

Eastern Triangle

Introduction

5.77 This area has been an historic focus for development and regeneration, and a number of housing areas have benefitted from redevelopment and significant new investment including Bucklands End and Shard End. The area continues to provide the opportunity for regeneration and economic growth and a number of projects have been identified that will deliver positive change.

These include:

Stechford - an established mixed residential, commercial and local centre with opportunities for a number of sites to be brought forward for housing development.

The Meadway - a local centre with opportunities for redevelopment to provide an improved centre, regeneration and a reconfigured and enhanced area of open space.

Shard End - an area of recent change, but with ongoing potential for new housing including at the site of the former Yardley Sewage Works.

Why we have taken this approach

5.78 Each of the identified locations provide significant development opportunities in their own right, but collectively they have the scope to deliver new housing, improved local centres and enhanced community facilities for this part of East Birmingham.

5.79 The wider area is therefore recognised as having considerable development potential with scope to deliver over 1000 new houses. The area benefits from good access to both the City Centre and the Airport/NEC and the proposed interchange station that will serve the HS2 network. A potential rapid transit route is being explored which would link the city centre to the airport and which would run along Bordesley Green and the Meadway.

5.80 The Stechford area is served by both bus and rail services with Stechford rail station providing local rail services to Birmingham City Centre, the NEC and Coventry. There is a mixture of residential,

industrial and retail (including Stechford Retail Park) uses in the area. Given its public transport accessibility, there is the potential for Stechford to be the focus for new residential growth.

Policy GA8 Eastern Triangle

It is proposed that the Eastern Triangle will deliver regeneration and growth for around 1000 new homes. This will be across a number of locations and offering a range of housing types. The potential for the redevelopment of further unsuitable housing stock as well as the more efficient and effective use of existing land and buildings where practical and particularly at locations that are close to local centres, accessible by public transport and on or close to main transport corridors will be explored. In addition, a range of other growth proposals are identified to improve connectivity and transportation across the area including road improvement schemes and investment in public transport. Proposals also include the regeneration and improvement of key local centres and improvements to the wider local environment.

At Stechford this will include:

- The promotion of new residential development including the redevelopment of the former Bulls Head Allotments and potentially in the longer term the industrial/commercial area to the south of Stechford Bridge.
- The growth and improvement of Stechford Local Centre to meet the retail, service and community needs of the local area.
- Improved accessibility by all means of transport including enhanced pedestrian and cycle linkages and connectivity to Stechford rail station and the local centre.
- A resolution to the transportation and congestion issues within the area including the junction of Station Road, Flaxley Road and Iron Lane and the bridge over the River Cole.
- Environmental improvements and enhanced access to the River Cole Valley.
- Potential to consider the future of other sites for housing or associated development including under-used allotments at Burney Lane and Francis Road.

At the Meadway this will include:

- Redevelopment of the former Meadway flats site which will deliver the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground.
- The development of the Meadway Local Centre which could comprise either the redevelopment or remodelling of the existing Poolway Shopping Centre.
- Improvements to Lea Hall rail station, and the pedestrian and cycle links from the station to the centre and adjoining residential areas.
- Support for a new rapid transit route connecting the area to the City Centre and the Airport/NEC.

continued...

At Shard End this will include:

- The removal from the Green Belt of part of the former Yardley Sewage Works site and development of up to 350 new homes. The development will be expected to provide:
- High quality new housing environment that will ensure wider housing choice within the Shard End area in line with the principles in Policy TP26. This will include broader housing opportunities and associated community facilities.
- Enhancement of the Cole Valley both on the site with improved access, amenity and landscaping and along the wider corridor - improving the offer of the Cole Valley in terms of leisure, recreation, education and nature conservation.
- Enhancement of community facilities both on and off site, including scope for the use of planning obligations in connection with development proposals.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA8	✓	✓	✓	✓	✓	✓

5.81 The rail station has poor access for those with mobility difficulties, so enhancements will be supported both to the station facilities and environment, as well as improvements to the level of services.

5.82 The area also suffers from road congestion, particularly at the junction of Station Road, Flaxley Road and Iron Lane, and measures to reduce this congestion will be promoted.

5.83 The former Bulls Head Allotments have been declared surplus and provide an immediate opportunity for new residential development. Other residential opportunities in the area will be explored in the longer term including the industrial and commercial area to the south of Stechford Bridge. Any proposals should enhance and provide connections with the River Cole Valley which passes through Stechford and is a significant leisure and nature conservation asset for the area.

5.84 Wider opportunities for housing in the area will also be explored including the potential redevelopment of under used allotments on Burney Lane and Francis Road.

5.85 At Stechford there is the opportunity for new retail development that is within or is well integrated with the local centre and the rail station. Environmental and public realm improvements to the local centre will also be promoted.

5.86 Further planning guidance will be produced to guide future development in the area.

5.87 The Meadway is a focus for regeneration that comprises the redevelopment of the cleared Meadway flats site, the reconfiguration and enhancement of the adjoining Kent’s Moat Recreation Ground and proposals for development at the local centre itself. These proposals will include the potential provision for a rapid transit link through the area from the City Centre to the Airport/NEC.

5.88 Improvement of the public realm within the centre and the adjacent Kent’s Moat Recreation Ground will be required and improvements will be made to the centre’s relationship with and linkages to the recreation ground and adjoining and nearby housing regeneration proposals.

5.89 There is a limited retail offer in East Birmingham and the appropriate growth of both the Meadway and Stechford local centres will be supported to address this shortfall.

5.90 It is proposed to improve the scale and range of retail, service and community facilities at the Meadway Centre (Poolway) to create a new focus for the surrounding community. The centre could accommodate additional comparison floorspace in line with policy and an enhanced convenience retail offer.

5.91 The remodelling of the existing Poolway Centre will be considered to accommodate development that could range from refurbishment and expansion to more comprehensive restructuring. The emphasis will be on creating a more attractive local centre that addresses current design and access issues and provides facilities that are accessible by all modes of travel. A review of the provision and range of services and community facilities will be undertaken.

5.92 Detailed proposals for this area will be developed through the production of further planning guidance.

5.93 Within Shard End targeted redevelopment has delivered a high degree of social and affordable housing to meet immediate re-housing requirements in this area. The former Yardley Sewage Works provides a much larger development opportunity that can deliver a broader range of accommodation that will further improve the attractiveness of the housing offer and regeneration potential of the area.

5.94 The site provides the opportunity to facilitate both the delivery of a new residential area that will help address local regeneration issues (in terms of the diversification and widening of choice within the local housing stock) as well as securing significant environmental works to the Cole Valley that will transform the amenity value of the site along with the access to it and the range of facilities available to the immediate and wider community.

5.95 The site forms part of the former Yardley Sewage Works, which ceased operation in the 1970s. Following decommissioning, only limited remediation was carried out and parts of the site were used for the landfill of demolition and construction waste. Initial investigations of the ground conditions and potential contamination have been undertaken and further investigations will be undertaken as the proposals are advanced.

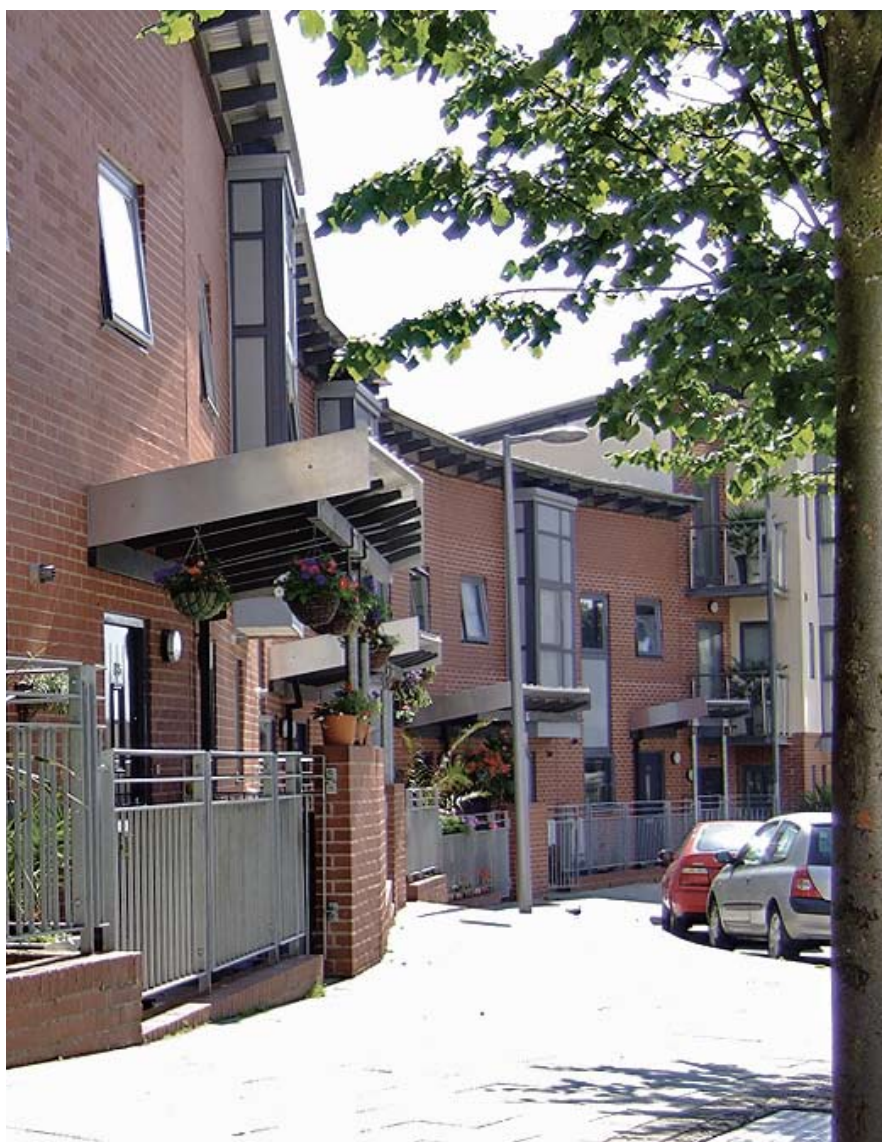
5.96 The site comprises a generally featureless area to the south of the River Cole. Although included within the Green Belt as part of the Cole Valley, the site currently has restricted access and a limited environmental and recreational value. Principal sporting and recreational sites are located elsewhere in the Cole Valley corridor and are more accessible by local communities (such as the rugby pitches on the opposite side of Cole Hall Lane).

5.97 The River Cole road bridge at Cole Hall Lane has also been recently upgraded to facilitate regeneration opportunities in this area and to encourage better public transport services.

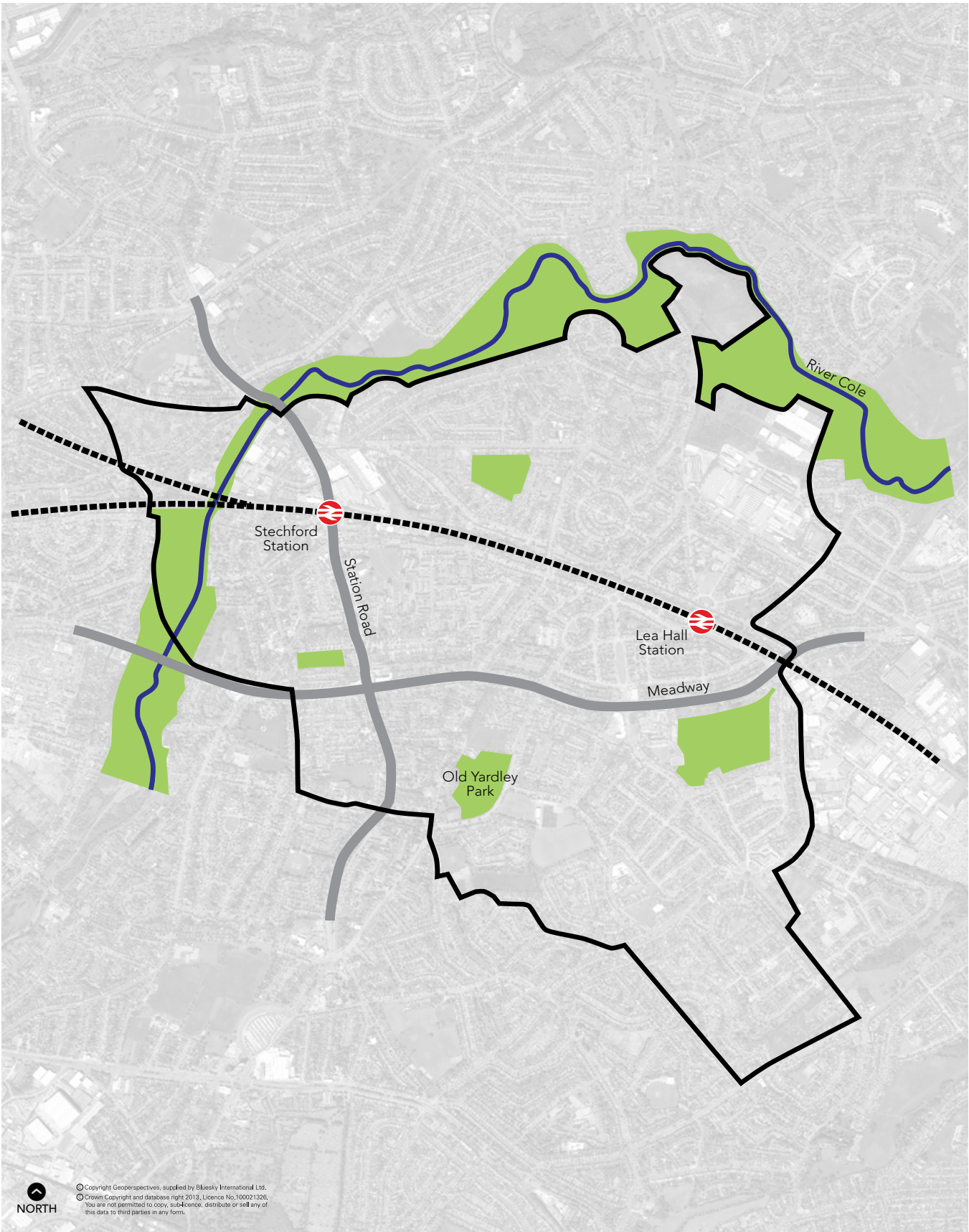
5.98 Development of part of the former sewage works site would seek to secure compensatory measures including opportunities for the improvement of access to the heart of the Cole Valley for the surrounding communities; opportunities to improve facilities (including local centres) within the

wider area as part of the delivery of new residential development; and the retention and further enhancement of the most attractive aspects of the Valley. This includes the potential relocation of Yardley and District Rugby Club's clubhouse and changing rooms to their pitches on the opposite side of Cole Hall Lane.








5.99 Further development guidance for the site will be prepared as necessary to bring forward development. This will include the potential remediation strategy for the site.



New housing



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KEY					
	Growth Area boundary		Major highways		Rail station
	Development sites		Rail line		River
	Public open space				

Plan 12 Eastern Triangle Spatial Plan

Selly Oak and South Edgbaston

Introduction

5.100 Selly Oak and South Edgbaston is a strategically important location on the A38 corridor to the south-west of the City Centre. The area includes the Queen Elizabeth Hospital and University of Birmingham, Selly Oak District Centre and adjoining residential areas.

5.101 Selly Oak and South Edgbaston will see significant investment in major strategic sites which will further help to transform the area. The aims are to maximise the potential of the University and Hospitals, promote economic diversification and to secure significant spin off benefits from new development. In particular the area will provide the focus for the clustering of activities associated with medical technology in the Life Sciences sector. This recognises the potential to marry growth in the Life Sciences sector with the unique spatial opportunities offered in this location. This will further enhance the City's future economic competitiveness and attract investment and jobs.

Policy GA9 Selly Oak and South Edgbaston

The Selly Oak and South Edgbaston area will be promoted for major regeneration and investment and will include:

An economic, research and health role, focused around:

- A new Economic Zone as the focus of investment in the Life Sciences sector. At the heart of the zone and key to its success will be a new 4 ha Life Sciences Campus on the northern end of the Birmingham Battery site. It will provide a purpose built campus in a high quality environment that will be of a size that will provide the critical mass needed for its success.
- The University of Birmingham where further educational and associated uses that maintain and enhance the University's facilities will be supported recognising the unique character of the campus and the important historic and architectural value of its Listed Buildings.
- The new Queen Elizabeth Hospital campus area will remain a major focus for medical facilities of regional and national importance. Proposals for new hospital facilities and improvements to existing hospitals and associated facilities will be supported.

The strengthening of Selly Oak District Centre growth point with:

- New mixed use developments including retail, leisure, community, medical services and office uses. The centre has capacity for:
 - up to 25,000 sq.m. (gross) of comparison retail floorspace.
 - and up to 10,000 sq.m. of office floorspace.

To address the need for regeneration of the centre all developments should contain a mix of uses, make a positive contribution to the diversity and vitality of the centre, and be well integrated with the centre and easily accessible by all modes.

Delivery of over 700 new homes at:

- The former Selly Oak Hospital site which will be developed for housing to create an exemplar sustainable residential environment with associated open space, leisure and community uses.
- The development of smaller sites across the wider area for residential development in line with the overarching strategy for the area.

Several large sites are available for development in and on the edge of the centre to support this growth:

- The southern end of the Birmingham Battery site will be suitable for a replacement supermarket, comparison retail, offices, leisure, other town centre uses and residential.
- The Triangle site will be suitable for small scale retail, offices, other town centre uses and residential.
- Battery Retail Park will be suitable for comparison retail, offices, leisure, other town centre uses and residential.
- The Dingle will be suitable for community, medical and small scale retail and other town centre uses.

Future development across the area will need to be supported by and where necessary contribute toward infrastructure including:

- The completion of the Selly Oak New Road which will require the upgrading of Harborne Lane where it passes the Triangle site.

continued...

- A package of environmental enhancement, pedestrian, traffic management and public transport improvements along Bristol Road to support the regeneration of the centre.
- Improvements to access for public transport, pedestrians and cyclists including enhancements to the rail station.
- Improvements to the natural environment, completion of key missing links in the City's Linear Open Space walkway network, and improvements to the canal network including assistance for the restoration of the Lapal Canal.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA9	✓	✓	✓	✓	✓	✓

Why we have taken this approach

5.102 There is around 35 ha of vacant land/buildings available for development including the former Birmingham Battery site, other sites in Selly Oak District Centre growth point and the former Selly Oak hospital to deliver the growth and regeneration aspirations. In addition there is potential for significant investment in the existing hospital and university campuses. The area is expected to make a significant contribution to the City's needs for new employment providing around 3,000 new jobs in the Biomedical and Life Sciences sector with further significant job creation in the office, education, retail and healthcare sectors. Opportunities for residential development in the area will provide over 700 new homes.

5.103 The Queen Elizabeth Hospital offers state of the art clinical facilities and has established a growing regional and national role. The proximity of the University with its Medical School has enabled strong partnerships to develop between academics and clinicians. The area is already home to extensive clinical research and many successful companies in the medical technology/Life Sciences sector. The proposed Life Sciences Campus will benefit from co-location with the University and Hospitals and will build on the successes in this field providing a basis for further growth in high value jobs.

5.104 Selly Oak District Centre growth point straddles the Bristol Road, and contains retail warehousing, a foodstore and numerous smaller shops, many providing for the needs of the local student population. However, the centre has been declining as a comparison retail destination, and is in need of investment to improve the diversity, vitality and viability of retail offer and measures to address congestion through the centre and improve the quality of the



The Queen Elizabeth Hospital

environment and public realm. The development of key sites will help to address these issues.

5.105 Further investment in the University of Birmingham will be encouraged to ensure it can maintain its role as one of the premier educational establishments in the country for higher education, research and development, and supporting activities.

5.106 The new Queen Elizabeth (QE) Hospital is a facility of both regional and national importance. Also the wider South Edgbaston area is the focus of an emerging healthcare quarter with numerous clinics and hospitals. Within the QE campus there are opportunities for further new healthcare developments including new hospitals that build on the area's success.

5.107 Extensive infrastructure and environmental improvements will be needed to support this level of new development and the policy seeks to ensure that all development contributes to these.

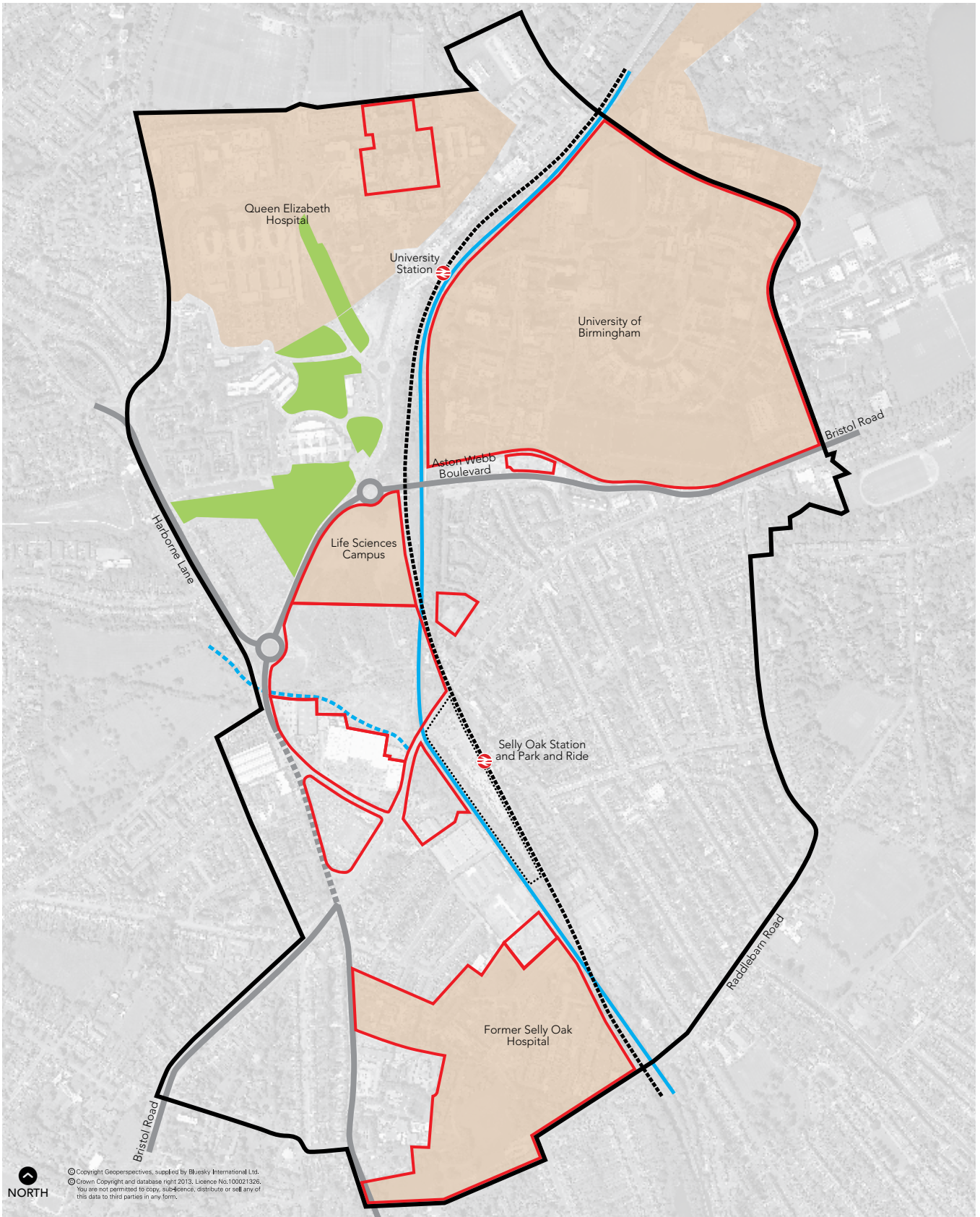
5.108 Finally the policy seeks to address some of the problems faced by residential areas and make Selly Oak/Bournbrook an attractive, balanced and sustainable residential community. The policies in this plan will be supported by other measures to address these issues including an Article 4 Direction and the Student Accommodation SPD.

5.109 A SPD is being prepared for Selly Oak/South Edgbaston that will be used to guide investment decisions on the major sites and realise the vision for the area.

5.110 The City Council will work with the private sector including key landowners such as the University of Birmingham, University Hospitals Trust and Sainsbury's to deliver this policy.












Graduates at the University of Birmingham



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KEY

-  Growth Area boundary
-  Development sites
-  Wider areas of change
-  Public open space
-  Major highways
-  Rail line
-  Rail station
-  Canal
-  River

Plan 13 Selly Oak and South Edgbaston Spatial Plan

Longbridge

Introduction

5.111 Following the closure of the MG Rover plant at Longbridge the City Council, in association with Bromsgrove District Council and other stakeholders, prepared the Longbridge Area Action Plan (AAP) to secure the comprehensive regeneration of this strategically important brownfield site that straddles the City boundary. The plan was adopted by the City Council in April 2009.

5.112 The AAP covers a developable area of approximately 130 ha. It has excellent transport connections with good access to the motorway network - being close to junctions with the M5 and M42. The A38, a major arterial route, crosses the area. It is also served by the Cross City rail line and Longbridge rail station immediately adjoins the site.

Why we have taken this approach

5.113 The AAP provides a 15-20 year framework for the comprehensive regeneration and development of the area. It sets out proposals for an exemplar sustainable employment led mixed use development. It will deliver 10,000 jobs and a minimum of 1450 new homes, a Regional Investment Site (RIS), a new local centre, a Bio-mass CHP facility, new education facilities, retailing, leisure, community and recreation uses all underpinned by quality public transport facilities and highway infrastructure and other community infrastructure.

5.114 The AAP seeks to respond to the closure of the former MG Rover plant by proposing an employment led approach to regeneration. It sets to create jobs across a range of skills and types, protecting existing employment, creating new employment and securing the economic diversification of the area. The RIS will contribute around 4,500 jobs and the new local centre and other employment sites will also result in the creation of significant new job opportunities.

Policy GA10 Longbridge

An AAP is in place for the area to secure comprehensive regeneration and guide future development over a 15-20 year period. Future growth and development will be brought forward in line with the policies set out in the AAP.

The AAP has planned for the following levels of growth; 1450 new homes, one Regional Investment Site, 13,500 sq.m. gross of comparison retail floorspace and 10,000 sq.m. office floorspace.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy GA10		✓	✓	✓	✓	✓



New development at Longbridge


5.115 All the proposals in the AAP emerged from extensive consultation with the local community, stakeholders and other key partners. For example, the new local centre responds to the need to provide a new heart for the community and improve the quantity and quality of retail provision in the area.

5.116 The AAP Delivery and Implementation Plan sets out the mechanisms, timescales and agencies involved in delivery of the AAP proposals. It also sets out policies regarding planning obligations and the contributions which will be required to deliver necessary infrastructure, and other measures, to offset the consequences of development.




5.117 Since adoption of the AAP the area has been designated an ITEC park in recognition of its potential to provide for businesses requiring buildings with high specification fittings in a centre location and with excellent accessibility. Work is underway to secure investment in high quality digital infrastructure. The ITEC park will be mainly focussed on the RIS and local centre, however investment in this sector will also act as a catalyst in forging a vibrant residential community.




5.118 Extensive progress has been made in delivering the first phases of the RIS (Longbridge Technology Park) and key elements of the new local centre including the new college, retail hotel and offices and new urban park.



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KEY

-  Growth Area boundary
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-  Public open space

-  Major highways
-  Rail line
-  Rail station

-  River

Plan 14 Longbridge Spatial Plan



Thematic
policies

6

Environment and
sustainability

Environment and sustainability

6.1 The quality of the City's environment, ensuring sustainable development and dealing with the impacts of climate change will be central to the successful delivery of the BDP. Taking a proactive and positive approach, will be vital to the quality of life of existing and future citizens and enable the City to remain an attractive proposition for investment and visitors.

Reducing the City's carbon footprint

Introduction

6.2 The City Council is committed to a 60% reduction in carbon dioxide (CO₂) emissions produced in the City by 2026, based on 1990

figures. This is an accelerated commitment compared to the current government target which requires a 22% reduction by 2022 and an 80% reduction by 2050. Planning policies have a major role to play in helping to achieve this challenging target.

Why we have taken this approach

6.3 Climate Change - the rise in average global temperature due to increasing levels of greenhouse gases in the earth's atmosphere - are contributing to rising average global temperatures and more frequent extreme weather. The impacts of climate change and the need to reduce the cause are fundamental challenges facing the world. Birmingham is committed to taking action to tackle climate change and has set itself demanding CO₂ reduction targets. These cannot be achieved through the planning process alone, but will require action on a number of fronts. However, planning does have a significant role to play and it is important that full advantage is taken of this. This policy highlights the key areas where planning can make a contribution.

6.4 The Green Commission's Birmingham Carbon Roadmap (autumn 2013) provides more detailed guidance on how Birmingham will achieve its 60% target, largely through:

- Accelerating investment in how we heat and power the City.
- Creating more local renewable energy.
- Improving the way we travel and get around the City.
- Widening our investment in building energy efficiency programmes.

Policy TP1 Reducing the City's carbon footprint

The City Council is committed to a 60% reduction in total carbon dioxide (CO₂) emissions produced in the City by 2027 from 1990 levels. Actions to help achieve this target will include:

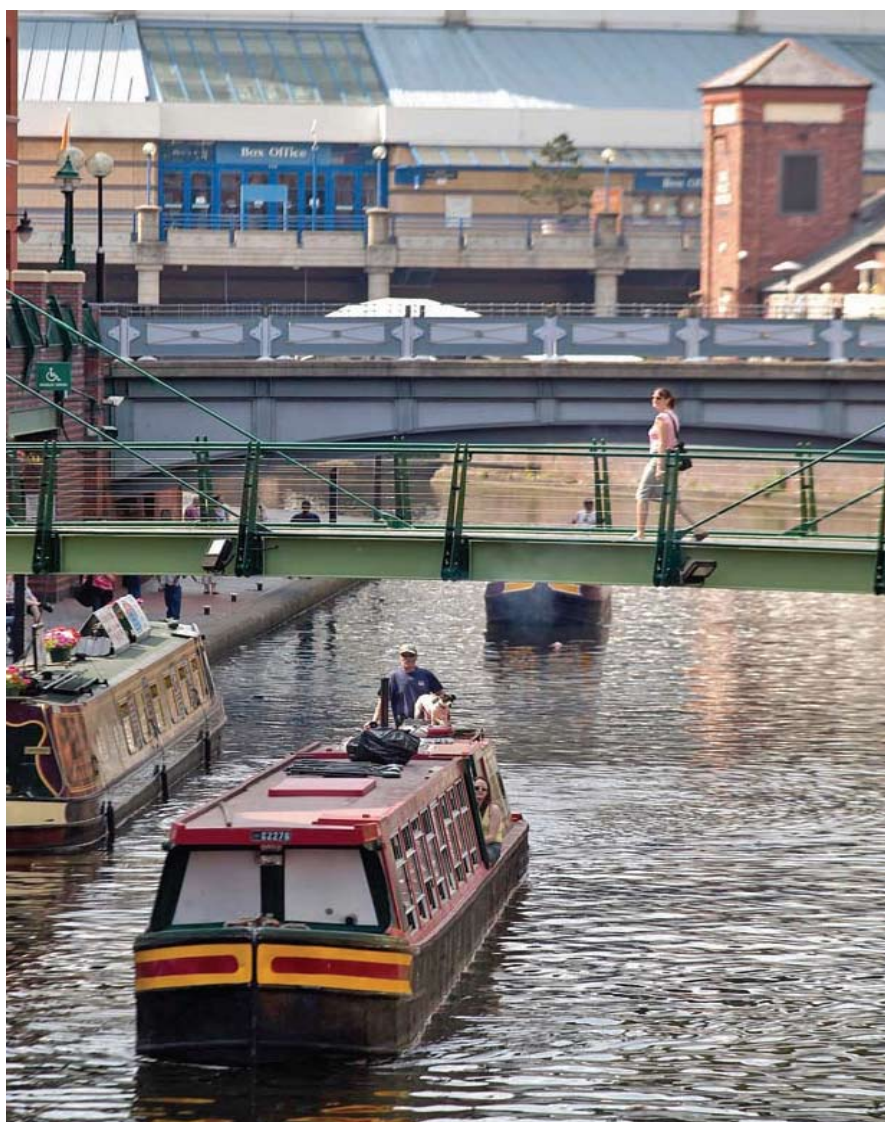
- Supporting the delivery of the principles of sustainable neighbourhoods in residential development (Policy TP26).
- Requiring new developments to reduce CO₂ emissions and water consumption (Policy TP3).
- Promoting and supporting the use of low and zero carbon energy sources and technologies (Policy TP4).
- Promoting the use of CHP schemes and district heating (Policy TP4).
- Encouraging the use of waste as a resource (Policy TP13).
- Promoting sustainable transport systems including cycling and walking (Policies TP37-TP40).
- Supporting the development of new low carbon technologies (Policy TP5).
- Supporting the expansion of trees and woodland for many purposes including carbon uptake (Policy TP7).

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP1	✓	✓		✓	✓	✓

6.5 The BDP and the planning process have a significant role to play in implementing the City Council's wider policies for tackling climate change and creating a green city. It also provides opportunity for maximising the social and economic opportunities available to the people of Birmingham from building a leading green city.

6.6 The policies in the BDP are supportive of National, European Union and International policies and programmes aimed at tackling climate change. They will also play an important role in supporting the delivery of some of the objectives of the Green Commission's Carbon Roadmap.



City Centre canal at Brindleyplace

Adapting to climate change

Introduction

6.7 Planning has a role to play in managing the impact of climate change. Climate change could potentially have a major impact on Birmingham including extreme weather events such as flash flooding, storms, drought and heat waves and extended cold periods. The impacts can affect everyone who lives and works in Birmingham. The BDP can play a role in managing and mitigating these effects.

Why we have taken this approach

6.8 Climate change will lead to a greater intensity and frequency of extreme weather events including droughts, storms and heatwaves. While it is not possible to neutralise the impact of these events, it is possible to put in place measures to minimise and mitigate them.

6.9 As a densely built urban area Birmingham suffers from the urban heat island effect and work by the University of Birmingham shows that the City Centre can be up to 5°C hotter at night than the surrounding rural areas.

6.10 The projections for future rises in average temperatures would have serious implications for Birmingham's built infrastructure and the health of its people. Urban greening can make a significant contribution to reducing the effects of urban heating. Birmingham's Green Living Spaces Plan sets the priorities for creating a green network covering open spaces and parks and green roofs to help cool the City. Flood risk is also likely to increase significantly through the 21st Century and there is a need to steer development to areas with lower flood risk and improve storage and re-use of rainwater. Climate change will also impact on biodiversity within the City - but conversely maintaining and enhancing habitats can help to mitigate its impact.

Policy TP2 Adapting to climate change

The City will need to adapt to the impacts of extreme weather and climate change. Measures to help manage the impacts will include:

- Managing Flood Risk and promoting sustainable drainage systems (Policy TP6).
- Promoting and enhancing a green infrastructure network in the City (Policy TP7).
- Protecting the natural environment and promoting and enhancing biodiversity and ecosystems (Policy TP8).
- Encouraging greater resilience to extreme weather conditions in the built environment and to transport, energy and other infrastructure.

In order to minimise the impact of overheating, new commercial and residential developments should also:

- Demonstrate how the design of the development minimises overheating and reduces reliance on air conditioning systems.
- Demonstrate how the development integrates green infrastructure as part of the design process to encourage urban greening.
- Where feasible, viable and sustainable, provide an accessible green roof to aid cooling, add insulation, enhance biodiversity, plant urban trees and promote sustainable drainage.
- Where applicable, maintain and enhance the canal network to reflect the canals' role in urban cooling.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP2		✓		✓	✓	

Sustainable construction

Introduction

6.11 Ensuring that new buildings within the City meet high standards of sustainable design and construction will be essential in reducing CO2 emissions and creating adaptable buildings in environmental terms. Households and non-domestic buildings account for a high proportion of the City's CO2 emissions.

Why we have taken this approach

6.12 The City will need to accommodate significant housing and economic growth in the period to 2031 increasing the demand for energy and water consumption. There is an opportunity to minimise the impact of this growth by creating high quality sustainable developments and new sustainable communities. All new residential development should meet the relevant national standards for sustainable construction.

6.13 Ensuring that development is constructed in the most sustainable way, will need consideration to be given to the inclusion of measures reducing energy and water consumption, reducing waste and using sustainable building materials.

6.14 The Building and Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings that are not housing. It addresses a wide range of environmental issues and enables developers and designers to prove the environmental credentials of their buildings. Standards for buildings range from pass to excellent.

6.15 In meeting the requirements of this policy developers should, where relevant and applicable, demonstrate the performance of their proposals against the relevant national standard or code.

6.16 Improving the energy efficiency of the City Council's existing and new building stock is a key objective of the Green Commission's Carbon Roadmap (Autumn 2013) and Birmingham's Climate Change Action Plan 2010+. The Summerfield Eco Neighbourhood Scheme is an example of a partnership approach towards a large scale renewable retrofit project. The project helped to reduce energy usage amongst

households as well as providing local employment opportunities.

6.17 The Birmingham Energy Savers Scheme is a City Council and Carillion project working with organisations across the city, aiming to help the people of Birmingham save money on their fuel bills, become more energy efficient and help protect the environment with no upfront costs.

Policy TP3 Sustainable construction

New development should be designed and constructed to sustainability standards which:

- Maximise energy efficiency and the use of low carbon energy.
- Conserve water and minimise flood risk.
- Consider the type and source of the materials used.
- Minimise waste and maximise recycling during construction and operation.
- Are flexible and adaptable to future occupier needs.
- Incorporate measures to enhance biodiversity value.

From 2016 all new residential developments should aim to be zero carbon and all new non-residential built developments in excess of 1,000 sq. m. gross permitted floorspace or being developed on a site having an area of 0.5 ha or more should aim to meet BREEAM standard excellent (or any future national equivalent).

Developers will be encouraged to find innovative solutions to achieve the standards set out in this policy.

Developers will need to demonstrate how their proposals accord with any local standards set in SPDs and if not to provide a justification as to why they cannot be achieved. They will need to undertake a post construction review certification process in the case of residential schemes involving 10 or more dwellings and non-residential schemes larger than the threshold identified above.

Measures to adapt, and enhance the sustainability of existing buildings and neighbourhoods, for example through the Birmingham Energy Savers Scheme, to achieve the same standards of sustainability as in new developments will also be encouraged providing there is no conflict with other policies such as the protection of heritage assets.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP3		✓			✓	✓

Low and zero carbon energy generation

Introduction

6.18 Reducing energy consumption and finding alternative sources will be central to meeting CO2 targets and helping achieve more sustainable forms of development. Moving toward lower carbon forms of energy will play an important role in achieving this.

Why we have taken this approach

6.19 There is significant potential to utilise lower carbon forms of energy production, in particular Combined Heat and Power (CHP) as part of District Heating Schemes in Birmingham. CHP has particular potential for expansion within the city. CHP involves the simultaneous generation of heat and power and is a highly efficient way to use both

fossil and renewable fuels. Large residential developments on sites over 200 units in size and new non-residential developments over 1,000 sq.m. offer the economies of scale necessary to include CHP generation or a network connection to an existing CHP facility.

6.20 There are already examples within Birmingham of CHP generation. The Broad Street District Energy Scheme serves many of the City Centre's most prominent buildings including the ICC, NIA, REP Theatre, Council House and Town Hall. The project utilises a large CHP engine in the ICC boiler house and heating mains linking the various buildings to the energy centre. The scheme will result in cost savings for those linked to it and reduce the City Centre's CO2 emissions by 20%. A similar scheme is proposed in the Eastside area of the City Centre.

6.21 There is also potential within Birmingham to use natural renewable energy sources such as solar panels. Other initiatives to reduce energy consumption include the development of Smart Grids. A Smart Grid delivers electricity from suppliers to consumers using digital technology to save energy and reduce costs. Whilst Smart Grids are not being widely used at present it is possible that during the plan period the technology will become more widely available.

6.22 Because of Birmingham's location and topography, wind power is unlikely to be a significant source of renewable energy in the City.

6.23 Further guidance on low carbon and renewable energy generation will be contained in an SPD.

Policy TP4 Low and zero carbon energy generation

Developers will be expected to incorporate the provision of low and zero carbon forms of energy generation or to connect into existing networks where they exist in proposals for new development, wherever practicable.

In the case of residential developments of over 200 units and non-residential developments over 1,000 sq.m. first consideration should be given to the inclusion of Combined Heat and Power (CHP) generation or a network connection to an existing CHP facility. However, the use of other technologies - for example solar photovoltaics or thermal systems, wind turbines, biomass heating or ground source heating - will also be accepted where it can be demonstrated that they will have the same or similar benefits and there is no adverse impact on amenity. On sites where low or zero carbon technologies are not feasible, developers will be expected to contribute towards equivalent off site allowable solutions.

Smaller developments should also connect to a District Heating Scheme where such schemes exist, unless it is demonstrated that such a connection is not practicable or viable.

Encouragement will also be given to the development and implementation of new technologies which reduce energy consumption such as SMART Grid and promoting new homes to be SMART Grid ready.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP4	✓	✓			✓	✓

Low carbon economy

Introduction

6.24 The need to adapt to Climate Change and reduce the dependence on traditional fossil fuels represents an opportunity for the Birmingham economy to lead the way in the development of new low carbon technologies.

Why we have taken this approach

6.25 Birmingham has been designated as a Science City, which is a partnership of public, private and research sectors to drive forward innovation. The Science City Research Alliance of the Universities of Birmingham and Warwick is funded by Birmingham Science City. It is currently undertaking a range of projects including energy futures such as hydrogen cells and advanced lightweight materials.

6.26 Birmingham's Carbon Roadmap (autumn 2013) promotes the development of low carbon fuel efficient technologies and the benefits of efficient resource management and waste minimisation. In this respect small scale local biomass projects such as woodfuel heat and power offer the potential to minimise the costs and carbon emissions associated with transport.

6.27 Facilitating the roll out of low carbon technology and encouraging the sustainable management of the City's waste is a major growth opportunity and offers potential for existing companies to diversify and for new companies to be formed creating new jobs and investment.

Policy TP5 Low carbon economy

The development of innovative energy technologies to reduce the use of fossil fuels and CO2 emissions and promotion of low carbon industries will be supported and encouraged. In particular the following initiatives will be supported:

- Low carbon vehicle technologies such as electric and hydrogen fuel cell vehicles and hybrid buses including the installation of refuelling and recharging stations.
- The development of new technologies for the sustainable management of the City's waste such as anaerobic digestion and gasification processes.
- Low carbon design and construction, including low carbon renovation of the housing stock and provision of low carbon construction service and trades.
- Bioenergy initiatives such as woodfuels, (biomass) and biogas.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP5	✓	✓				✓



New housing with solar panels

Managing flood risk

Introduction

6.28 Flooding is one of the most immediate and visible consequences of extreme weather. Measures to minimise the risk of flooding and mitigate its effects are therefore required.

Why we have taken this approach

6.29 Parts of Birmingham are at risk of flooding from main rivers, ordinary watercourses, surface water, sewer flooding and groundwater. There is also the potential for canal and reservoir breach and overtopping. As there has been development within flood zones, particularly along the Rea and the Tame, fluvial flood risk is an issue. There have also been considerable instances of flooding from surface water with small watercourses and sewers being particularly susceptible to flash flooding.

6.30 In order to manage this risk it is essential that future development is planned appropriately to ensure that where possible:

- Development is located in the lowest areas of flood risk.
- Measures are put in place to mitigate new development against flood risk and ensure that it does not increase flood risk elsewhere.
- Surface water is managed effectively on site.

6.31 The Strategic Flood Risk Assessment (SFRA) reinforces the need to apply a Sequential Test and the Exception Test, in accordance with the relevant national planning policy, to many proposed development schemes. Furthermore the SFRA includes further policies to ensure that all sources of flood risk are managed as part of any development.

Policy TP6 Managing flood risk

Flood Risk Assessments

Site specific Flood Risk Assessments will be required in accordance with the requirements of the relevant national planning policy and the guidance outlined in the Birmingham Strategic Flood Risk Assessment (SFRA).

Surface Water Drainage Assessment

As part of their Flood Risk Assessment (FRA) developers should demonstrate that the disposal of surface water from the site will not exacerbate existing flooding and that exceedance flows will be managed. Requirements for discharge from sites are outlined in the SFRA. This will include:

Restrictions to the greenfield run-off rate for:

- Greenfield sites.
- Brownfield sites at flood risk.
- Brownfield sites where there are run-off impacts on a community at flood risk.

A minimum of a 20% reduction in peak flows between the existing and developed scenarios for:

- All other brownfield sites.

Sustainable Urban Drainage (SuDS)

To minimise flood risk, improve water quality and enhance biodiversity and amenity all development proposals will be required to manage surface water through Sustainable Drainage Systems (SuDS). Wherever possible the natural drainage of surface water from new developments into the ground will be preferred. Where ground conditions are not suitable for infiltration then expected and direct flows into sewers and watercourses will be controlled in order to lessen the impact of flash floods and decrease the risk of flooding. All SuDS must protect and enhance water quality by reducing the risk of diffuse pollution by means of treating at source and including multiple treatment trains. All SuDS schemes should be designed in accordance with any relevant national standards and the long-term maintenance arrangements must be agreed with the relevant risk management authority.

Rivers and Streams

Rivers and streams are liable to natural flooding and will be managed in ways which will ensure that this can take place in locations which will not place built development or sensitive uses at risk. The Sustainable Management of Urban Rivers and Floodplains SPD (SMURF) provides more detailed guidance. River corridors are also important elements of the City's green infrastructure network. The management of floodplains will also need to take into account the potential to increase benefits to wildlife.

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Enhancements of Water Resources

As well as providing water and drainage, the City's rivers, streams, canals, lakes and ponds are an important amenity and are also valuable as wildlife habitats. Culverting of existing open watercourses will not be supported. Where watercourses are in culverts or heavily engineered channels, new development should remove them where impacts on their function for management of water have been fully considered and addressed. Other measures which would increase the wildlife, amenity and sporting value of natural water features and canals will also be encouraged, provided that there is no adverse impact upon water quality, flood risk or the quality of the natural environment. Proposals should demonstrate compliance with the Water Framework Directive, exploring opportunities to help meet its targets.

Trees and Woodland

Trees and woodland can provide significant benefits in terms of water management and flood alleviation and as part of SuDs in addition to their wider landscape, recreation, economic and ecological benefits. The provision of additional trees and woodland will therefore be encouraged.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP6	✓	✓			✓	



River Tame

6.32 The SFRA outlines the need to implement adequate SuDS techniques as part of a development. Large increases in impermeable areas for a site could contribute to a significant increase in surface water run-off, peak flows and volumes. In turn this could contribute to an increase in flood risk elsewhere.

6.33 In taking forward the SFRA the City Council will have regard to developing strategies; such as the Local Flood Risk Management Strategy, Surface Water Management Plan, Trent Catchment Flood Management Plan, Humber River Basin Management Plan and future development of the Flood and Water Management Act 2010 including the establishment of SuDS Approving Bodies.

6.34 Historically many of Birmingham's watercourses have been culverted. This limits their amenity and wildlife value and may also inhibit the potential for natural drainage. The removal of culverting through development can therefore bring significant benefits and contribute to the Water Framework Directive targets.

6.35 Water courses are important for some sports and the improvement of the main water courses will also enhance the sporting experience.

6.36 Canals have a wildlife and amenity value and take a proportion of surface water run-off. They also have a role as non-natural watercourses to help alleviate flooding in some cases.

Green infrastructure network

Introduction

6.37 Green infrastructure has a critically important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves, and reducing flood risk. In addition green infrastructure helps support biodiversity and makes an important contribution to the quality of the City's environment, its quality of life and human well-being and its economic status and performance.

Why we have taken this approach

6.38 Green infrastructure includes landscapes, natural environment, biodiversity and geological features which make Birmingham distinctive. Open spaces, linear corridors, blue infrastructure and blue spaces such as waterways, rivers, streams, watercourses, canals, towing paths and their environs and green-roofs or green-walls all contribute. The City Council's approach to the maintenance and improvement of the Green infrastructure network throughout the City reflects the seven key principles which are set out in the Green Living Spaces Plan.

6.39 Birmingham has a network of green spaces including rivers, many small urban brooks, canals, parks and open spaces including playing fields, allotments and cemeteries. A more detailed analysis of this network together with a strategy for managing and enhancing it is provided in the Green Living Spaces Plan.

6.40 Waterways are important in creating character of place, provide biodiversity corridors and allow green leisure and commuting routes within the City. The rivers, Cole, Rea, Tame and numerous smaller watercourses together with their catchments and the canals, pass through the City and serve to link different parts of the City and provide valuable links to the countryside encouraging wildlife into the urban area. These linear corridors join other open spaces which enhance and provide variety to the natural environment. In addition to parks and recreational open space, the City's allotments and cemeteries all play a role.

6.41 The City's green infrastructure network provides a wide range of social, economic and environmental benefits. Specifically it:

- Provides direct sport and recreational benefits, providing opportunities for physical activity.
- Improves environmental quality.
- Urban green and open spaces and city trees all make a positive contribution to helping the city adapt to a changing climate.
- Promotes urban quality and improves the image and attractiveness of areas.
- Helps with managing flood risk and water attenuation and helps manage urban storm water; and improving water quality.
- Promotes human health through air quality improvement and recreation opportunities.

Policy TP7 Green infrastructure network

The City Council will seek to maintain and expand a green infrastructure network throughout Birmingham. The integrity of the green infrastructure network will be protected from development and where possible opportunities will be taken to extend and enhance the network and to improve links between areas of open space.

Any development proposal that would adversely affect the integrity of the network will be refused. New developments will be expected to address green infrastructure issues in an integrated way and to take advantage of new opportunities such as green and brown roofs. It is important that all new green infrastructure features and assets are designed to help the City adapt to a changing climate.

The City Council will also seek to conserve and enhance Birmingham's woodland resource (collectively known as 'The Birmingham Forest'). Particular attention will be given to protecting the City's ancient woodlands as irreplaceable semi-natural habitats. All trees, groups, areas and woodlands will be consistently and systematically evaluated for protection and all new development schemes should allow for tree planting in both the private and public domains. The importance of street trees in promoting the character of place and strengthening existing landscape characteristics will be recognised.

Implementation

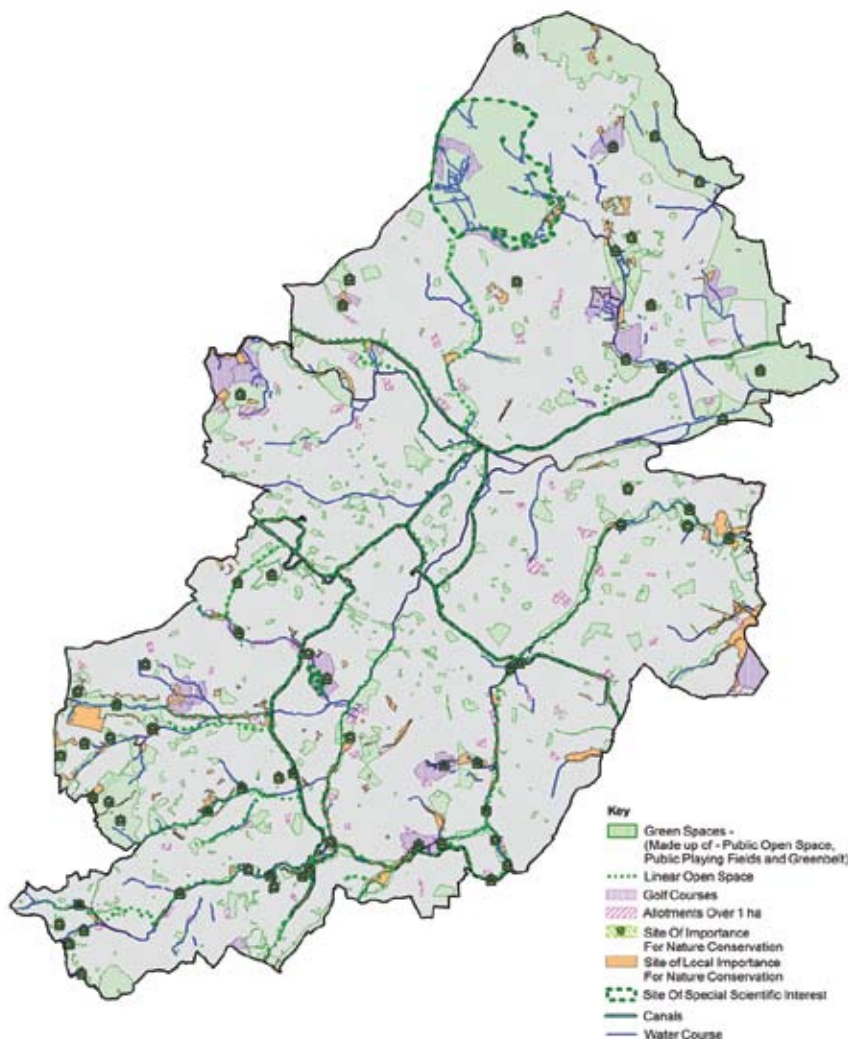
	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP7	✓	✓		✓	✓	✓

- Provides green space and the opportunity for environmental education.
- Offers alternative routes and safe routes for commuters travelling on foot or by bicycle and for leisure cycling and walking.
- Provides 'breathing' spaces (particularly the larger spaces such as Sutton Park, Sandwell Valley and Sheldon Country Park but also the linear corridors) bringing in cleaner air and allowing wildlife close to the City Centre.
- Provides quiet places away from urban noise.
- Provides visual amenity and serves to define areas.
- Stimulates community cohesion by providing shared spaces that people can derive value from.
- Can help to mitigate climate change.
- Provides recreational, landscape and tourism assets.
- Helps to protect landscapes of historic significance.
- Provides valuable habitats for urban wildlife.

opportunity to plant new trees, especially large species, will be fully explored. Creating new woodland or community orchards and more tree planting is especially useful in tackling urban heat islands, encouraging biodiversity and in assisting in dealing with surface water run off. The use and value of hedgerows are also increasing in their importance and functional use within urban areas, will also be considered, as part of the green infrastructure.

6.42 Trees cover some 23% of the City's land area. This woodland resource is now being referred to as 'The Birmingham Forest'. The importance of trees is increasingly recognised in maintaining biodiversity and contributing to tackling climate change. Within the City the number and variety of trees is seen as being one of its most valuable environmental assets and one which the public perceive to be at risk.

6.43 The need for new trees is well documented and their visual and structural benefits are enhanced by concerns in respect of climate change (such as water run off, temperature control, pollution interception) and therefore every



Plan 15 Green infrastructure network

Biodiversity and Geodiversity

Introduction

6.44 Birmingham's biodiversity and geodiversity are critical components of a high quality of life and contribute significantly to the quality of the environment within the City. These natural assets are valuable and their protection is important, not just for their intrinsic worth, but because of the wide-ranging services and benefits they deliver.

Why we have taken this approach

6.45 Birmingham has a diverse range of biodiversity and geodiversity assets, including sites, habitats and species of national, regional and local importance. There are currently two Sites of Special Scientific Interest (SSSIs), 10 Local Nature Reserves (LNRs), 56 Sites of Importance for Nature Conservation (SINCs) and over 110 Sites of Local Importance for Nature Conservation (SLINCs); these designated sites will be carried forward. In line with guidance produced by Birmingham and Black Country Local Sites Partnership, the City Council will designate additional SINCs, SLINCs or LNRs where there is adequate supporting information and consequently sites may receive new or increased protection during the plan period.

6.46 In addition to these designated sites, the City includes a wide range of other semi-natural green spaces of value to wildlife and which create a network of habitat resources that help to connect designated sites. River and stream corridors, canals, and active and disused rail corridors are important linear landscape features; other areas of open space, including urban wasteland sites, woodlands, playing fields, churchyards, allotments and gardens, also contribute to the habitat network.

Policy TP8 Biodiversity and Geodiversity

The maintenance, enhancement and restoration of sites of national and local importance for biodiversity and geology will be promoted and supported. These include Sites of Special Scientific Interest (SSSIs), National Nature Reserves (NNRs), Local Nature Reserves (LNRs), Sites of Importance for Nature Conservation (SINCs) and Sites of Local Importance for Nature Conservation (SLINCs) currently identified in the Policies Map or subsequently identified.

Development which directly or indirectly causes harm to sites of national importance (SSSIs and NNRs) will not be permitted.

Development which directly or indirectly causes harm to local sites of importance for biodiversity and geology (LNRs, SINCs and SLINCs), priority habitats and important geological features, species which are legally protected, in decline, are rare within Birmingham or which are identified as national or local priorities will only be permitted if it has been clearly demonstrated that:

- The strategic need for the proposal outweighs the need to safeguard the importance of the designated site, or important habitat, species or geological feature and no alternative site is available which will meet the need.
- Damage is minimised and measures can be put in place to mitigate remaining impacts.
- Where damage cannot be avoided or fully mitigated, appropriate compensation is secured.

Development proposals which may affect any designated site or important habitat, species or geological feature must be supported by adequate information to ensure that the likely impact of the proposal can be fully assessed.

The integrity of wildlife corridors and 'stepping stones' will be protected from development which would harm their function.

Priority habitats and priority species listed in Section 41 of the Natural Environment and Rural Communities Act 2006 or in national and local Biodiversity Action Plans will be maintained and opportunities to enhance and add to these natural assets will also be identified. The Biodiversity Action Plan for Birmingham and the Black Country and data from EcoRecord (the ecological database for Birmingham and the Black Country) will be used to inform the development of a strategic

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6.47 Biodiversity has been much affected by climate change in recent years. Increases in average temperatures and changing weather patterns have impacted on species' distributions, affected the timing of seasonal events and caused wide-ranging effects on ecosystems. The City's green infrastructure network has a vital

role in enabling biodiversity to adapt to the impacts of climate change. The network of green corridors and open spaces such as river corridors, parks, allotments and informal green spaces need to be maintained to facilitate the movement of species to new locations in response to the changing climate.

landscape-scale framework for the restoration and creation of priority habitats and recovery of priority species populations across Birmingham, including opportunities to create or restore linkages between important wildlife areas.

All development should, where relevant, contribute to enhancing Birmingham's natural environment, having regard to strategic objectives for the maintenance, restoration and creation of ecological and geological assets. Biodiversity and geodiversity enhancement measures should be appropriate to the nature and scale of the development proposed. Development proposals should clearly identify how ongoing management of biodiversity and geodiversity enhancement measures will be secured.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP8	✓	✓		✓	✓	✓



Net fishing at a local pool

Open space, playing fields and allotments

Introduction

6.48 Open space encompasses a wide range of spaces, not just traditional parks and gardens, grassed areas and woods but also cemeteries, allotments and civic spaces. All are important in providing recreational, health and other benefits for Birmingham residents and others who work in or visit the City.

Why we have taken this approach

6.49 Given Birmingham's built up character and with an increasing population and pressure for development, opportunities to create new areas of open space are limited within the existing urban area. Further development pressures on the City's open space resource will be carefully considered.

6.50 The main emphasis is on quality and accessibility; ensuring that people have access to good facilities and sufficient recreational space. Therefore accessibility and quality will inform the assessment of how much public open space provision is required.

6.51 In response to the need for assessments the City Council undertook a survey of demand which was published in 2004 which included 5,000 households, 4,000 within the City and 1,000 just outside. This together with work on the Parks Strategy has formed a background to the approach set in Policy TP9.

6.52 The City Council maintains records of provision for public open space, public and private playing fields expressed in hectares (ha) per 1,000 population by ward. A minimum 2 ha per 1,000 population standard is a simple, initial indicator of adequacy of provision. It serves to identify where there are supply problems. The use of up to date assessments of need provides more subtle information, reflecting quality and accessibility issues as well as quantity.

Policy TP9 Open space, playing fields and allotments

Planning permission will not normally be granted for development on open space except where:

- It can be shown by an up to date assessment of need that the open space is surplus taking account of a minimum standard of 2 ha per 1,000 population and the accessibility and quality criteria listed below.
- The lost site will be replaced by a similar piece of open space, at least as accessible and of similar quality and size.
- Where an area of open space is underused, as it has inherent problems such as poor site surveillance, physical quality or layout, which cannot be realistically dealt with, then in this case proposals that would result in the loss of a small part of a larger area of open space will be considered if compensation measures would result in significant improvements to the quality and recreational value of the remaining area.

Playing fields will be protected and will only be considered for development where they are either shown to be surplus for playing field use, taking account of the minimum standard of 1.2 ha per 1000 population, through a robust and up to date assessment and are not required to meet other open space deficiencies, or alternative provision is provided which is of equivalent quality, accessibility and size.

Provision of public open space

Public open space should aim to be provided throughout Birmingham in line with the following standards:

- All residents should have access within 400m, (5 to 10 minutes walk) to an area of publically accessible open space which should have grass and trees and be at least 0.2 ha in size. Similarly, there should be children's play facilities within 400m of all residents.
- Within 1km (15 to 20 minutes walk) of all residents there should be an area of publically accessible open space of at least 2 ha in size. This should have paths, seating, bins, trees and landscape features. It should be capable of accommodating differing and potentially conflicting recreational activities without problem e.g. space for football and for those who want to sit and relax.
- Within 3km of all residents there should be access to a publically accessible park which has a wide range of facilities and features which may include water features, children's play facilities, cafés and formal landscaping. These spaces should be capable of holding local, or in some instances national events. These sites should be more than 2 ha in size and should also have good access for public transport and for walkers and cyclists. Some of these parks will have additional facilities and will be of a size which allows them to be used for major events and celebrations. It will be a priority to ensure that these parks have good access by public transport and adequate car parking.

New developments, particularly residential, will place additional demand upon all types of open space and children's play areas. New residents, visitors to Birmingham and people working within the City all place varying demands upon open space. The City Council's Public Open Space in New Residential Development SPD requires, in most

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circumstances that, residential schemes of 20 or more dwellings should provide on site public open space and/or children's play provision. However, developer contributions could be used to address the demand from new residents on other types of open space such as allotments and civic spaces.

In new residential developments provision of new public open space will be required broadly in line with the standard of 2 ha per 1000 population. Further detail is provided in the Public Open Space in New Residential Development SPD.

The emphasis will be on good quality, accessible public open space that people want to use and feel safe to use. There should be well maintained paths, hard and soft landscape elements, bins, seats and other appropriate site furniture and the needs of people with disabilities should be taken into account.

Allotments

Provision of allotments should relate directly to demand in the area. Where there is a shortage of provision then consideration will be given to using other surplus open space land for allotments.

Allotment land will only be released for development where it can be shown that the site is not required to satisfy the demand for allotments in the area, or equivalent alternative provision will be made available. Where it is demonstrated that an allotment site is surplus then the first consideration should be whether it can be used as other open space where there are deficiencies. If this land is not required for other open space use then it can be considered for development. Planning permission for the development of allotments will not be granted simply because the site has fallen out of use and become derelict. Every effort should be made to improve allotment provision in areas of deficiency when the opportunity arises.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP9	✓	✓		✓	✓	✓



Cannon Hill Park

6.53 The City Council has a Playing Pitch Strategy and Artificial Grass Pitches (AGP) strategy. This shows a significant short-fall of natural turf and artificial grass pitches.

6.54 Allotments play an important role in recreation, sustainability and form part of the green infrastructure network. There has been renewed interest in allotments and a diversification of users. Assessing need is more straightforward as waiting lists and vacant plots provide barometers of demand and supply. Where there is a demonstrated shortage of provision then the possibility of creating new provision by using surplus open space land can be considered.

6.55 For the purposes of the BDP the following definitions apply:

- **Open space** is all open land of recreational or public value, including playing fields, which primarily consists of natural elements such as trees, grass and water. It may or may not have free public access. It may or may not be used or held by the City Council for recreational purposes.
- **Public open space** is open space, including playing fields, owned by the City Council or to which there is a public right of access, used by the public primarily for recreation purposes. It does not include private or education playing fields, nor does it include municipal or private golf courses, cemeteries, or open areas within housing estates which substitute for private gardens.

Green Belt

Introduction

6.56 Birmingham's Green Belt forms a small part of the much wider West Midlands Green Belt which surrounds the West Midlands conurbation and Coventry. The five purposes of the Green Belt as set out in the relevant national planning policy are to check the unrestricted sprawl of large built up areas, prevent neighbouring towns from merging into one another, to assist in safeguarding the countryside from encroachment, to preserve the setting and special character of historic towns and to assist in urban regeneration by encouraging the recycling of derelict and other urban land. Green Belt policies may contribute to urban regeneration by encouraging new investment away from greenfield sites to locations within the built-up area. However, as explained in Section 3 of the BDP there is a need to remove land from the Green Belt for both housing and employment development to support essential elements of the BDP strategy.

Why we have taken this approach

6.57 National planning policy makes it clear that established Green Belt boundaries should be altered only in exceptional circumstances and only when a local plan is being prepared or reviewed. As outlined in Section 3 and policies GA5 and GA6 it has been necessary to amend the Green Belt boundary to meet the needs of both housing and employment development. The remaining Green Belt within the City will be protected for the long term and opportunities which enhance the Green Belt particularly in terms of public accessibility will be supported.

Policy TP10 Green Belt

The revised Green Belt Boundary is shown on the Policies Map. There is a general presumption against inappropriate development within the Green Belt, and such development will not be permitted unless very special circumstances exist. Development proposals, including those involving previously developed land and buildings, in the Green Belt will be assessed in relation to the relevant national planning policy.

The Green Belt in Birmingham includes a number of Green Wedges which are areas of countryside which extend into the City, often along river valleys. Such areas are particularly important because of the valuable links which they provide to the open countryside, their visual quality, and their accessibility.

The following Green Wedges form part of the Green Belt, the detailed boundaries of which are shown on the Policies Map:

- Hill Hook.
- Moor Hall.
- Sutton Park.
- Newhall Valley.
- Sandwell Valley/Tame Valley.
- Castle Bromwich.
- Cole Valley.
- Westley Brook.
- Woodgate Valley.
- Bartley Reservoir.

Measures to improve public access to the Green Wedges and the wider Green Belt will be encouraged. Outdoor sport and recreational facilities in keeping with the character and function of the Green Belt will also be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP10					✓	



Sutton Park

Sports facilities

Introduction

6.58 Birmingham has a wide range of sports facilities which provide for a variety of recreational sporting needs. Participation in sport has physical and mental health benefits and promotes community cohesion and the City Council's approach is to ensure facilities reflect need. The policy focuses on sports facilities that are used directly by members of the public.

Why we have taken this approach

6.59 Birmingham has a wide range of sporting facilities ranging from small community sports halls and playing pitches through to larger leisure centres and swimming pools.

6.60 The City Council recognises the important role that sport and physical activity facilities have in terms of providing wider health and social benefits. These include:

- Helping to improve health and reduce health inequality.
- Effective use of open space such as parks and canal towpaths.
- Provide volunteering, employment skills and employment.
- Provide social interaction and social cohesion.
- Provide positive activity and help reduce anti-social behaviour and crime.
- Provide opportunities for people to positively contribute to their communities through sport volunteering.
- Provide environmentally friendly activity/transport options such as cycling, jogging and running.

Policy TP11 Sports facilities

The provision and availability of facilities for people to take part in informal activity, that contribute to healthier lifestyles and can provide a 'stepping stone' into more formal sport will be supported and promoted.

The City Council will keep the provision of sports facilities within the City under review in the light of changing demands and preferences, and where deficiencies are identified will aim to work with partners to address this.

Sports and physical activity facilities will be protected from development, unless it can be demonstrated that they are surplus to requirements through a robust and up to date assessment of need. Where there is identified need for particular sports and physical recreation facilities, the loss of existing sports facilities for these sports will not be allowed unless appropriate replacement provision is provided.

Facilities within the City's schools that can be used by the community provide a useful contribution towards the recreational and leisure requirements of the City and this will be encouraged.

Sporting facilities which attract large numbers of visitors and incorporate elements of entertainment, retail or leisure uses which operate for many hours of the day should be located in highly accessible locations, preferably in or adjacent to town centres. It is important that community sport and leisure facilities should be located in easily accessible sites, with safe pedestrian and cycle access as well as being close to local public transport routes.

Proposals for new facilities or the expansion and/or enhancement of existing facilities will be supported subject to compliance with other relevant planning policies.

Appropriate and sympathetic sports lighting can enhance the use and sustainability of community sports provision to the benefit of the local community. However, any development involving sports lights should balance the benefits for sport with the amenity of local residents. The use of planning conditions to control the use of sports lights may be applied where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP11	✓	✓		✓	✓	✓

6.61 The City Council will continue to review its sporting and physical activity facility infrastructure and work with Sport England, national governing bodies of sport and other agencies to improve sport and physical activity provision within the City.

6.62 The City Council is endeavouring (with its key partners) to increase the levels of participation and formal sport and informal physical activity within its various assets across the City.

6.63 There are opportunities to link activities, for example the opportunity exists when planning transport infrastructure to include walk, jog and run (and cycle) trails between these existing facilities to form a network of inter linked facilities.

6.64 It is recognised that the City has a number of stadia and facilities which attract residents and visitors to watch sport or leisure activities. These will continue to be important assets for the City but sit outside the approach to protection of facilities set out in the policy.

Historic environment

Introduction

6.65 Birmingham's character is shaped by its historic development, which is represented by a rich and varied environment consisting of archaeological remains, historic buildings, townscapes and landscapes. Some, such as the Jewellery Quarter and Bournville are nationally renowned. All contribute to the unique essence of the City, identifying it as a place with its own special character and history.

6.66 In addition to its intrinsic importance the historic environment is a finite and non-renewable resource and its protection is therefore an essential element in ensuring a sustainable future. The reuse of historic buildings can contribute to sustainability through retaining rather than wasting embodied energy and avoiding use of energy and materials for new build.

Why we have taken this approach

6.67 The historic environment contributes to local distinctiveness and provides a sense of place. Reinforcing and revealing the historic environment through incorporating it rather than isolating it provides a context for new development and inspires innovative design which respects existing local character and distinctiveness.

6.68 The historic environment is not just important for its own sake, it adds value to regeneration, improves quality of life and has been a major draw in attracting businesses to the City, acting as a stimulus for local economic growth. It is also a source of significant local pride, contributing to local identity and acting as a valuable educational resource.

Policy TP12 Historic environment

The historic environment, consisting of archaeological remains, historic buildings, townscapes and landscapes, including locally significant assets and their settings in addition to designated and statutorily protected features, will be valued, protected, enhanced and managed for its contribution to character, local distinctiveness and sustainability.

- Great weight will be given to the conservation of the City's heritage assets. New development affecting a designated or non-designated heritage asset or its setting, including alterations and additions, will be expected to make a positive contribution to its character, appearance and significance.
- Applications for development affecting the significance of a designated or non-designated heritage asset, including proposals for removal, alterations, extensions or change of use, or on sites that potentially include heritage assets of archaeological interest, will be required to provide sufficient information to demonstrate how the proposals would contribute to the asset's conservation whilst protecting or where appropriate enhancing its significance and setting. This information will include desk-based assessments, archaeological field evaluation and historic building recording as appropriate.
- Where it grants consent for proposals involving the loss of all or part of the significance of a designated or non-designated heritage asset, the City Council will require archaeological excavation and/or historic building recording as appropriate, followed by analysis and publication of the results.
- Initiatives and opportunities to mitigate the effects of climate change by seeking the reuse of historic buildings, and where appropriate, their modification to reduce carbon emissions and secure sustainable development - without harming the significance of the heritage asset or its setting - will be supported.
- Opportunities for information gain through investigations as part of proposed development will be maximised and such information will be widely disseminated.
- Innovative design which retains the significance of the heritage asset(s) and integrates the historic environment into new development will be encouraged. Development proposals that raise awareness of the historic environment will be encouraged.

Where a Conservation Area Character Appraisal or Management Plan has been prepared, it will be a material consideration in determining applications for development, and will be used to support and guide enhancement and due regard should be given to the policies it contains.

The City Council will support development that conserves the significance of non-designated heritage assets including archaeological remains and locally listed buildings.

The historic importance of canals is acknowledged, and important groups of canal buildings and features will be protected, where they are listed or in a Conservation Area. Where appropriate the enhancement of canals and their settings will be secured through development proposals.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP12		✓		✓	✓	✓

6.69 Birmingham's historic environment is exceptionally rich and diverse for a predominantly urban area. The City's post-war commercial architecture, town planning, public spaces and public art are also significant parts of its character.

6.70 It contains well-preserved archaeological remains of prehistoric, Roman, medieval and post-medieval data, including deposits containing information on past environmental conditions and industrial processes. In addition to buried remains, earthworks survive in open spaces. Birmingham's historic buildings include dwellings, public buildings, churches, and industrial and agricultural structures. There are relatively few buildings dating from before the 18th century, so their rarity gives them a special local significance.

6.71 Historic townscapes in the City Centre and suburbs consist of buildings, land divisions and street patterns resulting from different periods of the City's historic development. The varying character of much of the historic environment of the City and its suburbs results from the survival of many Victorian and Edwardian buildings and structures, including public buildings, industrial buildings, canals, railways, schools, places of worship and houses. Historic landscapes in parks and open spaces and in the urban fringe include agricultural buildings, ancient land divisions, historic woodland and planned parks and cemeteries.

6.72 English Heritage's annual Heritage at Risk Register includes scheduled monuments, grade I and II* listed buildings, listed places of worship, registered parks and gardens, and conservation areas. The Register records condition, occupancy and use, vulnerability, priority actions and trends in condition. In addition, the City Council has itself identified other listed buildings at risk.

6.73 The City Council will review or prepare character assessments and management plans for conservation areas and other areas of particular local significance to supplement existing policies for protection and enhancement. Historic Landscape Characterisation will be used to inform and understand the contribution of the historic environment to the city's character and identity.

6.74 The City Council will adopt a protocol for the inclusion of the historic environment in AAPs, SPDs, Neighbourhood Plans, development briefs and other non-statutory area-based planning documents, and Local Development Orders, to ensure that its significance is conserved and its positive contribution to character is recognised.

6.75 The City Council will maintain a list of heritage assets of local importance and a Historic Environment SPD will be produced.

6.76 The Historic Environment Record will be maintained and developed to include all aspects of the City's historic environment so that it is a tool for decision-making and policy formulation.

6.77 Where appropriate and feasible, opportunities will be sought to bring heritage assets at risk, as identified in English Heritage's Heritage at Risk Register and by the City Council itself, into sustainable economic use that retains their significance.



The Barton Arms in Newtown

Sustainable management of the City's waste

Introduction

6.78 There is a need to reduce the waste the City produces from its homes and businesses and carefully and sustainably manage what is left. How the City deals with waste will be central to planning for sustainable growth.

Why we have taken this approach

6.79 The City Council as a Waste Planning Authority (WPA) is required by Government to monitor and manage the City's waste in a sustainable way by promoting the 3Rs - Reduce, Reuse, Recycle. The overarching objective set out in the national waste strategy is that waste must be considered a resource, and that its management should be pushed up the waste hierarchy. A significant part of this reduction in waste should include the removal of biodegradable and recyclable materials prior to waste being landfilled. Disposal, particularly to landfill is the least sustainable and desirable option for management of our waste.

6.80 The City Council supports the concept of 'self sufficiency' where Birmingham will seek to manage an equivalent of every tonne of waste that arises. It is not however viable for Birmingham to manage all the various types of waste the City produces. Some types of waste will be more effectively managed at facilities outside Birmingham.

6.81 The City Council has undertaken a Waste Capacity Study (BWCS) which explores a range of issues including predicted waste arisings and future capacity requirements. The Study shows that total waste arisings within the City are currently around 3.2 million tonnes per annum and taking account of planned growth in this period, total waste in Birmingham is not expected to increase much beyond existing levels.

Policy TP13 Sustainable management of the City's waste

The City Council will seek to prevent the production of waste wherever possible, and where this is not feasible will seek to move and manage Birmingham's waste up the waste hierarchy.

The key policy objectives of the City Council will be to minimise the amount of waste created, treat waste as a resource and encourage recycling, reuse and composting.

The City Council will seek to ensure that the tonnage of waste treated and managed within Birmingham is equivalent to the tonnage of waste arising. There is currently a shortfall in the number of material recycling facilities within the City and more will need to be constructed during the plan period. The City Council will seek to reduce the proportion of the City's waste which is sent to landfill. This will require an increase in alternative disposal capacity. The type of facilities needed and site location criteria are outlined in Policies TP14 and TP15.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP13		✓				



Recycling facilities

6.82 Whilst there is theoretical capacity to deal with all of the City's waste, Birmingham has limited disposal facilities. There are no active landfills in the City and the Tyseley Energy Recovery Facility primarily accepts municipal waste. There is potential for the City to increase disposal capacity to deal with specific waste streams

such as commercial and industrial waste and reduce the amount of waste sent to landfill. The BWCS also shows that there is a shortage of Material Recycling Facilities (MRFs) within Birmingham, and that over 27,000 tonnes of waste is being exported cross boundary to facilities outside Birmingham.

New and existing waste facilities

Introduction

6.83 The BWCS shows there will be a requirement for additional waste management facilities during the

plan period, particularly facilities that increase the City's disposal capacity. These additional facilities should enable the City to increase recycling and reduce the amount of waste sent to landfill.

Why we have taken this approach

6.84 Evidence in the BWCS supports the provision of new waste management facilities and highlights a particular need for additional material recycling facilities and facilities for the treatment of food waste. It also identifies the potential for additional facilities for the disposal of commercial and industrial waste and for the recycling of construction waste.

6.85 There are a number of current and emerging technologies which offer more sustainable ways of managing these waste streams within the urban area. Anaerobic digestion for example, has the potential to provide a more sustainable method of disposing of food waste while energy from waste and gasification/pyrolysis technologies offer the potential to recover value from commercial and industrial waste which is currently landfilled. 'Urban quarries' can provide high value aggregate from construction and demolition waste. New technologies may also emerge during the plan period.

6.86 Birmingham has a large number of existing waste management and treatment facilities. These will inevitably change over time but it is important that this does not lead to the loss of overall waste treatment capacity.

Policy TP14 New and existing waste facilities

The expansion of existing or the development of new waste management facilities will be supported, providing that proposals satisfy the locational criteria set out in Policy TP15. Opportunities to improve the environmental performance of existing facilities will be explored.

This approach will include:

- Encouraging the development of Material Recycling Facilities (MRF's) that would increase the City's recycling capacity and efficiency.
- Encouraging the management of food waste through existing and emerging waste management technologies and ensure that commercial and non-commercial biodegradable food wastes are treated as a resource. Schemes that promote technologies which will recover value from such wastes through techniques such as anaerobic digestion (AD) will be supported in appropriate locations in accordance with the criteria in Policy TP15.
- Seeking to reduce the amount of commercial and industrial waste sent to landfill, and encouraging new schemes and emerging technologies that enable this. Proposals to expand existing waste management facilities at the Tyseley Energy Recovery Facility plant in order to accommodate more commercial waste will be supported in principle. Gasification and pyrolysis technologies, which can generate energy and heat for District Heating Schemes, will also be supported in appropriate locations.
- Protecting existing waste management facilities in Birmingham that contribute to the City's waste management capacity, provided that they meet the criteria in Policy TP15 and do not have a negative impact on the environment and amenities. Proposals that lead to the loss of such waste management facilities, without adequate provision to replace lost waste handling capacity, will be refused. New developments which would compromise the continued operation of existing sites will also be refused.
- Supporting recycling proposals for aggregate materials subject to the locational criteria in Policy TP15. On site recycling of construction and demolition waste will be expected wherever possible and proposals for additional 'urban quarries' which increase recycling and reduce the amount of construction and demolition waste sent to landfill will be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP14					✓	✓

Location of waste management facilities

Introduction

6.87 In order to reduce the amount of waste the City sends to landfill, and to assist Birmingham to push its waste management up the hierarchy, new waste facilities will be required.

Why we have taken this approach

6.88 The City Council will support the distribution of new waste facilities across the City providing the sites and facilities meet specified criteria. Where proposals for waste facilities can demonstrate they are sustainably located and meet waste management

requirements and fulfil a need they will be supported. Modern well-run waste management facilities may present no more noise or loss of amenity than a typical industrial use and are essential to managing waste in sustainable and efficient way.

6.89 Industrial areas with existing and complementary waste and industrial uses are well placed to specialise in new waste and sustainable energy technologies. There is an opportunity for the development of such technologies at Tyseley as an Environmental Enterprise District (EED), which has potential to cluster complementary waste and sustainable energy uses. The City Council will actively encourage and promote appropriate recycling and CHP energy generation schemes in this location.

6.90 Policy TP16 seeks to ensure that there is a reservoir of 96 ha of land available within Birmingham for industrial development, including proposals for the management and treatment of waste. This should ensure that there is a constant supply of suitable sites for waste-related uses.

Policy TP15 Location of waste management facilities

The following locations are considered suitable for developments that involve the management, treatment and processing of waste:

- The Tyseley Environmental Enterprise Area which has potential to accommodate new waste and sustainable energy technologies, including recycling, Combined Heat and Power and waste recovery.
- Other industrial areas including the Core Employment Areas identified on the Policies Map.
- Sites currently or previously in use as waste management facilities.
- Appropriate sites adjacent to existing waste management facilities.

Proposals for new or expanded waste management facilities will be considered against the following criteria:

- The effect of the proposed waste facility upon the environment and neighbouring land uses.
- The impact of traffic generated by the proposal and the availability of alternative transit modes, such as rail and waterways.
- The need for pollution control measures appropriate to the type of waste to be processed or handled.
- The impact of proposals on residential amenity. New waste facilities will not normally be approved adjacent to existing housing and proposals for anaerobic digestion will not be approved within 250m of existing housing.
- The effect of proposals on aircraft safety.
- The design of the proposal. Careful consideration should be given to the need to minimise environmental and visual impact. Wherever feasible, waste operations should be enclosed within buildings or sealed structures in order to minimise impacts on adjacent uses from noise, ordure, vermin and wildlife. Proposals advocating open air unenclosed storage of organic odour producing material will not be supported.

Proposals will be supported where it is demonstrated that these criteria are satisfied.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP15			✓		✓	✓





INNOVATION CENTRE

LONGBRIDGE

Thematic
policies

7

Economy and
network of centres

TECHNOLOGY PARK

Economy and network of centres

7.1 Birmingham is 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 Kraft. Strengthening this position and ensuring the City has a successful and prosperous economy will require the City to provide for a wide range of opportunities for economic development and job creating activity. Key components of this will be a supply of good quality available employment land and premises and a vibrant network of local centres.

7.2 The projected growth in Birmingham's population will require the City to plan for the creation of a significant number of new jobs. The increase in employment will need to meet the needs of the City's growing population and help reduce the levels of unemployment and worklessness that currently exist.

Portfolio of employment land and premises

Introduction

7.3 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. Ensuring that an adequate supply of employment land is maintained throughout the plan period will also be essential in enabling long-term balanced growth to be sustained.

Policy TP16 Portfolio of employment land and premises

Provision will be made for a portfolio of 'readily available'* employment land consisting of the following hierarchy of sites. Within the portfolio there is a requirement for Regional Investment Sites (Policy TP17) in addition to a 5 year minimum reservoir of 96 ha which will be maintained throughout the plan period consisting of the following:

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.

A range of business premises will also be provided to meet a variety of business needs.

The portfolio of land will be managed and kept up to date through regular monitoring and the production of employment land reviews.

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

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP16	✓	✓	✓	✓	✓	✓

Why we have taken this approach

7.4 Recent research undertaken by PA Consulting and Warwick Economics and Development highlights a number of key growth sectors, such as advanced manufacturing, which are vital to the future of Birmingham's economy. These reports support the provision of a range of employment sites to meet predicted demand and highlight the importance of providing an adequate supply of land to enable the City's economy to maximise the potential of the growth sectors.

7.5 The portfolio of land set out in Policy TP16 is intended to meet the needs of all types and sizes of businesses and will ensure that desirable employment development is not lost due to a lack of site availability by ensuring that supply leads demand. The portfolio consists of a wide range of sites from large strategic sites such as Regional Investment Sites (Policy TP17) to smaller Good Quality sites suitable for local businesses. With the exception of the Peddimore allocation (Policy GA6) the approach towards employment land supply will be based on recycling existing sites in employment use to ensure that they meet the needs of modern business.

7.6 Much of the City's employment land supply lies within the Core Employment Areas identified in Policy TP18. Future supply will

be supplemented by additional recycling opportunities which can be expected to emerge through the plan period.

7.7 However, monitoring of the employment land pipeline, undertaken through the Employment Land Review indicates

a significant shortage of Best Quality employment land. To address this shortfall and ensure that there is a sufficient supply of sites, 80 ha of land has been identified on the site at Peddimore for Best Quality employment development (Policy GA6).



Longbridge Technology Park

Regional Investment Sites

Introduction

7.8 It is essential that Birmingham is able to compete for investment in new employment sectors, and to provide opportunities for Birmingham-based companies to expand. To achieve this will require high-quality sites to be available across Birmingham's area.

Why we have taken this approach

7.9 Regional Investment Sites (RIS) are an established part of the portfolio of employment land in the West Midlands, their origin being within the former Regional Spatial Strategy, which identified a need for large sites capable of attracting 'footloose' investment and able to support the diversification of the economy. The study by Warwick Economics and Development supports the ongoing provision of Regional Investment Sites as an important component of the portfolio of employment land.

7.10 Historically such sites have been provided on greenfield sites such as Birmingham Business Park and Blythe Valley Park in Solihull. These sites have been successful in attracting high value investment to the region. The challenge in Birmingham is to create this type of high quality employment site within an urban environment close to areas of deprivation and high unemployment.

Policy TP17 Regional Investment Site

Regional Investment Sites (RIS) are intended to support the diversification and modernisation of the City's economy. Regional Investment Sites are large high quality sites attractive to national and international investors in the order of 25 to 50 ha that are:

- Served or capable of being served by multi modal facilities and broadband IT infrastructure.
- Possess good quality public transport links.
- Located within or close to the areas of greatest need and
- Accessible to effective education and training opportunities to ensure that the employment benefits are available to the local workforce.

Two Regional Investment Sites are currently being developed at Longbridge and at East Aston.

Development on these sites will be restricted to high quality uses falling within Use Classes B1 and B2. Warehousing will only be supported where it is ancillary to the main B1 or B2 use. Complementary facilities to the RIS such as leisure facilities, small-scale retail and conferencing facilities may be supported but only at an appropriate scale and ancillary to the main B1/B2 use of the site. The potential for supporting facilities to be provided off site, through either new or existing facilities, will also be taken into account.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP17	✓	✓	✓	✓	✓	✓



Employment site

Core employment areas

Introduction

7.11 In order to ensure that the City has a sufficient supply of land for employment uses to support the needs of businesses and meet the challenging targets set out in Policy TP16, the City will need to retain and recycle its limited reservoir of good quality employment land in employment use. A significant proportion of the City's employment land lies within established employment locations which have been identified as Core Employment Areas.

Why we have taken this approach

7.12 Core employment areas have been identified as the focus of the City's industrial activity and contain some of the City's major employers such as Jaguar, Kraft, Specialist Computer Holdings and GKN.

7.13 These areas are also the focus of a number of current committed major industrial regeneration schemes. Major developments within these areas include:

- Prologis Park, Minworth (32.5 ha).
- The Hub, Witton (29 ha).
- Signal Point, Tyseley (7.64 ha).

7.14 Additional redevelopment opportunities are likely to become available within these areas during the plan period - for example there is significant potential for redevelopment within Saltley Business Park in the Heartlands Area. These opportunities will play a key role in meeting the employment land targets set out in Policy TP16.

Policy TP18 Core employment areas

Core Employment Areas will be retained in employment use and will be the focus of economic regeneration activities and additional development opportunities likely to come forward during the plan period.

For this purpose, economic development is defined 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 activities. Applications for uses outside these categories will not be supported unless an exceptional justification exists.

Measures to improve the operational and functional efficiency and the quality and attractiveness of these areas to investment in new employment will be supported. In particular improvements to the transport infrastructure will be encouraged to improve access, reduce congestion and reduce conflict with adjacent residential areas where this exists. Wherever possible, the movement of freight and goods by rail will be encouraged.

The Core Employment Areas are identified on the Policies Map.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP18		✓		✓	✓	

Protection of employment land

Introduction

7.15 The constrained nature of the City's employment land supply means that it is important to ensure that land with continued potential for employment use is not lost to other forms of development - while at the same time avoiding the risk of sterilising land which has no realistic potential for continued employment use.

Why we have taken this approach

7.16 The latest Employment Land Review (and Warwick Economics Study) has identified a shortage of best and good quality employment land within the City and a need to protect good quality employment land and sites forming part of consented supply.

7.17 The study also concluded that there is some employment land in the City which is no longer suitable for ongoing employment uses due to factors such as its poor location and compatibility with other uses. These sites could be utilised for other uses without compromising the City's ability to provide jobs and foster a competitive economy and can make an important contribution to meet any other development requirements, including the City's housing requirements identified in Policy PG1.

7.18 The SPD on the Loss of Industrial Land to Alternative Uses provides an appropriate and effective way of assessing loss of employment land proposals.

Policy TP19 Protection of employment land

Employment land and premises are a valuable resource to the Birmingham economy and will be protected where they contribute to the portfolio of employment land and are needed to meet the longer term employment land requirements set out in Policy TP16.

The Core Employment Areas, defined on the Policies Map, will be safeguarded for employment development and other uses appropriate for employment areas such as waste management activities.

Outside of Core Employment Areas there are occasions where employment land has become obsolete and can no longer make a contribution towards the portfolio of employment land. In such cases change of use proposals from employment land to other uses will be supported where it can be demonstrated that either:

- The site is considered a non-conforming use.
- or
- The site is no longer attractive for employment development based on the marketing, viability and other tests set out in the SPD on the Loss of Industrial Land to Alternative Uses.

Proposals involving the loss of employment land will be expected to make a financial contribution towards the upgrading and improvement of the quality of other employment land within the vicinity of the development.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP19				✓	✓	



Demolition at Longbridge

The network and hierarchy of centres

Introduction

7.19 One of the characteristics of Birmingham is its extensive network of centres, which provide a focus for growth in the retail, office and leisure sectors. Centres also act as a focus for local community life and ensure that services are available in accessible locations. The network and hierarchy of centres will be the preferred location for retail and office development over the plan period.

Policy TP20 The network and hierarchy of centres

The vitality and viability of the centres within the network and hierarchy identified below will be maintained and enhanced. These centres will be the preferred locations for retail, office and leisure developments and for community facilities (e.g. health centres, education and social services and religious buildings). Proposals which will make a positive contribution to the diversity and vitality of these centres will be encouraged.

Alongside new development, proposals will be encouraged that enhance the quality of the environment and improve access.

The focus for significant growth will be the City Centre, Sutton Coldfield, Selly Oak, Perry Barr and Meadway but there is also potential for growth in several of the District centres, notably Erdington, Mere Green and Northfield. The scale of any future developments should be appropriate to the size and function of the centre.

The comparison retail floorspace requirements as set out in the table should be treated as specific to each centre.

	Level of comparison retail floorspace (sq.m. gross)	Level of office floorspace (sq.m. gross)
	2012-2026	2013-2031
City Centre	160,000	700,000
Sub-Regional Centre Sutton Coldfield	30,000	20,000
District Growth Points Perry Barr/Birchfield Meadway Selly Oak	20,000 15,000 25,000	10,000 5,000 10,000
District Centre Acocks Green Alum Rock Castle Vale Coventry Road, Small Heath Edgbaston (Five Ways) Erdington Fox and Goose Harborne Kings Heath Maypole Mere Green New Oscott Northfield Sheldon Soho Road Stirchley Swan Shopping Centre	Within District Centres, levels of comparison retail and office floor space growth should be appropriate to the size and function of the centre but should not normally exceed 5,000 sq.m. gross in either case. However, higher levels of office development will be supported in Edgbaston (Five Ways) District centre because of its close links to the City Centre.	
<i>continued...</i>		

Local Centre

Balsall Heath
 Boldmere
 Bordesley Green
 College Road
 Cotteridge
 Dudley Road
 Frankley
 Glebe Farm
 Hall Green
 Hawthorn Road
 Hay Mills
 Highfield Road
 Highgate
 Ivy Bush
 Jewellery Quarter
 Kings Norton
 Kingsbury Road
 Kingstanding Circle
 Ladypool Road
 Lea Village
 Longbridge
 Lozells Road
 Moseley
 Newtown
 Olton Boulevard (Fox Hollies)
 Pelham
 Queslett
 Quinton Village
 Robin Hood
 Rookery Road
 Scott Arms
 Shard End
 Short Heath
 Slade Road
 Sparkbrook
 Sparkhill
 Springfield
 Stechford
 The Radleys
 Timberley
 Tyburn Road
 Tyseley
 Villa Road
 Walmley
 Ward End
 Weoley Castle
 West Heath
 Witton
 Wylde Green
 Yardley Wood
 Yew Tree

Within local centres comparison retail and office floorspace will be acceptable in line with the size of the centre and provided that the proposal is aimed at catering for the local catchment population.

Proposals for additional retail, office, leisure and entertainment outside of the network of centres will not be supported unless they satisfy the requirements set out in national planning policy. An impact assessment will be required for proposals greater than 2,500 sq.m. (gross).

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP20	✓	✓	✓	✓	✓	✓

Why we have taken this approach

7.20 Birmingham contains a large network of centres ranging from the City Centre that holds a national position as a retail destination to local centres which meet immediate day-to-day needs. These centres are varied in terms of size, offer and who they serve, some serving not just local people but a regional and in some cases national population. Birmingham's centres are diverse and have a range of uses, particularly retail but also other focal points for the local communities which they serve, for example places of worship, community centres, universities and offices. Arising from this, centres are also important sources of employment. In addition to the centres identified in the hierarchy, there are also many smaller shopping parades.

7.21 The network of centres proposed in the BDP is based on work carried out through the preparation of the Council's Local Centres Strategy and the Retail Need Assessment which contains a health check of the larger centres (district level and above). The Shopping and Local Centres SPD contains boundaries and Primary Shopping Areas for each of the centres identified except for the City Centre. The network includes a new centre at Longbridge which is proposed in the Longbridge AAP.

7.22 Definitions for the categories of centre used in the hierarchy are set out below:

- **Regional Centre** - Very large centre, embracing a wide range of activities and serving a regional/national catchment.
- **Sub-Regional Centre** - Major centre, providing an extensive range of facilities and services for a more than local population.
- **District Centre Growth Point** - A major group of shops, identified as a focus for retail growth and office development.

- **District Centre** - A major group of shops, including at least one foodstore or superstore and a range of non-retail and public services.
- **Local Centre** - A significant group of local shops and services, usually including one or more smaller foodstore.

7.23 The comparison retail floorspace figures derive from the Birmingham Retail Need Assessment (BRNA) Update (2013) and reflect the position that growth in comparison retail expenditure is now expected to be lower, and internet sales are expected to grow more rapidly.

7.24 The City Centre will continue to be the primary focus for retail, office and leisure activity reflecting its national standing and attraction as a top visitor destination. Future growth will be in line with the role of the centre and need to ensure it remains competitive.

7.25 For Sutton Coldfield the comparison retail requirements are taken from the Retail Needs Assessment. They have been set at a level that allows for the implementation of the main retail components of the Sutton Coldfield Town Centre Regeneration Framework SPD.

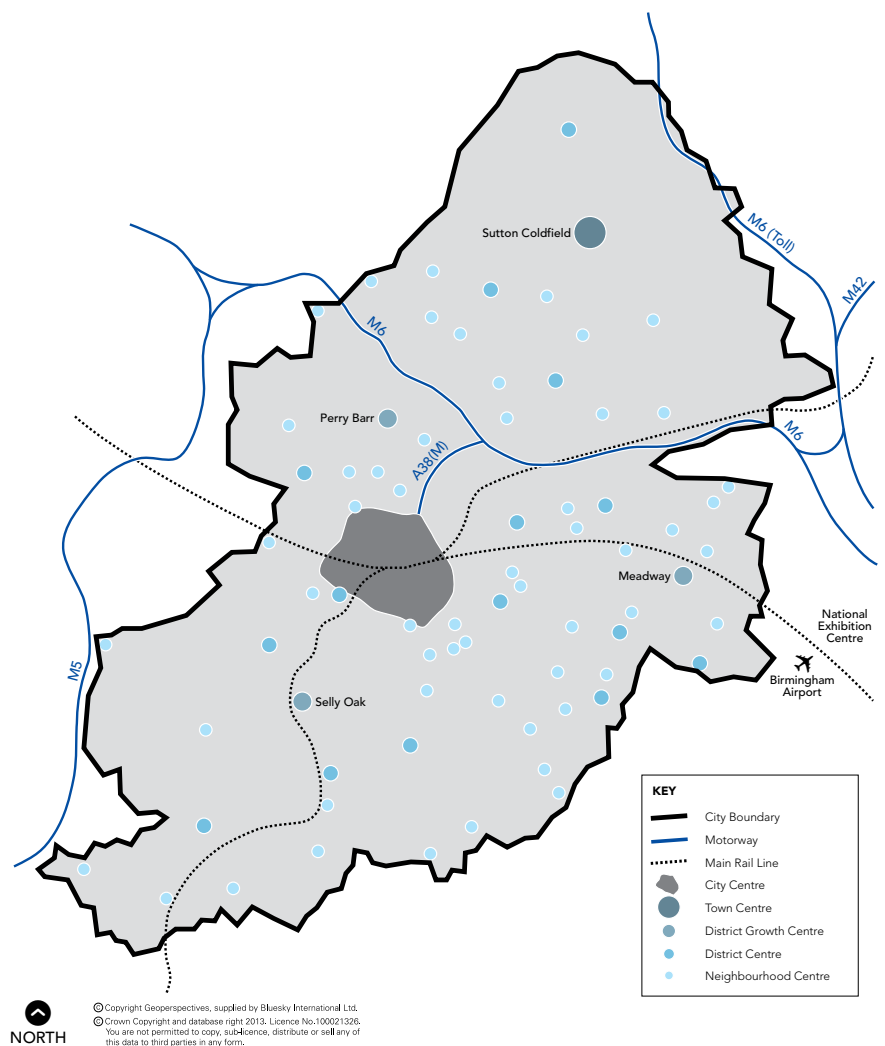
7.26 The comparison retail requirements for the three growth centres (Perry Barr, Selly Oak and Meadway) are drawn from the Retail Need Assessment, but have been distributed on the basis of the capacity of these centres to accommodate growth. In the case of the Meadway, this figure also reflects the lack of comparison retail facilities currently in this part of the City.

7.27 No specific requirements for the other main town centre uses such as leisure have been identified - but these uses will continue to be encouraged in the network of centres at an appropriate scale.

7.28 The Longbridge AAP sets out specific levels of retail and office floorspace for the new centre at Longbridge.

7.29 Edgbaston (Five Ways) District Centre and surrounding area is an existing focus for office development on the edge of the City Centre and has the potential for future growth which will be supported.

7.30 A plan illustrating the location of all centres listed in the hierarchy is shown below.



Plan 16 Hierarchy of centres

Convenience retail provision

Introduction

7.31 Accessible convenience retail provision such as food stores is important for communities across the City. The BRNA Update (2013) shows that there is little overall scope for additional convenience floorspace.

Why we have taken this approach

7.32 The BRNA Update (2013) indicates that there is limited capacity for additional convenience retail development in Birmingham in the period to 2026 after existing commitments are taken into account. Over recent years there has been significant growth in the convenience retail sector that has seen a number of new and improved stores created throughout the City. This has served to improve the offer and quality of provision ensuring that local communities have access to convenience retail provision. As identified in the BRNA Update (2013) due to the recent number of developments there are no major gaps in provision although it is recognised that at a local level there may be variations in provision.

Policy TP21 Convenience retail provision

In principle convenience retail proposals will be supported within centres included in the network of centres, subject to proposals being at an appropriate scale for the individual centre. Proposals should deliver quality public realm and create linkages and connections with the rest of the centre and improve accessibility. Proposals that are not within a centre will be considered against the tests identified in national planning policy and other relevant planning policies set at local level, in particular the policies for the protection of employment land.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP21			✓		✓	✓



Foodstore

Small shops and independent retailing

Introduction

7.33 Throughout the network of centres there is a broad range of shops and services, however in overall terms the City lacks a diverse enough offer to ensure it provides a high quality shopping experience and offer. One key area to address will be the presence of more independent and niche retail shops.

Why we have taken this approach

7.34 The diverse retail offer in Birmingham's extensive network of centres is provided not solely by large national retailers but smaller independent retailers who may operate one or more stores in the centres identified in the hierarchy. Although there are many small shops and independent retailers across the City, there are gaps in some of these centres and in particular the city centre where the BRNA Update (2013) has identified a particular deficiency.

7.35 The BRNA Update (2013), and City Centre Retail Assessment, along with discussions with key stakeholders in connection with the Big City Plan, identified that Birmingham (in comparison to other regional centres) lacks representation from independent, niche and small retailers to provide a diverse retail experience.

7.36 Areas across the City such as the Jewellery Quarter, Alum Rock and the Soho Road provide a unique retail offer and the provision of smaller retail units, would assist in creating opportunities for smaller and independent retailers to flourish.

Policy TP22 Small shops and independent retailing

Proposals which promote and encourage independent and niche retailers across the City will be supported. Specifically the City Council will seek to ensure that:

- There is a range of retail premises across the City including provision of smaller units.
- Future development within centres consider the need for a range of unit sizes to suit all potential needs.

The BRNA Update (2013) has identified a particular deficiency in independent retailing in the City Centre. Proposals for new retail development within the City Centre should therefore include provision which will encourage the creation of new specialist and independent shopping destinations.

Proposals for other forms of retailing such as markets that encourage smaller and Independent retailers will be supported and encouraged.

A number of other centres have developed specific niche roles (for example the Jewellery Quarter, Alum Rock Road and Soho Road) and this will continue to be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP22	✓	✓				✓



Jewellery Quarter

Promoting a diversity of uses within centres

Introduction

7.37 A mixture of uses in centres is essential to promote the diversity, vitality and viability of centres. It is key to the success of a centre to have alongside A1 retail units, other uses, for example bars, restaurants, leisure, local services and hot food takeaways. It is however important that the main retail function of a centre is not undermined by an over concentration of these non A1 uses.

Why we have taken this approach

7.38 Centres contain a wide range of uses, but their primary function and the use which underpins their economic vitality is almost always retailing. It is therefore important to achieve a balance between uses in centres to ensure that the retail role is not undermined.

7.39 The principle of encouraging a diversity of uses in centres will ensure that they remain vibrant and successful into the future. The Shopping and Local Centres SPD provides detailed policies on the concentrations of specific uses within Centres.

Policy TP23 Promotion of diversity of uses within centres

A diverse range of facilities and uses will be encouraged and supported in centres within the hierarchy, set out in Policy TP20, consistent with the scale and function of the centre, to meet people’s day-to-day needs. This will include:

- Leisure uses.
- Offices.
- Restaurants and takeaways.
- Community uses.
- Cultural facilities.
- Tourist-related uses (including hotels).
- Residential on upper floors where it provides good quality, well designed living environments.

Within this context it remains important to ensure that:

- Centres can maintain their predominantly retail function and provide shops (Class A1 uses) to meet day to day needs.
- There is no over concentration of non retail uses (Class A2, A3, A4 and A5) within a centre, and no dead frontages to the detriment of the retail function, attractiveness and character of the centre in question.

It is recognised that centres vary in terms of the mix of uses they contain and some have niche roles, for example the Balti Triangle in Sparkbrook. These niche roles will continue to be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP23					✓	✓

Tourism and tourist facilities

Introduction

7.40 Birmingham is a top visitor destination attracting millions of people a year to experience the range of cultural, leisure and recreational activities. Tourism has an important economic role and Birmingham’s continued success as a destination for tourists will depend upon the City having a diverse mix of facilities that are attractive to a range of audiences.

Why we have taken this approach

7.41 Tourism is an important contributor to the City’s economy, which has grown significantly since the late 1980s. Birmingham already plays host to many cultural and music events and the City’s rich heritage plays a major role in attracting visitors, as do its business tourism venues. Birmingham ranks highly as a venue for international and national sporting competitions and there is potential for further facilities to be developed.

7.42 This will not only bring economic benefits but will also improve accessibility to culture and leisure pursuits for residents of the City.

7.43 The City has a wide range of assets including the NEC, LG Arena, Alexander Stadium, Balti Triangle, Aston Hall, NIA and ICC and Symphony Hall which are key venues for business visitors and leisure tourism. While the City has enabled growth in provision of new facilities the City also benefits from a strong industrial heritage which includes the Jewellery Quarter, Cadbury World and the canal network and other attractions such as Sutton Park, the Botanical Gardens, Think Tank - Birmingham Science Museum, the Barber Institute and the Birmingham Museum and Art Gallery.

Policy TP24 Tourism and tourist facilities

Proposals which reinforce and promote Birmingham’s role as a centre for tourism, culture and events and as a key destination for business tourism will be supported.

This will include supporting the City’s existing tourist facilities and enabling new or expanded provision where it contributes to the City’s continued success as a destination for visitors. This provision will not just be focused on major sporting, business tourism and visitor attractions but also on protecting and promoting the City’s strong industrial heritage and the smaller scale venues and attractions that are an important part of creating a diverse offer.

The provision of supporting facilities such as hotels will be important and proposals for well designed and accessible accommodation will be supported.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP24	✓	✓			✓	✓



Symphony Hall and the International Convention Centre

7.44 The wide variety of attractions and events means that Birmingham has a diverse offer and this will continue to play an important role in the City’s overall national and international standing.

Local employment

Introduction

7.45 One of the key challenges the City faces in the future is ensuring significant jobs are created and that new employment opportunities are accessible to the local population. This will help address Birmingham's high levels of unemployment and worklessness.

Why we have taken this approach

7.46 Approximately one third of Birmingham's working population is economically inactive, with high levels of inactivity prevalent in inner City areas and some edge-of-city estates. This distribution closely follows the pattern of deprivation across the City.

7.47 New development provides an opportunity to address this issue, particularly where it is located within or close to areas of high unemployment. In recent years the City Council has, on a number of occasions, worked successfully with developers to maximise opportunities for local people to find employment - examples include the redevelopment of the Bullring and a number of foodstore schemes.

7.48 This policy aims to ensure that wherever it is reasonable to do so, new employment-generating development provides opportunities for local people to gain access to work.

Policy TP25 Local employment

The City Council will seek to work closely with developers to identify and promote job training opportunities for local people, and encourage the use of the local supply chain to meet the needs of new developments.

In order to ensure that the benefits of new development wherever possible are targeted on local people, developers will be encouraged to sign up to targets for the recruitment and training of local people during the construction phase of development, and where appropriate for the end use.

Developers will also be encouraged to sign up to targets to use the local supply chain where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP25				✓	✓	



Local employment opportunities





Thematic
policies

8

Homes and
neighbourhoods



Homes and neighbourhoods

8.1 The provision of a sufficient quality and quantity of housing to meet the City's growing population is a central part of the strategy of the BDP. The type and condition of homes, together with the quality of the immediate surroundings, is one of the most important factors affecting quality of life.

8.2 The following policies contribute to the strategy for urban regeneration and economic revitalisation by ensuring that Birmingham's residents can live in comfortable and affordable homes in sustainable and successful neighbourhoods. The approach will need to ensure that there is sufficient land available to enable a variety of good quality housing to meet a wide range of needs, and that the City is increasingly attractive as a place to invest and live.

Sustainable neighbourhoods

Introduction

8.3 At the heart of the City's growth agenda is the concept of sustainable neighbourhoods ensuring that future housing, within and outside the growth areas, is delivered in the most sustainable way contributing to creating a strong sense of place, high standards of design and environmental sustainability, climate proofing and supported by high quality infrastructure and facilities.

Why we have taken this approach

8.4 The City is experiencing a period of rapid population growth, which leads to a requirement for many new homes and jobs. At the same time Birmingham has set itself a demanding target in terms of reducing its carbon emissions and needs to deliver development with high sustainability credentials.

Policy TP26 Sustainable neighbourhoods

New housing in Birmingham is expected to contribute to making sustainable places, whether it is a small infill site or the creation of a new residential neighbourhood. All new residential development will need to demonstrate that it is meeting the requirements of creating sustainable neighbourhoods. Sustainable neighbourhoods are characterised by:

- A wide choice of housing sizes, types and tenures to ensure balanced communities catering for all incomes and ages.
- Access to facilities such as shops, schools, leisure and work opportunities within easy reach.
- Convenient options to travel by foot, bicycle and public transport (see Policies TP38-TP40) with reduced dependency on cars and options for remote working supported by fast digital access.
- A strong sense of place with high design quality so that people identify with, and feel pride in, their neighbourhood.
- Environmental sustainability and climate proofing through measures that save energy, water and non-renewable resources and the use of green infrastructure.
- Attractive, safe and multifunctional public spaces such as squares, parks and other green spaces for social activities, recreation and wildlife.
- Effective long-term management of buildings, public spaces, waste facilities and other infrastructure, with opportunities for community stewardship where appropriate.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP26	✓	✓	✓	✓	✓	✓

8.5 All new residential development will need to demonstrate that it is meeting the requirements of Policy T26, thus ensuring that it contributes toward meeting the broader objectives of the BDP.

8.6 The principle underpinning the policy is that not only should new

development be as 'sustainable' as possible, but it should also wherever possible contribute to the increased sustainability of what already exists, for example through reducing travel needs, extending CHP and the use of renewable energy.

The location of new housing

Introduction

8.7 Housing is the predominant land use within Birmingham and new housing will be appropriate in many locations across the City.

Why we have taken this approach

8.8 In identifying potential development opportunities the City Council has sought to create a sustainable pattern of development. Account has been taken of the availability of

previously developed sites, their location and accessibility, the capacity of infrastructure, the ability to build mixed and balanced communities and constraints on development land, both physical and environmental.

8.9 Although every effort has been taken to make the Strategic Housing Land Availability Assessment (SHLAA) as comprehensive as possible, it is inevitable, given the built-up nature of Birmingham, that other opportunities for development/ redevelopment for housing will arise. The same principles will be followed in assessing planning applications for new housing development.

8.10 The majority of new housing provision within Birmingham will be located on previously developed land within the existing urban area. Based on an assessment of future land supply, the City Council expects that a minimum of 80% of all new homes provided over the plan period will be built on previously developed land. As set out in Section 3 it has been necessary, in order to meet the needs of Birmingham’s growing population, to identify some land other than brownfield for housing development.

Policy TP27 The location of new housing

Proposals for new residential development should:

- Be located outside flood zones 2 and 3* unless effective mitigation measures can be demonstrated.
- Be adequately serviced by existing or new infrastructure which should be in place before the new housing is provided.
- Be accessible to jobs, shops and services by modes of transport other than the car.
- Be capable of remediation in the event of any serious physical constraints, such as contamination or instability.
- Be sympathetic to historic, cultural or natural assets.
- Not conflict with any other specific policies in the BDP, in particular the policies for protecting Core Employment Areas, open space and the revised Green Belt.

* As defined in the Strategic Flood Risk Assessment.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP27					✓	✓

The housing trajectory

Introduction

8.11 Over the period 2011-2031 51,100 homes are planned to be delivered. This reflects the current capacity and land allocations available within Birmingham’s administrative area. It is however, insufficient to meet objectively assessed need and additional provision will be required beyond the City’s boundary. This reflects the growth agenda and the desire to accommodate as much of the City’s projected housing growth as possible within the City’s boundary.

8.12 The trajectory takes account of the anticipated capacity of the urban area to accommodate additional housing; evidenced by the SHLAA, and the technical work to assess the deliverable capacity on land removed from the Green Belt to the north-east of the City.

Why we have taken this approach

8.13 The City Council’s aim is to increase the level of housing provision as quickly as possible as the country emerges from the difficult economic climate which

prevailed at the beginning of the plan period. This has had a major impact on the house building industry with significant reductions in both housing starts and completions. In the short term it is unlikely that there will be a return to the levels of building experienced pre-2008 and this, together with a significantly increased house building target, will require a stepped approach if the trajectory is to be delivered.

8.14 Housing completions reached a low point between 2010/2011 and 2012/2013. The City Council will seek to stimulate house building in the short term, and a range of measures will be set out in the Housing Growth Plan. In the medium term the trajectory increases in line with anticipated improvements to market conditions and delivery on the sustainable urban extension taking place. In the longer term it is assumed that there will be stronger market growth in the City Centre and other growth areas making a significant contribution to housing provision.

Policy TP28 The housing trajectory

The housing requirement will be delivered in accordance with the following indicative average annual rates:

- 1,300 dwellings per annum (2011/2012 - 2013/2014).
- 1,900 dwellings per annum (2014/2015 - 2015/2016).
- 2,500 dwellings per annum (2016/2017 - 2020/2021).
- 3,090 dwellings per annum (2021/2022 - 2030/2031).

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP28	✓	✓	✓		✓	

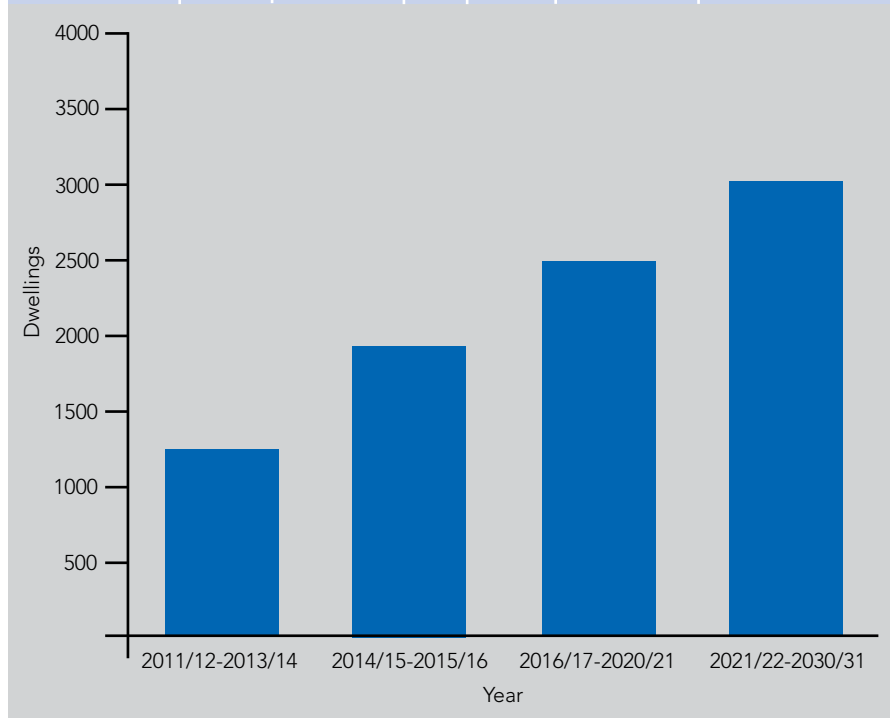


Figure 1 Housing trajectory

The type, size and density of new housing

Introduction

8.15 Over the Plan period a significant increase in the delivery of new housing will be required to meet the needs of the City's growing population. In bringing forward new housing schemes the type, size and density of residential developments will be just as important as the overall numbers that are delivered.

Why we have taken this approach

8.16 New housing provision in Birmingham should be made in the context of creating sustainable communities, which contain a mix of dwelling types, sizes and tenures together with the local facilities that make a neighbourhood successful. The amount of new housing provided over the plan period will be relatively small compared to the level of the existing dwelling stock. It is important that new housing is provided across all sectors of the housing market and that it meets the needs of a wide variety of households. New housing should add to the choice of accommodation available to people, whatever their circumstances. It should therefore

be a mix of both market and affordable housing, and should consist of a mixture of tenures and prices, sizes and types. It should cater for specific needs, such as a wider choice of housing options for people whose current home is no longer suitable for their needs.

8.17 The City Council has undertaken a Strategic Housing Market Assessment (SHMA) and will review this periodically during the life of the BDP. The table on page 113 sets out the current proportion of housing by tenure and Policy TP30 on Affordable Housing should be cross referenced when considering the overall mix of dwellings.

8.18 In ensuring an appropriate mix of housing is provided it is also important that the most efficient use of the land is made. Land is a scarce resource so it is important that it is used efficiently when new residential schemes are proposed. As such, the density at which development occurs should be maximised subject to the density being appropriate to the character of the area. Appropriate densities will vary across the City, with higher densities in the City Centre to lower density housing in the suburbs. Higher densities should be accompanied by high quality design and ensuring the impact on its surroundings is fully considered.

8.19 The spacious nature and low density of some of the City's mature suburbs has led to development pressure for the intensification of existing housing areas through redevelopment at higher densities and the development of infill plots and backland areas. This can have a significant impact on local distinctiveness by the erosion of the unique character that makes these places special, particularly if the principles of good design are not taken into account. It is essential therefore if development takes place in these areas, that it is appropriate in all respects and that it makes a positive contribution to the environment and community within which it is located.

Policy TP29 The type, size and density of new housing

Proposals for new housing should seek to deliver a range of dwellings to meet local needs and support the creation of mixed, balanced and sustainable neighbourhoods. Account will need to be taken of the:

- Strategic Housing Market Assessment (or any subsequent revision).
- Detailed Local Housing Market Assessments (where applicable).
- Current and future demographic profiles.
- Locality and ability of the site to accommodate a mix of housing.

New housing should be provided at a target density responding to the site, its context and the housing need with densities of at least:

- 100 dwellings per ha within the City Centre.
- 50 dwellings per ha in areas well served by public transport.
- 40 dwellings per ha elsewhere.

In assessing the suitability of new residential development full consideration will need to be given to the site and its context. There may be occasions when a lower density would be appropriate, for instance, within a conservation area or mature suburb, or where a proposal would make a significant contribution to the creation of mixed and balanced communities, for instance, through the provision of family housing in appropriate locations within the City Centre. Where the density falls below those specified above, the applicant will be expected to provide supporting information justifying the density proposed.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP29		✓	✓		✓	✓

Affordable housing

Introduction

8.20 The City Council is committed to providing high quality affordable housing for people who are unable to access or afford market housing. This is an important commitment to ensure that a choice of housing is available to all in mixed income and mixed tenure sustainable communities.

Policy TP30 Affordable housing

The City Council will seek a developer contribution of 35% towards the provision of affordable housing on residential developments of 15 dwellings or more.

The level of developer subsidy will be established taking account of the above percentage and the types and sizes of dwellings proposed. The City Council may seek to negotiate with the developer in order to revise the mix of affordable dwellings (for instance to secure additional larger dwellings) or to adjust the level of subsidy on individual dwellings (a higher subsidy may be required in high value areas). Where such negotiations impact on the number of affordable dwellings secured the level of developer subsidy should be unchanged.

There will be a strong presumption in favour of the affordable homes being fully integrated within the proposed development. However the City Council may consider off site provision, for instance to enable other policy objectives to be met, subject to an equivalent level of developer contribution being provided. Off site provision could be either by way of the developer directly providing affordable dwellings on an alternative site, or by making a financial contribution which would enable provision either through new build on an alternative site, by bringing vacant affordable dwellings back into use or through the conversion of existing affordable dwellings to enable them to better meet priority needs.

In addition to general needs housing, development proposals for housing of a specialist nature, such as housing for the elderly including extra care, supported housing and age restricted housing, will be expected to deliver affordable housing in accordance with this policy in order to assist in meeting the affordable housing needs of all members of the community.

In phased housing developments, developers will be expected to provide details of the affordable housing provision in each phase, including the number and type of affordable dwellings to be provided.

Where the applicant considers that a development proposal cannot provide affordable housing in accordance with the percentages set out above, either due to abnormal costs or changing economic conditions, the viability of the proposal will be assessed using a viability assessment tool* for all development proposals will ensure that viability is assessed in a transparent and consistent way. The level of provision will only be revised where viability has been assessed using the specified tool. Costs associated with assessing the viability of a proposal shall be borne by the applicant.

*Currently the Homes and Communities Agency's Economic Assessment Tool (EAT)

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP30				✓	✓	

Why we have taken this approach

8.21 The most recent City wide SHMA, published in 2012, found that about 38% of the City’s overall housing requirement is for affordable housing. The City Council will continue to seek to deliver the levels of affordable housing as set out below and so help meet the needs of the City’s growing population. Figure 2 below shows the split by tenure of affordable and market housing required for the City as a percentage.

8.22 The City Council will seek to achieve this challenging target by making the best use of the finance available including public subsidy, by directly building new council housing and by exploring all partnership opportunities to increase supply. Affordable housing provided through developer contributions will continue to play an important role in meeting the City’s affordable housing needs.

8.23 Whenever practicable within mixed tenure developments, the affordable dwellings should be located in clusters to enable effective management of them.

Tenure	One bed	Two bed	Three bed	Four bed	Total
Market	8.1	14.9	17.3	21.9	62.2
Shared ownership	1.1	1.2	2.2	0.3	4.8
Affordable rent	3.7	11.6	5.3	0.9	21.6
Social rent/ requires subsidy*	1.7	3.0	1.6	5.0	11.4
Total	14.6	30.8	26.3	28.1	100

* Can be provided in either the social or private sector.
Note: Figures may not sum due to rounding.

Figure 2 Tenure of housing required (as a percentage)



New affordable housing

Housing regeneration

Introduction

8.24 The quality of residential neighbourhoods and the housing stock within them is an important factor affecting the quality of life. The City Council will work to improve the quality of existing residential neighbourhoods through a programme of regeneration. Some regeneration areas have already been identified whilst others will be brought forward during the plan period.

Why we have taken this approach

8.25 The City has a long tradition of supporting regeneration and the renewal of existing housing estates to deliver an improved environmental quality and housing offer. A large proportion of the City's housing offer is contained within existing large residential estates. Some of these areas do not provide the quality of accommodation or environment that ensures a high quality of life for residents. The City Council will continue to support the regeneration and renewal of housing estates/areas. In particular the following have been identified as key opportunities:

- The Lyndhurst Estate, Erdington - Redevelopment to provide up to 300 new homes, enhanced community facilities and public open space along with improvements to the existing tower blocks.
- The Bromford Estate - Improvement of the housing stock, the environment and local amenities including the provision of enhanced community facilities. The future of land to the east of the estate, where clearance of housing has taken place, will be reviewed with consideration being given to alternative uses where sites are not suited for residential redevelopment.

Policy TP31 Housing regeneration

The regeneration and renewal of existing housing areas will continue to be promoted to ensure that high quality accommodation and environments are provided in line with the principles of sustainable neighbourhoods. The initial priorities will be:

- The Lyndhurst Estate.
- The Bromford Estate.
- Druids Heath and Maypole.
- Kings Norton Three Estates.
- The Meadway.

Replacement rates on cleared sites will be maximised subject to the provision of high quality accommodation within a high quality environment. In redeveloping cleared sites the focus will not only be on addressing housing needs but, where appropriate, will need to identify and provide opportunities to improve local employment, open space provision, playing fields, sports facilities and the quality of the local environment and community, health and education facilities.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP31	✓	✓	✓	✓	✓	✓

- Newtown - the regeneration of the Newtown Estate has already seen 287 new houses built, alongside the rebuilding of Holte, Mayfield and Lozells Schools, a new youth centre (the Lighthouse), redevelopment of the Crocodile Works (168 homes) and completion of the Pannel Croft Extra Care Scheme (180 units). Further phases of the ongoing transformation of Newtown, which will focus primarily on selective demolition, refurbishment and enhancement of community facilities, is expected to create approximately 115 additional new houses.
- Druids Heath and Maypole - The Druids Heath Estate will be the focus of selective redevelopment and renewal to create a new neighbourhood, and deliver long-term social, economic and environmental improvements including over 500 homes.
- Kings Norton 3 Estates - Major redevelopment to create a sustainable neighbourhood and deliver long-term social, economic, physical and environmental improvements in accordance with the adopted Kings Norton Planning Framework. Around 500 homes will be provided.
- The Meadway - A new sustainable neighbourhood will be created at the Meadway.

8.26 Over the plan period other areas will come forward for regeneration and a proactive approach between the City Council, delivery partners and local residents will be taken to deliver the change and improvements.

Student accommodation

Introduction

8.27 Birmingham has five universities attended by around 72,000 students. These universities are important assets for the City. The City Council’s vision for the future is for the City’s universities to flourish and grow and for their strong academic and research base to stimulate growth in both the current and emerging business sectors.

8.28 Student accommodation plays a major role in the student experience at a university. Well designed and managed accommodation in the right location provides not only a place to live but also a place to study and relax in a safe and secure environment.

Why we have taken this approach

8.29 In addition to the City’s universities, Birmingham has six large further education colleges for students over 16 years of age who have left school and wish to continue their education towards academic and vocational education qualifications.

8.30 The universities/colleges and their students bring many positive benefits to the City. They enhance its reputation as a dynamic and vibrant location, they create a critical mass for the delivery of goods, services and events, they boost the local economy, they provide local businesses with skilled workers and seasonal part time workers, and they can aid regeneration and investment.

8.31 The City Council wishes to ensure that there is a sufficient supply of good quality accommodation which meets the needs of all members of the student community which is provided in a suitable and sustainable location, is well designed and provides a high quality living experience in attractive buildings which enhance the local area.

Policy TP32 Student accommodation

Proposals for purpose built student accommodation provided on campus will be supported in principle subject to satisfying design and amenity considerations. Proposals for off campus provision will be considered favourably where:

- There is a demonstrated need for the development.
- The proposed development is very well located in relation to the educational establishment that it is to serve and to the local facilities which will serve it, by means of walking, cycling and public transport.
- The proposed development will not have an unacceptable impact on the local neighbourhood and residential amenity.
- The scale, massing and architecture of the development is appropriate for the location.
- The design and layout of the accommodation together with the associated facilities provided will create a positive living experience.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP32		✓			✓	✓

8.32 Student households are in Government household projections and as such are included in the City’s housing requirement. In accordance with national guidance, when this accommodation is provided as self contained studio apartments or clusters, it counts towards meeting the City’s

housing requirement. Where they are provided in the form of traditional halls of residence they do not. The City Council will continue to monitor the development of purpose built student accommodation and its contribution to meeting the City’s housing requirement.



BCU Campus Eastside

Provision for Gypsies, Travellers and Travelling Showpeople

Introduction

8.33 Gypsies, Travellers and Travelling Showpeople have distinct accommodation needs. The lack of good quality sites impacts on the health and education of these communities. The City Council will seek to enable the provision of suitable sites in appropriate locations.

Why we have taken this approach

8.34 The Gypsy and Traveller Accommodation Assessment (GTAA), undertaken jointly with the neighbouring authorities of Coventry City Council and Solihull Metropolitan Borough Council identified a need for an additional 19 permanent pitches in Birmingham by 2017. It is likely that this need can be best met through two sites. The GTAA also identified a need for up to 10 transit pitches. Transit sites are permanent sites intended for temporary use where the length of stay generally varies between 28 days and 3 months.

8.35 There is currently one site for Travelling Showpeople in the City. This is fully occupied and an alternative larger site may be required at some stage.

8.36 The City Council will review the level of need periodically during the plan period and will identify sites to address need in accordance with the relevant national planning policy or guidance. The criteria based policy will be used in determining applications for sites to meet the needs within Birmingham.

Policy TP33 Provision for Gypsies, Travellers and Travelling Showpeople

The provision of accommodation for Gypsies, Travellers and Travelling Showpeople will be supported on suitable sites in sustainable locations where:

- There is a demonstrated need for Gypsy and Traveller/Travelling Showpeople accommodation in the City identified by a regional, sub regional or local need assessment.
- The site would not unacceptably adversely affect the character of the immediate or surrounding area, and there would be no significant unacceptable adverse impact on the amenity of nearby residents or on the operations of adjoining land uses.
- The site is of sufficient size to accommodate pitches of an appropriate size, and, in the case of Travelling Showpeople, to accommodate appropriate levels of storage space.
- There is safe and convenient pedestrian and vehicular access to and from the public highway and adequate space for vehicle parking and manoeuvring within the site.
- The site is accessible to shops, schools, health facilities and employment opportunities by public transport, on foot or by cycle and is capable of being served by services such as mains water, sewerage and power and waste disposal.
- There is no conflict with other relevant policies such as those relating to the protection of the Green Belt, other greenfield land and industrial land, and those concerned with development within areas at risk of flooding and on contaminated land.

In applying the above criteria the City Council will seek to ensure that there is an even distribution of sites across the City.

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP33	✓				✓	✓

The existing housing stock

Introduction

8.37 The level of new housing provision in the City over the plan period is relatively small compared to the size of the existing dwelling stock. As the majority of the City's households will continue to live in the existing stock, the condition of that stock will have an important impact on the quality of life of many of the City's population, particularly those who live in parts of the inner city.

Why we have taken this approach

8.38 In view of the size of Birmingham's new housing requirement over the plan period, it is important to make the best possible use of the existing housing stock.

8.39 The continued improvement and maintenance of the City's existing dwelling stock will be a major priority for the City Council over the plan period. At the same time the City Council will seek to both protect and make the best use of that existing dwelling stock.

8.40 The City Council will seek to prevent the loss of 'decent' housing to other uses, to maximise use of the existing stock by reducing vacancies and to improve the existing stock where it has fallen into a sub standard condition or where it has the potential to become sub standard.

8.41 The City Council's Empty Homes Strategy sets targets for bringing empty private sector homes back into use. Empty homes can have a negative impact on adjacent residents and the environment in the wider area. As a general rule the longer a property remains vacant the more dilapidated it becomes. For that reason the Empty Homes Strategy targets private sector properties that have been vacant for more than five years. Once back in use these properties will increase the supply of housing in the City.

Policy TP34 The existing housing stock

Best use will be made of the existing dwelling stock and the City Council will seek to:

- Develop and implement initiatives which will improve the condition of both the older private sector stock and the City Council's own dwellings. Many of these initiatives involve the City Council working with public and private sector partners.
- Prevent the loss to other uses (through conversion or redevelopment) of housing which is in good condition, or could be restored to good condition at reasonable cost. Such loss of residential accommodation will only be permitted if there are good planning justifications or an identified social need for the proposed use.
- Bring vacant residential properties back into use. Whilst vacancies are highest in the private sector, the City Council will seek, through implementation of its Empty Homes Strategy, to encourage the physical improvement and occupation of vacant homes of all tenures including where necessary the use of its compulsory purchase powers.

The City Council will also encourage retrofitting of the existing dwelling stock to achieve the sustainability standards set out in other planning policies.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP34	✓	✓	✓			



Existing housing

Education

Introduction

8.42 Education has a central role in the successful delivery of the growth agenda and a prosperous City. The provision of high quality facilities to create a learning environment will be as important as the overall level of education provision.

Why we have taken this approach

8.43 Ensuring that children and adults have the opportunity to discover and develop their talents through learning is a key objective of the City Council and other organisations involved in education provision. As the City's population grows the demands placed on the education and skills

sector will increase. The planning system can support education by ensuring that sufficient land is available to accommodate the future growth in provision. Similarly successful schools are an important component of successful residential neighbourhoods.

8.44 Birmingham has seen a substantial increase in the number of births since 2001 and projections by the ONS suggest that this increase will continue. In response to this by 2013 more than 11,000 additional primary school places have already been provided in Birmingham. Current forecasts suggest that in 10 years time approximately 20,000 additional school places will be required at primary and secondary levels. This growth is not uniform across the City with some areas experiencing growth beyond existing provision while others have a surplus in capacity.

8.45 The Council's response to meeting this challenge is set out in the Education Infrastructure Plan.

8.46 It is recognised that any major housing development such as the Langley Sustainable Urban Extension and the Greater Icknield proposal will generate the need for additional early years education provision and school places and these will be planned as an integral component of the new developments.

8.47 In addition to schools, the various Universities in Birmingham also have plans for growth. The University of Birmingham for example, has emerging plans for its Edgbaston Campus and other Universities such as Birmingham City and Aston are implementing their own plans for expansion and/or relocation.

Policy TP35 Education

The development and expansion of the City's Universities (Aston University, The University of Birmingham, The Birmingham City University, Newman University and University College Birmingham) and the City's Higher and Further Education Colleges will be supported. Links between the Universities and other research and development establishments will also be promoted.

As the City's population grows there will also be a need for additional Primary, Secondary and Special Needs school and college provision. Proposals for the upgrading and expansion of existing schools and development of new schools in locations where additional provision is required will be supported subject to the criteria below. The City Council may use its Compulsory Purchase powers to facilitate the development of new schools where this is necessary.

Proposals for new schools should:

- Have safe access by cycle and walking as well as by car.
- Have safe drop-off and pick-up provision.
- Provide outdoor facilities for sport and recreation.
- Avoid conflict with adjoining uses.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP35	✓	✓	✓	✓	✓	✓



Matthew Boulton College

Health

Introduction

8.48 Birmingham is a City that sets the health and well-being of its residents, and in particular the vulnerable, as a high priority. Planning can play a key role in providing access to a healthier environment by ensuring, both, high quality development and the protection, enhancement and increased accessibility to open spaces. It can also assist in the potential for new or improved health facilities.

Why we have taken this approach

8.49 Poor health can be inextricably linked to a number of factors including environmental, social, and cultural and high levels of deprivation. As an example, poor housing standards are well known to contribute to respiratory diseases, as are cold homes. Poor access to green space, walking and cycling opportunities and fear of crime contribute significantly to our obesogenic environment. Homelessness can lead to extremely poor health outcomes, often catalysed by poor employment opportunities, overcrowding and a lack of access to affordable homes and a mixture of suitable tenures.

8.50 Although planning is not the solution alone - it is an integral part of it. The provision of an environment that allows people to participate in physical activity such as walking and cycling is of paramount importance to a city with the size and diversity of Birmingham. Active travel that encourages access to local employment can have real public health outcomes. Planning can also contribute to closing the gap with reference to life expectancy, health inequality and health inequity, such as the provision of affordable homes and developments that encourage healthy choices.

8.51 Planning for health is not just about public health, it is also important for planning departments to engage with CCGs and NHS area teams, this will be an essential relationship that enables existing health facilities and services to be mapped early on in the planning stage of any developments, this will assist both parties in understanding existing

and new health service provision early on in the planning process, and how to best facilitate this.

8.52 Most importantly, we have a duty to work in partnership to deliver the priorities outlined in the Health and Wellbeing Strategy, and the Public Health Outcomes Framework.

Policy TP36 Health

The City Council is committed to reducing health inequalities, increasing life expectancy and improving quality of life by:

- Helping to tackle obesity and improve fitness through the provision of open space and playing fields (Policy TP9) and sports facilities (Policy TP11) accessible to all, creating and enhancing environments conducive to cycling and walking (Policy TP38 and TP39) such as the canal network, and supporting the network of local centres (Policy TP20).
- Seeking to improve air quality and reduce noise within the City.
- Providing good quality and well designed housing (Policy TP26 and TP29) and improving the existing housing stock (Policy TP34).
- Promoting health care facilities especially within centres.
- Promoting safe residential environments and addressing the fear of crime.
- Improving road safety (Policy TP38 and Policy TP43).
- Addressing climate change issues.

Proposals for the development of new and the improvement of existing health care infrastructure required to support Birmingham’s growing population will in general be promoted.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP36	✓	✓	✓	✓	✓	✓



NHS Hub



Birmingham

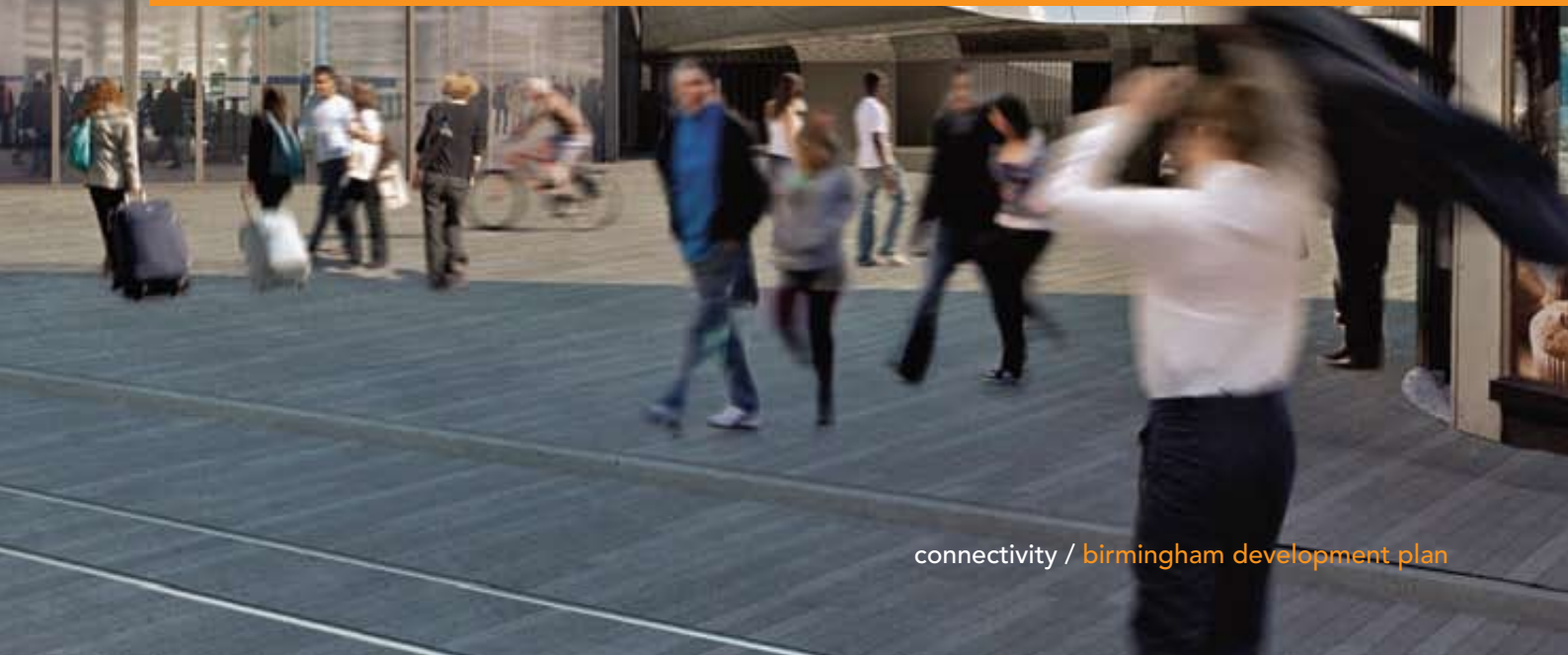
New Street Station



Thematic
policies

9

Connectivity



Connectivity

9.1 High quality connections by road, rail, bus, walking, cycling or digital, are all vital to the City's future economic prosperity and social inclusiveness. These connections provide access to education, employment, business, retail and leisure opportunities.

9.2 Transport is an enabler for economic growth and for the City to successfully deliver its sustainable growth agenda it will need to develop its existing transport networks ensuring that they provide an effective, efficient and comprehensive public transport system, high quality routes and environments for pedestrians and cyclists, an efficient road network and modern digital infrastructure. In addition to improvements to its internal connections, the City will need to secure further improvements in connectivity with commuter towns and surrounding areas, to the rest of the country and internationally in order to attract investment and support access to jobs.

A sustainable transport network

Introduction

9.3 An efficient, comprehensive and sustainable transport system is an essential element in supporting the City's economic competitiveness, meeting the targets for reducing CO2 emissions and enabling the delivery of sustainable development. Promoting sustainable transport modes will help re-balance the focus to those modes that have lower emissions and contribute to creating a higher quality environment across the City.

Why we have taken this approach

9.4 A key principle for the transport network is to make the existing connections as efficient as possible, ensuring the movement of as many people as possible in

Policy TP37 A sustainable transport network

The development of a sustainable, high quality, integrated transport system, where the most sustainable mode choices also offer the most convenient means of travel, will be supported.

The delivery of a sustainable transport network will require:

- Improved choice by developing and improving public transport, cycling and walking networks.
- The facilitation of modes of transport that reduce carbon emissions and improve air quality.
- Improvements and development of road, rail and water freight routes to support the sustainable and efficient movement of goods.
- Reduction in the negative impact of road traffic, for example, congestion and road accidents.
- Working with partners to support and promote sustainable modes and low emission travel choices.
- Ensuring that land use planning decisions support and promote sustainable travel.
- Building, maintaining and managing the transport network in a way that reduces CO2, addresses air quality problems and minimises transport's impact on the environment.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP37	✓	✓	✓	✓	✓	✓

the most sustainable and safest way. Achieving this will require a road user hierarchy that favours sustainable modes of transport. Any development of the transport network will need to consider the impact of schemes on different road users and take this hierarchy into account to resolve competing demands. It will be necessary to strike a balance between the needs of road users and the function of different routes.

9.5 The City Council is developing the Birmingham Mobility Action Plan (BMAP) and will work with public and private sector partners to develop the City's transport system in a way which supports national goals for transport and local targets for reducing emissions of pollutants (including greenhouse gases), supports sustainable housing and community growth and addresses the changing needs of the City's communities.

In particular, the City Council will seek to ensure that transport initiatives promote:

- Economic sustainability by providing effective and efficient connections between people and jobs, and between businesses and their suppliers and customers.
- Social sustainability by providing a comprehensive and fully accessible transport system which connects and serves all members of Birmingham's diverse communities.
- Environmental sustainability by supporting the development of a connected city whilst seeking to minimise the negative impacts on the current and future environment.

9.6 The West Midlands Local Transport Plan (2011 to 2026) contains various targets for improving transport and reducing its impacts. The Local Transport Plan also contains accessibility targets for access to key services by public transport and active travel. Centro's 'Towards a World Class Integrated Transport Network' document sets out a high level vision for achieving a world class public transport system. The BDP supports and complements with the approach set out in these documents.

9.7 Transport has a range of impacts on the environment. It is a major source of CO₂ (accounting for 25% of the City's CO₂ emissions) and it also contributes to poor air quality in the form of Nitrogen Dioxides, Particulate Matter and other emissions which are known to have

consequences for health and life expectancy. Transport also requires infrastructure which requires land take and space. A balance must be struck between how much of our urban area should be developed to provide transport capacity against other uses.

9.8 Opportunities to minimise these impacts by reducing the need to travel, through the use of alternative more sustainable transport and less polluting modes will be taken unless there is a good justification as to why this is not possible.

9.9 The Smarter Choices initiative, which provides a range of 'soft' transport policy measures aimed at providing and promoting a package of initiatives for influencing people's behaviour towards more sustainable modes will be important in changing attitudes and approaches to travel. Smarter Choice measures can be introduced through the planning process and developed to address transport impacts arising from new developments through a range of measures including:

- Encouraging behavioural changes through the TravelWise campaign and Travel Planning (via a range of work place, school, residential, rail station and personalised travel plans) that encourage people to choose the most sustainable means of travel.
- Supporting the growth of Car Clubs in the city as an alternative to private car ownership.
- Requiring Travel plans in line with the relevant national guidance.

9.10 TravelWise is a national campaign to encourage people to think about the impact that their daily journeys have on the environment, their community and on their own health. TravelWise schemes can also help people to look for more environmentally-friendly alternatives to driving alone, such as car sharing, using public transport, walking or cycling. People can save money and improve their health whilst helping to reduce congestion, air and noise pollution and the negative effects of road traffic.



Metro extension

Walking

Introduction

9.11 Walking plays an integral part in the day to day life of most people. The provision of a safe and pleasant walking environment has a significant role to play in supporting quality of life and encouraging active travel.

Why we have taken this approach

9.12 The Transport Strategy for Birmingham places pedestrians at the top of the road user hierarchy with the commitment to encouraging walking as a safe, attractive and convenient means of getting around the city. The City Council is continuing to improve public realm environments, improve walking routes through the provision of dropped kerbs and pedestrian crossing facilities, and develop way finding facilities through a variety of media and community safety initiatives with a view to ensuring that walking is a safe option for as many people as possible. Interconnect Birmingham, for example, has been introduced to improve wayfinding through the streets and spaces in the City Centre.

9.13 Birmingham’s Rights of Way Improvement Plan (ROWIP) and the definitive map of routes support Birmingham’s commitment to preserving walking routes across the City and improving their level of maintenance.

9.14 The Department for Transport’s Developing a Sustainable Transport System (DaSTS) document endorses the promotion of walking as an efficient, environmentally friendly and healthy option for making shorter journeys. Increased walking is promoted through ‘Smarter Choices’ measures which aim to promote more sustainable alternatives to single occupancy car use.

9.15 Improvements to the public realm will be prioritised to improve primary routes first, secondary and tertiary routes will then follow. To complement these major interventions, more localised spaces throughout the City Centre, for example, will be improved and created. This network will be explored further in a detailed public realm strategy for the City Centre.

Policy TP38 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted. In particular this will include:

- Building upon the success in improving pedestrian safety and continuation of the support for the priority of pedestrians at the top of the road user hierarchy ensuring that in centres and residential areas, the public realm environment reflects this priority.
- Ensuring new development incorporates high quality pedestrian routes which will promote walking as an attractive, convenient, safe and pleasant option for travel including to and from bus stops, train stations and Metro stops.
- Ensuring good design of pedestrian routes/areas reflecting desire lines and providing adequate way finding facilities where appropriate whilst ensuring that routes/areas are free from unnecessary clutter.
- Providing pedestrian crossing facilities where appropriate and ensuring footway surfaces are well maintained.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP38	✓	✓		✓	✓	✓

Cycling

Introduction

9.16 Cycling contributes towards reducing carbon emissions, and improving air quality. As a form of active travel it can assist with the adoption of healthier lifestyles and managing the use of the City's transport network more efficiently.

9.17 Cycling has the potential to significantly contribute to the sustainable movement of people around Birmingham and as a mode of travel it can replace many car trips.

Why we have taken this approach

9.18 Cycling is increasingly seen as an essential component of successful 21st century cities moving towards sustainability and offering a healthy lifestyle. It can provide a means for residents from across the City to access areas of employment by affordable and sustainable transport. Cycling is still at a low level in Birmingham, comprising only 1-2% of total trips.

9.19 Birmingham has some good cycling infrastructure, but this is characterised by a number of off-road routes and canal towpaths. There is a relative lack of infrastructure to provide an appropriate cycling environment on busier roads. These roads tend to be the most well known and direct routes to major destinations, and use of them is almost unavoidable for some part of any urban cycling journey.

9.20 The 'Birmingham Cycle Revolution' sets out a 20 year strategy to provide a network of new and improved cycle routes. Phase 1 of this Strategy will focus on an area within 20 minutes cycling time from the City Centre. Later phases will extend this provision beyond this area to the wider City.

9.21 Infrastructure improvements will be supported by cycle training provision, access to bikes, promotional activities and travel behaviour initiatives.

Policy TP39 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives. This will include:

- Development of different route types e.g. improvements to major radial roads and other main roads including improved crossing facilities and creating new, quieter, parallel routes, using roads with lower speed limits and traffic flows, linking residential areas, green spaces, local centres and transport interchanges in order to encourage short trips and offer an alternative to busy A and B roads.
- Further development and enhancement of an extensive off-road network of canal towpaths and green routes.
- Incorporating cycling into the 'Interconnect' on-street wayfinding totems currently being rolled out across the City Centre, and using improved direction signing.
- Improving cycle security with upgraded parking and trip end facilities within the City Centre and local centres.
- Increasing access to bicycles with cycle loan and hire opportunities.
- Providing enabling support to take up cycling through training and travel behaviour initiatives.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP39	✓	✓		✓	✓	✓



Cycle route

Public transport

Introduction

9.22 There is a continuing need to improve public transport facilities including interchanges so that access to places of employment, education, shopping, medical, cultural, leisure and social facilities is an attractive and viable alternative to private transport.

Why we have taken this approach

9.23 The bus remains by far the most important mode of public transport in Birmingham and is certain to remain so for the foreseeable future. The design and location of new development will need to ensure that travel between destinations by bus is as an attractive and viable option as possible. It is important that buses are easily accessible to and from and able to penetrate residential and employment areas and offer a good choice of destinations to serve the needs of passengers.

9.24 Centro works with transport operators and the West Midlands metropolitan councils to promote and develop public transport throughout the West Midlands. Centro does not directly operate bus services, which are operated by a number of private operators on a commercial basis. However, Centro does provide subsidy support for non-profitable, but in-demand, services.

9.25 Coach travel is also important as a sustainable mode of travel with over 2 million visits made by the Group Travel Market to the City each year, and worth over £130 million to the local economy.

9.26 The City sits at the heart of the UK's railway network. Between 2001 and 2011 the number of passengers travelling into the City Centre by rail has increased by 60%. This has coincided with improved frequencies and journey times on the West Coast Main and Chiltern Lines together with investment in

Policy TP40 Public transport

Bus and Coach

The bus remains by far the most important mode of public transport in Birmingham. There continues to be a challenge in making bus travel attractive as a sustainable alternative to the private car.

The City Council will continue to work with Centro and bus operators to improve the bus network by:

- Supporting partnership measures to develop and improve the bus network including the City Centre Statutory Quality Bus Partnerships and Bus Network Reviews.
- Ensuring that road space is managed efficiently to support public transport through initiatives such as SMART routes and other bus priority measures and infrastructure.
- Ensuring that adequate coach access is provided for as part of new developments where it is required.

Rail

Proposals to enhance the City's rail network will be supported, including:

- Reopening the Camp Hill and Sutton Park railway lines to passenger services.
- The delivery of the Camp Hill Chord scheme and the facilitation of services from the Camp Hill line and from Tamworth/Nuneaton to run into the new platforms at Moor Street station.
- The provision of new stations at Kings Heath, Hazelwell and Moseley on the Camp Hill route, Walmley and Sutton Park on the Sutton Park route, at the Fort and Castle Vale and at Soho Road on the Wolverhampton and Walsall route.
- Redevelopment of Snow Hill station and reinstatement of Platform 4.
- The expansion of park and ride sites including Kings Norton, Four Oaks and Lea Hall.

Rapid Transit - Midland Metro and Bus Rapid Transit

The development and extension of metro/bus rapid transit to facilitate improvement/enhancement in the public transport offer on key corridors and to facilitate access to development and employment will be supported.

In particular support for:

- An extension of the Midland Metro Tram network from New St to Centenary Square.
- Bus Rapid Transit routes from the City Centre along the Walsall Road and Hagley Road.
- A rapid transit link between the City Centre and Birmingham Airport and the proposed HS2 interchange in Solihull.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP40	✓	✓	✓	✓	✓	✓

rolling stock. The City's suburban rail network is of only limited size and in need of further enhancement in order to meet the growing demand. HS2 provides further opportunities to enhance local and regional rail services by releasing network capacity.

9.27 The City Centre has three main line stations - New Street, Moor Street and Snow Hill. New Street Station is a key gateway into Birmingham City Centre. £600 million of planned investment (Gateway Project) is transforming the station into a bright, modern transport hub for the City and will support greater visitor and commuter numbers.

9.28 However, the City's suburban rail network is of only limited size and in need of enhancement, particularly as levels of commuting are rising and journey lengths increasing. There are no local train services to existing stations on lines from Birmingham to Tamworth and Nuneaton and there are no local stations or local passenger services on the following lines:

- Camp Hill route (Kings Heath, Hazelwell, Moseley).
- Water Orton Corridor (Fort and Castle Vale).
- Sutton Park Line (Walmley, Sutton Park).

9.29 Centro manage a number of Park and Rides within the City that are linked to suburban rail stations. Currently these sites provide over 2200 parking spaces. These are supplemented by additional sites in the other West Midlands Districts which provide additional capacity and reduce the length of commuter car trips on Birmingham's road network. There is potential to increase park and ride provision alongside proposals to increase the capacity of the suburban rail network. In some cases this may require decked car parking to be provided at suburban stations.

9.30 Rapid Transit provides a fast and reliable travel mode which can encourage more sustainable travel patterns, improve access to key employment locations and complement the City's existing bus and heavy rail public transport networks.

9.31 The City's Metro line between Snow Hill station and Wolverhampton is currently being extended to New Street Station. To augment existing local bus and Metro services on certain key corridors, options are being considered for the route connecting Birmingham City Centre and Birmingham Airport which would serve major growth, development and regeneration sites in the City Centre, Meadway, Bordesley Park, Birmingham Business Park and the NEC, before connecting to Birmingham Airport. The system would also serve HS2 stations. Consideration is also being given to the introduction of alternative rapid transit systems including bus rapid transit.



Bus services

Freight

Introduction

9.32 The efficient movement of freight is important to Birmingham’s economy. Freight is a key component of traffic on the road network, with over 10% of traffic movements being either heavy or light goods vehicles, with light goods vehicles making up three quarters of total freight traffic.

Why we have taken this approach

9.33 All the items in the City’s shops, factories and homes have been transported at some point. The continuing modernisation of the City’s manufacturing base and the need to maintain its competitiveness mean that the efficient movement of goods to, from and within the City is vital.

9.34 Road haulage accounts for the bulk of freight movements within Birmingham and its levels are increasing. It is important to recognise the role of the Strategic Highway Network in providing access for freight movements and the need to provide the capacity necessary for efficient freight movements. A number of the Regional Transport Priorities will help to support this, for example, improvements to the Birmingham motorway network through Active Traffic Management. Within the City the needs of freight vehicles must be considered alongside other factors when considering the utilisation of road space and provision of new developments.

9.35 Proposals for the development of Freight/Construction Consolidation Centres which rationalise the number of deliveries to main shopping centres or areas of demand by managing and concentrating logistics and the flow of delivery vehicles are being considered.

9.36 Over recent years it has become more cost effective to transport certain items e.g. bulk materials, aggregates and large volumes of non-perishable goods by rail. At the same time the environmental credentials of rail are also increasingly being used to encourage its use as a lower carbon alternative to road freight. There are a number of active rail freight facilities in the City at Landor Street, Washwood Heath and Small Heath. A number of other sites have potential for future use as rail freight facilities. The development of the High Speed Rail line between Birmingham and London, linking to High Speed Line 1 and the Channel Tunnel would widen the opportunities for the transport of freight by rail.

9.37 Birmingham is also a major through route for rail freight. Support for rail freight improvements in Birmingham will assist with resolving freight issues in the wider region and would help relieve rail traffic congestion through Birmingham.

Policy TP41 Freight

A well integrated freight distribution system which makes the most efficient and effective use of road, rail, air and water transport will be sought. Locations to support freight logistics will be required to demonstrate that:

- Developments which generate large volumes of freight traffic or involve the transport of bulk materials should make use of rail (or water if appropriate) for freight movements wherever practical. They should include as part of the development, or be located close to, inter-modal freight facilities, rail freight facilities or wharves.
- Sites which are used or are suitable for inter-modal transfer facilities, rail freight facilities, including rail aggregate facilities and water-borne freight facilities will normally be protected for these uses.
- The retention of rail freight connections to existing industrial sites will be encouraged and the development of new inter-modal transfer facilities, new rail sidings and rail freight facilities and new wharves will be supported.
- Consideration will be given to providing long stay lorry parking in areas where there are significant logistical movements.

Where road haulage is involved in the transport of large volumes of freight or the carrying of bulk materials, planning conditions and obligations will be used to define and agree suitable traffic routes and the need for other necessary environmental and traffic management controls.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP41	✓	✓			✓	✓

9.38 In 2010 freight activity for Birmingham Airport was 22,172 tonnes. In the Government's Consultation Document - The Future Development of Air Transport in the United Kingdom: The Midlands, published in 2002 prior to the White Paper in 2003, future levels were forecast to be 200,000 tonnes per year by 2030. The majority of freight growth and activity from Birmingham Airport is carried in the 'belly-holds' of scheduled passenger services. Future growth of freight activity at Birmingham Airport will be largely dependent upon the runway extension which will be operational in 2014, at which point it is estimated the Airport could have the capabilities to handle approximately 800,000 tonnes of mostly long-haul belly hold freight.

9.39 The existing network of canals in Birmingham also offers some potential for freight transport.



Rail freight

Low emission vehicles

Introduction

9.40 As a result of a number of factors including the need to address CO2 emissions, Government subsidy to support their uptake and rising fuel costs, alternative fuel and low emission vehicles are becoming increasingly common. There is therefore a need for the City to ensure it supports this both in terms of local journeys but acknowledging the City's central location as a key national destination.

Why we have taken this approach

9.41 Road transport accounts for some 25% of the City's CO2 emissions and is also the primary source of a number of health affecting pollutants including Nitrogen Dioxide. The City Council has carried out an extensive review and assessment of air quality which showed that the recommended level of nitrogen dioxide continues to be exceeded in several locations.

9.42 Supporting the uptake of low emission vehicles supports efforts to decarbonise road transport and address local air quality issues and will act as a stimulus for the green economy.

Policy TP42 Low emission vehicles

Proposals for Low Emission Vehicles will be supported by:

- Ensuring that new developments include adequate provision for charging infrastructure e.g. electric vehicle charging points in car parks, measures to encourage LEV use through Travel plans and other such initiatives.
- Where appropriate the City Council facilitating the introduction of charging points in public places.
- Working with partners to explore how the use of other alternative low emission vehicle technologies can be supported e.g. hydrogen fuel cells across a range of modes e.g. private cars, buses and/or small passenger and fleet vehicles.
- Keeping under review the need to accommodate other infrastructure for other forms of LEV e.g. Hydrogen refuelling.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP42	✓	✓		✓	✓	



Low emission vehicles

Traffic and congestion management

Introduction

9.43 Growth in car ownership and use is leading to increased congestion, poor air quality, community severance and more road traffic accidents. In order to facilitate a road transport network which operates as efficiently and sustainably as possible, measures to manage traffic and congestion are essential.

9.44 With the exception of the M6 (and small sections of the M6 Toll) the City Council's highway maintenance Private Finance Initiative (PFI) maintains almost two and half thousand kilometres of roads within Birmingham, which includes 96,000 street lights, 1,000 traffic signals and over 850 bridges, structures and tunnels. Managing and maintaining all these assets is included within the PFI project.

9.45 The City Council is responsible for the maintenance, management and selective improvement of these networks in order to maintain the movement of goods and people.

9.46 Working with the Highways Agency, transport operators and other agencies, the City Council will maintain a network which enhances the competitiveness of the region and improves accessibility within the region by providing journey time reliability, and supports the wider strategy, in particular regeneration and growth.

The Strategic Highway Network

9.47 Birmingham's Strategic Highway Network (SHN), is shown on the Policies Map. The roads which make up the SHN are those limited number of major routes where the wider public interest requires high capacity, a relatively free flow of traffic and limited frontage access. These are the roads that are critical in maintaining good accessibility within the City, be it directly to the City Centre or key areas within the City.

Policy TP43 Traffic and congestion management

The optimum use of existing highway infrastructure across all modes will be encouraged and priority investment in the highway network to support the city's sustainable transport network and development agenda will be promoted.

The efficient, effective and safe use of the existing transport network will be promoted through the following:

- Route Management Strategies incorporating the 'Smart Route' approach on key routes which will aim to improve the routes for all users and improve network resilience.
- Targeted investments, including the provision of new connections, which reduce the negative impacts of road traffic, for example congestion, air pollution and road accidents.
- Managing travel demand through a range of measures including the availability and pricing of parking and ensuring effective and proportionate parking enforcement.
- To improve road safety the introduction of 20mph speed limits across the network, except on parts of the Strategic Highway Network where higher speed limits are acceptable.
- Urban Traffic Management and Control (UTMC) and Intelligent Transport Systems that provide an effective means of managing and providing information about the transport network in Birmingham and the West Midlands conurbation.
- Targeted construction of new accesses to provide access to development/redevelopment sites.
- Ensuring that the planning and location of new development supports the delivery of a sustainable transport network and development agenda.
- The prevention or refusal of development on transport grounds where the residual cumulative impacts of development are severe.
- A requirement for Transport Assessments/Statements and Travel Plans as necessary in line with the relevant national guidance.

Highway Improvement Lines

In order to deliver a number of the City's aspirational highway improvements the City Council will maintain a number of highway improvement lines. The purpose of a Highway Improvement Line (HIL) is to protect land required for highway and public transport schemes from other development(s). To avoid the unnecessary and costly sterilisation of land, HILs will only be maintained:

- a) On the SHN where improvement is proposed.
- b) When required for specific schemes not on the SHN but identified in a current programme.
- c) Exceptionally when it is appropriate for the proper planning of an area to introduce or maintain an HIL for a scheme even though it is not in a current programme.
- d) For the provision of appropriate public transport infrastructure and car parking facilities.

continued...

Limited elements of the Strategic Highway Network will need upgrading to meet the requirements of the BDP and these are set out below. Elsewhere on the SHN only limited improvements are anticipated and will be delivered within available resources and other funding opportunities.

HILs will continue to be reviewed to ensure they reflect the transport priorities of the BDP. It is the City Council's intention to progressively lift past HILs as and when detailed SHN proposals are adopted. The following 'Key HIL Schemes' will be protected for transport improvements. Development(s) that would prejudice the proposed highway improvement will not be permitted:

1. Ring Road Improvements.
2. Hagley Road - Lordswood Road to Five Ways.
3. Dudley Road - Spring Hill to City Road.
4. Bristol Road - Selly Oak (Phase 1b, Selly Oak Triangle improvements).
5. Highgate Road - Ring Road to Stratford Road.
6. Alcester Road South - Hawkhurst Road to Warstock Road.
7. Gravelly Hill - Aston Expressway to Kingsbury Road (in relation to Green Belt expansion).
8. Station Road/Iron Lane - Stechford.
9. Six Ways - Erdington.
10. Stockfield Road and Yardley Road to the Swan Roundabout.
11. Sutton Coldfield Relief Road to support the adopted Sutton Coldfield Regeneration Framework SPD.
12. Bordesley Green - (Rapid Transit Route development).
13. Battery Way/Spring Road.
14. Lichfield Road - Aston Hall Road - related to Regional Investment Zone.

The location of these improvement lines within the City are shown on the Policies Map. In addition, there are a number of smaller-scale improvement lines which will continue to be protected. Details of these are held by the City Council and are available on request. Where appropriate the HILs have been cross referenced with the relevant projects within the Infrastructure Delivery Plan.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP43	✓		✓	✓		✓

9.48 On roads which are not part of the SHN (the vast majority of roads in Birmingham), the presumption is that local considerations should predominate in any decision regarding those roads. The road user hierarchy together with considerations including environmental impact, road user safety, pedestrian and cyclist needs, access control and the function of the road will be key factors in planning future development and highway design and determining planning applications. However, in applying the hierarchy it will be necessary to strike a balance between the needs of different road users and the function of different types of routes.

Why we have taken this approach

9.49 The City's Strategic Highway Network comprises of the M6 and A38(M) Aston Expressway, which connects road users directly to the City Centre (via the Tame Valley Viaduct and the best known motorway junction in the UK, Spaghetti Junction) and the A road primary route network which is generally characterized by key corridors radiating out from the City Centre. These link the City to the national motorway network via the M5, M6 and M42 (which form the Birmingham Motorway Box/Orbital) as well as the M6 Toll and M40. These roads will continue to be managed in ways which will ensure that their capacity is maintained or enhanced, and in order to achieve this, selective improvements will be promoted.

9.50 Roads form part of the urban landscape and help define areas of the City; the A4540 orbital 'Ring Road' forms an effective boundary to the City Centre and the radial routes provide areas prime for corridors of sustainable higher density development and links to many of the City's local centres.

9.51 A key challenge is that the highway transport network is under considerable pressure at peak times. Further, with competition

for street space so high and the need to provide significant improvements to other modes, reductions in traffic capacity are likely to be required in places, coupled with the redistribution of capacity where appropriate.

9.52 The City Council recognises that parking is an essential requirement for many developments, but the level of parking will need to be balanced against a desire to encourage sustainable transport patterns and reducing emissions and congestion. The City's Parking SPD provides information on appropriate levels for various land uses. These are set out as maximums and the cycle/motorcycle and disabled car parking standards are minimums. The City Council will take account of whether there are any circumstances, related either to the site or the operation of the development, which may support an alternative level of parking.

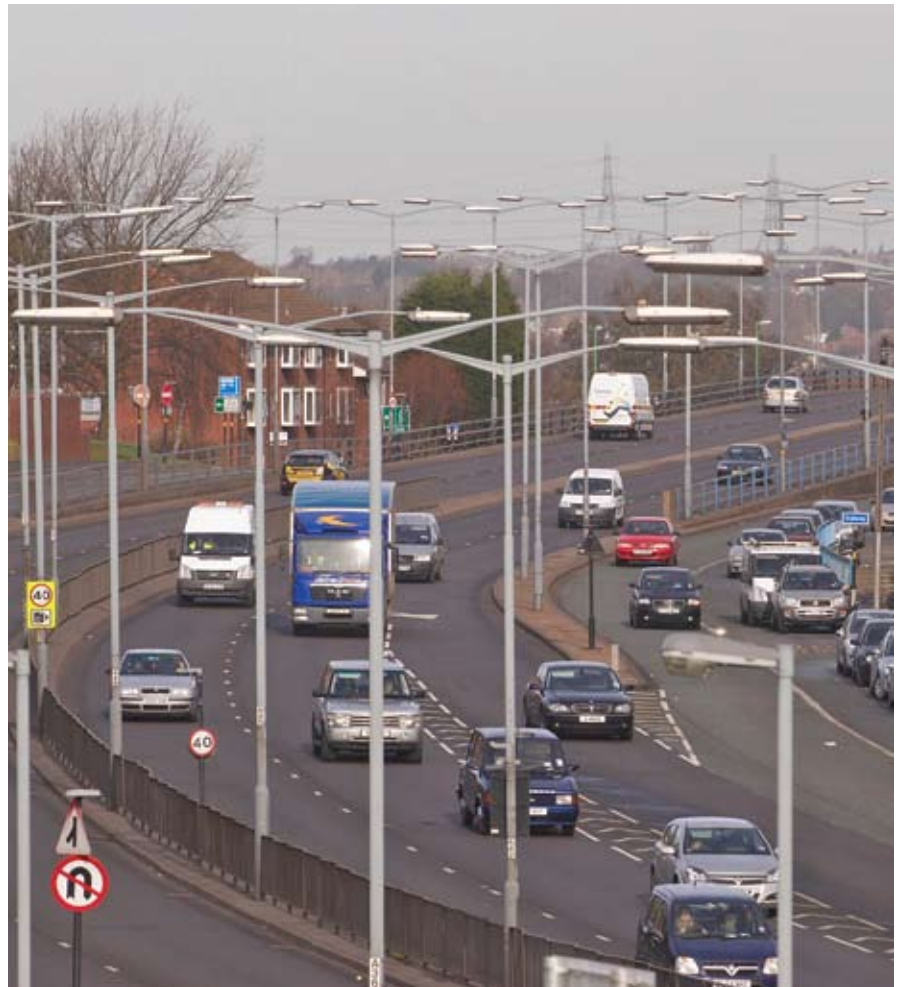
9.53 The 'Smart Routes' concept, which aims to maximise the effectiveness of the Strategic Highway Network by combining existing corridor-based initiatives such as Red Routes, Bus Showcase, Urban Traffic Management Control (UTMC) and Quick Wins funds, can deliver smoother traffic operations, provide priority and roadspace reallocation for specific users (e.g. for pedestrians, cyclists and buses), parking management and enhanced on-street controls.

9.54 The City Council is considering 20 mph schemes for residential streets and other town and city streets with high pedestrian and cyclist movement. There is clear and growing evidence on the effect of reducing traffic speeds through 20 mph schemes on the reduction of collisions and casualties. Other important benefits of 20 mph schemes include quality of life and community benefits, and encouragement of healthier and more sustainable transport modes such as walking and cycling. The introduction of 20 mph schemes has accelerated recently across the UK.

9.55 UTMC and Intelligent Transport Systems (ITS) have an important role for traffic control in Birmingham. A major scheme bid was approved in September 2008 by the Department for Transport for the West Midlands Urban Traffic Control systems. This scheme will improve communication and coordination between the seven Metropolitan UTC centres together with the Police, Highways Agency and public transport operators. This will enable information to be shared more quickly and efficiently.

As part of the ITS development, the City Council will ensure that its Urban Traffic Management and Control system will improve on the efficient use of its existing road space and tackle road traffic congestion, particularly along major strategic corridors during peak hours.

9.56 This policy reflects the objectives and operation of the Traffic Management Act 2004 and the Council's duties as Highway Authority.



A34 at Perry Barr

Accessibility standards for new development

Introduction

9.57 Accessibility levels in Birmingham are generally good and it is important that this is maintained and improved as new development comes forward to ensure it is delivered in the most sustainable way.

Why we have taken this approach

9.58 The most recent census information (2011) indicated that 35.8% of households in Birmingham do not own a car. The number of people without ready access to a car during much of the day is considerably higher than this. For example in Birmingham many teenagers are highly reliant on

public transport. In addition, people who do drive and do have access to a car do not always want to use it. So, for a variety of reasons, it is important that Birmingham residents have good pedestrian access to every-day local facilities and good public transport access to a wider choice of employment, education and leisure opportunities.

Policy TP44 Accessibility standards for new development

All major developments which are likely to generate either solely or in combination with other related developments more than 500 person-trips per day should aim to provide:

- An appropriate level of public transport provision (in terms of frequency, journey time and ease) to main public transport interchanges at the most relevant times of day.
- Associated public transport stop(s), with shelters and seating, within 80m of the main focal point(s) for the location - this condition may be relaxed if the location is within an established local shopping centre.
- Real Time Information (RTI) as appropriate (e.g. in a reception area, at the main outbound public transport shelters).
- Good cycle access with a commensurate number of convenient cycle stands, with cycle shelters where stays are likely to be of longer duration.
- Good pedestrian access, with seating where relevant.

Proposals for residential development should demonstrate that they are accessible to a range of local services such as General Practitioners (GPs), Primary and Secondary Schools, local shops and open space.

Implementation

	Local/National Funding	Partnerships	CPO	CIL/Section 106	Planning Management	Other Local Plan/SPD/Regeneration Framework
Policy TP44					✓	✓



Selly Oak Relief Road

9.59 As a guide, ideally all development of 10 dwellings or more should be within:

- A 15 minute walk of the nearest GP surgery or a 10 minute walk if residences are retirement dwellings.
- A 15 minute walk of the nearest local shops that provide a good range of food items.
- A 10 minute journey using a single public transport service with a frequency of at least every 30 minutes to shops that provide a range of items, including a good range of food items.
- A 40 minute journey using public transport to the City Centre, using services with a frequency of at least every 30 minutes.

9.60 In addition, residences that are not retirement dwellings, student accommodation or single-person apartments should be within:

- A 10 minute walk of a primary school with sufficient additional capacity.
- A 20 minute walk of a secondary school catering for both sexes with sufficient additional capacity.

9.61 These criteria included are based on calculated journey times and distances that people are actually prepared to walk and assume a walking speed of 3 mph (4.8km/hr), where walks can be along footpaths and the relevant roads are easy to cross (for example refuges provided if necessary). Public transport journey times are based on including the walking elements but no initial wait time for a public transport service.

Digital communications

Introduction

9.62 Digital technologies have been a major driving force in influencing and shaping industry and society in the last few years. Changes that are currently transforming our working, learning, leisure and community environments will need to be integrated into future developments.

Why we have taken this approach

9.63 In order for Birmingham to maintain its international competitiveness, sustain existing growth and attract new high value business, as well as to establish itself as a leading world-class Digital City, a 'connected' digital telecommunication infrastructure is needed. In addition, new developments will need to be

'future-proofed' with appropriate digital infrastructure that will meet both existing and future communication needs. It is essential that the City works with developers to ensure that the appropriate digital infrastructure is incorporated with new developments and other areas of regeneration.

9.64 These aspirations are set out in the document 'Birmingham's Smart City Vision' and 'Blueprint for a Smart City' which describe the interconnectivity and mutual dependencies between these digital goals and Birmingham's ability to ensure sustainable economic growth, reduce its carbon footprint and have a positive impact on people's lives.

9.65 With the emerging digital connectivity technologies, Birmingham has the opportunity to transform its street services, particularly in the areas of street lighting and off street public car parking. A Unified Street Services Network will provide the City Council with the ability to manage all its street devices in a centralized networked approach.

9.66 An Intelligent Transport System (ITS) is the integration of information and communications technology with transport infrastructure, vehicles and users. It enables information to be collected and shared in order to help people make more informed travel choices, improve journeys and helps to reduce the impact of transport on the environment. ITS incorporates a range of technologies from basic in-vehicle satellite navigation systems (Sat Nav) right through to traffic lights. Further development of ITS will enable the City Council to be more effective in managing its highway network and tackle congestion, particularly along major strategic corridors during peak hours.

Policy TP45 Digital communications

Technology developments and access to digital services such as the internet are critical to Birmingham's economic, environmental and social development. Proposals for new commercial and residential developments should include appropriate infrastructure, wired and wireless, to provide high speed ubiquitous internet access.

Provision of such connections should take into account:

- The need for inclusive approaches to create open and competitive services that are accessible by all.
- Efficiency such that enabling infrastructure (e.g. ducting) is installed alongside and concurrent with utility connections with suppliers and providers being encouraged to create open infrastructures and share assets such as chambers, ducting and data networks.
- The need to provide for future flexibility to reflect increasing demands to provide connectivity and data traffic for a range of purposes.

The City Council recognises that this is an area where technological change is rapid and therefore standards will evolve and developers should seek to adopt the best current open technology standards available.

In the City Centre, the City Council will develop a Unified Street Services Network that provides a seamless connection for a range of digital technologies, linking together all the street activities such as street lighting and car parking.

The City Council will continue to develop its Intelligent Transport System (ITS) for Birmingham that enhances real-time and interactive information for users to navigate and explore the City by all modes of transport through:

- The efficient use of its existing road space and by tackling road traffic congestion, particularly along major strategic corridors during peak hours.
- The City Council's ability to manage its highway network in response to major planned and unplanned incidents.
- Working with Centro and operators to provide quality public transport information and easy ticketing.

Implementation

	Local/ National Funding	Partnerships	CPO	CIL/ Section 106	Planning Management	Other Local Plan/ SPD/Regeneration Framework
Policy TP45				✓	✓	



10

Implementation



Implementation

10.1 The BDP sets out how the City will develop over the period to 2031, identifying where the homes, jobs, services and infrastructure will be delivered and the type of places and environments that will be created. Having set out a clear direction for how the City will develop, and the planning policies and proposals that will help achieve this, it will be important that there are tools in place to help implement these and ensure the successful delivery of the overall vision for Birmingham.

10.2 In implementing the policies and proposals within the BDP it is recognised that the private sector will have a key role to play in both the funding and delivery of development.

10.3 The City Council will equally have an important role to play and will make use of all appropriate mechanisms including:

- Use of Government grants, European funding and prudential borrowing.
- Working in partnership with other statutory delivery agencies (e.g. Centro, the Environment Agency, the Homes and Communities

Agency, Sport England, and the Water Companies) to ensure that essential infrastructure is provided.

- Working in partnership with landowners/developers and other private sector organisations including Business Improvement Districts to secure deliverable development proposals and investment.
- Engaging with education providers and other organisations to support skills and training initiatives.
- Use of funding and incentives available through the Enterprise Zone initiative.

- Preparation of Local Development Orders (LDOs), AAPs, SPDs and other more detailed frameworks to provide context and support for site specific delivery.
- Application of the Development Management and other regulatory functions.
- Use of the Council's Compulsory Purchase powers to assist with site assembly.
- Use of Section 106 agreements to secure affordable housing and other benefits.
- Support for Neighbourhood Planning and other local initiatives.
- Use of tariff-based systems such as the Community Infrastructure Levy for infrastructure delivery where appropriate, and in line with current statutory regulations.
- Use of other funding sources such as the landfill tax, the aggregates levy, the lottery fund, development incentives and other initiatives as they arise.
- Pro-active use of the City Council's land holdings to assist delivery.
- Production of a Housing Delivery Growth Plan and Education Development Plan to set out detailed proposals and identify delivery mechanisms to support housing development and provision of school places.



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10.4 Each policy within the BDP is accompanied by a table providing a summary of the key mechanisms that will be used to support their implementation covering one or more from the list of aspects identified above. These key implementation mechanisms are summarised as follows:

- Local and national funding.
- The Community Infrastructure Levy and Planning Obligations.
- Partnership working.
- The City Council's Compulsory Purchase powers.
- Planning Management process.
- Other Development Plan Documents, SPDs, regeneration frameworks/masterplanning exercises and ongoing monitoring.

10.5 Over the lifetime of the BDP it is likely that new initiatives, partnerships and sources of funding will emerge that will play a new role in helping to implement proposals and deliver growth. The following provides examples of some of the specific mechanisms that are currently and will continue to play a key role in the short to medium term in ensuring the BDP is successfully implemented and growth delivered.

Local and national funding

10.6 One of the key aspects for the successful delivery of the BDP will be the provision of infrastructure to



Post and Mail Phase 2

enable and support development. There are a range of funding options that can be utilised to support the infrastructure and environmental improvements that are required to enable the delivery of the overall strategy and support sustainable growth.

10.7 Enterprise Zone - The City Centre was designated an EZ in April 2011 as part of the national initiative to boost economic growth. The benefits on offer include business rates relief, simplified planning and enhanced marketing. The primary benefit

however is the retention of business rates generated within the zone and the ability for the LEP to recycle these into supporting its economic priorities. In the case of the City Centre EZ the LEP has already committed a first phase of funding of £128m to support delivery.

10.8 The European Regional Development Fund (ERDF) - is one of the European Union's structural funds and is aimed at addressing imbalances in economic performance within and between member states.

10.9 The Regional Growth Fund (RGF) - is a Government challenge fund to encourage private sector growth and new jobs, particularly in areas and communities currently dependent on the public sector.

10.10 The City Deal for Birmingham - is an agreement with Government that gives the City new powers to build infrastructure, create jobs and train local people with the right skills to fill them.

Developer contributions

10.11 Development will be expected to provide, or contribute towards the provision of:

- Measures to directly mitigate its impact and make it acceptable in planning terms.
- Physical, social and green infrastructure to support the needs associated with the development.

10.12 These contributions will be sought in line with Circular 05/2005, Community Infrastructure Levy regulations or successor regulations/guidance. The City Council will, where appropriate, seek to secure site specific

measures through planning obligations. The nature and scale of any planning obligations sought will be related to the form of development and its potential impact on the site and surrounding area. Infrastructure and mitigation measures will be provided in a timely manner to support the objectives of the Local Plan, and will ensure any new developments will provide the infrastructure, facilities, amenities and other planning benefits which are necessary to support and serve the development, and to offset any consequential planning loss to the local area which may result from the development. Developer contributions in the form of the Community Infrastructure Levy will contribute towards strategic infrastructure to support the overall development in the BDP.

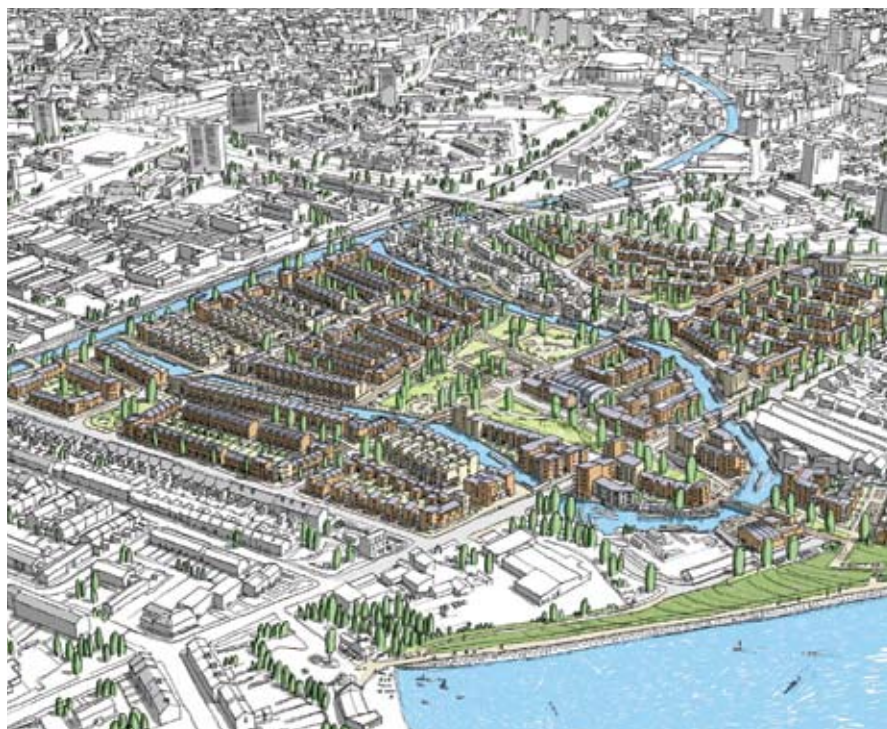
10.13 Planning Obligations - such obligations under Section 106 of the Town and Country Planning Act 1990 (as amended) will continue to be used as a mechanism to make development proposals acceptable in planning terms, that would not otherwise be acceptable. Section 106 agreements will continue to be used to secure affordable housing, and on site public open space in

residential development, ensure the development or use of land occurs in specific ways; and require specified operations or activities to be carried out.

10.14 Community Infrastructure Levy - the Community Infrastructure Levy (CIL) came into force in April 2010 and allows local authorities in England and Wales to raise funds from developers undertaking new building projects in their area. The CIL is a set levy based upon the type of use and floorspace proposed and provides a standardised method for calculating contributions. The money can be used to fund a wide range of infrastructure that is needed as a result of development. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. The City Council is putting in place a CIL to support the delivery of the sustainable growth agenda set out in the BDP.

Inward investment

10.15 Alongside securing funding for infrastructure the ability to attract private sector investment will be central to the overall success of the BDP. The City Council will continue to take a proactive and constructive approach to potential investors. There are likely to be particular challenges in achieving this with the pace of recovery of the national economy a key issue but one directly outside the City Council's control. The City Council will however continue to work actively in promoting Birmingham and the opportunities on offer, for example, through the Big City Plan and the Area Investment Prospectuses, to ensure that the City is best placed to take advantage of improved economic conditions whenever they arrive. Securing the EZ status and promoting the Economic Zones will provide a focus for economic activity and help target inward investment.



Vision for Icknield Port Loop

Partnership working

10.16 While the City Council has a key role to play in delivering the policies and proposals responsibility does not rest solely with the City Council and it will require the combined efforts and investment of a range of actors.

10.17 The successful implementation will require a wide range of organisations to work together. The City Council will have a vital role in coordinating the actions and activities of these partners be they in the private, public or third sector.

10.18 The LEP will have a central role in supporting the delivery of the overall growth agenda for Birmingham. Local Enterprise Partnerships are led by businesses and local authorities across natural economic areas. They provide the vision, knowledge and strategic leadership required to drive sustainable private sector growth and job creation in their areas. The LEP for the Greater Birmingham and Solihull area was formed in 2010 and is a business-led initiative with local authority, the business community and educational providers represented. Those local authorities covered by the LEP include Birmingham City Council, Bromsgrove District Council, Cannock Chase District Council, East Staffordshire Borough Council, Lichfield District Council, Redditch Borough Council, Solihull Metropolitan Borough Council, Tamworth Borough Council and Wyre Forest District Council.

Duty to Co-operate

10.19 The Duty to Co-operate is a requirement of the Localism Act 2011 and is designed to ensure that all bodies involved in planning work together on strategic issues that are greater than local significance. The duty is particularly important and challenging for a major city like Birmingham where its influence spreads far beyond its administrative boundaries. It is also challenging to those authorities surrounding Birmingham especially

in relation to the accommodation of growth that cannot be met within the City's administrative boundary.

10.20 In relation to the local authority dimension of the Duty to Co-operate the City Council works collaboratively through the West Midlands Joint Committee (which brings together the seven districts in the West Midlands metropolitan area), The LEP and West Midlands Planning Officers Group. In addition to these groups the City Council works on a bi-lateral basis with all adjoining local authorities not only on the challenges faced by Birmingham but also in relation to the emerging plans in those adjoining areas.

10.21 The co-operation through the LEP has been particularly important. A Spatial Plan for Recovery and Growth is being progressed for the LEP area. This has included the joint commissioning of technical studies to inform the long term scale and distribution of growth. The intention of these studies is to sit alongside the progress being made by the current round of development plans - including the BDP - but also to help inform subsequent updating of plans.

10.22 This collaborative working has also been taken forward in bi-lateral discussions with adjoining authorities where there are strong connections with Birmingham including the Black Country and North Warwickshire.

Use of City Council powers

10.23 The City Council has a range of powers that are available to help support delivery. This will not just be confined to those of the planning system but also the housing, education and highway functions it provides.

10.24 Compulsory Purchase Powers are an important tool for local authorities and other public bodies to assemble land to help deliver social and economic change. The City Council has a strong track

record in utilising these powers to support urban regeneration schemes and the delivery of infrastructure and will continue to apply these powers where the acquisition of land is necessary to enable comprehensive schemes that deliver economic, social and/or environmental benefits.

10.25 The City Council has extensive landholdings within Birmingham and will seek to use these to take forward the strategy, whether through development promotion or through the protection and improvement of environmental assets.

10.26 The preparation of more detailed plans to guide delivery in areas of change has proved to be successful in the past and will continue. Wherever possible the City Council will aim to make use of SPDs, AAPs, Neighbourhood Development Plans and regeneration frameworks to provide local and site specific policy and promote a comprehensive approach to development initiatives. The Development Planning and Development Management roles of the City Council will remain an important delivery mechanism.

Infrastructure Delivery Plan and Site Delivery Plan

10.27 The BDP is supported by an Infrastructure Delivery Plan (IDP) and Site Delivery Plan which provide detail of the infrastructure necessary to enable growth to occur and delivery issues in relation to key proposals. The City Council will keep these documents under review to measure progress and ensure funding, initiatives and action are targeted.

10.28 Combining all these mechanisms with the policies and proposals set out in the BDP will enable the successful delivery of the vision for an enterprising, prosperous, innovative and green City.



11

Monitoring



Monitoring

11.1 The City Council will measure the performance of the BDP by assessing how effective its policies are in delivering the vision and objectives.

11.2 The main mechanism for reporting on the performance of the Plan will be the Authorities' Monitoring Report. However it should be noted that not all indicators are capable of annual monitoring.

11.3 The indicators that will be used in monitoring the Plan are listed below. These will be monitored in line with targets set out in the policies.

11.4 In addition to these indicators the Council will also monitor the significant effects indicators set out in the Sustainability Appraisal.

POLICY	MONITORING INDICATORS
PG1 Overall Levels of Growth	<p>Net/gross dwelling completions.</p> <p>Employment land developed.</p> <p>Retail floorspace completed (comparison and convenience).</p> <p>Office floorspace completed.</p> <p>Major waste management facilities completed.</p> <p>Development pipeline information in relation to residential, employment, retail and office development.</p> <p>Population and employment change.</p>
PG2 Birmingham as an International City	<p>Major investments attracted and international events held.</p> <p>Ranking in relevant monitors (e.g. European Cities Monitor).</p>
PG3 Place-making	No specific indicators.
GA1-GA10 Growth Areas	<p>Development completed in each area.</p> <p>Development pipeline position in each area.</p>
TP1 Reducing the City's Carbon Footprint	<p>See indicators for TP3, TP4, TP5, TP13 and TP38.</p> <p>Reduction in CO2 emissions from 1990 levels.</p>
TP2 Adapting to Climate Change	See indicators for TP6, TP7 and TP8.
TP3 Sustainable Construction	<p>Number of new homes meeting zero-carbon standards.</p> <p>Number of commercial developments meeting BREEAM standard excellent.</p> <p>Number of existing homes adapted through Birmingham Energy Savers.</p>
TP4 Low and Zero Carbon Energy Generation	Number of new homes and commercial developments connected to CHP or other forms of low or zero-carbon energy generation.

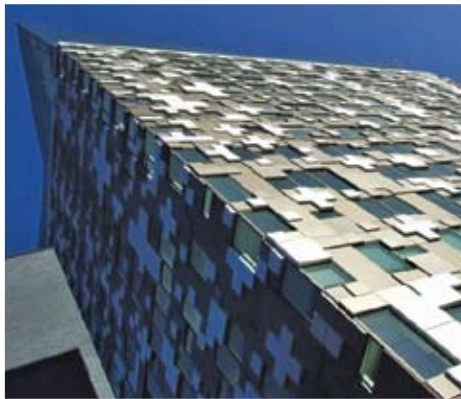
POLICY	MONITORING INDICATORS
TP5 Low Carbon Economy	Low-carbon initiatives supported.
TP6 Managing Floodrisk	Number of developments approved against Environment Agency advice in relation to floodrisk.
TP7 Green Infrastructure Network	Proposals approved resulting in a loss of green infrastructure. New green infrastructure provided.
TP8 Biodiversity and Geodiversity	Number of development proposals approved within or adjoining designated sites (SSSIs, NNRs, LNRs SINCs and SLINCs). Number and area of designated sites. Number of approved development proposals adversely affecting the integrity of the wider ecological network (non-designated wildlife corridors and stepping stones).
TP9 Open Space, Playing Fields and Allotments	Percentage of population within the distance thresholds set in the policy. Open space/playing fields/allotments lost to development. New open space/playing fields/allotments created.
TP10 Green Belt	Number of applications approved as an exception to the policy.
TP11 Sports Facilities	Sports facilities lost to other forms of development. New sports provision created.
TP12 Historic Environment	Number of designated heritage assets (Scheduled Ancient Monuments, Listed Buildings, Registered Parks and Gardens, Conservation Areas). Number of applications approved adversely affecting a designated heritage asset or its setting. Number of heritage assets recorded in the Historic Environment Record. Number of investigations added to the Historic Environment Record. Number of structures added to the local list.
TP13 Sustainable Management of the City's Waste	Tonnage of waste produced in Birmingham, by methods of disposal. Capacity of waste treatment facilities within Birmingham.
TP14 New and Existing Waste Facilities	New waste facilities approved/constructed that meet location requirements. Proposals approved leading to the loss of waste facilities.
TP15 Location of Waste Management Facilities	Land available for development for waste treatment purposes in line with criteria in the policy.
TP16 Portfolio of Employment Land and Premises	Employment land developed by category. Land availability by category.

POLICY	MONITORING INDICATORS
TP17 Regional Investment Sites	<p>Land developed in each RIS.</p> <p>Permissions granted for uses outside those specified in the policy.</p>
TP18 Core Employment Areas	<p>Employment development within Core Employment Areas.</p> <p>Major investments in improving infrastructure within or serving Core Employment Areas.</p> <p>Loss of land within Core Employment Areas to non-employment uses.</p>
TP19 Protection of Employment Land	<p>Loss of employment land to alternative uses.</p> <p>Permissions granted for non employment uses on employment land.</p>
TP20 The Network and Hierarchy of Centres	<p>Comparison retail, office and leisure developments completed in, on the edge of and out of centre.</p> <p>Progress towards growth levels proposed for each centre.</p> <p>Development pipeline information in relation to the above.</p> <p>Major investments in infrastructure/public realm etc. within centres.</p>
TP21 Convenience Retail Provision	<p>Convenience retail completions in, on the edge and out-of-centre.</p> <p>Development pipeline information in relation to the above.</p>
TP22 Small Shops and Independent Retailing	<p>Changes in numbers of small shops and independent retailers.</p>
TP23 Promoting a Diversity of Uses within Centres	<p>Number of applications determined in line with/contrary to the Shopping and Centres SPD.</p> <p>Changes in the range of uses within centres.</p>
TP24 Tourism and Tourist Facilities	<p>Hotel completions and pipeline.</p> <p>Major tourism schemes completed/approved.</p>
TP25 Local Employment	<p>Number of schemes approved with local recruitment or supply chain targets.</p>
TP26 Sustainable Neighbourhoods	<p>No specific indicators, but indicators for policies TP3, TP4, TP5, TP7, TP29, TP30 and TP44 will be relevant.</p>
TP27 The Location of New Housing	<p>Number of residential schemes approved not complying with the specific criteria in the policy.</p> <p>Completions by greenfield/brownfield location.</p>
TP28 The Housing Trajectory	<p>Annual net dwelling completions.</p>
TP29 The Type, Size and Density of New Housing	<p>Completions by number of bedrooms.</p> <p>Completions by dwelling type (apartment/house).</p> <p>Completions by density.</p>

POLICY	MONITORING INDICATORS
TP30 Affordable Housing	<p>Completions by tenure and delivery mechanism (eg. S106).</p> <p>Commuted sums secured.</p>
TP31 Housing Regeneration	Net/gross housing completions within each area.
TP32 Student Accommodation	<p>Purpose-built Student Accommodation Completions by bed space and cluster.</p> <p>Pipeline information.</p>
TP33 Provision for Gypsies, Travellers and Travelling Showpeople	<p>Pitches provided (transit and permanent).</p> <p>Pipeline information.</p>
TP34 The Existing Housing Stock	<p>Vacancy levels.</p> <p>House conditions.</p>
TP35 Education	<p>New school provision completed/approved.</p> <p>Number of children in 'basic need' of school provision.</p>
TP36 Health	<p>New health facilities approved/developed.</p> <p>See also indicators for TP9, TP11, TP38 and TP39.</p>
TP37 A Sustainable Transport Network	<p>Modal split information.</p> <p>See also indicators for TP38 and TP39, TP40 and TP41.</p>
TP38 Walking	<p>Pedestrian priority schemes delivered.</p> <p>Number of accidents involving pedestrians.</p>
TP39 Cycling	<p>Extensions delivered to cycle network.</p> <p>Percentage of trips made by cycle.</p>
TP40 Public Transport	<p>Rail, rapid transit and bus enhancements delivered.</p> <p>Percentage of trips by public transport.</p>
TP41 Freight	Development involving or loss of inter-modal freight transfer facilities.
TP42 Low Emission Vehicles	Number of charging points provided.
TP43 Traffic Congestion and Management	<p>Progress in delivering priority improvements.</p> <p>Changes in journey times.</p> <p>Numbers of people killed or injured in road accidents.</p>
TP44 Accessibility Standards for New Development	Percentage of major developments meeting specified accessibility standards.
TP45 Digital Communications	Availability and speed of high speed internet access.



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