

# **Employment Land Availability Assessment**

Birmingham City Council

November 2018

## **Contents**

Executive Summary	Page 2
Introduction	Page 6
Policy Summary	Page 7
Market Commentary	Page 12
Completions and Supply of Employment Land	Page 14
Conclusions	Page 30
Appendix 1 – 2017 Schedule of Sites	Page 33
Appendix 2 – Sites Completed and Under Construction	Page 43
Appendix 3 – Sites Readily and Not Readily Available	Page 44

## Executive Summary

Birmingham is home to one of the most important employment areas within the UK and home to some of the country's most successful companies such as Jaguar Land Rover and Cadburys. Strengthening this position and ensuring the City continues to have a successful and prosperous economy requires the City to provide for a wide range of opportunities for economic development and job creating activity. This is particularly important given the contribution that Birmingham makes to the West Midlands and UK economies.

The last detailed review of employment land in Birmingham was undertaken in 2013 by Warwick Economics and Development through the Employment Land and Office Targets Study. Whilst the City Council produce an Authority Monitoring Report on an annual basis which contains headline information regarding the supply of employment land in Birmingham, as the Birmingham Development Plan (BDP) was adopted in January 2017 it is considered an appropriate time to undertake a more detailed analysis of the supply of employment land and the factors affecting it. This Employment Land Availability Assessment is the result of this work and has been prepared to complement the City Council's annual monitoring of employment land. This document also recommends actions that will ensure that an appropriate supply of employment land is maintained to secure the prosperity of the City's industrial sector and wider economy.

Birmingham sits at the heart of the West Midlands region which has the highest amount of occupier demand for employment land of any region in the UK<sup>1</sup>. Given the region's long standing association with manufacturing and its location at the heart of the UK's transport network, this level of demand is not surprising. The region also benefits from the presence of globally leading expertise in engineering and is well supported by its Universities which ensure a strong supply of suitably qualified graduates.

---

<sup>1</sup> Big Shed Briefing January 2018, Savills

This level of demand has been translated in substantial levels of take-up and unlike the national picture where take-up is receding to long term averages; take-up in the West Midlands is still well above the 10 year average (ibid). This regional success is reflected in the completions on employment land in Birmingham which over the last 3 years was 18.5ha in 15/16; 27.06ha in 16/17 and 13.22 in 17/18.

Current demand in the market is focused on larger footprints with the average deal size in 2017 for the West Midlands being 277,000 sq.ft. (ibid). While developments at this scale have been rare, in Birmingham the allocation of 71 ha of employment land at Peddimore provides the City with a site capable of accommodating footprints of this size. The scale of this opportunity has been reflected in the level of interest shown by potential development partners in the City Council's recent procurement process to identify a lead development partner for the site.

On average over the last ten years there have been 99 ha of readily available land and 100 ha of not readily available land. The supply had been decreasing in recent years for both readily and not readily available land, however the adoption of the BDP and allocation of the 71 ha Peddimore site has contributed to a doubling of the not readily available supply from 63.98 ha in 2015-2016 to 128.05 ha in 2017-2018. Total readily available supply is at 69.24 ha.

The supply of readily available land for Regional Investment Sites and the Other Quality sub-market meets the requirements set out in the BDP; however the supply of readily available land in the Best Quality and Good Quality sub-markets is well below these requirements.

In the Best Quality sub-market there is only 24.06 ha of readily available land which equates to two years of demand based on the forecasts used to inform the development of the BDP. This is worryingly low and well below the target for 60 ha (equivalent to 5 years demand) set in the BDP. There is a significant risk in terms of the supply of Best Quality employment land in the near future unless actions are taken to bring forwards land from the not readily available category. In the medium term the strategy of the BDP to release Peddimore for employment development will

help to address supply issues. It also shows how critical the proposal to bring forwards a comprehensive redevelopment of the Wheels site is in terms of securing an appropriate supply of Best Quality employment land. Finally, in the long term there may be a need to identify further supply of Best Quality land. However, the certainty of forecasts reduce as the period that they cover increases. As such this is less of a concern in the near future and ongoing monitoring and review of the supply of Best Quality employment land will provide greater certainty on whether or not additional supply is required as the plan period progresses.

In the Good Quality sub-market there is currently 22.54 hectares of readily available land compared to the BDP target of 31 hectares. The current supply equates to 3.6 years based on the rates forecast by the BDP. This is not as drastic a shortfall as the Best Quality sub market and there is a greater range of sites in the not readily available supply in contrast to the reliance upon Peddimore and Wheels coming forwards to address supply issues for Best Quality sites. However, as noted the issues in Best Quality supply may increase pressure upon the Good Quality category. Furthermore a number of businesses require relocating as they are currently in the area identified for the new HS2 route. The City Council has secured an assurance from the Secretary of State for Transport that these businesses will be supported to relocate within Birmingham. The size of many of the affected businesses means that they are interested in moving to sites in the Good Quality category and as such this is likely to create further demand for sites in this category in the immediate future. As such all opportunities to bring forwards additional supply within this sub market should be taken.

The significant level of completions on employment land in Birmingham over the last two years is to be celebrated and demonstrates the importance of employment land to the health of the wider economy of not just Birmingham, but also the West Midlands. However, while this success is very welcome, the currently very limited readily available supply in both the Best Quality and Good Quality sub markets is a cause for concern. It will be particularly important to ensure that all opportunities are taken to move land from the not readily available supply to the readily available

supply to ensure that the businesses wishing to expand or locate in Birmingham are not prevented from doing so due to a lack of suitable sites.

High Speed 2 will impact on both the demand for and supply of employment land within Birmingham in a number of ways. It will both generate demand by making the City more attractive to investors and through the relocations required for its construction. With regards to the supply side there is a sizeable amount of land required at Washwood Heath during the construction period which will ultimately become available for employment development.

Within the Good Quality category it is likely that sites will continue to become available through churn of existing sites as occupiers relocate and expand. The lack of apparent alternative sources of sites to serve this submarket means that consideration should be given to proactively identifying potential sites within this market. Two potential options are firstly to undertake a regular call for sites process similar to the process already undertaken for housing sites and secondly to consider the potential of utilising commercially available databases to aid with the identification of potential, sites.

The success of the RIS at Aston shows that the concept can be attractive to the market if it is supported. While the lack of progress to date at Longbridge has conversely been disappointing a planning application has recently been submitted for the first phase of development. It is also anticipated that measures such as the provision of the access road and the possibility of further land assembly means that this site is likely to begin to come forwards in the near future.

Given the lack of opportunities within Birmingham to provide strategic sites that meet a greater than local need it is particularly important that the City Council continues to work with its partners such as the WMCA, GBSLEP and neighbouring local authorities for the good of the wider regional economy. The Local Industrial Strategy and West Midlands Strategic Sites Study 2018 due to be prepared over the coming months are key opportunities within this context.

## Introduction

- 1.1 Birmingham is home to one of the most important employment areas within the UK and home to some of the country's most successful companies such as Jaguar Land Rover and Cadburys. Strengthening this position and ensuring the City continues to have a successful and prosperous economy requires the City to provide for a wide range of opportunities for economic development and job creating activity. This is particularly important given the contribution that Birmingham makes to the West Midlands and UK economies.
- 1.2 The Birmingham Development Plan (BDP) forecasts that over 100,000 new jobs will need to be created from 2013 to 2031 to meet the needs of the City's growing population and help reduce the levels of unemployment and worklessness that currently exist.
- 1.3 Birmingham's successful and prosperous industrial sector has a key role to play in meeting the City's job growth requirements. As such the maintenance of the industrial sector and the provision of sufficient land and premises to enable the economic base to diversify and grow are critical to the prosperity of the City and wider region. Ensuring that an adequate supply of employment land is maintained is also essential in enabling long-term balanced growth to be sustained.
- 1.4 A key element of maintaining an appropriate supply of employment land is regular monitoring and review of the portfolio of employment land within the City. The last detailed review of employment land in Birmingham was undertaken in 2013 by Warwick Economics and Development through the Employment Land and Office Targets Study. This document is a key component of the evidence base for the BDP. Whilst the City Council produce an Authority Monitoring Report on an annual basis which contains headline information regarding the supply of employment land in Birmingham, as the Birmingham Development Plan was adopted in January 2017 it is considered an appropriate time to undertake a more detailed analysis of the supply of

employment land and the factors affecting it. This Employment Land Availability Assessment is the result of this work and has been prepared to complement the City Council's annual monitoring of employment land. It includes data collected up to April 2018. This document also recommends actions that will ensure that an appropriate supply of employment land is maintained to secure the prosperity of the City's industrial sector and wider economy.

## Policy Summary

2.1 There are four key documents in relation to employment land in Birmingham.

They are:

- The National Planning Policy Framework
- The Birmingham Development Plan
- The Loss of Industrial Land to Alternative Uses Supplementary Planning Document
- The Industrial Strategy White Paper

The role of each document and their relationship to the supply of employment land within Birmingham are explained below.

2.2 The **National Planning Policy Framework** (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. Paragraphs 80-82 and 120-121 of the recently published 2018 version of the NPPF are of particular importance with regards to employment land and set out how Local Planning Authorities should seek to support economic growth through the application of their planning powers. They state:

*80. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any*



*weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.*

*81. Planning policies should:*

- a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to Local Industrial Strategies and other local policies for economic development and regeneration;*
- b) set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;*
- c) seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and*
- d) be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices (such as live-work accommodation), and to enable a rapid response to changes in economic circumstances.*

*82. Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.*

*120. Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:*

- a) they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and*

*b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.*

*121. Local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:*

- a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and*
- b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.*

2.3 The reservoir of employment land required by policy TP17 of the Birmingham Development Plan was set on the basis of an evidence base which considered both growth projections (GVA and employment) and average annual completion levels. As such the final forecast amount of employment land that the Birmingham Development Plan seeks to plan for is intended to ensure that sectors that are currently key to, or will become key to the local economy over the lifetime of the plan are supported. While this was prepared and examined under the 2012 version of the NPPF it is considered that the BDP is compliant with the recently published 2018 version.

2.4 The **Birmingham Development Plan (BDP)** which was adopted by the City Council in January 2017 was prepared in accordance with the National Planning Policy Framework and was found sound by a Government appointed Inspector. The key policies relating to employment land are PG1, GA6 and TP17-20. These policies are summarised below, the full policies and reasoned justification are available at <https://www.birmingham.gov.uk/plan2031>

- 2.5 Policy PG1 sets out the overall level of growth that the BDP plans for. With regards to employment land the policy requires 2 Regional Investment Sites of 20 and 25 ha as well as a 71 ha employment site at Peddimore. The policy also requires a minimum 5 year reservoir of 96 ha of land for employment use.
- 2.6 Policy GA6 allocates land to the east of Sutton Coldfield at Peddimore to provide 71 ha of Best Quality employment land. A Supplementary Planning Document is currently being prepared which will provide detailed guidance for the development of this strategically important site.
- 2.7 Policy TP17 sets out the details of the portfolio of 'readily available' employment land required to provide the 5 year 96 ha reservoir required under policy PG1. This portfolio is sub-divided into three different categories of employment land to ensure that the needs of all types and sizes of businesses are met and that desirable employment development is not lost due to a lack of site availability by ensuring that size leads demand. These categories are:
- Best Quality – High quality attractive sites, of a minimum 10 ha in size suitable to attract clients with an international/national/regional choice of location. A minimum 60 ha reservoir of this category is required.
  - Good Quality – Good quality sites suitable for locally based investment, likely to exceed 0.4 ha in size. A minimum 31 ha reservoir of this category is required.
  - Other Quality – Other sites less than 0.4 ha of average or poor quality likely to be of interest to local companies. A minimum 5 ha reservoir of this category is required.
- 2.8 Policy TP18 sets out the requirement for Regional Investment Sites. Two such sites are currently being developed at Longbridge (25 ha) and the Advanced Manufacturing Hub in Aston (20 ha). Developments on these sites are restricted to uses falling within Use Classes B1 and B2. Other uses are

acceptable if they are ancillary and complementary to the main B1/B2 use of the site. Further detailed policies for each of these sites are contained within the Longbridge Area Action Plan and Aston, Newtown and Lozells Area Action Plan. These sites do are required in addition to the 5 year reservoir of employment land required by the preceding policy. Furthermore, unlike general employment land standalone offices (use class B1a) are supported while conversely standalone storage and distribution developments (use class B8) are not supported.

- 2.9 Policy TP19 requires the City's Core Employment Areas to be retained in employment use and be the focus of economic regeneration activities. These areas are where additional development opportunities for employment uses are likely to come forward over the plan period. The policy also defines employment use as B1b( Research and Development), B1c (Light Industrial), B2 (General Industrial) and B8(Warehousing and Distribution) and other uses appropriate for industrial areas such as waste management, builders' merchants and machine/tool hire centres. Applications for uses outside these categories will not be supported unless an exceptional justification exists.
- 2.10 Policy TP20 sets out the approach that would need to be taken where applicants wish to demonstrate that employment land outside of the Regional Investment Sites and Core Employment Areas is obsolete and can no longer make a contribution towards the portfolio of employment land. Proposals for change of use from employment land to other uses will be permitted where it can be demonstrated either that the site is considered to be non-conforming or it can be demonstrated that the site is no longer attractive for employment use. This is either demonstrated by the site having been actively marketed, normally for a minimum of two years, at a price which accords with other property of a similar type in the area or by showing through a viability assessment that redevelopment for employment purposes is commercially unviable.

- 2.11 The Loss of Industrial Land to Alternative Uses Supplementary Planning Document (SPD) sets out further information on what is required to demonstrate that an employment site is obsolete and provides guidance on potential circumstances where an exceptional justification is likely to exist for alternative uses on employment sites. This document was originally produced to support policies in the Unitary Development Plan (UDP) that have been replaced by the adoption of the BDP. The general approach to employment land in the BDP is consistent with the approach in the UDP and as such the SPD has been retained. However some elements of the SPD have been incorporated in the BDP and some of the advice that the SPD gives on active marketing do not fully reflect recent changes in market practice. In particular the document places an emphasis on advertising of sites through printed publications, whereas online advertising has become increasingly prevalent. As such the City Council proposes to review and revise the SPD within the next 12 months.
- 2.12 The Industrial Strategy White Paper was also recently published by the Government. Many parts of the national industrial strategy set out in the white paper are relevant to employment land in Birmingham, however the most important element of the proposals set out in the white paper is Local Industrial Strategies. The white paper commits to developing a Local Industrial Strategy for the West Midlands which will be led by the West Midlands Combined Authority (WMCA) supported by the 3 Local Enterprise Partnerships that cover the West Midlands. It is proposed that this will be in place by Autumn 2018. This has the potential to have a significant impact on economic growth in Birmingham and as a constituent member of the WMCA the City Council will contribute to the development of the Local Industrial Strategy over the coming months.

### Market Commentary

- 3.1 Birmingham sits at the heart of the West Midlands region which has the highest amount of occupier demand for employment land of any region in the

UK2. Given the region's long standing association with manufacturing and its location at the heart of the UK's transport network meaning that 90% of the UK population is within 4 hours travel time, this level of demand is not surprising. The region also benefits from the presence of globally leading expertise in engineering and is well supported by its Universities which ensure a strong supply of suitably qualified graduates.

- 3.2 This level of demand has been translated in substantial levels of take-up and unlike the national picture where take-up is receding to long term averages; take-up in the West Midlands is still well above the 10 year average (ibid). This regional success is reflected in the recent completions on employment land in Birmingham (discussed in more detail in the next section).
- 3.3 As well as design and build developments recent planning approvals indicate that speculative development is beginning to take place again in Birmingham, notably not only on the most attractive sites such as the Advanced Manufacturing Hub in Aston, but also on sites slightly less well located such as the two speculative schemes completed at First Industrial and Barberry on the former Tuckers Fasteners site in Perry Barr.
- 3.4 The potential impacts of Brexit are a concern, particularly with regards to the automotive sector, which is an important part of Birmingham's economy, given its reliance on components and parts often crossing multiple times between the UK and Europe which currently benefit from regulatory harmonisation and a lack of trade barriers. However, while the potential threats of Brexit are apparent there is also the scope for access to new and emerging markets. The West Midlands is the only UK region with a positive balance of trade with China which may offer opportunities to mitigate some of the impacts of Brexit.
- 3.5 Current demand in the market is focused on larger footprints with the average deal size in 2017 for the West Midlands being 277,000 sq.ft. (ibid). While

---

<sup>2</sup> Big Shed Briefing January 2018, Savills

developments at this scale have been rare in Birmingham the allocation of 71 ha of employment land at Peddimore provides the City with a site capable of accommodating footprints of this size. The scale of this opportunity has been reflected in the level of interest shown by potential development partners in the City Council’s recent procurement process to identify a lead development partner for the site.

### Completions and Supply of Employment Land

4.1 Policy PG1 of the Birmingham Development Plan requires two Regional Investment Sites of 20 ha and 25 ha as well as a rolling 5 year supply of 96 ha of ‘readily available’ employment land. Policy TP17 further divides this rolling 5 year supply into the following sub-markets:

Portfolio of Land	Land requirements
Best Quality	
High quality attractive sites, of a minimum 10 ha in size suitable to attract clients with an international/national/regional choice of location.	A minimum reservoir of 60 ha of land.
Good Quality	
Good quality sites suitable for locally based investment, likely to exceed 0.4 ha in size.	A minimum reservoir of 31 ha of land.
Other Quality	
Other sites less than 0.4 ha of average or poor quality likely to be of interest to local companies.	A minimum reservoir of 5 ha of land.

‘Readily available’ sites are defined as committed employment sites with no major problems of physical conditions, no major infrastructure problems and which are being actively marketed.

## Overall Completions

4.2 Over the last ten years (2008-2018) there have been 124.97 ha of employment land completions averaging 12.49 ha per annum. This ten year average on the graph below is slightly lower than the last reporting period where over the ten years (2004-2014) there were 139.87 ha of employment land completions averaging 14 ha per annum. Recent years have seen peaks of 20.56 hectares per annum in 2013-2014 and 27.06 hectares per annum in 2016-2017 due to large schemes coming forward in the best quality category. Completions in 2016-2017 were the highest in the last 10 years. This is illustrated in Figure 1 below.

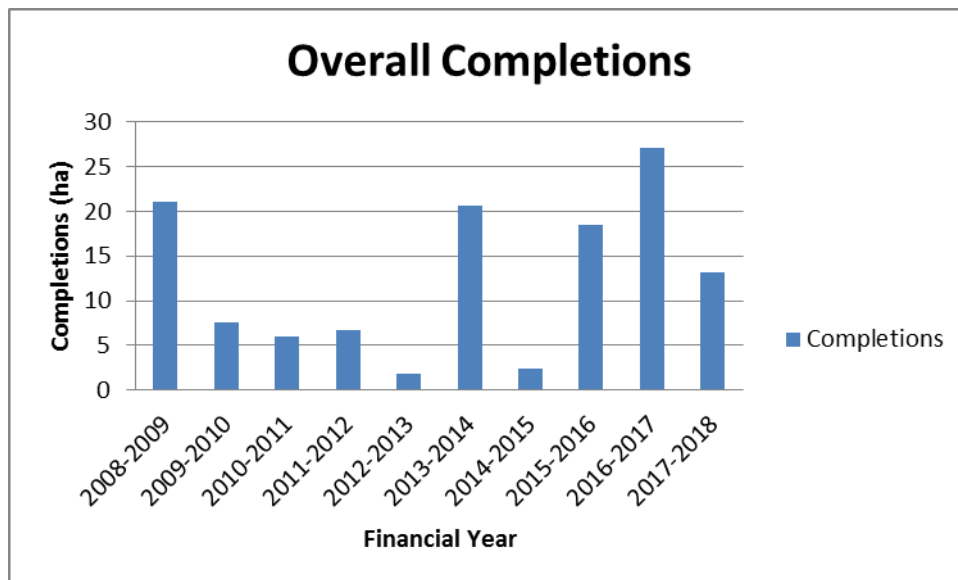


Figure 1: Overall Completions 2008-2018

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

## Overall Supply

4.3 The bar chart below illustrates readily and not readily available employment land for all categories. On average over the last ten years there have been 99. ha of readily available land and 100 ha of not readily available land. The



supply had been decreasing in recent years for both readily and not readily available land, however the adoption of the BDP and allocation of the 71 ha Peddimore site has contributed to a doubling of the not readily available supply from 63.98 ha in 2015-2016 to 128.05 ha in 2016-2017. Total readily available supply was at the lowest it has been in the last 10 years at 66.64 ha in 2016-17. In 2017-18 this increased to 69.24ha.

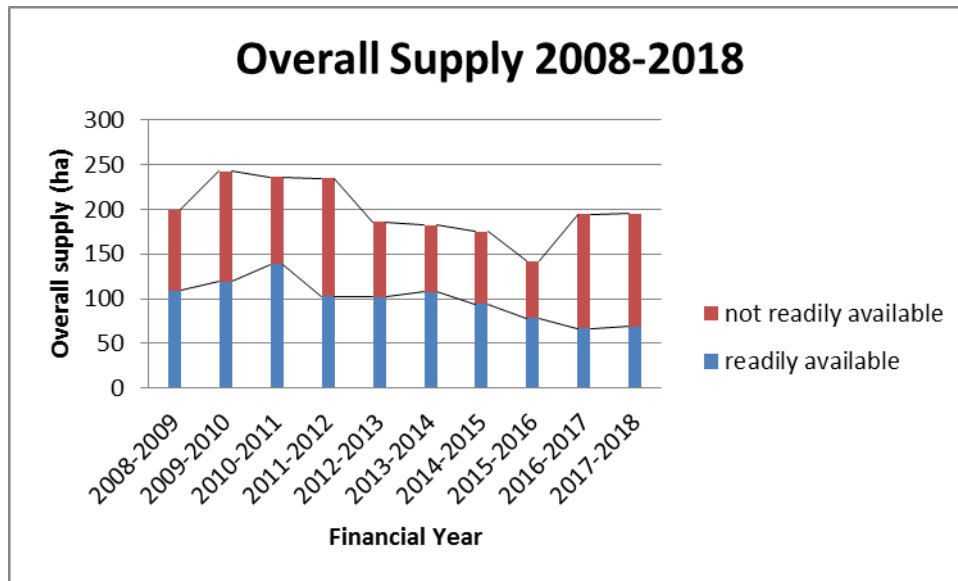


Figure 2: Overall Supply 2008-2018

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### Regional Investment Sites (RIS) – Longbridge & Aston

#### Longbridge Completions

4.4 The Longbridge Area Action Plan identifies a 25 hectare RIS on part of the former MG Rover Works. This incorporates a Technology Park that has been designed specifically to attract a nucleus of high technology businesses to the Longbridge area. Proposals include 100,000sqm of B1b/B1c/B2 and up to 25,000 sq.m. office.

- 4.5 To date over 400 permanent jobs have now been created at Longbridge Technology Park. On this site 1.73 ha has been completed in 2007-2008. Phase 1 of Longbridge RIS, known as Longbridge West has yet to come forward. To help bring the site forwards improvements to the access are scheduled, with plans for a new access road to the main part of the RIS recently submitted to the City Council. Alongside the main landowner St Modwens the City Council are currently exploring options for land assembly to bring forward the RIS proposal.

### Aston Completions

- 4.6 The 20 hectare Aston RIS within the Aston, Newtown and Lozells Area Action Plan (AAP) is designated as the City's Advanced Manufacturing Hub (AMH). The AMH is a joint initiative between the City Council and the Homes England (HE). A Local Development Order (LDO) for the area was adopted by the council in January 2014 and amended in October 2016. The LDO introduced a simplified planning permission (including a prior approval process) for certain uses on key sites in order to stimulate new investment, economic growth and job creation.
- 4.7 To expand on the Area Action Plan policy, a development framework has been prepared for this area. It highlights the importance of high quality design and place making to create an attractive business environment for both new businesses and the wider community. The AMH Development Framework was adopted in July 2016, following a period of public consultation.
- 4.8 The Aston RIS is one of six economic zones in Birmingham, which captures the importance of the advanced manufacturing sector to the wider West Midlands. The site is more commonly known by its brand name the Advanced Manufacturing Hub, or AMH. Development is taking shape on the ground with the first occupier operational (Hydraforce- site of 2.82 ha 2015-2016) which comprises a new 120,000 sq.ft. facility (which will create and safeguard 500 jobs by 2018), reflected in the completions for 2015-2016. Two further

developments were completed in 2016-2017: a 50,000 sq.ft. unit occupied by Guhring a precision engineering company and a 94,500 sq.ft. industrial unit built on a speculative basis by Trebor (developer) and Aviva Investors which has been let to Salts Healthcare. Together these units amount to total completions in 2016-2017 of 3.52 ha. These developments are a major success story for Birmingham and demonstrate that there is a need to provide high quality industrial accommodation in the City to meet the requirements of the growing advanced manufacturing sector.

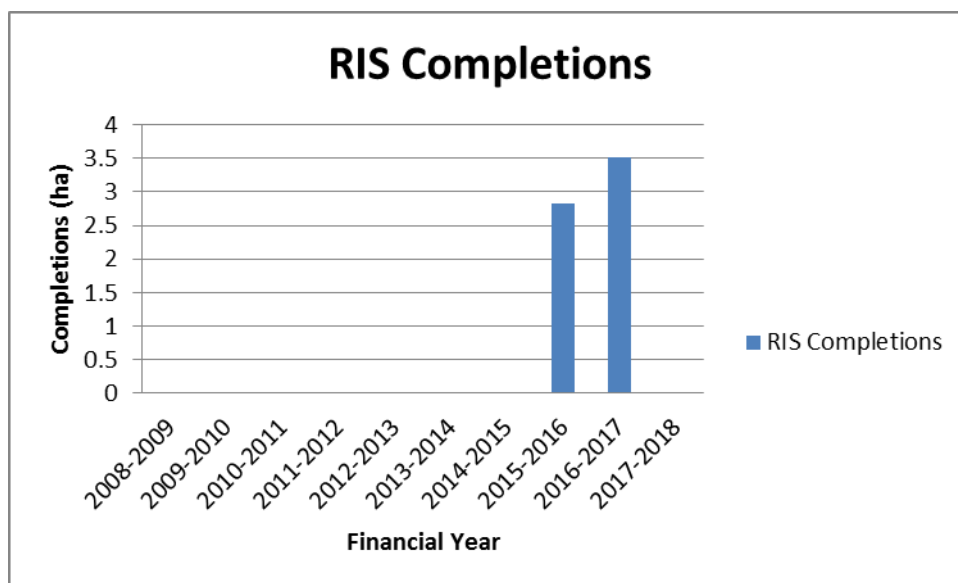


Figure 3: RIS Completions

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### RIS Supply

4.9 As of April 2018 there were 16.21 ha of readily available land and 17.89 ha of not readily available land across the two RIS areas. In Longbridge the road scheme will help unlock future development that is currently not readily available. In relation to Aston positive progress has been made, in 2017 the last site of the Phase 1 CPO (2.21 ha) at Concentric was cleared and is now available and development is expected to commence shortly on this site. The

chart below shows the overall supply has fallen in recent years, which is due to completions at Aston RIS.

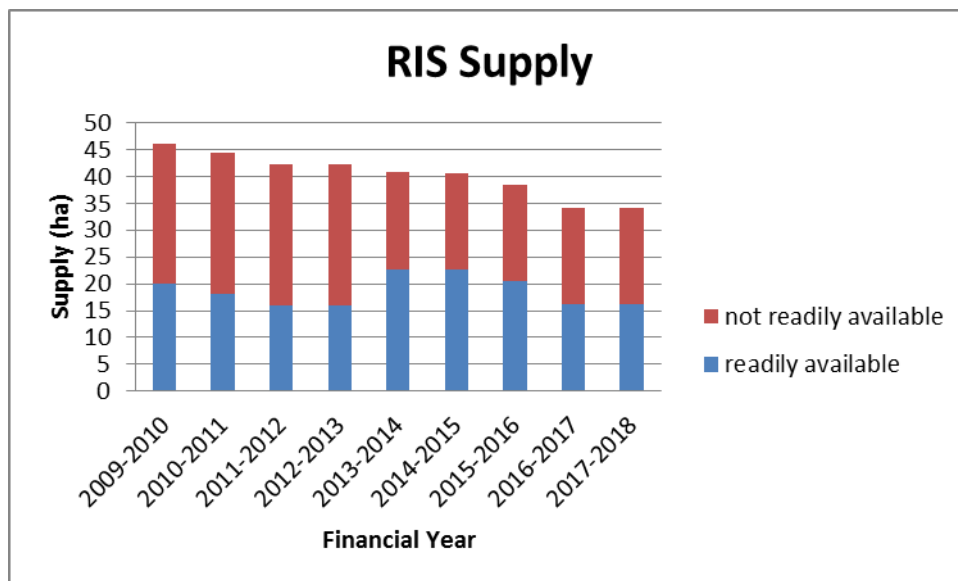


Figure 4: RIS Supply

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### Best Quality Completions

4.10 There were 9.83 hectares of completions on Best Quality land in 2017-2018, a significant fall from the previous year. The ten years of completions demonstrates completions fluctuate over a period of time.

4.11 In recent years three occasions have occurred where there have been no completions, 2009-2010, 2010-2011, 2012-2013. The two recent peaks in the years 2013/14 and 2015/2016 are attributed to Midpoint and JLR. In 2016-2017 completions in the Best Quality category included 10.92 ha for JLR. During this year a further 9.46 ha was completed at the Hub in Witton which included the 8 ha Wholesale Markets development which will allow the City Council to bring forwards its proposals for the mixed use Smithfield development on the site of the former Wholesale Markets in the City Centre.



Figure 5: Best Quality Completions

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### Best Quality Supply

4.12 The BDP requires a minimum reservoir of 60 ha (the equivalent of five years demand) of readily available Best Quality land. As of April 2018 there were 24.06 ha of readily available land. Since the peak of the last 10 years of 78 ha in 2010, the supply of readily available Best Quality land has been steadily falling with the current supply amounting to just two years of development based on the forecasts used to inform the development of the BDP. This is worryingly low and well below the targets set in the BDP. The recent allocation of the 71 ha Peddimore site and the proposal for the comprehensive redevelopment of the circa 24 ha Wheels site for employment uses set out in the emerging Bordesley Park Area Action Plan both offer significant opportunities to address this shortfall in the near future. This is particularly the case given that both sites are primarily owned by the City Council which is committed to bringing them forward for employment development.

4.13 The current readily available supply is primarily located at the Hub in Witton and a number of sites are also available at the Tyseley Energy District in East

Birmingham. Outside of these two locations there are a number of smaller sites that consist of remaining plots from larger allocations. While these smaller sites are considered Best Quality due to their location in established high quality industrial developments they are unable to meet the requirements of occupiers with requirements for large footprints/plots.

- 4.14 The supply of sites of not readily available Best Quality land has generally been falling over recent years from its 10 year peak of 107 ha in 2007; however the adoption of the BDP has meant that the 71 ha Peddimore site has now been allocated as employment land. This means that as of April 2018 the supply of not readily available Best Quality land was a relatively healthy 80.7 ha, which equates to 7 years of potential supply based on a forecast of 12 ha a year of completions. As noted above given the limited readily available supply within this sub market it is important for the economic health of Birmingham that any opportunities to move sites from not readily available to readily available are taken.
- 4.15 The other main potential contributor to supply in this sub market over the period of the BDP is land currently within the HS2 safeguarding zone at Washwood Heath. A significant amount of this land will be required for the Rolling Stock Maintenance Depot to serve the entire currently proposed HS2 network which is expected to employ circa 500 people. The Washwood Heath site will also be the location for the HS2 Network Integrated Control Centre (NICC) which will employ a further 140 people and will manage train control and communications for the entire network. Given the unique nature of HS2 as a major national infrastructure project the land required for the depot and control centre has not been included within the general employment land requirements required by policy TP17.
- 4.16 However, land is also included within the safeguarding zone at Washwood Heath to enable the construction of phase 1 of HS2 and this will eventually become available for development as general employment land. In this regard the City Council has an assurance from the Secretary of State for Transport

that this area of development land will equate to approximately 24 ha. The timing of when this land will become available is not yet known and as such this has not been included within the not readily available supply at this time. When these details become clearer this land will be added to the supply. It is expected that the land that will eventually become available from this source will be in the order of 24 ha. Given this estimated size and its location it is expected that this land will contribute towards the supply of Best Quality land.

4.17 Overall there are concerns over the supply of Best Quality land in the City, in the short term, and therefore further development opportunities need to be progressed if the City is to be able to continue to compete to accommodate demand for high quality employment land. Taking the 12 ha a year forecast for Best Quality completions assumed by the BDP, and the current supply of readily available Best Quality land, it would only be sufficient to meet demand for the next 2 years. The recent adoption of the Birmingham Development Plan (BDP) brings forward Peddimore - a large site which will help maintain the supply of Best Quality land in the future.



Figure 6: Best Quality Supply

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

- 4.18 Looking forwards there are potential issues with readily available Best Quality supply in the short term. Peddimore is not expected to count towards completions until 2021-2022 and Wheels is not expected to count towards completions until the following year. There is also considerable uncertainty around when the land at Washwood Heath will become available for development. HS2 Ltd will be bringing this land forward for development as soon as it is no longer required for the delivery of the new HS2 railway. The railway is due to open at the end of 2026 and HS2 Ltd will be working with their contractors and BCC to seek ways to bring forward phased release of land ahead of 2026 if and where possible.
- 4.19 Assuming a worst case scenario of no further Best Quality land becoming readily available before Peddimore and Wheels begin to contribute towards supply there is a substantial risk that there will be a period in the near future during which there is no readily available Best Quality land in Birmingham. For manufacturing uses the RIS at Aston and Longbridge can help to bridge the gap in supply until Peddimore and Wheels become available, however as warehousing and logistics uses are not supported on RIS sites the availability of land for this sector is potentially more problematic. On a more positive note the logistics sector has shown signs of moving towards a hub and spoke model focused around very large units (500,000 sqft and up are common) in more rural locations supported by smaller 'local fulfilment centres' within urban areas. As such there is likely to be less demand for very large logistic sites within the urban area, while Peddimore in the future is the type of site that can both accommodate the very large units and meet the locational requirements that the sector is currently demonstrating due to its location on the edge of the City.
- 4.20 The chart below shows actual completions from 2012-2013 to 2017-2018 and a potential forecast of Best Quality completions to the end of the plan period based on the assumptions that:



- No additional readily available supply is created before Peddimore starts to contribute in 2021-2022 and Wheels starts to contribute in the following year.
- 11.25 ha are developed in 2021-2022 when Peddimore begins to contribute to completions with a further 12 ha a year up to 2026-2027.
- Wheels contributes 3.42 ha a year from 2022-2023 until 2028-2029.
- Washwood Heath contributes 12 ha year for 2027-2028 and 2028-2029.
- The 13.03 ha of not readily available Best Quality land that is outside of Peddimore is not brought forwards.
- Completions in 2018-19 are 12 ha a year as per the overall Best Quality forecast for the BDP.
- Completions on Best Quality land for 2019-2020 and 2020-2021 are 0 ha due to a lack of supply.
- Completions in 2021-2022 reflect the availability of land at Peddimore.
- Completions in 2022-2023 to 2028-2029 are an average of 15.42 ha a year, due to suppressed demand from 2019-2020 and 2020-2021 being averaged across this period at 3.42 ha a year above the 12 ha per year forecast for the BDP.
- Completions for 2029-30 to 2030-31 are 0 ha due to a lack of supply.

4.21 It should be noted that this is only a forecast and that actual delivery may differ from the assumptions made above. In particular the commitment from HS2 Ltd to work with the Council to accelerate the delivery of Washwood Heath is important. Furthermore, there are opportunities to bring land from the not readily available category into the readily available category that could make an important contribution to the Best Quality supply. There is also circa 4 ha of land at Washwood Heath which is within the HS2 safeguarding area but outside of the land acquired specifically by HS2 for construction of phase 1 and the depot. It is understood that there is willingness from both the landowners and HS2 Ltd to see if this land can be brought forwards for development in the near future.

4.22 However, this chart shows that there is a significant risk in terms of the supply of Best Quality employment land in the near future unless actions are taken to bring forwards land from the not readily available category. In the medium term the strategy of the BDP to release Peddimore for employment development will help to address supply issues. It also shows how critical the proposal to bring forwards a comprehensive redevelopment of the Wheels site is in terms of securing an appropriate supply of Best Quality employment land. Finally, in the long term there may be a need to identify further supply of Best Quality land. However, the certainty of forecasts reduce as the period that they cover increases. As such this is less of a concern in the near future and ongoing monitoring and review of the supply of Best Quality employment land will provide greater certainty on whether or not additional supply is required as the plan period progresses.

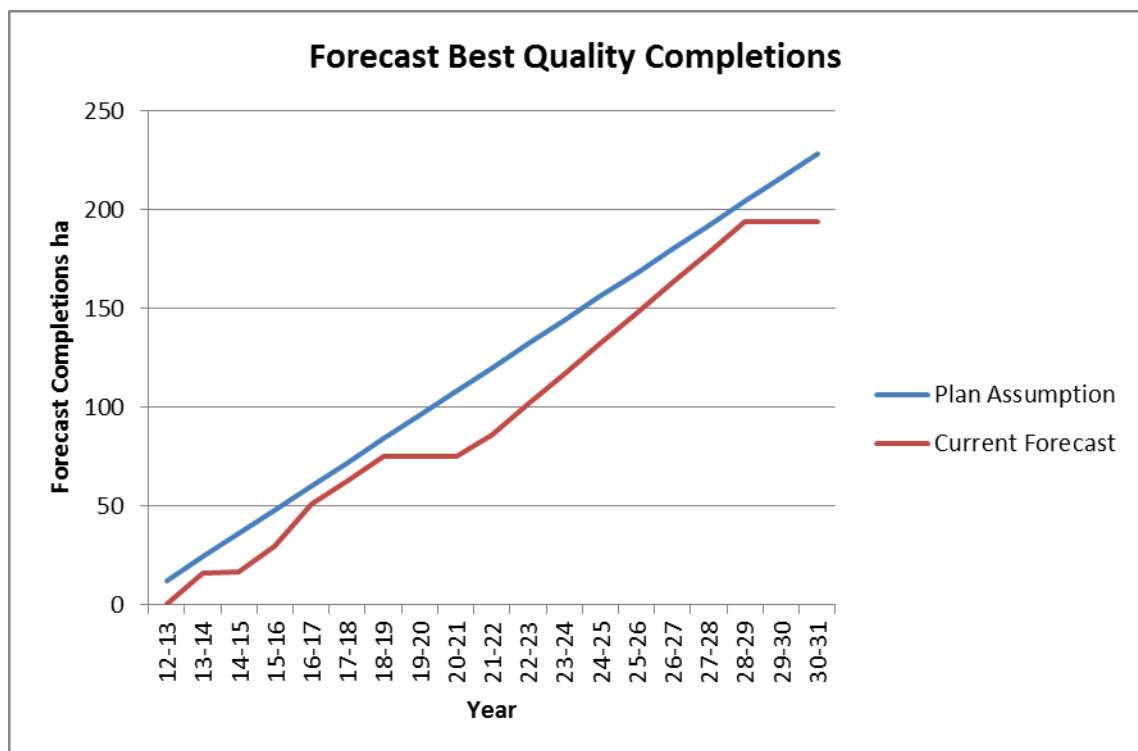


Figure 7: Forecast of Best Quality Completions

Sources: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council. Cabinet Report 'Peddimore – Appointment and

Contract Award of the Preferred Bidder, Birmingham City Council 2018.  
Communications with BCC officers, HS2 Ltd and major landowners 2018.

### Good Quality Completions

4.23 There were 3.21 ha of completions on Good Quality land in 2016-2017, a slight increase on the 2.15 ha of completions during the preceding year. This is above the 10 year average of 2.88 ha. Completions for speculative developments on Good Quality land at the former Tuckers Fasteners site in Perry Barr suggests confidence in the market. Even with limited supply this suggests that occupiers may be prepared to consider sites that would not normally meet their criteria.



Figure 8: Good Quality Completions

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### Good Quality Supply

4.24 The Good Quality sub-market is primarily intended to provide for the needs of local Birmingham firms for expansion and for new businesses starting up.

There are currently 22.54 hectares of readily available Good Quality land compared to the BDP target of 31 hectares (equivalent to five years demand).

- 4.25 The amount of Good Quality readily available land has fluctuated over the last 10 years from a peak of 25.19 ha in 2008-2009 to a low of 12 ha in 2012-2013. The current supply at 22.54ha is above the 10 year average of 20.45 ha. As noted earlier demand for this sub market is expected to rise given the current shortfall in Best Quality land. While both Peddimore and the potential allocation of Wheels will eventually address this shortfall, the size and scale of these two sites mean that they may take a while to come forward and become readily available. As such maintaining a readily available supply of Good Quality land is of particular importance at this point in time. Furthermore, Good Quality land often comes under pressure from competing uses such as housing and other non-industrial uses.
- 4.26 In the short term additions to the readily available supply in the near future will come through the reclamation of sites identified in the 'not readily available' supply and new opportunities which arise from the redevelopment of existing industrial sites following closures or relocations. There is currently 24.48 ha of not readily available Good Quality employment land. Since 2012 Ardath Road, which had for some time been identified as being particularly difficult to bring forward for development, has been removed from the not readily available category as further investigations have indicated that abnormal development costs mean there is no reasonable prospect of this site being viable for employment development.
- 4.27 The current supply equates to 3.6 years of development based on the rates forecast by the BDP. This is not as drastic a shortfall as the Best Quality sub market and there is a greater range of sites in the not readily available supply in contrast to the reliance upon Peddimore and Wheels coming forwards to address supply issues for Best Quality sites. However, as noted the issues in Best Quality supply may increase pressure upon the Good Quality category. Furthermore a number of businesses require relocating as they are currently

in the area identified for the new HS2 route. The City Council has secured an assurance from the Secretary of State for Transport that these businesses will be supported to relocate within Birmingham. The size of many of the affected businesses means that they are interested in moving to sites in the Good Quality category and as such this is likely to create further demand for sites in this category in the immediate future. As such all opportunities to bring forwards additional supply within this sub market should be taken.

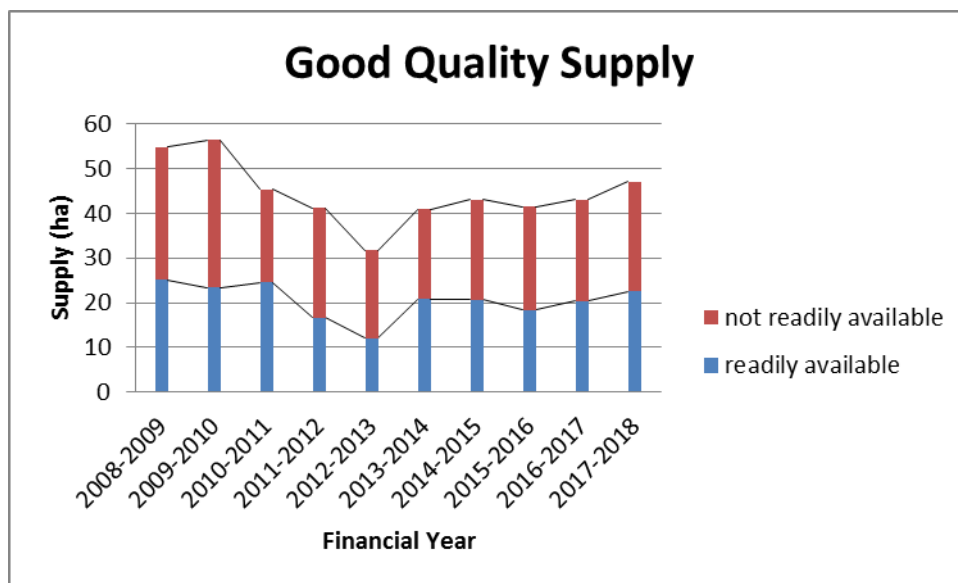


Figure 9: Good Quality Supply

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

### Other Quality Completions

4.28 Completions within the other urban sub-market were the lowest in the last 10 years in 2017-2018 at 0.18 ha, which is some way below the 10 year average of 0.9 ha. Over the last 10 years the highest completions were 2.95 ha in 2008-2009.



Figure 10: Other Quality Completions

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council

### Other Quality Supply

4.29 There are currently 6.43 ha of readily available Other Quality land and 3.1 ha not readily available. The current supply of readily available land in this sub-market is just over the BDP target of 5 ha. As such it is considered that there is currently an adequate supply of land to serve the needs of this sub market.

4.30 In 2012/2013 and 2013/2014 some sites were assessed and moved into the Good Quality category, explaining the reduction from 16 hectares in 2012/2013 to 6 hectares of readily available in 2013/14.

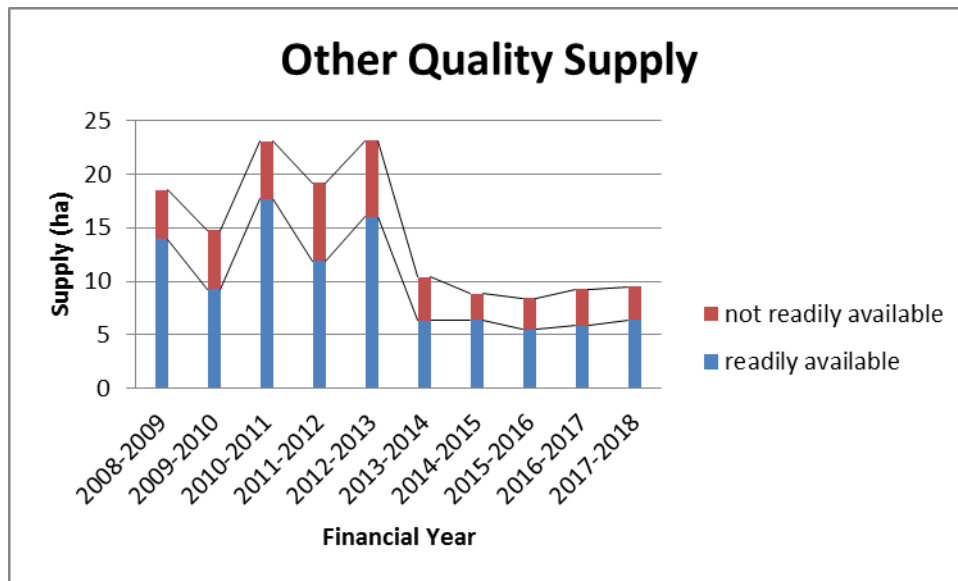


Figure 11: Other Quality Supply

Source: BLADES (Birmingham Land Availability and Development Enquiry Service), Birmingham City Council.

## Conclusions

- 5.1 The level of completions on employment land in 2017-18, is above the 10 year average, demonstrating the importance of employment land to the health of the wider economy of not just Birmingham, but also the West Midlands. However, while this success is very welcome the currently very limited readily available supply in both the Best Quality and Good Quality sub markets is a cause for concern. It will be particularly important to ensure that all opportunities are taken to move land from the not readily available supply to the readily available supply to ensure that the businesses wishing to expand or locate in Birmingham are not prevented from doing so due to a lack of suitable sites.
- 5.2 Given the very limited opportunities in the immediate future to make Best Quality land available for development it is particularly important that the works required to enable Peddimore to be developed are not delayed in any way. Equally, it is clear from the lack of other alternatives in the near future

that there is a need to rapidly progress the Wheels site being comprehensively redeveloped to meet demand in this category. Any opportunities to make not readily available Best Quality land readily available should be taken, particularly in the short term given the concerns around the short term supply of Best Quality employment land.

- 5.3 High Speed 2 will impact on both the demand for and supply of employment land within Birmingham in a number of ways. In the immediate future it is expected that there will be an increase in demand as a result of relocations of businesses currently occupying sites required to construct the new line and its supporting facilities. HS2 is likely to create additional demand for land, both in terms of its general effect on making Birmingham an even more attractive place to invest and in terms of companies seeking to both grow and locate in the City to take advantage of opportunities created by the HS2 supply chain. The City Council are working closely with HS2 Ltd to relocate affected businesses within the City and this demand will need to be carefully monitored given the currently limited supply of sites. HS2 will also impact on the demand for employment land by increasing the pressure to accommodate alternative uses on land currently occupied by industrial businesses in locations near to the proposed new station at Curzon Street. With regards to the supply side there is a sizeable amount of land required at Washwood Heath during the construction period which will ultimately become available for employment development.
- 5.4 Within the Good Quality category it is likely that sites will continue to become available through churn of existing sites as occupiers relocate and expand. Given the importance of this category to Birmingham's economy and lack of apparent alternative sources of sites to serve this submarket consideration should be given to proactively identifying potential sites within this market. Two potential options are firstly to undertake a regular call for sites process similar to the process already undertaken for housing sites and secondly to consider the potential of utilising commercially available databases to aid with the identification of potential, sites.



- 5.5 The success of the RIS at Aston shows that the concept can be attractive to the market if it is supported. While the lack of progress to date at Longbridge has conversely been disappointing a planning application has recently been submitted for the first phase of development. It is also anticipated that measures such as the provision of the access road and the possibility of further land assembly means that this site is likely to begin to come forwards in the near future.
- 5.6 Given the lack of opportunities within Birmingham to provide strategic sites that meet a greater than local need it is particularly important that the City Council continues to work with its partners such as the WMCA, GBSLEP and neighbouring local authorities for the good of the wider regional economy. The Local Industrial Strategy due to be prepared over the coming months is a key opportunity within this context. Furthermore, the West Midlands Strategic Sites Study 2018 is expected to be commissioned in the near future by the region's 3 Local Enterprise Partnerships and Staffordshire County Council. Assuming that demand for strategic sites that meet a greater than local need can be demonstrated this will identify potential locations for such sites across the region which can then begin to be progressed through the planning system. This work is particularly important in terms of identifying potential longer term opportunities to facilitate the ongoing economic growth of the region given the length of time that proposals of this scale can take to come forwards.

Appendix 1– 2018 Schedule of Sites

<b>Regional Investment Sites</b>										
Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
1	RIS	007710500		1623 TO 1661	BRISTOL ROAD SOUTH	0.95	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	YES
2	RIS	017710202	Plot 3	LONGBRIDGE TECHNOLOGY PARK	DEVON WAY	0.53	MIXED	AAP ALLOCATION	NOT STARTED	YES
3	RIS	007710600		LAND BETWEEN AND REAR OF 1585 TO 1619	BRISTOL ROAD SOUTH	0.92	MIXED	AAP ALLOCATION	NOT STARTED	YES
4	RIS	007720300	MG ROVER GROUP	SITE OF WEST WORKS	BRISTOL ROAD SOUTH	13.81	MIXED	AAP ALLOCATION	NOT STARTED	YES
5	RIS	088921403	HOLTE & PRIORY SITE 1	LAND AT	ASTON HALL ROAD AND LICHFIELD ROAD	0.88	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	NO
6	RIS	007720400		1547 TO 1563	BRISTOL ROAD SOUTH	5.14	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	NO
7	RIS	088921401	HOLTE & PRIORY SITE 1	LAND AT	PRIORY ROAD	2.21	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	NO
8	RIS	088921000		LAND BOUNDED BY	ASTON HALL ROAD AND PRIORY ROAD AND RAILWAY	5.13	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	NO
9	RIS	088921500	QUEENS ROAD	LAND BOUNDED BY	ASTON HALL ROAD AND CHURCH ROAD AND RAILWAY	4.53	INDUSTRIAL	AAP ALLOCATION	NOT STARTED	NO
<b>Best Quality</b>										
Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
10	BEST	118440401	WHARFDALE PHASE 1	FORMER TYSELEY WHARF	WHARF ROAD	0.99	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES
11	BEST	079020608	THE HUB	FORMER IMI WORKS	WITTON ROAD	4.4	WAREHOUSE	DETAILED PLANNING PERMISSION	COMPLETE	YES
12	BEST	007710302	UNIT 101/1	BIRMINGHAM GREAT PARK	HOLLYMOOR WAY	1.11	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
13	BEST	118440403	WHARF DALE PHASE 3	TYSELEY WHARF	WHARF ROAD	3.33	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES
14	BEST	118440402	WHARF DALE PHASE 2	TYSELEY WHARF	WHARF ROAD	0.96	INDUSTRIAL	DETAILED PLANNING PERMISSION	UNDER DEVELOPMENT	YES
15	BEST	079020604	THE HUB PHASE 3	FORMER IMI WORKS	WITTON ROAD	5.21	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
16	BEST	079230603	PLOT B	TAMESIDE PARK	ALDRIDGE ROAD	0.74	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
17	BEST	057911200		LAND AT CYCLO WORKS	LIFFORD LANE	0.48	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
18	BEST	079230604	PLOT D	TAMESIDE PARK	ALDRIDGE ROAD	0.65	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
19	BEST	108310601	FORMER YUASA SITE	MUCKLOW BUSINESS PARK TYSELEY	BATTERY WAY AND WESTON LANE	2.29	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
20	BEST	058320105		FORMER PEBBLE MILL STUDIOS	PEBBLE MILL ROAD	0.35	INDUSTRIAL	OUTLINE PLANNING PERMISSION	NOT STARTED	YES
21	BEST	079120114		HOLFORD PARK	THAMESIDE DRIVE HOLFORD WAY	0.92	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
22	BEST	079020609	THE HUB PHASE 6	FORMER IMI WORKS	WITTON ROAD	8.74	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
23	BEST	007710305	UNIT 10/2	BIRMINGHAM GREAT PARK	HOLLYMOOR WAY	0.66	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
24	BEST	998240113	REMAINDER PLOT K	WOODGATE BUSINESS PARK	KETTLESWOOD DRIVE	0.38	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
25	BEST	108420702	WEBSTER AND HORSFALL	LAND SOUTH OF	THE FORDROUGH	1.59	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
26	BEST	108420703	WEBSTER & HORSFALL - PHASE 3	LAND OFF	THE FORDROUGH	1.09	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
27	BEST	108310602	FORMER YUASA SITE	MUCKLOW BUSINESS PARK TYSELEY	BATTERY WAY	1.68	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
28	BEST	108310603	FORMER YUASA SITE	MUCKLOW BUSINESS PARK TYSELEY	BATTERY WAY	3.52	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
29	BEST	078720404	DIGITAL PLAZA	BIRMINGHAM SCIENCE PARK	HOLT STREET AND LOVE LANE	0.53	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
30	BEST	048330202	FORMER BIRMINGHAM BATTERY SITE	BIRMINGHAM BATTERY ADJACENT TO RAILWAY	OFF HARBORNE LANE	3.97	INDUSTRIAL	OUTLINE PLANNING PERMISSION	NOT STARTED	NO
31	BEST	169330100		PEDDIMORE	WISHAW LANE	71.00	INDUSTRIAL	BDP ALLOCATION	NOT STARTED	NO
<b>Good Quality</b>										
Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
32	GOOD	069120801	FORMER TUCKERS FASTENERS SITE	177	WALSALL ROAD	2.22	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES
33	GOOD	069120802	FORMER TUCKERS FASTENERS SITE	177	WALSALL ROAD	0.99	INDUSTRIAL	UNDETERMINED	COMPLETE	YES
34	GOOD	118431200		2	HAY HALL ROAD	3.94	INDUSTRIAL-ENVIRONMENTAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
35	GOOD	059231100		FORMER GKN FACTORY	OLD WASALL ROAD	0.47	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
36	GOOD	148720111	PHASE 3	YARDLEY BROOK INDUSTRIAL ESTATE	LEA FORD ROAD	0.57	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
37	GOOD	139131201	FORMER GKN PLANT	OPUS ASPECT	CHESTER ROAD	0.68	INDUSTRIAL	OUTLINE PLANNING PERMISSION	NOT STARTED	YES
38	GOOD	098820600		CORNER ASTON CHURCH ROAD AND	HEARTLANDS PARKWAY	0.91	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
39	GOOD	098710109	UNIT 2	47	DEVON STREET	0.40	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
40	GOOD	098420211		SMALL HEATH TRADING ESTATE	ARMOURY ROAD	0.43	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
41	GOOD	088830800		WINDSOR STREET GAS WORKS	WINDSOR STREET	2.96	INDUSTRIAL	NON-STAT PLAN	NOT STARTED	YES
42	GOOD	088631500	CORNER OF ADDERLEY STREET	LAND FRONTING	NEW BOND STREET	0.52	INDUSTRIAL	DEVELOPMENT BRIEF	NOT STARTED	YES
43	GOOD	058811902		LAND CORNER OF	SOHO POOL WAY AND PARK ROAD	0.34	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
44	GOOD	158620400		ACE BUSINESS PARK	MACKADOWN LANE	0.50	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
45	GOOD	108411700	FORMER BALFOUR BEATTY SITE	SAPCOTE BUSINESS PARK	SMALL HEATH HIGHWAY	0.96	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
46	GOOD	159240900		MINWORTH GREEN BUSINESS CENTRE	KINGSBURY ROAD	0.69	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
47	GOOD	088810607		LAND AT	RUPERT STREET	0.45	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
48	GOOD	098622900	Connect Distribution Limited	Medco House	Bordesley Green Road	2.75	WAREHOUSE	DETAILED PLANNING PERMISSION	NOT STARTED	YES
49	GOOD	069130400	VENICREST	REGINA DRIVE	WALSALL ROAD	0.85	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
50	GOOD	169140300		WHS HALO	WATER ORTON LANE	0.80	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
51	GOOD	998310104	PHASE 4	QUINTON BUSINESS PARK	QUINTON ESPRESSWAY	2.65	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
52	GOOD	118431100	ATLAS ESTATE	LAND REAR OF	REDFERN ROAD	1.11	INDUSTRIAL /ENVIRONMENTAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
53	GOOD	058832100		FORMER ALL SAINTS SCHOOL	ALL SAINTS STREET	0.56	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
54	GOOD	149230700		LAND AT	HANSPMS BRIDGE ROAD	0.50	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
55	GOOD	088811600		ADJACENT BIRMINGHAM TO FAZELEY CANAL	CORNER OF ROCKY LANE AND CHESTER STREET	0.27	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	NO
56	GOOD	148720110		YARDLEY BROOK INDUSTRIAL ESTATE	LEA FORD ROAD	1.80	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	NO
57	GOOD	148720103		LAND BETWEEN	COLE HALL LANE AND LEA FORD ROAD	5.79	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	NO
58	GOOD	108910300		GRAVELLY INDUSTRIAL PARK	JARVIS WAY	3.54	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	NO
59	GOOD	078831500	OFF NEW TOWN ROW	LAND BETWEEN	LOWER TOWER STREET AND CECIL STREET	0.45	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
60	GOOD	158641000	CENTRAL BUSINESS PARK	REAR OF ROTADIX BUILDING	MACKADOWN LANE	0.48	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
61	GOOD	158641500		UNIT 4	BANNERLEY ROAD	0.41	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
62	GOOD	139120500	ERDINGTON INDUSTRIAL PARK	CYCLONE	CHESTER ROAD	2.81	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
63	GOOD	088810602		ADJACENT ASTON GOODS STATION	RUPERT STREET	1.47	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
64	GOOD	088630201		FORMER BORDESLEY CATTLE STATION	UPPER TRINITY STREET	0.67	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
65	GOOD	079210900		FORMER DEPOT	ALDRIDGE ROAD	0.73	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
66	GOOD	139040902		FORT INDUSTRIAL PARK	DUNLOP WAY	0.44	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
67	GOOD	139131206	FORMER GKN PLANT	OPUS ASPECT	CHESTER ROAD	0.58	INDUSTRIAL	OUTLINE PLANNING PERMISSION	NOT STARTED	NO
68	GOOD	139040901	PROPOSED REC	FORT INDUSTRIAL PARK	DUNLOP WAY	1.47	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
69	GOOD	119040900		144	Bromford Lane	1.75	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
70	GOOD	048722100		LAND BOUNDED BY CANAL AND HEATH STREET SOUT	OFF DUDLEY ROAD	1.32	WAREHOUSE	OUTLINE PLANNING PERMISSION	NOT STARTED	NO
<b>Other Quality</b>										
Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
71	OTHER	088940302	REAR OF 2 VINE STREET	LAND FRONTING	CHURCH ROAD	0.03	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES
72	OTHER	088633100		LAND WITHIN 20 TO 25	ALLCOCK STREET	0.15	INDUSTRIAL	DETAILED PLANNING PERMISSION	COMPLETE	YES
73	OTHER	078422600		LAND CORNER OF	MOSELEY ROAD AND HADEN STREET	0.1	INDUSTRIAL	DETAILED PLANNING PERMISSION	UNDER DEVELOPMENT	YES
74	OTHER	088841200		32 TO 48	CATO STREET NORTH	0.14	WAREHOUSE	DETAILED PLANNING PERMISSION	UNDER DEVELOPMENT	YES
75	OTHER	098512500		10	PARLIAMENT STREET	0.18	INDUSTRIAL	DETAILED PLANNING PERMISSION	UNDER DEVELOPMENT	YES
76	OTHER	048140300		MONDELEZ INTERNATIONAL	BOURNVILLE LANE	0.21	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
77	OTHER	058031300	WATERSIDE	LAND ADJACENT	PERSHORE ROAD	0.04	WAREHOUSE	EXPIRED PLANNING	NOT STARTED	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
			BUSINESS PARK	1649				PERMISSION		
78	OTHER	098612100		LAND OFF	DORIS ROAD	0.03	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
79	OTHER	088811102	CHESTON ROAD INDUSTRIAL ESTATE		CHESTON ROAD	0.12	INDUSTRIAL	FORMER UDP ALLOCATION	NOT STARTED	YES
80	OTHER	078711100		LAND BETWEEN	PRICE STREET AND VESEY STREET	0.22	INDUSTRIAL	UDP ALLOCATION	NOT STARTED	YES
81	OTHER	098912300		LAND ADJACENT BOC	PLUME STREET	0.11	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
82	OTHER	108440400	UNIT 41	HAY HALL WORKS	REDFERN ROAD	0.36	INDUSTRIAL	FORMER UDP ALLOCATION IN CEA	NOT STARTED	YES
83	OTHER	139131300		878-880	HEATHFIELD ROAD	0.11	INDUSTRIAL	NON-STAT PLAN	NOT STARTED	YES
84	OTHER	058822500		OPPOSITE HOCKLEY CIRCUS	SOHO HILL	0.06	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
85	OTHER	138710101	FORMER PARKISON COWANS WORKS	LAND OFF	FLAXLEY ROAD AND STATION ROAD	1.2	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
86	OTHER	089110200		ADJACENT TIME VALLEY ESTATE	OFF MOOR LANE	0.13	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
87	OTHER	098410702		NEWSHIRES INDUSTRIAL ESTATE	SYDENHAM ROAD	0.08	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
88	OTHER	098620600	BORDESLEY TRADING ESTATE	9 TO 19 AND 21 TO 23	BORDESLEY GREEN ROAD	0.22	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	YES
89	OTHER	078321701		17A	ALCESTER ROAD	0.18	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
90	OTHER	058920900		12	HEATHFIELD ROAD	0.03	WAREHOUSE	EXPIRED PLANNING	NOT STARTED	YES



Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	PERMISSION Plan Status Text	Site Status	Available
91	OTHER	129021000	HSS, UNIT 4	ADJACENT 635	KINGSBURY ROAD	0.15	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
92	OTHER	149240800		Land adjacent to Units D1 - D25, Minworth Industrial Park	Forge Lane	0.24	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
93	OTHER	108611700	METAL TREATMENTS LTD	135	CHERRYWOOD ROAD	0.36	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
94	OTHER	149240300	M TAYLOR STEEL PLC	UNIT 26 MINWORTH INDUSTRIAL PARK PROFILE HOUSE	FORGE LANE	0.12	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
95	OTHER	078842000	ADJACENT GUEST MOTORS	LAND FRONTING	BRACEBRIDGE STREET	0.25	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
96	OTHER	098711300	HOWELLS AND SONS	30	INKERMAN STREET	0.34	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
97	OTHER	078620600		LAND CORNER OF	MILK STREET AND BORDESLEY STREET	0.1	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
98	OTHER	088942400	MASON AND SONS LIMITED	ADJACENT BIRMINGHAM AND FAZELEY CANAL	WHARF STREET AND WAINWRIGHT STREET	0.31	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
99	OTHER	078444200	OFF GEORGE STREET	LAND AT	BATH WALK	0.07	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
100	OTHER	129010600		901	TYBURN ROAD	0.09	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
101	OTHER	088532900		10	ATHOLE STREET	0.12	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
102	OTHER	078830300		ADJACENT 94	PRITCHETT STREET	0.12	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
103	OTHER	149240600		SITE OF SUNNYSIDE AND BROOKLYN	KINGSBURY ROAD	0.13	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
104	OTHER	078722601	CORNER HENEAGE STREET	69	DARTMOUTH MIDDLEWAY	0.25	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	YES
105	OTHER	057911300	UNIT 2	CYCLO WORKS	LIFFORD LANE	0.07	WAREHOUSE	DETAILED PLANNING PERMISSION	NOT STARTED	YES
106	OTHER	078812600		LAND ADJACENT 190	HIGH STREET	0.19	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	YES
107	OTHER	118310900		42	KNIGHTS ROAD	0.61	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
108	OTHER	108821000		395 AND LAND ADJACENT	WASHWOOD HEATH ROAD	0.11	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
109	OTHER	088520105	SITE D	BORDESLEY CIRCUS	BORDESLEY MIDDLEWAY AND BORDESLEY PARK ROAD	0.28	INDUSTRIAL	DEVELOPMENT BRIEF	NOT STARTED	NO
110	OTHER	078621600		LAND FRONTING	SHAW'S PASSAGE	0.17	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	NO
111	OTHER	108610704		REAR OF NETTO FOODSTORE	BORDESLEY GREEN	0.29	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	NO
112	OTHER	078641100		ADJACENT 66	BARFORD STREET	0.06	INDUSTRIAL	COMMITTEE RESOLUTION	NOT STARTED	NO
113	OTHER	088424100	MOSELEY TYRE SERVICE	222 TO 224	HIGHGATE ROAD	0.05	INDUSTRIAL	DETAILED PLANNING PERMISSION	NOT STARTED	NO
114	OTHER	118431000		LAND ADJACENT 76	WHARFDALE ROAD	0.08	WAREHOUSE	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
115	OTHER	158641700	GARRETS GREEN INDUSTRIAL ESTATE	LAND CORNER OF	BANNERLEY ROAD AND GRANBY AVENUE	0.67	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO

Appendix 1– 2018 Schedule of Sites

Map ID	Ind Class	Site Ref No	Secondary Address	Primary Address	Street Name	Site Area	Proposed use	Plan Status Text	Site Status	Available
116	OTHER	078520800		LAND CORNER OF	LEOPOLD STREET AND STANHOPE STREET	0.19	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
117	OTHER	078812500		101 TO 117	BRACEBRIDGE STREET	0.2	WAREHOUSE	DETAILED PLANNING PERMISSION	NOT STARTED	NO
118	OTHER	118542000		OPPOSITE HOCKLEY CIRCUS	COVENTRY ROAD	0.19	INDUSTRIAL	EXPIRED PLANNING PERMISSION	NOT STARTED	NO
119	OTHER	139511800		20-22	Reddicap Trading Estate	0.2	WAREHOUSE	DETAILED PLANNING PERMISSION	NOT STARTED	NO

