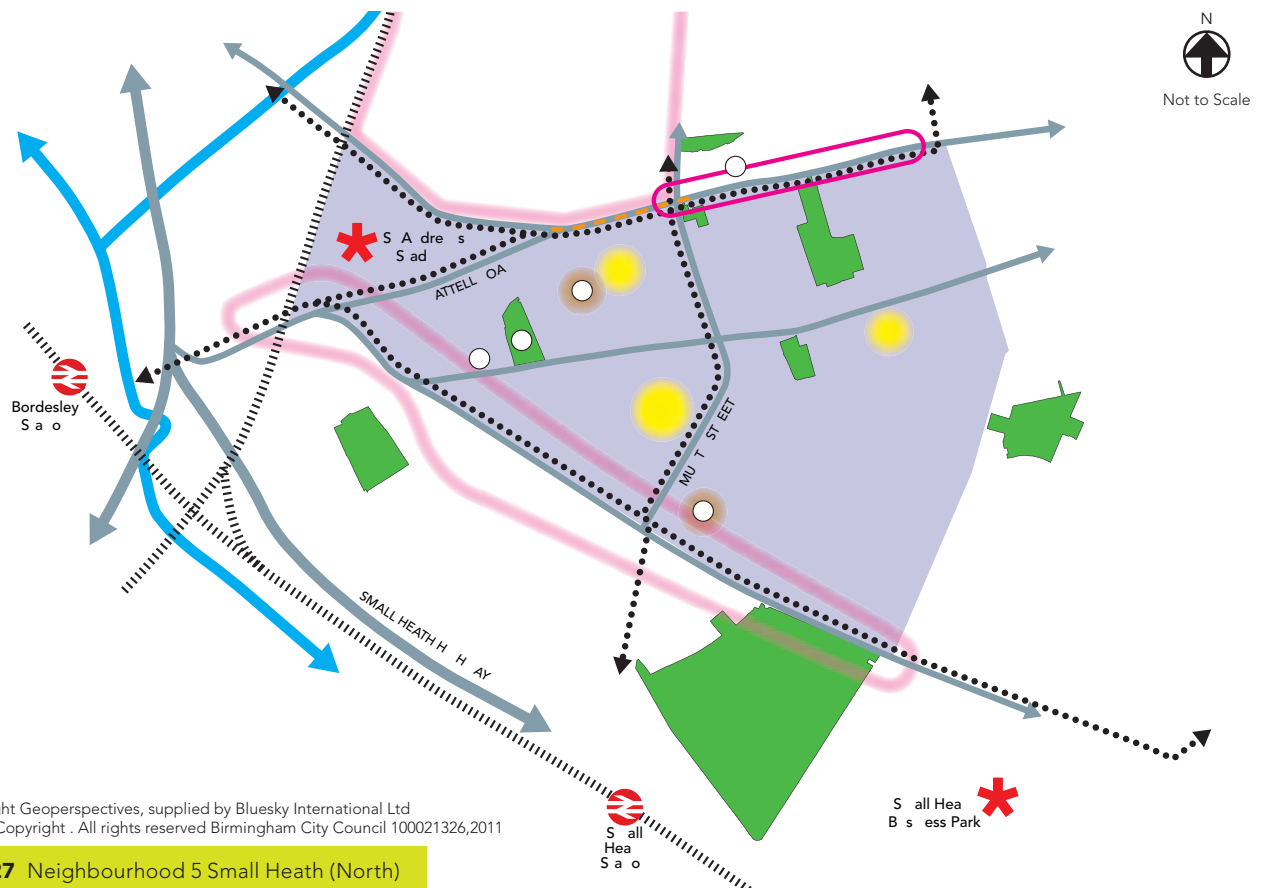
The Football Club has recently been acquired by new owners, Birmingham International Holdings Limited, who have significant aspirations in terms of taking the football club and the business forward.

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. The retail park consists of a large Morrisons

food store and the former Big W retail unit with food outlets on the Coventry Road frontage. Planning permission has recently been implemented for the sub-division of the former Big W unit into seven smaller retail units.

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

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

- The identification of measures to address match day parking and congestion.
- Measures to improve the environment and vitality of St Andrew's Retail Park.
- Support for the growth of Green Lane Mosque and the range of services it provides for the local community.
- The area of underused open space at Millward Street presents the opportunity for new community and/or housing development with an improved smaller area of open space.
- Enhancements to existing open space within the area including the Henry Barber Recreation Ground, Green Lane (MEB) Playing Fields and Digby Park (located just outside the AAP area).
- The potential to explore the opportunity for new housing within the area including at Eversley Road and Wright Street.
- 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.
- Consideration of the requirements of local schools in terms of potential expansion, new facilities and the quality of the surrounding environment - including Wyndcliffe, Marlborough and Small Heath Schools.

KEY: SMALL HEATH ○ TH

	Areas of transformation
	Main vehicle route
	Local vehicle route
	Main pedestrian route
	Railway
	Canal
	Landmarks
	Traffic congestion and/or environmental improvements

	Existing public open space
	Local centre
	Schools/Education facilities
	Residential
	Bordesley Green local centre
	Green Lane Mosque
	Millward Street open space
	Eversley Road
	Wright Street

## Neighbourhood 6 - Small Heath (South)

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 and contains a broad range of residential, commercial and community uses.

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 wider area contains a mixed residential offer, with traditional older terraces and post war redevelopment along Bolton Road. There are 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.

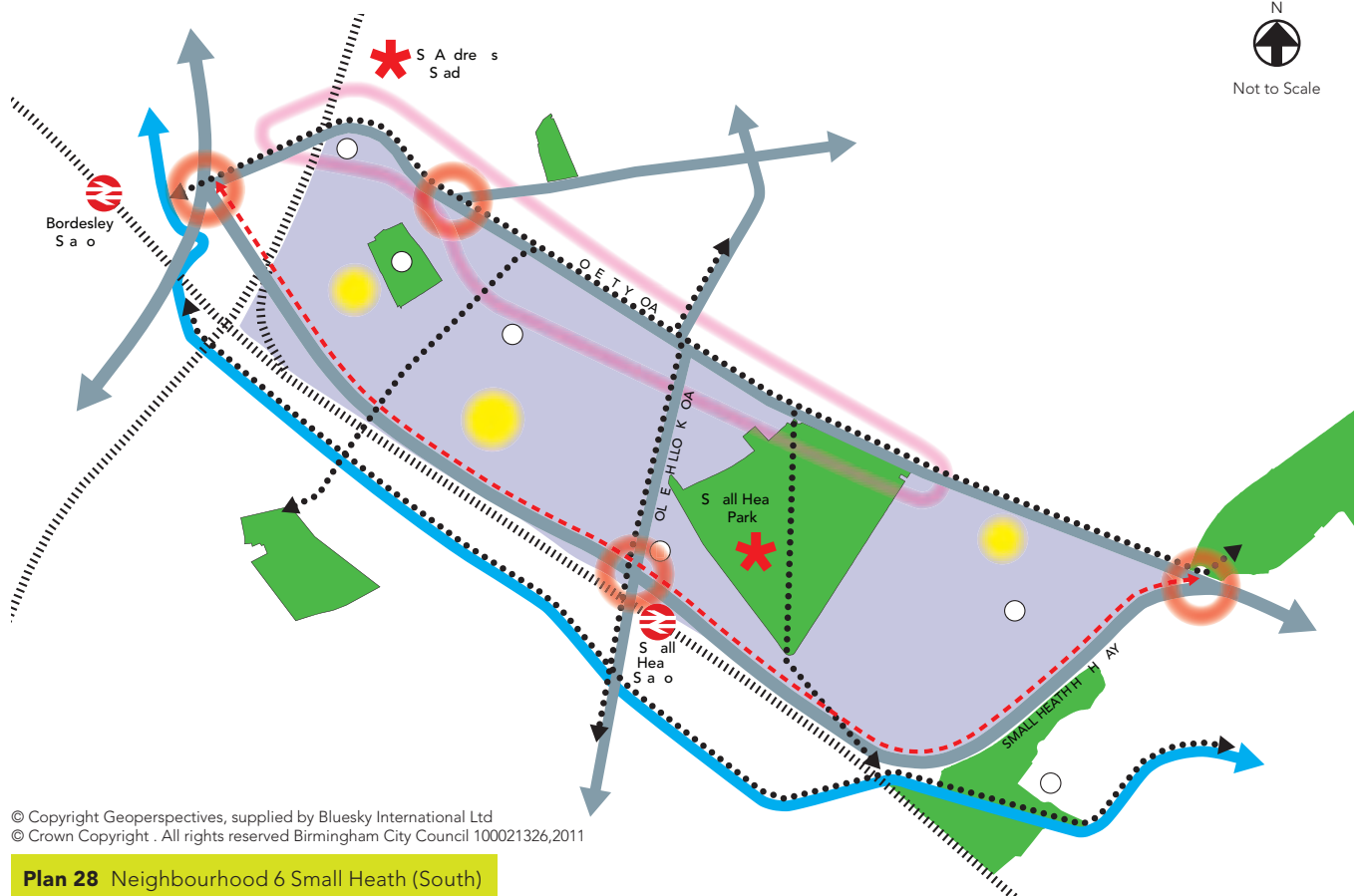
Small Heath Park and Sara Park provide the main areas of open space in the neighbourhood, and both provide a range of facilities. There are opportunities for the further enhancement of local recreational facilities and to enhance connectivity with and use by the surrounding residential community. The 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 will be considered. 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 (Metro) 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



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**Plan 28** Neighbourhood 6 Small Heath (South)

is a priority for both Centro and the City Council. This will require major infrastructure works to the south of Bordesley Circus.

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

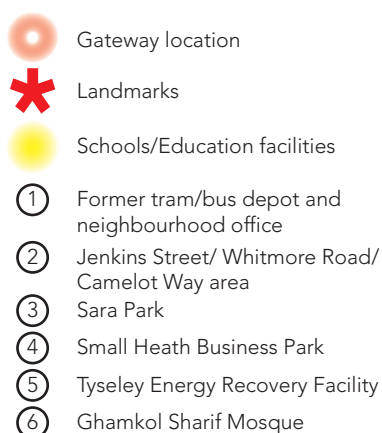
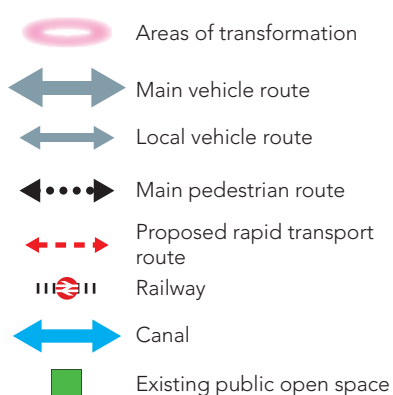
- Support the vitality and viability of Small Heath local centre including the opportunities for growth and regeneration, and the promotion of the centre's services and facilities to enhance its niche role in the retail hierarchy.
- The former tram/bus depot and former neighbourhood office and associated car park (together with St Andrew's Retail Park) present a major opportunity to transform the gateway into the local centre from the west (outlined further in the options for Small Heath local centre in the 'Key Opportunities' section).
- The opportunity for new housing within the area including a review of sites in other uses. For example the area bounded by Jenkins Street, Whitmore Road and Camelot Way may present

redevelopment opportunities for residential/commercial mixed use activity.

- Measures to improve the environment and enhance the attractiveness of Small Heath Business Park and the adjacent Sapcote Trading Estate.
- Enhance the major gateways into the area at Heybarnes Circus and the junction of Coventry Road and Cattell Road.
- To improve 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.
- Enhance Small Heath Park and Sara Park and improve their linkages with, and use by, the surrounding residential community.
- Enhance access and linkages to the Grand Union Canal to the south of the AAP area.
- Consider the requirements of local schools in terms of potential expansion, improved facilities and the quality of the surrounding environment. Local schools include Regent's Park, Holy Trinity and Holy Family.

- Support improvements to public transport within the area including enhancing bus routes and services as well as the introduction of rapid transit.
- Improve pedestrian routes and linkages across the area particularly across Coventry Road and across Small Heath Highway at Poets Corner to Small Heath Rail Station.
- 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.
- Explore the potential to improve linkages to, and encourage the use of the River Cole Linear Open Space as a major recreational and wildlife asset for the area.
- Given the proximity to the Tyseley Energy Recovery Facility and the Tyseley Environmental Enterprise District, explore the potential to develop Combined Heat and Power (CHP) in the area. A potential network could incorporate houses, schools, industrial premises on Small Heath Business Park and the Asda Foodstore.

#### KEY: SMALL HEATH SOUTH



#### Questions for consultation:

8. Do you have any comments on the potential opportunities identified for the six neighbourhoods?
9. Are there any further opportunities or problems that you feel should be considered?
10. What opportunities do you feel should be prioritised?

# Delivery

Once adopted, the AAP will set out a clear vision for the transformation of the area over the next 20 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 four initiatives:

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

## Working in Partnership

Neighbourhood planning is at the forefront of the AAP. 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.

The AAP will provide a clear vision for the area and will provide the mechanism to attract developers and investors into the area. This will be achieved by:

- Strengthening links with the private sector including existing businesses and traders within the area as well as potential developers and investors.
- Increased cooperation with traders organisations within the local centres and strengthening the role of town centre management, including the promotion of Business Improvement Districts.

- 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, 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.

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:

- Tax Increment Financing (TIF) which enables borrowing against future increases in business rate receipts to help fund development of infrastructure.
- Working with the Greater Birmingham and Solihull Local Enterprise Partnership to identify opportunities for funding. In particular those that may arise from the proposed Enterprise Zone for Birmingham City Centre.

- 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, such as ERDF or JESSICA, to support individual projects.
- Exploring the potential for Business Improvement Districts 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.

### **Marketing Birmingham**

The City Council will work with Marketing Birmingham to promote opportunities within the area to potential developers and investors.

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.

# Public Consultation and Next Steps

The City Council is committed to working in partnership with the local community to develop the vision and proposals for the AAP. A first stage of detailed community consultation will take place in the Summer of 2011 at venues throughout the area; details of which will be published shortly.

In particular the views of residents, businesses and investors are important in assessing the issues and options identified in this options report and all comments are welcome.

Following public consultation a preferred option for the AAP will be prepared. The preferred option will address the whole of the AAP area. It will be a combination of both the way forward for the four areas of transformation, as well as the preferred proposals for the six neighbourhoods.

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:**  
0121 464 9858

**Website:**  
www.birmingham.gov.uk/  
bordesleyparkaap





# Appendix A - Summary of Baseline Information

Government guidance and sound planning practice requires that the content of the AAP must be based upon a robust and up to date Evidence Base comprising a review of other plans and programmes, and existing available data. A series of baseline studies have been prepared to provide the Evidence Base for the AAP.

This information identifies both current baseline conditions in the area as well as their likely evolution.

The Evidence Base will be updated as required during the plan making process and will also be supplemented by additional information where needed.

The Evidence Base will be made available on the AAP website and a summary of the baseline information and key issues is provided in the following tables.

Sustainability Issues	Supporting Evidence
<b>Environmental</b>	
Resource Use	<ul style="list-style-type: none"> <li>Severn Trent identifies the need for on-going leakage management and water efficiency activity in order to meet future demand in Birmingham Zone.</li> <li>There is a past history of brick manufacture on the Wheels Site.</li> </ul>
Energy Use, Efficiency and Renewables	<ul style="list-style-type: none"> <li>The energy efficiency of the existing building stock should be improved. The potential for a CHP scheme associated with the adjacent Tyseley Energy Recovery Facility and the Tyseley Environmental Enterprise District should be investigated.</li> </ul>
Waste Reduction and Disposal	<ul style="list-style-type: none"> <li>Over the last 5 years within Birmingham there has been a decrease in household waste produced per household. However the level of household waste continues to be dwarfed by waste produced by other streams such as commercial &amp; industrial waste and construction, demolition &amp; excavation waste.</li> <li>The recycling rate remains below the national average but Birmingham seeks to reach a 40 % recycling and composting rate for municipal waste by 2026.</li> <li>A number of recycling centres and scrap yards are located within the AAP area and although they can raise local environmental and amenity issues they do perform an important role in the waste hierarchy.</li> </ul>
Sustainable Design, Construction and Maintenance	<ul style="list-style-type: none"> <li>New buildings and conversions should be built to the most advanced standards to limit environmental impact.</li> <li>The Code for Sustainable Homes requires all new homes to be zero carbon by 2016. The existing housing stock presents a considerable environmental challenge both in terms of the AAP area and Birmingham as a whole.</li> </ul>



Sustainability Issues	Supporting Evidence
<b>Environmental</b>	
Sustainable Transport	<ul style="list-style-type: none"> <li>Although Birmingham has a good public transport network it needs to be further expanded and upgraded to help reduce the level of car use and provide benefits in terms of improved air quality. Within the AAP area bus showcase (smart route) improvements could be extended and the potential of Adderley Park Rail Station explored. There are also proposals to extend the Midland Metro to Birmingham Airport.</li> <li>Traffic congestion within the AAP area including on the ring road and within local centres such as Alum Rock Road is an issue at certain times.</li> <li>Improved accessibility to the Wheels site will be required as and when development proposals come forward.</li> </ul>
Pedestrian and Cycle Movement	<ul style="list-style-type: none"> <li>Major roads through the AAP area, including the ring road, act as a barrier to easy pedestrian and cycle movement. However, it should be possible to improve the general permeability of the area for both pedestrians and cyclists as well as enhance connectivity with the city centre.</li> </ul>
Responding to Climate Change	<ul style="list-style-type: none"> <li>It is estimated that Birmingham produces 6.6 million tonnes of CO2 annually. Birmingham has a target of a 60% reduction in CO2 emissions by 2026.</li> <li>Future development proposals and public programmes should take into account the effects of potential climate change and seek to minimise risks.</li> </ul>
Built and Historic Environment	<ul style="list-style-type: none"> <li>There are no Conservation Areas within the AAP area. However there are 24 statutory Listed Buildings as well as a number of archaeological sites that have been identified. Six of the Listed Buildings are identified by English Heritage as being 'At Risk'.</li> </ul>
Natural Landscape and Biodiversity	<ul style="list-style-type: none"> <li>Although much of the AAP area is built-up it does contain some valuable open spaces (for example Small Heath Park as well as derelict/ under-used sites and water courses. There are two SLINCS within the AAP area (Grand Union Canal &amp; River Rea) as well as a number of protected mammal and bird species. The AAP should build upon these assets and increase biodiversity.</li> </ul>

Sustainability Issues	Supporting Evidence
<b>Environmental</b>	
Air Quality	<ul style="list-style-type: none"> <li>Air quality is an issue within the AAP area as the whole of Birmingham is designated as an Air Quality Management Area. The main pollutants of concern within the City relate to traffic emissions, particularly nitrogen dioxide. Fine particle emissions are also of concern, however minor improvements in either traffic levels, reducing congestion or vehicle emissions will see air quality objectives for this pollutant being met.</li> </ul>
Water Quality and Watercourses	<ul style="list-style-type: none"> <li>The River Rea flows through the AAP area and its floodplain incorporates the industrial and railway land around the Freightliner Depot and Saltley Business Park. The Environment Agency has identified that a more accurate flood risk mapping exercise should be undertaken for the River Rea.</li> <li>In terms of chemical water quality most parts of the Rea are classified as 'fair'. Biological water quality is comparable with most stretches classified as 'fair' or 'poor'.</li> </ul>
Soil Quality and Contamination	<ul style="list-style-type: none"> <li>Historically both the AAP area and Birmingham have had a broad spectrum of manufacturing industries and there is a clear potential for land contamination.</li> <li>There are two closed landfill sites within the AAP area: LF51 Porters Way and LF34 Adderley Park Brickworks (Wheels). Further investigations and evaluation of the Wheels site is required as proposals come forward.</li> <li>There are also three other areas of significant in-filling within the AAP area at Kingston Hill Park, St Andrews and Henry Barber Recreation Ground.</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Noise pollution is an issue within some parts of the AAP area with traffic being the principal source. As proposals come forward the potential for noise needs to be considered in the context of the relationship between different land uses (particularly residential).</li> </ul>

Sustainability Issues	Supporting Evidence
<b>Economic</b>	
Economic Activity	<ul style="list-style-type: none"> <li>Birmingham as a whole has a high proportion of economically inactive people and unemployment is higher than the national average.</li> <li>Worklessness levels in the AAP area are high with parts of the area having worklessness rates above 40%. Household earnings are also some £9000 below the city average. Local tailored interventions (Neighbourhood Employment &amp; Skills Plans (NESP)s and Constituency Employment &amp; Skills Plans (CESP)s) have been taken forward to address worklessness in the area.</li> </ul>
Decline in Manufacturing	<ul style="list-style-type: none"> <li>The closure of traditional manufacturers in the surrounding areas has resulted in job losses and changes to the employment structure in the area. However there is still a significant quantity of high quality industrial land and premises, which will provide future investment opportunities and jobs for the area (for example Tyseley, Small Heath Business Park, Saltley Business Park).</li> <li>Small businesses are particularly prevalent within the area.</li> <li>The Wheels site is a significant opportunity site within the area. There are also investment and employment opportunities within the local centres within the area which will be supported including through town centre management. The close proximity of the AAP area to the city centre also presents potential opportunities both for the area and its residents.</li> </ul>
Learning and Skills	<ul style="list-style-type: none"> <li>The proportion of people within the AAP area with few or no qualifications is above the city average, which is itself above the national average. However improvements are being made in educational attainment and secondary school performance within the AAP area and wider Area of Influence is good (68% achieving 5+ A*- C); this is above both local and national averages and has seen steady improvement.</li> <li>There is already a very high demand for local school places within the area and the young, growing population will require additional capacity in the near future (both in the primary and secondary sectors).</li> </ul>

Sustainability Issues	Supporting Evidence
<b>Social</b>	
Population Profile	<ul style="list-style-type: none"> <li>At the 2001 Census 33,134 people were located within the AAP area (with over 97,000 within the wider Area of Influence).</li> <li>The age profile of the AAP area is notably younger than that of both Birmingham and England.</li> </ul>
Equality	<ul style="list-style-type: none"> <li>Birmingham is a diverse city and this characteristic is more marked in the inner areas. 70.1% of the population within the AAP area is Asian with 54.6% of Pakistani origin.</li> <li>Partly due to geographic location and social and economic disadvantages, there are inequalities relating to employment and services.</li> </ul>
Deprivation	<ul style="list-style-type: none"> <li>Birmingham ranks 15th out of 354 local authorities on the Government's Index of Multiple Deprivation. It ranks first when the income and employment measures are looked at alone. Parts of the AAP area fall within the most deprived 3% of areas within England.</li> </ul>
Health	<ul style="list-style-type: none"> <li>The number of people within the AAP area described as having 'not good health' at the 2001 Census was higher than both the Birmingham and national average. Whilst life expectancy is increasing for both males and females within the Washwood Heath and Bordesley Green wards, the gap between life expectancy in these wards and national life expectancy is increasing.</li> <li>There are a number of GP and dental surgeries within the AAP area and Heartlands Hospital is located within the wider Area of Influence. The LIFT Strategy is improving primary care facilities within the area but there are issues with both a growing demand for health services and the need to attract new and younger GPs into the area (a number of existing GPs are nearing retirement age).</li> </ul>

Sustainability Issues	Supporting Evidence
<b>Social</b>	
Crime	<ul style="list-style-type: none"> <li>• Policing of the wider Area of Influence by West Midlands Police is split between Stechford and Queens Road (Aston) Police Stations.</li> <li>• Crime rates in the West Midlands region have decreased by 7% between 2008/09 and 2009/10 (Home office July 2010). The crime rate within the AAP area is above the city average but compares well with the average rates in other large cities such as Manchester.</li> <li>• Anti-social behaviour rates are in the main above the city average, apart from within the Small Heath neighbourhood.</li> </ul>
Housing	<ul style="list-style-type: none"> <li>• Birmingham's growth agenda identifies the Eastern Corridor as an area of housing growth.</li> <li>• Average property prices within the AAP area are below the city and national average.</li> <li>• Within Birmingham and the AAP area there is a continued demand for affordable housing and the number of households is increasing. Within the AAP area there is a demand for larger family housing.</li> <li>• Within the area social housing has been improved under the Decent Homes Initiative. However within the East Birmingham Housing Market Area only 48% of private properties are regarded as meeting the 'Decent' standards.</li> </ul>
Culture, Sport and Recreation	<ul style="list-style-type: none"> <li>• Birmingham City Football Club and The Wheels Trust (stock cars/karting) are located within the AAP area. The Ackers Adventure site is located just to the south of the AAP area. A number of smaller sports, leisure and community uses are located within the area, including Small Heath Leisure Centre.</li> </ul>

## Appendix B - Sustainability Indicators

A Sustainability Appraisal (SA) is being carried out alongside the development of the AAP. The SA takes an integrated approach satisfying both the requirements for a Sustainability Appraisal in the Planning and Compulsory Purchase Act 2004 and the requirements for Strategic Environmental Assessment (SEA) under the SEA Directive.

The SA process will help ensure that the full range of environmental, social and economic effects are considered during the development of the AAP. In this context it is an important and effective mechanism to ensure that sustainable development principles are taken into account throughout the entire plan making process and through the subsequent implementation of proposals and initiatives within the AAP area.

A number of stages of the SA process have been carried out to date. Comprising the first stage of the SA, a Scoping Report was prepared in October 2009. This presented a range of information including a policy and plan review, an evidence base and key sustainability issues for the AAP area. It also included an SA Framework of objectives and indicators against which the options, policies and proposals of the evolving AAP can be appraised.

The Scoping Report was subject to consultation with the statutory consultees for SA (English Heritage, Environment Agency and Natural England) and a range of other stakeholders. Following the receipt of consultation responses, the information presented in the Scoping Report was updated to reflect stakeholder comments. The updated SA Framework of objectives and indicators is set out in the following table and the Scoping Report is available on the AAP website.

The issues and options presented in this Options Report have been appraised against the updated SA Framework to provide the sustainability context. This follows an assessment of initial versions of the options, which provided an early iteration between the SA and the AAP's development process. The Options SA Report, which complements this report, presents the findings of this stage of the SA process.

These findings will subsequently inform and influence the selection of the preferred option for the AAP. To accompany the preferred option, a SA Report will then be prepared. The SA Report will set out an appraisal of the preferred option, and present a series of recommendations to improve the sustainability performance of the plan. It will also include mitigation measures to offset any adverse sustainability effects which may arise as a result of the implementation of the preferred option for the AAP.

The SA Report will also consider equality issues to ensure that specific measures are included in the final plan to address equality issues.

Bordesley Park AAP SA Objective	Appraisal Questions
<p>Resource Use</p> <p>1. To use natural resources such as water and minerals efficiently</p>	<p>Does it incorporate energy efficiency measures into new land use and developments, redevelopment and refurbishment?</p> <p>Will it achieve high standards of water efficiency?</p> <p>Does it minimise surface water run-off by employing measures such as SUDS?</p> <p>Will secondary/recycled aggregates be used in new buildings?</p>
<p>Climate Change, Energy Use, Efficiency and Renewables</p> <p>2. To reduce overall energy use and contributions to the causes of climate change.</p>	<p>Will it achieve high standards of energy efficiency?</p> <p>Will it reduce energy consumption and dependence on non-renewable fuels?</p> <p>Will it encourage the generation and use of renewable energy?</p> <p>Will it encourage a reduction in the emission of key pollutants?</p> <p>Will it generate significant amounts of greenhouse gases, or increase the amounts of greenhouse gases currently produced?</p>
<p>Sustainable Transport</p> <p>3. Make efficient use of the existing transport infrastructure by promoting sustainable transport, promoting modal shift and minimising the need to travel by private car.</p>	<p>Will it encourage development near key transport/public transport locations and corridors?</p> <p>Will it improve accessibility to and around the AAP area by public transport, walking and cycling?</p> <p>Will it improve accessibility to key amenities and services as well as new development by public transport, walking and cycling?</p> <p>Will it improve safety for pedestrians and cyclists?</p> <p>Will it encourage the use of alternatively fuelled vehicles?</p> <p>Will it promote the use and protection of existing rail facilities?</p> <p>Will it enable the introduction of public transportation improvements in the future?</p> <p>Will it support access to and for, new development and local businesses?</p> <p>Will it contribute to improving air quality?</p> <p>Will it provide high quality local services such as convenience shops and other community facilities within the vicinity of people's homes?</p>

Bordesley Park AAP SA Objective	Appraisal Questions
<p>Waste Disposal and Reduction</p> <p>4. Encourage and enable waste minimisation, reuse, recycling and recovery</p>	<p>Will it provide appropriate waste management infrastructure? E.g. integrated recycling facilities</p> <p>Will it promote the reduction of waste during construction/ operation?</p> <p>Will it divert resources away from the waste stream, including the use of recycled materials in new development where possible?</p>
<p>Brownfield Land</p> <p>5. Encourage land use and development that optimises the use of previously developed land and buildings</p>	<p>Will it encourage development on previously developed land?</p> <p>Does it make the most efficient use of land?</p>
<p>Climate Change</p> <p>6. Ensure that the design and planning process reduces the impact of climate change and the risk of flooding</p>	<p>Will it minimise the risk of flooding from rivers and watercourses to people and property?</p> <p>Does it include measures such as SUDS to minimise surface water run-off?</p> <p>Does it comply with EA advice?</p> <p>Will it facilitate landscape change for climate change adaptation (e.g. by protecting key green infrastructure and biodiversity features)?</p> <p>Will it encourage the development of buildings prepared for the impacts of climate change?</p>
<p>Built Environment, Natural Landscape and Sense of Place</p> <p>7. Promote the expansion and improvement of a comprehensive and multifunctional green infrastructure network.</p>	<p>Will it encourage the appropriate management or enhancement of existing open spaces or the creation of open spaces?</p> <p>Will it enhance public access to open space?</p> <p>Will it increase the area of accessible natural greenspace?</p>



Bordesley Park AAP SA Objective	Appraisal Questions
<p>Built Environment, Natural Landscape and Sense of Place</p> <p>8. Value, protect, enhance and restore the AAP area's built and historic environment and landscape</p>	<p>Will it create well designed and high quality development?</p> <p>Will it preserve or enhance the setting of cultural heritage assets?</p> <p>Will it conserve the Listed Buildings identified as being at risk?</p> <p>Will it preserve buildings of architectural or historic interest and, where necessary, encourage their conservation and renewal?</p> <p>Will it involve the loss of an existing traditional feature of interest that positively contributes to the character of the area?</p> <p>Will it conserve the archaeological heritage of the area?</p>
<p>Biodiversity</p> <p>9. Value, protect, enhance, restore and re-create local biodiversity.</p>	<p>Will it conserve and enhance natural habitats and conserve and enhance species diversity?</p> <p>Will it maintain and enhance sites designated for their biodiversity interest and increase their area?</p> <p>Will it link up areas of fragmented habitat?</p> <p>Will it lead to habitat creation, matching Biodiversity Action Plan (BAP) priorities?</p>
<p>Air Quality</p> <p>10. Minimise air pollution levels and create good quality air</p>	<p>Will it improve air quality?</p>
<p>Water Quality</p> <p>11. Minimise water pollution levels and improve water quality</p>	<p>Will it improve the quality of the water in the canals and the River Rea?</p> <p>Will it reduce the overall amount of diffuse pollution to water and soil?</p>
<p>Soil Quality and Contamination</p> <p>12. As part of new development address and mitigate land contamination issues within the AAP area</p>	<p>Will it address land contamination issues within the AAP area?</p> <p>Will it reduce the overall amount of diffuse pollution to water and soil?</p>
<p>Noise</p> <p>13. Minimise noise pollution levels</p>	<p>Will it cause noise pollution?</p> <p>Will it reduce the impact of noise nuisance to the population?</p>

<b>Bordesley Park AAP SA Objective</b>	<b>Appraisal Questions</b>
<p>Corporate Responsibility</p> <p>14. Encourage corporate social and environmental responsibility, with local organisations and agencies leading by example</p>	<p>Does it encourage local stewardship of local environments e.g. enabling communities to improve their neighbourhoods?</p> <p>Will it encourage public bodies and other agencies to work together more effectively for the benefit of the area?</p>
<p>Economy and Equality</p> <p>15. Encourage regeneration and economic growth to achieve a strong, stable and sustainable economy that benefits the inhabitants of the AAP area</p>	<p>Will it enhance enterprise opportunities?</p> <p>Does it identify significant development and regeneration opportunities?</p> <p>Will it promote inward investment?</p> <p>Will it improve the range of employment opportunities?</p> <p>Will it maximise the potential of high value employment sectors?</p> <p>Will it reduce worklessness within the AAP area?</p> <p>Will it support or encourage social enterprise and the development of new environmental technologies?</p>
<p>Learning and Skills</p> <p>16. Promote investment in future prosperity, including ongoing investment and engagement in learning and skill development</p>	<p>Will it provide high quality educational facilities?</p> <p>Will it provide opportunities to improve the skills of the local population?</p> <p>Will it reduce worklessness within the AAP area?</p>
<p>Community Involvement</p> <p>17. Enable communities to influence the decisions that affect their neighbourhoods and quality of life</p>	<p>Does it encourage local stewardship of local environments, for example enabling communities to improve their neighbourhoods?</p> <p>Will it encourage engagement in community activities for example through the establishment of social and cultural facilities that address the needs of community groups?</p> <p>Will it increase the ability of people to influence decisions?</p>

Bordesley Park AAP SA Objective	Appraisal Questions
<p>Accessibility</p> <p>18. Promote social inclusion by ensuring easy and equitable access to services, facilities and opportunities, including jobs and learning</p>	<p>Will it secure improved facilities and infrastructure for people with disabilities?</p> <p>Will it facilitate access to jobs and/or learning?</p> <p>Will it encourage the retention of key services and amenities such as schools and green spaces?</p> <p>Will it create job opportunities and help remove barriers to employment?</p> <p>Will it encourage the retention and/or growth of local employment?</p> <p>Will it reduce worklessness within the AAP area?</p> <p>Does it ensure that people are not disadvantaged with regard to ethnicity, gender, age disability, faith, sexuality, background or location?</p>
<p>Poverty and Disadvantage</p> <p>19. Address poverty and disadvantage, taking into account the particular difficulties of those facing multiple disadvantages</p>	<p>Does it promote environmental justice, recognising that deprived areas and disadvantaged communities are more likely to be affected by environmental damage and degradation?</p> <p>Does it reduce household poverty, especially the proportion of children living in poor households?</p>
<p>Health</p> <p>20. Improve health and reduce health inequalities by encouraging and enabling healthy active lifestyles and protecting health as well as providing equitable access to health services and facilities.</p>	<p>Will it provide high quality health facilities?</p> <p>Will it provide opportunities to improve the skills of the local population?</p> <p>Will it reduce worklessness within the AAP area?</p>
<p>Crime</p> <p>21. Improve community safety and reduce crime, fear of crime and antisocial behaviour</p>	<p>Will it improve safety and security thereby helping to reduce crime?</p> <p>Will it incorporate measures to reduce the fear of crime?</p> <p>Will it incorporate measures to reduce the potential for anti-social behaviour?</p>

Bordesley Park AAP SA Objective	Appraisal Questions
<p>Housing</p> <p>22. Provide decent and affordable housing for all, of the right quantity, type, tenure and affordability to meet local needs</p>	<p>Will it contribute to meeting the need for affordable housing?</p> <p>Will it provide a range of housing that caters to local needs including larger house types?</p> <p>Will it help reduce homelessness?</p> <p>Will it provide housing that meets Decent Homes Standards?</p> <p>Does it provide the appropriate density of housing?</p> <p>Will it reduce the number of unfit homes?</p> <p>Will it meet the building specification guidance in the Code for Sustainable Homes? (DCLG)</p>
<p>Culture, Sport and Recreation</p> <p>23. Improve opportunities to participate in diverse cultural sporting and recreational activities</p>	<p>Will it improve the quality or extend the range of cultural, sporting or recreational activities within the AAP area?</p> <p>Will it increase participation in sport and recreation?</p>

Term	Abbreviation	Meaning
Advantage West Midlands	AWM	The Regional Development Agency for the West Midlands.
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 provide 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.
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
Core Strategy		Development Planning Document providing a spatial framework for the growth of Birmingham up to 2028.
Comparison retail		Shops which sell items not bought on a frequent basis such as electrical goods and shoes.
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, gateways should be enhanced through high quality public realm improvements.
Greenfield land		Undeveloped land.

Term	Abbreviation	Meaning
Green Infrastructure		Green infrastructure is strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.
Housing Regeneration		Measures to improve the housing environment, housing layout, refurbishment and/or demolition and redevelopment of new housing.
Lifetime Homes Standards		Lifetime Homes have 16 design features that ensure a new house or flat will meet the needs of most households. The emphasis is on accessibility and design features that make the home flexible enough to meet whatever needs are placed upon it in the future.
Listed Building		Building or structure of historic or architectural merit which has protection under the planning legislation.
Locally Listed Building		A Locally Listed Building is a building, structure or feature which, whilst not listed by the Secretary of State, the City Council feels to be an important part of Birmingham's heritage due to its architectural, historic or archaeological significance.
Local Centre		A local or district centre includes shops, businesses and community facilities. It may also include some residential properties that lie within the centre.
Local Development Document	LDD	This comprises Development Plan Documents, the Statement of Community Involvement and Supplementary Planning Documents which together form the planning policies for Birmingham.
Local Development Framework	LDF	The folder of Local Development Documents which will be the replacement to the Birmingham Unitary Development Plan.

Term	Abbreviation	Meaning
Local Enterprise Partnership	LEP	Economic development bodies established to replace, in part, the regional development agencies.
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.
Opportunity Sites		Areas of land, or derelict buildings, vacant or underused land which have the potential to be used and redeveloped for alternative uses.
Planning Policy Guidance Note	PPG	Document prepared and issued by Central Government setting out its policy on different aspects of planning. Local authorities must take their content into account in the production of development plans.
Planning Policy Statements	PPS	Documents prepared by the government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. Planning Policy Statements have replaced Planning Policy Guidance.
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.



Term	Abbreviation	Meaning
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.
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.
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.

Term	Abbreviation	Meaning
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.



