



**REA VALLEY URBAN QUARTER SUPPLEMENTARY  
PLANNING DOCUMENT CONSULTATION STATEMENT**

**OCTOBER 2020**

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## **1) INTRODUCTION**

- 1.1 Birmingham City Council has prepared the Rea Valley Urban Quarter Supplementary Planning Document (SPD) to provide detailed policy and design guidance for the future transformation of the area. The SPD outlines the overall vision and development principles that need to be applied in order to deliver an exciting and diverse destination in the city centre. Once adopted the SPD will be used as a material consideration for relevant planning applications.
- 1.2 This Consultation Statement provides a summary of the consultation undertaken on the Rea Valley Urban Quarter Supplementary Planning Document (SPD).

## **2) REA VALLEY URBAN QUARTER SPD**

- 2.1 The Southern Gateway has been renamed the Rea Valley Urban Quarter given the focus of the SPD on the transformation of the River Rea to create unique, connected, waterside neighbourhoods. The Quarter is made up of part of the area allocated in the BDP (2017) and the area of Highgate which is directly south and east of the Southern Gateway. It excludes Birmingham Smithfield, which although part of the Southern Gateway, is covered in a separate Masterplan published in 2016.
- 2.2 The SPD expands on the vision for the wider Southern Gateway set out in Policy GA1.2 'Growth and Wider Areas of Change of the Birmingham Development Plan (BDP),' and provides an up-to-date framework with specific guidance. The BDP was adopted by the City Council in January 2017, and is the city's statutory planning framework, guiding decisions on development and regeneration.

## **3) PURPOSE OF THE CONSULTATION STATEMENT**

- 3.1 Section 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires that, when adopting a Supplementary Planning Document, Local Planning Authorities (LPA) should prepare a Consultation Statement. This should include the following information:

- (i) The persons the local planning authority consulted when preparing the supplementary planning document;
- (ii) A summary of the main issues raised by those persons; and

- (iii) How those issues have been addressed in the supplementary planning document.

#### **4) STATEMENT OF COMMUNITY INVOLVEMENT**

4.1 The Local Plan Regulations 2012 require for Local Planning Authorities (LPAs) to make SPDs 'available' for a minimum of four weeks. During such time, the document should be made available for inspection at the council offices and other appropriate locations, and should be published on the local planning authority website.

4.2 Birmingham City Council's recently adopted Statement of Community Involvement (SCI January 2020) sets out the process by which consultation should be undertaken on planning policy documents. This and its predecessor (SCI 2008) have been used to provide the consultation principles to ensure people were involved in the production of the Rea Valley Urban Quarter SPD in a meaningful way.

4.3 The City Council considers wide ranging engagement in the preparation of planning policy documents to be important so suitable methods to engage and consult need to be considered in order to meet and exceed the statutory regulations. Different methods will be used according to the scope of the consultation, the target audience and the resources available.

4.4 The purpose of this document is to demonstrate that the LPA has met the regulatory requirements for a Supplementary Planning Document and complied with the best practice set out within the adopted SCI. It also provides the necessary information required under Section 12 of the Regulations (as set out above).

4.5 Table 2: 'Process for preparing Supplementary Planning Documents and Informal Planning Documents,' from the adopted SCI (2020), sets out the requirement, opportunities for consultation and a commitment to go over and above the legal minimum. This states that the Council will undertake the following:

**Table 2:** Process for preparing Supplementary Planning Documents and Informal Planning Documents

Key stage	Process and requirements	Opportunities for engagement
<b>1:</b> Evidence gathering.	<ul style="list-style-type: none"> <li>• Collect evidence and establish wider policy framework.</li> <li>• Establish how the aims of the policy framework relate to equality and present opportunities for social value enhancement.</li> <li>• Consider issues and alternatives.</li> <li>• Screen to determine whether an SEA and Habitats Regulations Assessment is required.</li> </ul>	<ul style="list-style-type: none"> <li>• Carry out informal consultation and engagement with relevant stakeholders and the local community, including identifying opportunities for social value enhancement. The nature/ extent of this will be determined by the evidence gathered, subject matter and scope of the consultation.</li> </ul>
<b>2:</b> Consultation on Draft Plan (Regulation 13).	<ul style="list-style-type: none"> <li>• Statutory consultation for a minimum of four weeks to comment on the draft SPD and any supporting evidence.</li> <li>• Carry out initial Equality Analysis and refine opportunities for social value enhancement.</li> <li>• Comments considered and SPD amended where necessary.</li> <li>• Prepare Consultation Statement.</li> </ul>	<ul style="list-style-type: none"> <li>• Write to specific, general and all other consultees who the City Council consider may have an interest, including everyone on the planning policy consultation database.</li> <li>• Make consultation documents available for inspection including on the City Council's website, planning offices and other locations as considered appropriate.</li> <li>• Use social media and/or local media to raise awareness.</li> <li>• Depending on the content, consultation may also be supported by workshops/meetings.</li> </ul>
<b>3:</b> Adoption (Regulation 14).	<ul style="list-style-type: none"> <li>• Carry out final Equality Analysis.</li> <li>• Council adopts Plan.</li> <li>• Publish adoption documents including Consultation Statement.</li> <li>• Six week period for legal challenge to the High Court.</li> </ul>	<ul style="list-style-type: none"> <li>• Send Adoption Statement to consultees on the Planning Policy Consultation Database and others who have asked to be notified.</li> <li>• Use social media and/or local media to advertise adoption of the Plan.</li> </ul>
<b>4:</b> Monitoring and review.	<ul style="list-style-type: none"> <li>• Plan is monitored to make sure it is achieving its aims.</li> <li>• Monitoring to include equality impact or likely effects on different groups.</li> <li>• SPD may be reviewed, where necessary.</li> </ul>	

## 5. EVIDENCE GATHERING AND EARLY CONSULTATION

5.1 Prior to consulting on the SPD, the LPA carried out a screening exercise in order to establish whether there was a need for a Strategic Environmental Assessment (SEA) and/or a full Habitats Regulations Assessment (HRA) to be produced. Following consultation with the three statutory consultees (the Environment Agency, Historic England and Natural England), it was concluded that an SEA was not required and the SPD would not need to be subject to a full HRA under the Habitats Regulations.

## 6. CONSULTATION

### PUBLICITY

6.1 Consultation on the Rea Valley Urban Quarter SPD was approved by a Birmingham City Council Cabinet Member Report on the 10<sup>th</sup> of May 2019. Formal consultation was held over an 8-week period from the 20<sup>th</sup> of May to the 12<sup>th</sup> of July, following a launch event for community stakeholders at Glenn Howells architects on the 17<sup>th</sup> of May.

Consultation was advertised via the following means:

<b>Community Newsletter</b>	Disseminated via Stanhope Community Centre officials to local residents
<b>Email</b>	To the BCC consultation database – including known community groups, professionals and statutory consultees
<b>Letter Drop</b>	To all businesses within the area (300+)
<b>Online</b>	Via the Birmingham website
<b>Press Release</b>	Via local news outlets
<b>Social Media</b>	Via Birmingham City Council Twitter and Facebook

6.2 Across these channels individuals and organisations were invited to partake in a series of opportunities to engage with the consultation:

- Online - via Birmingham BeHeard
- Public Events – via open consultation events
- Presentations
- Workshops
- Closed events (events held at organisations – not open to general public)
- Meetings

6.3 Copies of the document were also made available online and within all nearby public buildings including the Council House, Central Library, and 1 Lancaster Circus (BCC office).

An example email/letter is contained in **Appendix 3**.

## ONLINE

6.4 BCC's BeHeard consultation system was the primary source for online representations. The Draft SPD and associated documents (Equality Analysis / SEA Screening Opinion) were made available via the system for the community to access, and viewpoints were gathered via an online questionnaire to gauge opinion on:

- Vision and Big Moves – Page 16 & 17 of the SPD
- Development Principles – Page 20-33
- Distinctive Neighbourhoods – Page 34-45
- Delivery – Page 48 & 49

6.5 Aside from this, a 'City Centre Development Planning' email address was set-up to field representations made via this method of contact.

## PUBLIC EVENTS

6.6 Public events were held across the Rea Valley Urban Quarter at a number of different venues in the vicinity of the Rea Valley Urban Quarter:

<b>Custard Factory, Digbeth</b>	14 <sup>th</sup> June – 10:00 to 13:00 (Drop-in) 21 <sup>st</sup> June – 10:00 to 13:00 (Drop-in) 5 <sup>th</sup> July – 10:00 to 13:00 (Drop-in)
<b>Stanhope Wellbeing Centre, Highgate</b>	20 <sup>th</sup> June – 11:00 to 14:00 (Community Lunch) 27 <sup>th</sup> June – 11:00 to 14:00 (Community Lunch)
<b>St Martins Youth Centre, Southside</b>	22 <sup>nd</sup> June – 11:00 to 15:00 (Drop-in) 26 <sup>th</sup> June – 10:00 to 15:00 (Drop-in)
<b>Eden Bar, Sherlock Street</b>	29 <sup>th</sup> June – 14:30 to 17:30 (Drop-in)

**Table 1: Public Events**

6.7 It is estimated that approximately 250 individuals attended public consultation events. Sessions at the Custard Factory predominantly attracted local business and the built environment professionals, whereas events at the Stanhope Wellbeing Centre were predominantly comprised of local residents in Highgate.

6.8 Several written representations<sup>1</sup> were made at these events however the majority of attendees made representations at a later date online.

## PRESENTATIONS / WORKSHOPS / CLOSED EVENTS

### COMMITTEE

6.9 The SPD was publicly presented to Birmingham City Council planning committee on the 4<sup>th</sup> of July. Following this, officers were queried by planning committee whereby the following matters were raised:

<b>Street / River Cleaning</b>	<ul style="list-style-type: none"> <li>- The SPD area and river needs cleaning and maintenance</li> <li>- Currently nobody responsible for river cleaning</li> <li>- Need to ensure safety for children and prevention of fly-tipping</li> <li>- How was contamination of the river upstream going to be tackled?</li> </ul>
<b>Transportation / Connectivity</b>	<ul style="list-style-type: none"> <li>- Have discussions regarding public transport taken place?</li> <li>- How does the quarter link in with Cannon Hill park?</li> <li>- Parking needs to be addressed in Cheapside to retain on-street parking</li> <li>- A new cycle route should be considered to reduce car usage</li> </ul>
<b>Development</b>	<ul style="list-style-type: none"> <li>- Concerned about level of residential proposed at St David's Place, as this would impact the Gay Village.</li> <li>- What is the proposed mix of public/private ownership?</li> <li>- There needs to be a good level of design with appropriate height of buildings</li> <li>- Resident involvement in the design of Highgate Park is important</li> <li>- More houses should be provided</li> <li>- Swales should be created</li> <li>- The design of buildings should be considered so that balconies are not in shade</li> <li>- The edges of the river should be opened up</li> </ul>
<b>Consultation / Other</b>	<ul style="list-style-type: none"> <li>- Will comments made at committee meeting be included in the consultation?</li> <li>- Equality impact statement did not note importance of sexual orientation</li> <li>- Archaeology of the area should be recorded, particularly where buildings are lost</li> <li>- Highgate Park turns 150 in 2026, this should be celebrated</li> <li>- Role of River Rea involvement in Birmingham's industrialisation needs to be acknowledged</li> <li>- The name Cheapside should be re-considered</li> </ul>

**Table 2: Comments made by Planning Committee**

6.10 Minutes of the committee presentation and dialogue are included at Appendix 7.

<sup>1</sup> Made using printed BeHeard questionnaires, later uploaded to BeHeard Online

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## EDEN BAR

6.11 Officers attended the Eden Bar on Saturday 29<sup>th</sup> June and held a Q&A session before having an informal drop-in session to discuss the Draft SPD and the potential implications for the Eden Bar and wider Gay Village. The Leader of the Council, Councillor Ian Ward, attended a further meeting at the Eden Bar on Sunday 4<sup>th</sup> August with the campaign group, 'The Friends of Eden Bar and Birmingham's Gay Village' to discuss ways in which the LGBT community can protect LGBT+ spaces in Birmingham. The key issues raised are included in Appendix 8.

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## SOUTHSIDE BID

6.12 Officers attended a Southside BID networking event on the 10<sup>th</sup> of July and gave a presentation regarding the Rea Valley SPD.

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## SCHOOLS / COLLEGES

6.13 Schools and colleges were visited during the consultation period, with over 100 pupils addressed in total. A drop-in session for Year 12 / 13 students was undertaken at South and City College, Digbeth (25<sup>th</sup> of July – 09:30am to 11:30am) and a meeting was carried out with Year 12 / 13 students at Ark of St Albans School, Highgate (5<sup>th</sup> of July – 09:30am to 10:30am) to discuss the SPD.

6.14 Workshops were also carried with years 9 and 10 at the Ark of St Albans School (27<sup>th</sup> of June – 08:00am to 10:00am & 5<sup>th</sup> of July – 10:30am to 12:30pm). This involved a brief presentation on the function of Birmingham City Council planning department, and pupil-led exercises to determine their preferred location for social infrastructure across the Rea Valley area.

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## MEETINGS

6.15 Individual meetings were carried out at the request of individual organisations the following stakeholders / organisations during the consultation period to discuss the SPD:

- Eden Bar;
- Environment Agency;
- Friction Arts;
- Transport for West Midlands; and
- West Midlands Police.



## SUMMARY

6.16 During the 8-week consultation period the document was opened up for rigour and critique by all parties involved. It is considered that there was reasonable opportunity for representation to be made across the consultation period, the SPD being promoted locally within public venues, online to the wider public, and via a letter drop to all businesses within the area. Resultantly, key community groups engaged with the document to make representations. An acknowledgement email/letter was sent to all the respondents that made representations. The analysis of these responses is set out in the following section.

## 7. RESPONSE ANALYSIS

7.1 There has been a wide response to consultation on the SPD with many attending events in-person or making representations online or via email. The following section sets out an analysis of the responses received, including a breakdown of the demographic profile of respondents.

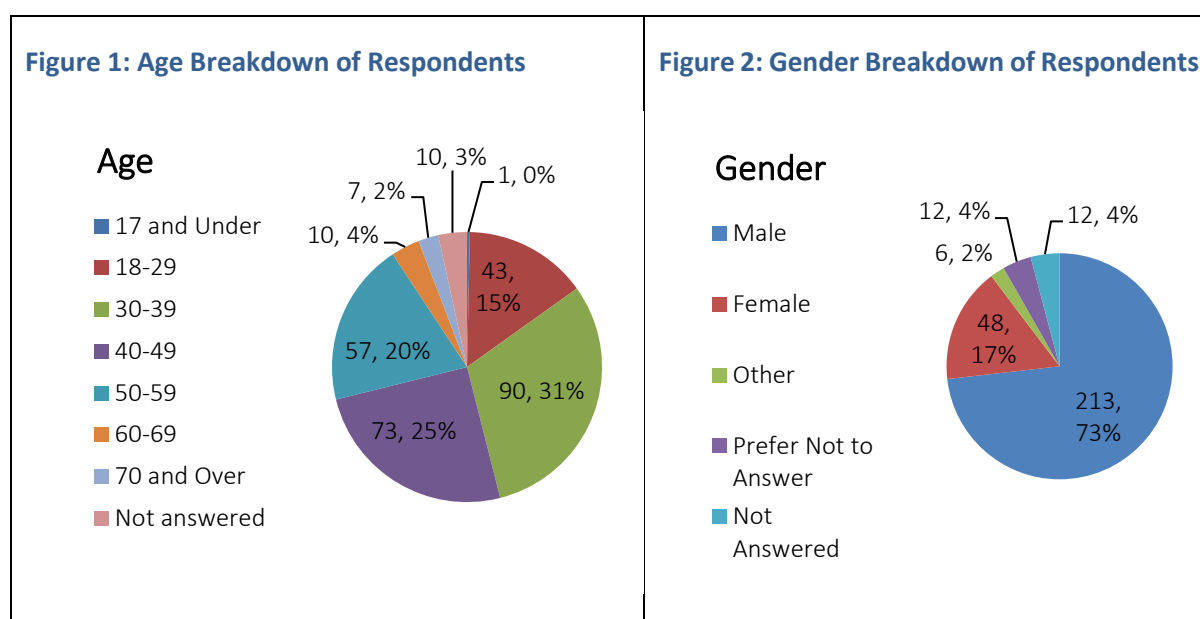
### BIRMINGHAM BEHEARD

7.2 In total, 291 representations were provided via Birmingham's BeHeard online system. As noted, respondents were required to fill out an open-ended questionnaire to provide opinion on the SPD document and recommendations for amendments. Answers were qualitative, and have therefore have been assessed individually to understand; **key themes**, **positives** and **concerns**.

7.3 This section sets out a demographic analysis of the respondents involved in the consultation.

### DEMOGRAPHIC BREAKDOWN OF RESPONDENTS

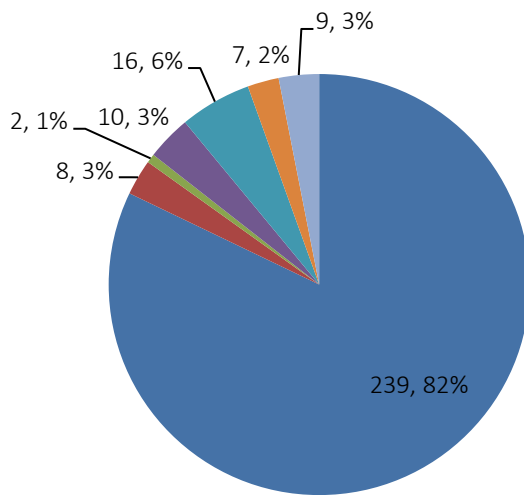
7.4 The following demographic questions were included in order to ensure a varied spread of individuals were included in the online consultation.



**Figure 3: Ethnic Makeup of Respondents**

**Ethnicity**

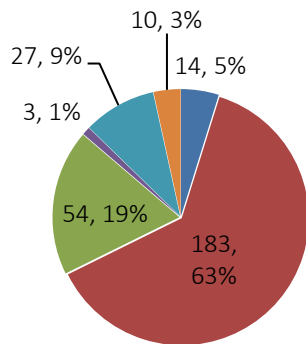
- White (English / Welsh / Scottish / Northern Irish / British)
- Asian / Asian British
- Black African / Caribbean / Black British
- Mixed
- Prefer not to say
- Other Ethnic group
- Not answered



**Figure 4: Sexual Orientation of Respondents**

**Sexual Orientation**

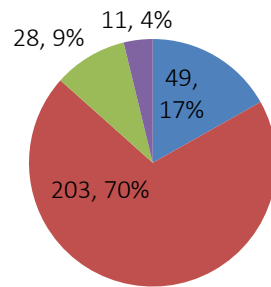
- Bisexual
- Gay or Lesbian
- Heterosexual or Straight
- Other
- Prefer not to say
- Not answered



**Figure 5: Disability Breakdown**

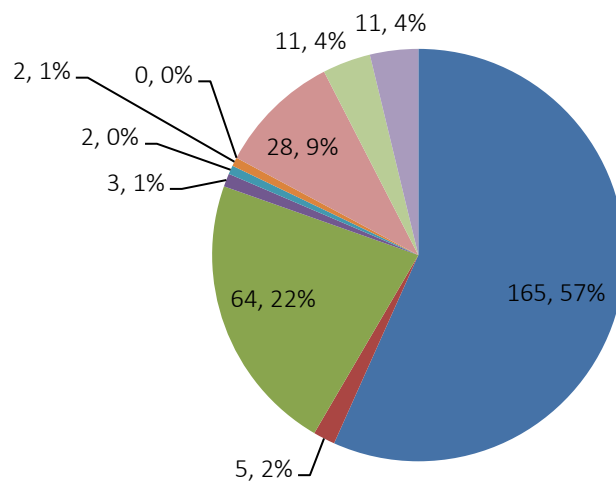
**Physical or Mental Health Disability**

- Yes
- No
- Prefer not to say
- Not answered



**Religion**

- No belief
- Buddhist
- Christian
- Hindu
- Jewish
- Muslim
- Sikh
- Prefer not to say
- Other religion or belief
- Not answered



**Figure 6: Religious Belief of Respondent**

7.5 This data indicates that the majority of respondents were white British (82%) and male (73%), evenly spread across the ages 18 to 59, making up 91% of the total.

7.6 The following statutory, local and professional organisations made representations on the SPD via BeHeard. The remaining respondents were made up of community individuals, the identities of whom are protected.

<b>Local Business / Community</b>	<b>Professional Organisations / Developers</b>	<b>Statutory</b>
Birmingham Vineyard Church	AHR Architects	Birmingham Friends of the Earth
Birmingham Green Party	BikeRight	Council for British Archaeology
Colborne Primary School	BWB Consulting	Push Bikes and Bike West Midlands
Counterpoint Properties Ltd	Glancy Nicholls Architects	Sport England
Eden Bar	Grand Union	Wellbeing Service BCC (UK Active)
GbHairdressing	Housthams Housing	West Midlands Campaign for Better Transport
House of Allure	HSBC	The Wildlife Trust for Birmingham and Black Country
John Lilley and Gillie Ltd	No limits to health	
Kaplan	Severn Rivers Trust	
Maini Wholesale	Turley	
Matthews Electronics		
Midland Heart		
Positive West Midlands		
S Lilley and Son Ltd		
Smith Francis Tools Ltd		
South and City College		

## KEY THEMES

7.7 As noted due to the open-ended structure of the questionnaire, responses have been aggregated into the following 'Key Themes'.

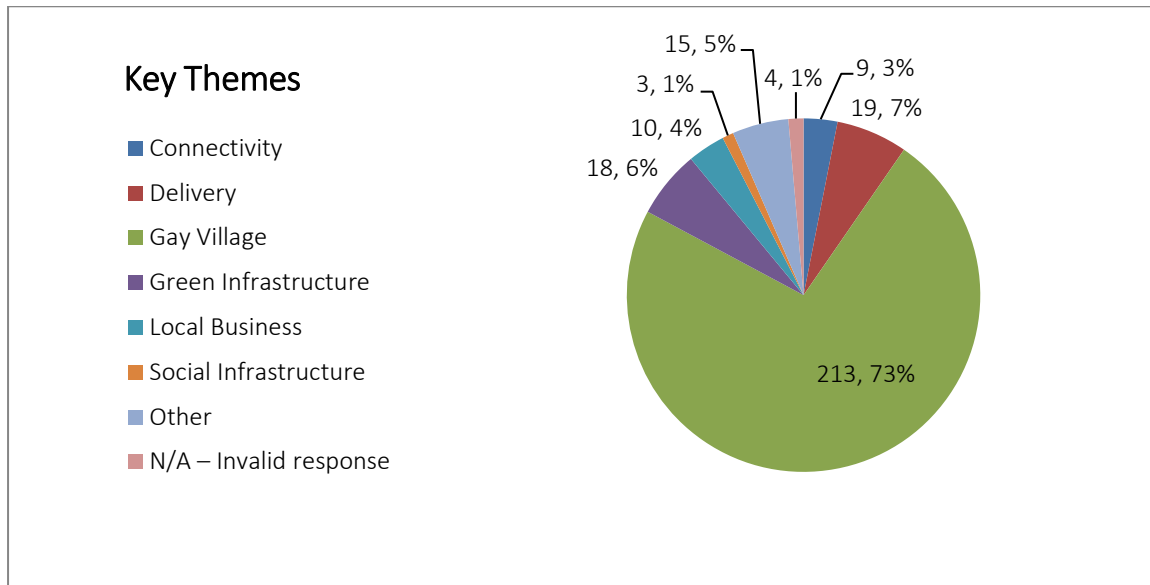


Figure 7: Key Themes

7.8 Data collected indicates that the 'Gay Village' was of key concern for respondents, with 73% (213) citing this as the main reason for engaging with the consultation. Aside from this, respondents were most concerned with 'Delivery' (19 / 7%), and 'Green Infrastructure' (18 / 6%).

## KEY POSITIVES AND CONCERNS

7.9 The following were the key positives and concerns arising from the SPD proposals. Please note in multiple circumstances, respondents did not make positive or negative comments, and several respondents made multiple comments on different aspects.

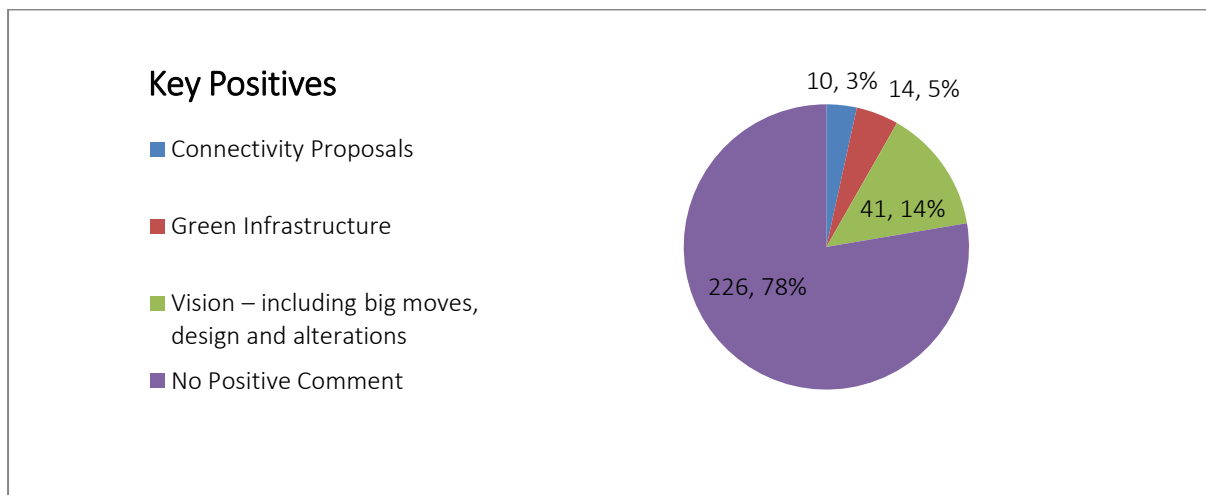
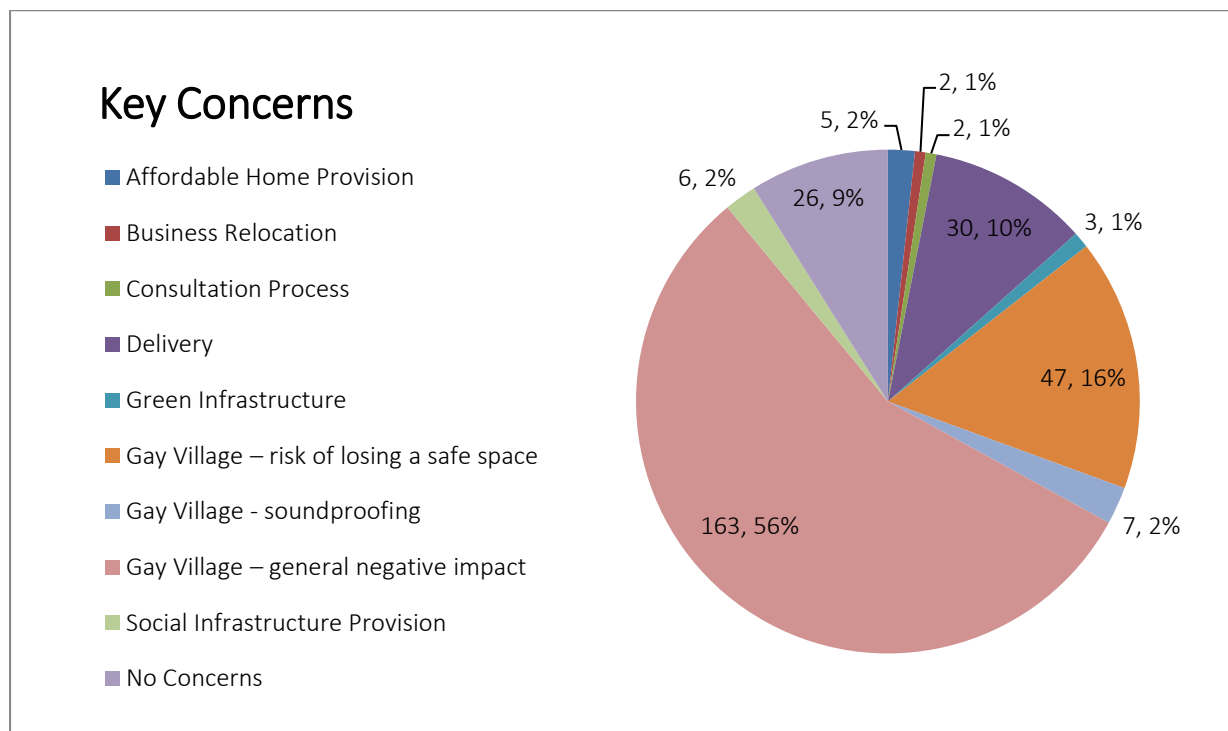


Figure 8: Key Positives regarding the SPD

7.10 In regards to the respondents who made a positive comment, the 'Vision', including the 'Big Moves' and 'Design Principles' were the most favourable aspects of the SPD (41 / 14%). Aside from this, others were positive about connectivity proposals (10 / 3%), and green infrastructure (14 / 5%).



**Figure 9: Key Concerns regarding the SPD**

7.11 Information provided by BeHeard respondents indicated that issues regarding the impact of the SPD on the Gay Village are of key concern (217 respondents / 75%). Aside from this, concerns were predominantly raised regarding the efficacy of delivering the SPD (30 / 10%), and others were concerned about specific aspects such as consultation (6 / 2%), business relocation (2 / 1%) and affordable home provision (5 / 2%).

## EMAIL REPRESENTATIONS

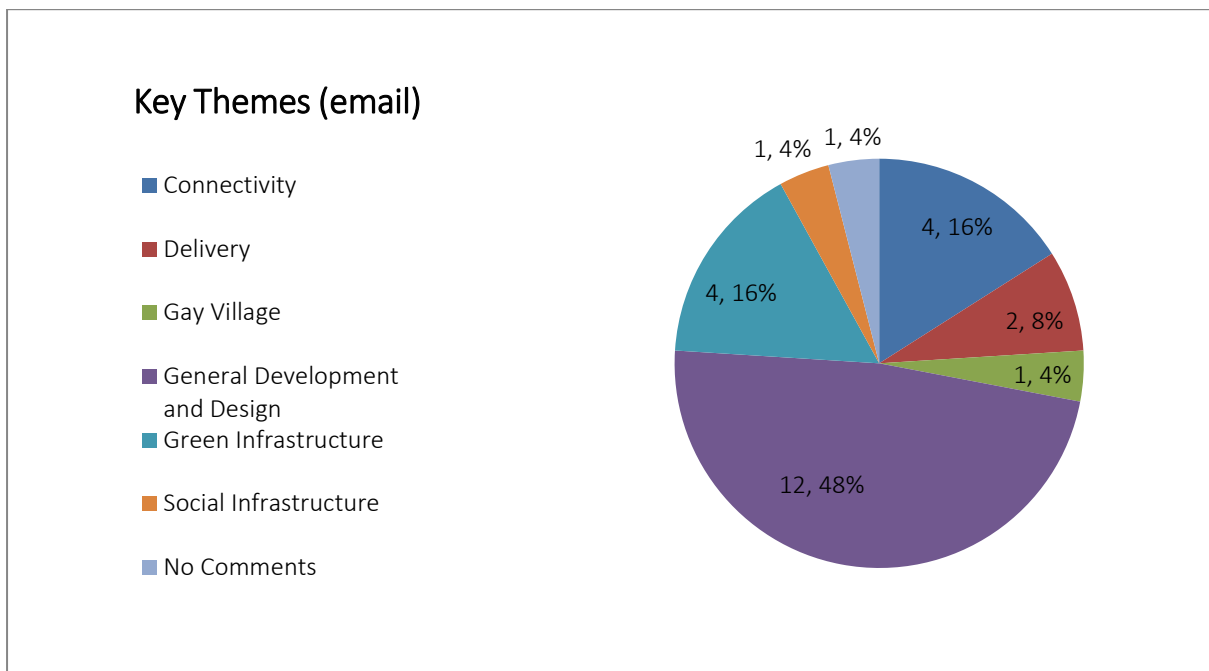
7.12 Representations via email generally provided a greater level of detail than those made via BeHeard, with the majority covering multiple themes, as well as the overall vision of the document. All comments made by community, professional, internal and statutory groups have been rigorously assessed, with meetings set-up where necessary.

7.13 In total, 25 representations were made via email. No demographic information was provided, however the following statutory and non-statutory organisations were represented. The remaining respondents were made up of community individuals, the identities of whom are protected:

Local Business / Community	Internal / Professional Organisations / Developers	Statutory Consultees
Ener-vate	Birmingham City Council - Transportation	Canal and Rivers Trust
Conservative Group Birmingham	Glancy Nicholls	Environment Agency
Highgate Community Association	Gooch	Highways England
St Anne's Church	Lendlease	Natural England
	Mayfair Land and Estates	Transport of West Midlands
	National Grid	West Midlands Police
	Oval	
	Rendall and Rittner	
	Reuben and Morgan	
	Taylor Grange	
	Turley	
	Watkins Jones	

## KEY THEMES

7.14 The following key themes were discussed by respondents.

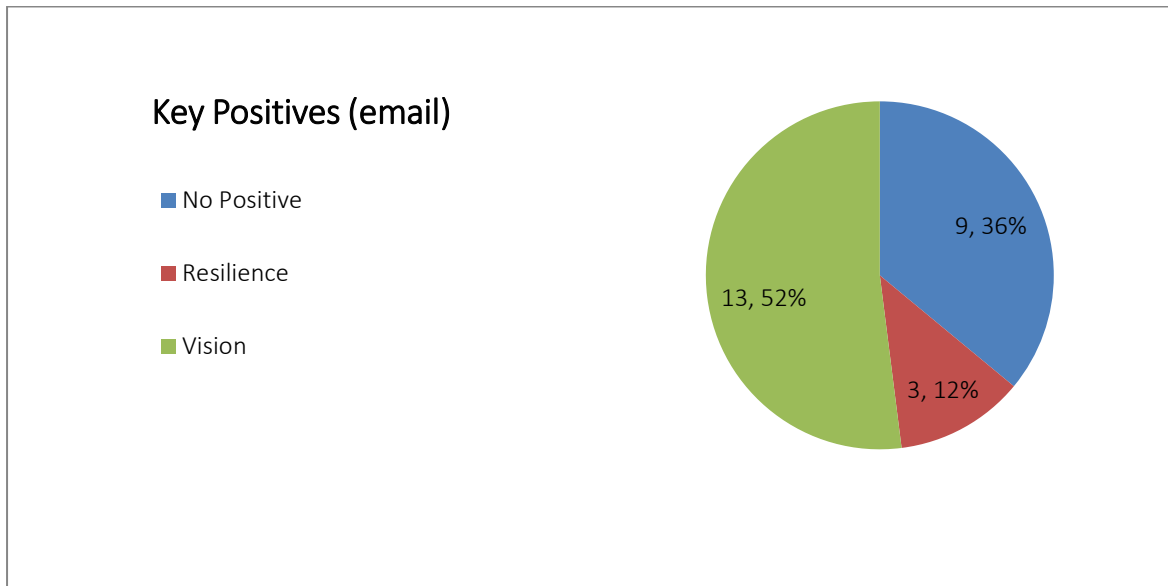


**Figure 10: Key Themes (email)**

7.15 This data indicates that 'General Development and Design' was the most common theme (12 / 48%) discussed by respondents via email. These respondents were predominantly landowners, developers and architects who had an interest in the built form and development principles across the area.

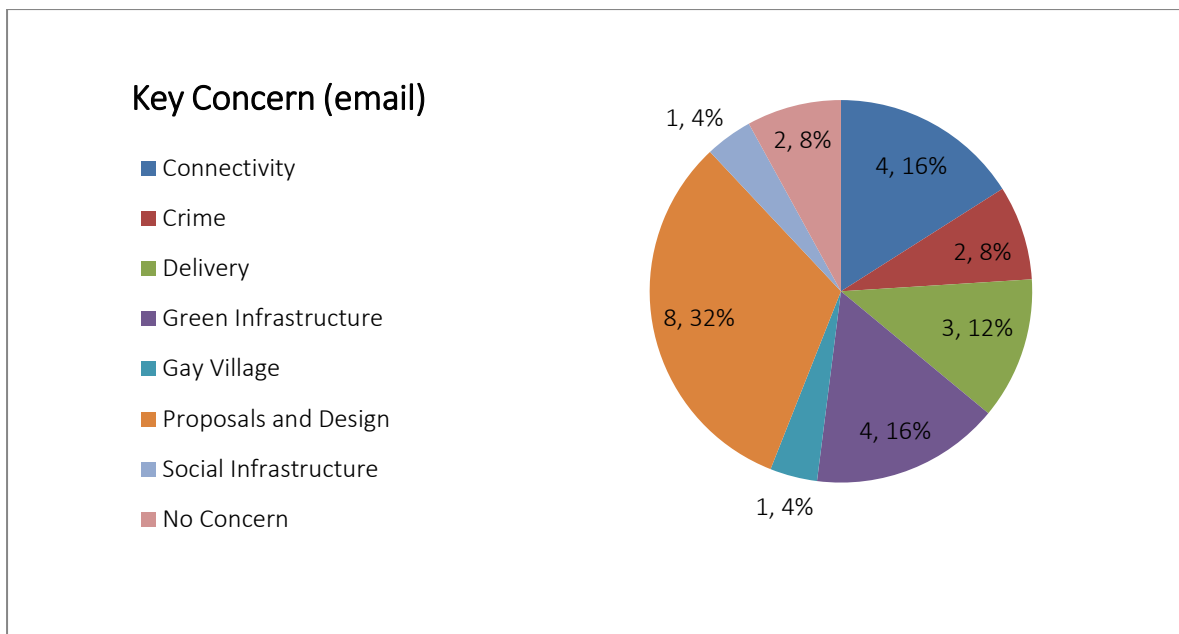
## KEY POSITIVES & CONCERNS

7.16 The following key positives were set out by respondents.



**Figure 11: Key Positives (email)**

7.17 The majority of respondents were generally positive about the 'Vision' of the document (13 / 52%), as well as raising other concerns about the SPD as follows.



**Figure 12: Key Concern (email)**

7.18 The key concerns raised by email respondents related to the 'Proposals and Design' set out within the document (8 respondents / 32%). The majority of these respondents, as well as others, referred to the proposed building heights plan (on page 29) noting that heights were too low and overly



prescriptive. Other than this, respondents were most concerned with 'Connectivity' (4/ 16%) and 'Green Infrastructure' (4 / 16%).

## SUMMARY

7.19 To summarise:

- **Number of Responses:** 316 representations were received during an 8-week consultation period (291 via BeHeard / 25 via email)
- **Typical Respondent:** The typical respondent was **male** (73%) and **white British** (82%), aged **30-39** (31%)
- **Key Positives:** The majority of respondents did not make a positive comment (78%). Of those who provided a positive comment, **Vision** was the primary positive for respondents (14%)
- **Key Concerns:** Issues relating to the **Gay Village** were the primary concern for respondents (73%)
- **Statutory Responses:** Responses were received from 13 statutory organisations – none of these expressed significant concerns about the proposals
- **Organisation Responses:** Responses were received on from 42 local and professional organisations

## ISSUES RAISED AND ACTION TAKEN

### THE KEY CONSULTATION ISSUES RAISED

- The majority of representations received on the Draft Rea Valley SPD were comments on the future of the Gay Village and the key issues of landownership, safeguarding community venues and ‘agent of change principle.’ We are currently reviewing how BCC can best produce a plan for the various communities and meet the future aspirations of Southside. This could become a specific Southside SPD providing a focus on the cultural and night-time economy. Alternatively, the land-use issues could be incorporated into a wider strategic City Centre Plan and future BDP Review.
- The Gay Village references will be strengthened in the final SPD to reflect the focus of the village around the lower parts of Hurst Street, Kent Street and Lower Essex Street. The adopted Birmingham Development Plan (2017) Policy TP25 ‘Tourism and Cultural Facilities,’ recognises the importance of cultural facilities and venues as key destinations for creating a diverse offer in the City.’ The introduction of the “agent of change” principle to national planning policy (NPPF 2019 Para 182) provides protection for existing LGBT+ business and community facilities from proposed residential development. Where any new development is proposed that could be noise-sensitive, and it could be adversely affected by nearby sources of noise such as music venues, community and sports clubs, then the developer of the new use bears the responsibility of protecting both the existing business and the new development.
- Further clarity will be provided on how the River Rea will be broken out of its narrow channel, restored, realigned and allowed to flow naturally within a blue and green corridor of 35 metres in width subject to detailed site specific assessment and development proposals. A 35m green and blue corridor will allow sufficient space for flood risk to be safely managed, and support the delivery of development in line with the SPD’s vision and principles.
- The text on Building Heights in the SPD boundaries will be updated in response to the representations received. Future applications will be assessed upon their individual merits to demonstrate a high design quality by addressing key considerations such as scale, massing, amenity, privacy, against the SPD development principles and distinctive character of the site and its surroundings.
- A new heritage plan will be produced to identify the heritage assets within the Rea Valley Urban Quarter. The opportunity to retain and refurbish a number of attractive historic buildings and frontages (both designated and non-designated) will be encouraged in order to help provide an authentic link to the past. The city’s historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. The plan will identify the heritage assets within the Rea Valley Urban Quarter but existing buildings that detract from the quality of the place should be replaced with high quality architecture fit for purpose and adaptable to suit future needs.
- The ‘St David’s Distinctive Neighbourhood’ text will be amended to encourage a diverse mix of housing types and a variety of appropriate ground floor uses to create a balanced community.

Family Housing will be focused within the Highgate Park Neighbourhood where a further development strategy with a delivery partner will be developed.

- As a key part of the subsequent delivery plan process further working groups will be set up to engage and support businesses in the area. These will support businesses with relocation and where possible assist with their integration into any future development in the area. A specific Property Acquisitions and Employment Relocation Strategy will be prioritised.

## ADDRESSING ISSUES RAISED

Of the 316 representations made regarding the Rea Valley Urban Quarter SPD, the key concerns raised are identified in Appendix 1 Table and have been addressed via the following actions:

1. Amendments to the SPD, prior to adoption – a summary of the key strategic issues is listed below and Appendix 2: Rea Valley Draft SPD Consultation Representations Table provides a summary of what issues were raised in written responses and how the LPA has responded to them and the subsequent proposed SPD text changes;
2. Form part of the future SPD Delivery Plan process;
3. Further consultation / meetings with relevant parties; and
4. Exploration into future plan-making measures.

In many cases, BCC planning will explore a combination of these in order to mediate any concerns raised and provide the appropriate future direction for the delivery of the SPD. There have also been a number of other minor changes, typos, presentational amendments and factual amendments/updates, however these have not been detailed in Appendix 2.

The adopted Rea Valley SPD will be supported by a Delivery Plan and further working groups will be established to identify key programmes and potential funding streams to take forward a comprehensive partnership approach to delivery.

## **APPENDICES**

**Appendix 1: Key Concerns & Action Taken Table;**

**Appendix 2: Rea Valley Draft SPD Consultation Representations Table;**

**Appendix 3: A Rea Valley Draft SPD Example Consultation Email/Letter;**

**Appendix 4: Rea Valley Draft SPD Birmingham City Council Website Page;**

**Appendix 5: Beheard Online Draft Rea Valley SPD Consultation;**

**Appendix 6: Rea Valley Urban Quarter Draft SPD Launch Event Agenda;**

**Appendix 7: 4<sup>th</sup> July 2019 Planning Committee Minutes on the Draft Rea Valley SPD;**

**Appendix 8: Eden Bar Consultation Event Key Issues Raised;**

**Appendix 9: Press Articles on the Draft Rea Valley SPD Consultation.**

<b>Appendix 1: Key Concerns and Action Taken</b>			
<b>Key Concern</b>	<b>Representations</b>		<b>Action Taken</b>
	<b>BeHeard</b>	<b>Email</b>	
Affordable Home Provision	5	-	<p><b>2</b> - Affordable housing will form part of the delivery process whereby every effort will be made to ensure forthcoming development meets the level of 35% for developments of 15 dwellings or more (BDP – Policy TP31 – 2017).</p> <p><b>3</b> – As part of the delivery plan process further discussions will be held with residents across the area, and housing colleagues at BCC.</p>
Business Relocation	2	-	<p><b>2</b> – Greater detail on the process of business relocation, including how the council will support the relocation of existing businesses will be set out as part of a forthcoming delivery plan.</p> <p><b>3</b> – A key part of the delivery plan process, BCC will set up a working group to engage with businesses in the area. This group will seek to support any businesses who want to understand more, be supported with relocation or are not in favour of relocation.</p>
Connectivity	-	4	<p><b>1</b> – Several amendments are made to the document with relation to connectivity and transport – these are set out in full at Appendix 2.</p> <p><b>2 / 3</b> – A connectivity delivery group will be established to enable delivery of suitable connectivity improvements within the area. This will be made up of internal BCC colleagues within planning and transportation, as well as external stakeholders such as TFWM and other transport groups.</p>
Consultation Process	2	-	<p><b>4</b> – An updated Statement of Community Involvement was adopted in January 2020 – this has been updated in line with several issues faced during the consultation period for the Draft Rea Valley Urban Quarter Supplementary Planning Document (2019)</p>
Crime	-	2	<p><b>1</b> – Designing out crime has been added to the Building design and layout section of the SPD.</p> <p>At current, Policy PG3 of the BDP (2017) already intimates that all development across Birmingham should “Create safe environments that design out crime”.</p>
Delivery	30	-	<p>Page 48 of the document delineates BCC’s commitment to that a detailed delivery plan will follow adoption of the SPD. It notes that this will focus on steps to implement the strategy including the establishment of three working groups to support delivery of specific aspects: <b>Resilience, Design and Connectivity.</b></p>
Green Infrastructure	2	4	<p><b>1</b> – Following the announcement of a Birmingham Climate Taskforce – the City Council has committed to being Carbon Neutral by 2030. Changes have been made to the document in order to strengthen its position on climate change and provision of green infrastructure. Throughout the document the quantity and quality green infrastructure has been enhance, so that is a more prevalent feature.</p>

<b>Appendix 1: Key Concerns and Action Taken</b>			
<b>Key Concern</b>	<b>Representations</b>		<b>Action Taken</b>
	<b>BeHeard</b>	<b>Email</b>	
			<p><b>2</b> – A resilience working group will be established to enable delivery of the river remediation strategy, and other green infrastructure will be delivered by the design working group.</p> <p><b>3</b> – Delivery groups will work with internal and external groups, including land owners, and national stakeholders such as the Environment Agency.</p>
Gay Village – risk of losing a safe space	47	-	<p>As 218 respondents raised concerns relating to the Gay Village, the response has been aggregated below.</p> <p><b>1</b> – Changes have been made within the document to make reference to the prevalence and importance of the Gay Village in the area – these are set out in full at Appendix 2.</p>
Gay Village – soundproofing of residential	7	-	<p><b>3 / 4</b> – Planning and Development at BCC will address issues facing the area as raised during consultation. To achieve this BCC will develop a Southside specific planning document that addresses these concerns, seeking to protect the unique characteristics of the area as far as possible.</p>
Gay Village – general negative impact on area	163	1	<p>Work on this plan will commence in 2020, and will involve community groups and local organisations from across the area to create a document that represents the areas diversity, concerns and vision.</p>
Proposals and Design	-	8	<p><b>1</b> – Several changes have been made throughout the document relating to proposals and design – these are set out in full at Appendix 2.</p> <p><b>3</b> – The SPD will provide guidance for developers and landowners to deliver schemes within the area. Planning officers at BCC will provide pre-application / application advice in designing schemes that are appropriate for the area and align to guidance within the SPD.</p>
Social Infrastructure	6	1	<p><b>2 / 3</b> – As noted at page 49, Social Infrastructure forms a key aspect of the delivery phase. BCC have already begun engaging with other internal consultees within housing and education to begin scoping the levels of infrastructure required .</p>
No Concerns	26	2	

## Appendix 2: Rea Valley Urban Quarter Draft SPD Consultation Representations

Consultee	Representation Summary	Officer Response	Potential Changes to SPD
<p>Natural England, Consultations Team, Crewe Office</p>	<p>This SPD could consider making provision for Green Infrastructure (GI) within development. This should be in line with any GI strategy covering your area.</p> <p>The National Planning Policy Framework (NPPF) states that local planning authorities should 'take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure.</p> <p>Urban green space provides multi-functional benefits. It contributes to coherent and resilient ecological networks, allowing species to move around within, and between, towns and the countryside with even small patches of habitat benefitting movement.</p> <p>Urban GI is also recognised as one of the most effective tools available to us in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</p> <p>There may be significant opportunities to retrofit green infrastructure in urban environments. These can be realised through:</p> <ul style="list-style-type: none"> <li>• green roof systems and roof gardens;</li> <li>• green walls to provide insulation or shading and cooling;</li> <li>• new tree planting or altering the management of land (e.g. management of verges to enhance biodiversity).</li> </ul>	<p>Your advice on green infrastructure, biodiversity enhancement, landscape enhancement and other design considerations is welcome and wording added to Paragraph 4.6 and covered in 4.7 as well further references in the SPD.</p> <p>Your comments on the Strategic Environment Assessment/Habitats Regulations Assessment is noted and that an SPD requires such assessment only in exceptional circumstances as set out in the Planning Practice Guidance. (2019). The SPD has been accompanied by a Strategic Environmental Assessment Screening Opinion Report (August 2019) of the Rea Valley SPD.</p> <p>The emerging Development Management in Birmingham DPD and specifically policy DM4 'Landscaping and Trees,' states that all developments must take opportunities to provide high quality landscapes and townscapes that enhance existing landscape character and the green infrastructure network.</p>	<p><b>Text added to Paragraph 4.6:</b></p> <p><b>Urban green infrastructure is recognised as one of the most effective tools in managing environmental risks such as flooding and heat waves. Greener neighbourhoods and improved access to nature can also improve public health and quality of life and reduce environmental inequalities.</b></p>

	<p>You could also consider issues relating to the protection of natural resources, including air quality, ground and surface water and soils within urban design plans.</p> <p>Further information on GI is include within The Town and Country Planning Association's "Design Guide for Sustainable Communities" and their more recent "Good Practice Guidance for Green Infrastructure and Biodiversity".</p> <p>This SPD could consider incorporating features which are beneficial to wildlife within development, in line with paragraph 118 of the National Planning Policy Framework. You may wish to consider providing guidance on, for example, the level of bat roost or bird box provision within the built structure, or other measures to enhance biodiversity in the urban environment.</p> <p>The SPD may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green infrastructure provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider how new development might makes a positive contribution to the character and functions of the landscape through sensitive siting and good design and avoid unacceptable impacts.</p> <p>For example, it may be appropriate to seek that, where viable, trees should be of a</p>		
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	<p>species capable of growth to exceed building height and managed so to do, and where mature trees are retained on site, provision is made for succession planting so that new trees will be well established by the time mature trees die.</p>		
<p>Wood E&amp;I Solutions UK Ltd on behalf of National Grid</p>	<p>An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high-pressure gas pipelines.</p> <p>National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.</p> <p>I hope the above information is useful. If you require any further information, please do not hesitate to make contact.</p>	<p>Your comments are welcomed and we will ensure that the National Grid continued to be consulted on the production of Development Plan Documents in the future.</p>	<p>N/A</p>
<p>Highways England, Midlands Operations Directorate, Birmingham</p>	<p>Are supportive of the overall vision for the SPD area to develop a sustainable mixed-use neighbourhood in Digbeth, Southside, Cheapside and Highgate as part of the Southern Gateway area identified in the Birmingham Development Plan.</p> <p>While the detail of matters related to the delivery of regeneration and development within the SPD area is predominantly for local determination, we consider it important that the SPD is ambitious in considering how the area will support the delivery of the city's identified housing needs. The area is one of only a few locations in the city to be within walking and cycling distance of the city core with its attendant regionally significant employment, transport, retail and leisure hubs. Consequently the area is optimally located as a sustainable location to deliver higher density development.</p> <p>We would therefore welcome the setting of clear aspirations</p>	<p>Thank you for your comments and support for the SPD's overall vision. The SPD will not set new policy but provides detailed guidance and development principles for the future transformation of the area, consistent with the relevant strategic policies of the BDP.</p> <p>Distinctive neighbourhoods have been identified where a different approach will be taken to development design and layout to reflect the heritage, character and existing communities of the area. Varied housing types, sizes and tenures will create a new balanced and vibrant community. Family housing will complement apartments and all housing will require outdoor amenity space; shared and communal gardens. Plan 8 'Building Heights,' will identify the range of heights appropriate within the Rea Valley Urban quarter boundary area.</p>	<p>N/A</p>

	<p>within the SPD for both a minimum and realistic upper forecast quantum of residential development to be delivered within the area. This should be aligned both to the timescales of the adopted Birmingham Development Plan as well as the further horizons considered by regionally significant work on strategic housing growth in the Birmingham Housing Market Area (HMA).</p>		
<p>Glancy Nicholls Architects Ltd. Birmingham Office</p>	<p>As a whole we support the principles of the SPD but would request review and clarification on the items listed below.</p> <p><b>Section 3 - Vision</b> Development Principles <b>Resilience</b> Green Infrastructure Page 23, Image 01, plan makes reference to a number of new Green Spaces as part of the plan. These are generally located alongside routes so it is envisioned these can be developed to form part of the urban landscape and are not required to be public parks. A large number of parks could prove difficult to maintain and we feel this space would be better used to provide good quality streetscapes with integrated landscape and planting features as well as more generous private amenity space.</p> <p><b>Water Sensitive Design</b> A large area of the redevelopment falls within flood risk zone 2 and 3.</p> <p>It is noted within the document that in order to develop the land and improve flood risk within the city as a whole. The document suggests that the existing River Rea Path is to be relocated within a 35m blue and green corridor. While we feel that this will provide an attractive addition to the city centre we would query the following items.</p>	<p>Thank you for your detailed comments and support for the principles of the SPD.</p> <p>A network of integrated green space running through the Quarter is an essential component of the overall vision. This will connect the Smithfield neighbourhood park, the River Rea corridor, Moseley Street Park Link and Highgate Park. This will then link up to the wider green infrastructure network including St Luke's, Park Central and Calthorpe Park, connecting the city centre out to the city's suburbs to the south.</p> <p>As you reference the green infrastructure will include good quality streetscapes with integrated landscape and planting features.</p> <p>It is anticipated the SOBC will be completed in 2021 and support the transformation of the river channel within the SPD boundary.</p> <p>The River Rea channel was constructed in the 1890s and is reaching the end of its anticipated lifespan, and is not fit for purpose for the next era of development which for residential use is anticipated to be 100 years into the future.</p> <p>The channel was constructed on a trial and error basis, and doesn't meet the engineering requirements for the construction of new channels.</p> <p>In some sections the channel is showing signs of decay, and there is</p>	<p><b>New Text Paragraph 4.9</b></p> <p><b>4.9 Between Moseley Street and Gooch Street, the Rea will be broken out of its narrow channel, restored, realigned and allowed to flow naturally within a blue and green corridor of at least 35 metres in width subject to detailed site specific assessment and development proposals. A 35m green and blue corridor will allow sufficient space for flood risk to be safely managed, and support the delivery of development without constraint. Transforming the channel will involve creating a naturalised two stage profile to increase the river's capacity by slowing water flow and allowing it to store water in times of flood. With a more sinuous course and shallow, safe, accessible banks, a natural river bed of gravels, boulders and cobbles will encourage aeration, regulate water speeds and help the formation of riffles, pools and beaches. The design will also include details such as native trees and riverside planting.</b></p> <p><b>New Text Paragraph 6.7</b></p> <p><b>Until these measures are fully implemented planning applications within the Rea Valley Urban Quarter, in areas at risk of flooding will be assessed on a case by case basis and their contribution to the deliverability of the wider flood risk catchment scheme. The development should be made safe for its lifetime without increasing flood risk elsewhere, taking into account the predicted impacts of climate change. To ensure the deliverability of the overall scheme it is essential to ensure that there is</b></p>

	<p>I. What are the timescales for this redevelopment to take place as this could delay development along the main north south strip of the masterplan. The draft document makes reference to the business case being completed by 2021.</p> <p>II. We would suggest the minimum design width of this zone be significantly reduced or not designated to allow this element to be designed alongside the EA. The current proposal would result in the sterilisation of a large area of private land and as a result is likely to result in significant objection and prevent the development of land along this corridor.</p> <p>III. How is it proposed to acquire this land? Is the redevelopment of the waterfront to form part of a development parcel and if so how is it envisioned to fund this.</p> <p><b>Design</b></p> <p>I. As mentioned within the water sensitive design section we feel the distance between buildings resulting from the large green and blue corridor along the River</p>	<p>uncertainty about the viability of the supporting structure behind it.</p> <p>Redevelopment within close proximity of the channel could cause sectional collapse.</p> <p>In addition to this there is limited space to implement flood risk measures to protect future development.</p> <p>The SPD recognises that the 35m wide new channel and infrastructure is required to safely manage flood risk, creating a clear platform for new development to move forward without the constraints of implementing building and site specific mitigation measures.</p> <p>The predicted flood depth along the river corridor currently is greater than 1.5 metres depth which would make traditional flood resilience measures such as raising finished floor levels unviable, and without safe dry access for occupants of the building it wouldn't meet the requirements of the exception test in line with the NPPF.</p> <p>The SPD responds to the challenges of creating the 35m wide corridor by allowing the river to be realigned to create a larger development footprint on one side of the channel, which will increase the number of units within each plot, and reduce the engineering challenges posed by constructing new development of space constrained development sites.</p> <p>The Environment Agency requires a minimum 8 metre easement from the top of bank (of the channel) and toe of any flood defence for maintenance.</p> <p>Taking into account the substantial issues of flood risk, and the requirement from the NPPF that any flood mitigation measures cannot increase flood risk to third party land, the 35 metre corridor and catchment scale approach to reducing flood risk is considered to be the only viable means of taking development</p>	<p><b>space to support that naturalisation of the river.</b></p>
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<p>Rea is too wide and this will result in the space feeling too open and exposed. Our initial calculation has the overall dimension between building faces of 52 – 57 m dependant on extent of public space / defensible space to the front of buildings (1m defensible space to Rea St frontages, 13.5-14m width for Rea St, 35m blue and green corridor, 2.5m defensible space to mixed use development)</p> <p>For comparison please refer below to a number of boulevards located around the world.</p> <p>Champs Elysees, Paris – 70m  Broadway, New York – 50m  5th Avenue, New York, - 33.5m  Las Ramblas, Barcelona, – 32m</p> <p>Based on the current proposals in the SPD we estimate the width including the road should be circa 35m with integrated stepped green terraces design to take flood waters when required similar to the Hive at Worcester.</p> <p>II. Page 29 makes reference to building heights. We feel that due to the large distance between buildings along the line of the River Rea. Increased massing should be considered here. Ranging from 10m to 8 – 12 storeys, however we would suggest that this is caveated with a mix of building heights to ensure interest in the streetscape and prevent a monolithic line of building heights. See below diagram 04 for clarification.</p> <p>III. We suggest the relocation of the River Rea this provides opportunities for additional focal buildings demarking the change in direction and access to the public green corridor.</p> <p><b>Section 4 – Delivery</b></p>	<p>forward in this location on the scale proposed by the SPD.</p> <p>Plan 8 ‘Building Heights,’ will identify the range of heights appropriate within the Rea Valley Urban quarter boundary area.</p> <p>The Rea Valley Delivery Plan will develop in line with the Birmingham Development Plan (BDP 2017) Policy TP27 ‘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, as is the case with the Rea Valley Urban Quarter.</p> <p>All new residential development will need to demonstrate that it is meeting the requirements of the policy and creating sustainable neighbourhoods.</p> <p>In line with BDP Policy TP47 ‘Developer Contributions,’ development will be expected to provide, or contribute towards the provision of physical, social and green infrastructure to meet the needs associated with the development.</p> <p>As the SPD states in Paragraph 5.15 the future development strategy for the Highgate Park Neighbourhood will require further community engagement and potentially procuring an investment partner to ensure the neighbourhood is comprehensively developed in line with the SPD.</p>	
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	<p><b>Delivery Plan</b></p> <p>The delivery plan makes reference to the use of CPO's in order to provide a comprehensive approach. We presume CPO's are likely to be used for some of the key infrastructure elements such as relocation of the River Rea and subsequent green park, any widening of existing streets to create pocket parks and the provision of new pedestrian and vehicular links.</p> <p><b>Flood Resilience Management Scheme</b></p> <p>The business case for the River Rea Enhancements is not due to be completed until 2021. As this will impact some key development parcels. Is there the opportunity to prioritise these areas to enable development to move forward in a planned and responsive manner.</p> <p><b>Social Infrastructure</b></p> <p>Is there a strategy for the location of key public facilities including schools, health centres, community centres etc that can be shared as part of the development plan.</p>		
<p>Turley, Birmingham Office, on behalf of Watkin Jones Group PLC</p>	<p>We write on behalf of our client the Watkin Jones Group, in response to the Draft Rea Valley Urban Quarter Supplementary Planning Document (SPD), published for consultation in May 2019.</p> <p>The Watkin Jones Group PLC was founded in 1791 and is the UK's leading multi-occupancy residential developer, with particular expertise in build to rent (BTR) and purpose built managed student accommodation (PBSA) sectors, which it constructs itself.</p> <p>The Watkins Jones Group welcomes the publication of the draft SPD and is pleased to have</p>	<p>Thank you for your detailed comments and overall support for the vision for the Rea Valley Urban Quarter as a well-connected and liveable mixed use neighbourhood and as a focus for regeneration, including high quality new waterside development benefiting from the transformation of the River Rea Corridor.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-</p>	<p><b>New Text Paragraph 6.7</b></p> <p><b>Until these measures are fully implemented planning applications within the Rea Valley Urban Quarter, in areas at risk of flooding, will be assessed on a case by case basis and their contribution to the deliverability of the wider flood risk catchment scheme. The development should be made safe for its lifetime without increasing flood risk elsewhere, taking into account the predicted impacts of climate change. To ensure the deliverability of the scheme it is essential to ensure that there is space to support that naturalisation of the river.</b></p>

<p>the opportunity to provide representations in response to the current consultation ahead of its adoption as a Supplementary Planning Document in support of the Birmingham Development Plan (2017).</p> <p>Our client supports the promotion of this area of the City by Birmingham City Council (BCC) as a well-connected and liveable mixed use neighbourhood and as a focus for regeneration, including high quality new waterside development benefiting from the transformation of the River Rea Corridor. They welcome the Council's recognition that the area could provide the "next chapter in the story of Birmingham's regeneration" and agree that it offers the potential for unique waterside developments within the City Centre.</p> <p><b>Vision and Big Moves</b></p> <p>Our client supports the level of aspiration identified in the section of the draft SPD relating to the Vision for the Rea Valley Urban Quarter.</p> <p>From this vision it is clear that the 'rediscovery' and transformation of the River Rea into a central feature at the 'heart' of the Quarter represents a significant and ambitious 'big move'. We are aware that the level of technical assessment and professional consultation undertaken to date is significant and has involved a partnership between the Council and other stakeholders, most notably the Environment Agency (EA) on matters of flood risk.</p> <p>Our client supports the other key elements of the vision and big moves expressed in the draft SPD, including the plans to create various distinctive, well-</p>	<p>designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p> <p>Paragraph 4.18 acknowledges that existing buildings which detract from the quality of the place should be replaced with high quality architecture.</p> <p>The Heights Plan has been updated and the range of heights has been increased to provide appropriate flexibility. Refer to Paragraph 4.19.</p> <p>Flood Risk Management Authorities are working collaboratively to maximise the potential for securing funding for the catchment wide approach to manage flood risk.</p> <p>As the business case progresses and schemes commence construction, where possible the upstream flood storage areas that offer the maximum benefit to reducing flood risk to sites will be prioritised.</p> <p>A holistic approach to the deliverability of individual sites (which could include temporary measures to reduce flood risk to individual development sites), will be considered where supported by detailed flood risk modelling.</p>	
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<p>connected, liveable, mixed-use neighbourhoods, in order to realise the opportunity for the Quarter to become “a diverse and vibrant place to live, work and spend leisure time”.</p> <p>The proposed ‘interventions’ relating to the enhancement of connectivity, the creation of new green routes and spaces, as well as the major engineering works required in respect of the reestablishment of the river and the management of future flood risk, are all sound development principles in respect of the vision for major regeneration of this area.</p> <p>However, viability, deliverability, and the need to avoid any harm to the prospects of high quality development being brought forward within reasonable timescales will be key considerations for the determination of planning applications as a matter of course.</p> <p>The recognition that a variety of new and innovative housing types will attract a diverse community is a positive aspect of the draft SPD. The Rea Valley Urban Quarter will be capable of supporting a mix of different forms of residential-led development to meet various housing needs. This will include family accommodation, as well as higher density well-designed developments such as purpose built student accommodation, later living, build to rent and co-living schemes. Together with appropriate levels of affordable housing and a mix of tenures, this diverse mixture will to respond to the market as sustainable and modern regeneration is brought forward over time.</p> <p><b>Development Principles</b> Our client supports the three core development principles set</p>		
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	<p>out in the draft SPD of resilience, design and connectivity.</p> <p>These principles, and the overall objective that they represent for high quality place-making as a key component of the vision for the Rea Valley Quarter, align positively with Watkin Jones' own core ethos of creating and maintaining great places for people to live.</p> <p>Our client agrees that the rich history of the Quarter should be reflected in the design of new development and that it is important to retain and enhance key characteristics of the area that make it distinctive and that contribute to the sense of place.</p> <p>However, where buildings are identified for retention in the SPD that are not statutorily or locally listed, BCC should be able to defend a robust case for their protection in heritage value and place-making terms, especially where this may conflict with or compromise the potential to bring forward high quality and comprehensive development within the Quarter.</p> <p>Otherwise the SPD may inadvertently prejudice the delivery of otherwise acceptable and well-designed development which contribute positively to the overall vision.</p> <p>While we expect there has been assessment of the merits of the buildings identified within the draft SPD for retention, it is reasonable to expect that in certain cases alternative proposals, involving the removal and redevelopment of these buildings, could ultimately be approved through the course of consideration of future planning applications and subject to suitable justification being provided on design and heritage matters.</p>		
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<p>Every site, proposal, and application should be considered on its own merits while having regard to the SPD as a material consideration once adopted.</p> <p>We raise this point because of the risk of isolated retained buildings on larger development plots harming the delivery of future development that could lead to missed opportunities for the vision of the SPD to be realised in its wider sense and for regeneration to be delivered.</p> <p>For example, retained buildings may be located at the confluence of key routes, and therefore their redevelopment for high quality and well-designed new buildings, possibly of greater height than the built environment that surrounds them, offers the positive opportunity to terminate vistas and 'mark' key junctions or gateways within the Quarter.</p> <p>Such development would assist with legibility, provide overall definition of the Quarter, and enhance architectural interest. These urban design benefits would thus be lost by unnecessary retention of buildings without sufficient heritage value and it is important therefore to ensure that an appropriate balancing exercise can be undertaken in each case.</p> <p>Our client supports the principle that, whilst buildings should generally respond to the character of existing streets, there will be opportunities for additional height in appropriate locations for instance to enclose major public spaces, mark gateways, or create landmarks.</p> <p>In addition to the indicative heights identified within the draft SPD (Plan 9, Page 28), there will be other appropriate</p>		
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<p>opportunities for extra height to respond to the context of individual sites, to provide a suitable mix of housing across the Quarter, and to achieve levels of density that will support viable delivery, while also respecting the key design principles and place-making objectives of the Council.</p> <p>Connectivity, the future hierarchy of places and neighbourhoods, as well as the importance of reconnecting and integrating the Quarter into its wider City Centre context and other key regeneration sites such as Smithfield, will also be key considerations for the assessment of height and density.</p> <p>The development context for proposals within the Quarter along this interface must be both inward looking (towards the Rea Valley Urban Quarter) and outward looking (towards Smithfield and beyond) taking account of the different contextual influences on height, mix, architecture, and built form.</p> <p>We consider there would be merit in the Council undertaking a further review of whether there may be other suitable and appropriate locations within the Quarter where more significant height than is currently shown could be supported.</p> <p>Our client notes that the identified opportunities for taller buildings (7 to 10 storey and 12 storeys plus) are currently identified almost exclusively along the interface with the Digbeth area along High Street Deritend. Whilst our client does not disagree that this is an appropriate area for taller buildings, there are also other locations where the Quarter interacts with its surrounding context and where, subject to</p>		
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	<p>assessment on their own merits, buildings taller than 8 storeys could be justified.</p> <p><b>Neighbourhoods</b></p> <p>Our client supports the creation of distinctive neighbourhoods that are inspired by the Council’s Vision for the Quarter, and that have suitable regard to the distinctive character of the area and other key factors relating to local context.</p> <p>St David’s Place is of particular interest to our client and they support the aspiration to deliver a high quality vibrant residential area, achieved through comprehensive, connected, and integrated place-making.</p> <p>Scale and massing of 4 to 8 storeys is identified as being appropriate in St David’s Place although there is little reference to what level of density (units per hectare) may be considered appropriate in this area other than to say that this neighbourhood will be the focus for family housing with a diverse mix of housing types.</p> <p>Our client fully supports the delivery of a high quality residential development in this area and welcomes the acknowledgement that proposals will be assessed on their own merits. The context for development along and outside the western and northern boundaries of the St David’s neighbourhood is planned for major transformation, which should be borne in mind when assessing proposals in this part of the Quarter. The density, height, architecture, and other design principles to be tested through future planning applications should be on the basis of their own merits having regard to the changing context.</p>		
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	<p>This will be particularly relevant where potential exemplar developments of high quality design can help to stimulate further regeneration of plots that surround them and provide momentum to the Council's vision for the Rea Valley Urban Quarter, while also providing a critical mass and mix of housing that provides for a modern residential community, with supporting facilities, services, and social infrastructure.</p> <p><b>Delivery</b> Our client welcomes reference to the importance of delivery as a dedicated section of the draft SPD.</p> <p>While significant work has already been undertaken by BCC and other key stakeholders and agencies in this area to establish a vision for the Quarter, much of the job of delivering regeneration, including the infrastructure required to support it, will fall to the private sector and the development industry.</p> <p>A suitable balance will therefore need to be struck in terms of the extent to which proposals brought forward over the first few years after the SPD vision is put in place are expected to contribute to the cost of major interventions, versus those later in the period of wider comprehensive regeneration that will benefit from the early momentum and the critical mass created.</p> <p>This applies particularly in respect of the major proposed engineering interventions required to restore the river and to manage future flood risk. Evidence of viability in support of future planning applications will be key to their determination in the balance. Each proposal will also need to be considered on their own</p>		
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	<p>merits with regard to flood risk and will need to be supported by full and robust technical evidence.</p> <p>However, the current wording of the draft SPD (Pg 48) states that until flood resilience measures are fully implemented “planning applications in areas at risk of flooding should be avoided”. This could unnecessarily deter or at least defer opportunities for early regeneration and we therefore consider that this wording should be revisited.</p> <p>Overall our client is supportive of the principles set out in the draft SPD.</p>		
<p>Canal &amp; River Trust, Fradley Junction Office</p>	<p>Within the Birmingham City boundary, the Trust maintains a network of approximately 56kms of canals and associated infrastructure. Birmingham’s waterways are central to the city’s identity, with Birmingham known for having more miles of canal than Venice. The canal network is part of what makes Birmingham unique and has been central to its development from the beginning of the industrial revolution and remains core to its ongoing regeneration and redevelopment.</p> <p>Whilst there are no Trust assets within the defined area of the Rea Valley Urban Quarter Draft SPD, the Grand Union Canal is situated within easy walking distance to the east of the area, together with a piped feeder channel, the Bowyer Street Feeder. We believe that the proximity of the canal to this significant regeneration area provides an important opportunity to deliver an enhanced and extended network of blue/green infrastructure for future residents/occupiers of the Rea Valley Urban Quarter, and</p>	<p>Thank you for your representation and your comments are noted. Your offer of support to assist with delivery is welcome. We agree that canals are vital blue/green corridors connecting to regeneration urban areas like the Rea Valley Quarter and they must be fully utilised.</p>	<p><b>Plan Amendments:</b></p> <p><b>Canal Network to be identified on ‘Plan 6 – Wider Green and Blue Connections,’ and ‘Plan 9 – Pedestrian and Cycle Connections.’</b></p>

	<p>opportunities for sustainable active travel routes, with associated benefits for health and wellbeing. We believe that these opportunities should be recognised within the SPD.</p> <p>The trust is generally supportive of the key development principles of resilience, design and connectivity identified within the Draft SPD and would offer the following comments.</p> <p><b>Connectivity</b></p> <p>We welcome the proposed focus on promoting walking and cycling and the intention to create new links and legible routes, and a high quality public realm which is easy to understand and navigate. We believe that reference should be made to opportunities to increase sustainable travel by connecting the planned development, and its communities to wider travel routes such as the canal corridor, with upgraded connections and implementation of an appropriate signage and way marking strategy. The canal should, also be identified on Plan 6 as a sustainable travel route to and from the area for pedestrians and cyclists.</p> <p>Further investigation could for example, be given to opportunities presented by the adequate intersecting the river and canal on Great Bar Street and the greened railway viaduct.</p> <p><b>Resilience</b></p> <p>We note the intention to embed sustainable design into all aspects of the development. We particularly welcome the proposed network of green spaces through the site which is intended to link to the wider green infrastructure network connecting the city centre out to the city's suburbs to the south. We believe that improved</p>		
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	<p>connections to the Grand Union Canal should also be referenced as part of that wider network of green and blue infrastructure and included on Plan 8 of the SPD. Our waterways play an important role in providing a green/blue corridor which enables the movement of both people and wildlife through urban environments and provides a range of associated health and wellbeing activities.</p> <p><b>Design</b> The proposed ‘place making’ approach to regeneration is broadly welcomed, with the emphasis on putting the health and wellbeing of residents at its heart. Good quality, well-designed and sustainable places should be informed by an understanding of the overall character of an area with its heritage celebrated as part of an areas social and cultural narrative.</p> <p>We would ask that the opportunities presented by the Grand Union Canal to contribute to the areas sense of place, and health and wellbeing of its residents are examined and recognised as part of the design process.</p> <p><b>Delivery</b> We note the intention to produce a site-wide strategy for delivery, including coordinated infrastructure delivery. The Trust would be happy to work with you to ensure that the opportunities presented by its waterway are maximised for the benefit of the wider community in this location.</p>		
<p>DP9 Ltd on behalf of Lendlease Development (Europe) Limited</p>	<p>These representations are submitted on behalf of our client, Lendlease Development (Europe) Limited (“Lendlease”), in respect of the Council’s Rea Valley Urban Quarter Draft SPD (“the SPD”).</p>	<p>Thank you for your comments. The Rea Valley SPD has been developed with its context and surroundings in mind and it is acknowledged that the Smithfield development will act as a catalyst for the wider area.</p>	<p><b>Amended Text:</b></p> <p><b>4.19 Height, scale and massing</b></p> <p><b>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character,</b></p>

<p>Lendlease have been confirmed as the preferred development partner to work alongside BCC in partnership to deliver the Birmingham Smithfield Masterplan. Lendlease and Birmingham City Council will form a joint venture and lead the redevelopment providing over 2,000 new homes, leisure attractions, a new retail market, a new public square and a significant new park.</p> <p>Smithfield will provide new jobs, improve connectivity with the integration of the metro, bus routes and prioritisation of pedestrians and cyclists and will strengthen the city centre’s authentic character with high quality public squares, spaces and public art.</p> <p>Lendlease welcome the opportunity to make representations on the Rea Valley Urban Quarter Draft SPD. This letter outlines initial comments and observations in relation to the SPD and its role in driving the regeneration of this part of Birmingham City Centre.</p> <p>Lendlease support the aspirations of the Rea Valley Urban Quarter to create a new neighbourhood with high-quality residential and new employment opportunities and welcomes the opportunity for further regeneration in the area.</p> <p>However, the current SPD proposals are broadly similar with the aspirations for Birmingham Smithfield and the Council should ensure that both masterplan sites can be brought forward and delivered without prejudice.</p> <p><b>Public Realm</b> Lendlease consider that high quality public realm will be crucial in knitting together the Cheapside and St David’s Place neighbourhoods together with</p>	<p>The development principles will ensure the layout and design of new development complements the Smithfield proposals and the public realm offer will connect the regeneration sites. In particular the park link from Smithfield to Highgate Park.</p> <p>The Building Heights Plan has been updated and future planning application proposals will be required to understand their local context, character and enhance amenity space by achieving high-quality place-making.</p> <p>Plan 10 ‘Public Transport and Access,’ has been amended slightly to show more clearly the potential routes of transport connections.</p>	<p><b>street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy. The range of appropriate building heights in the urban quarter is set out in Plan – , which provides illustrative guidance on appropriate building heights. There will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks. Future planning applications will be assessed on their individual merits against the SPD development principles and the way they respond to the distinctive neighbourhood character of the site. Schemes will need to address key considerations such as scale, massing, amenity and privacy, and demonstrate that high quality design can be achieved.</b></p> <p><b>Plan Amendment:</b></p> <p><b>Plan 10 – Public Transport and access amended to show more clearly the potential routes of transport connections.</b></p>
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the Smithfield site. The boundaries between the neighbourhoods could be further considered and utilised to develop new transport corridors, such as the development of an extension to the Midland Metro.

**Land Uses**

Overall, the proposed uses within the SPD area are complementary to the Smithfield Masterplan vision and together will work towards creating growth and regenerating Birmingham City Centre.

The Birmingham Smithfield Masterplan site is located to the west of the proposed Rea Valley Quarter Cheapside neighbourhood and north of the proposed St David’s Place neighbourhood. The development plots within the Smithfield site adjacent to the SPD area boundary are identified for residential uses through the Smithfield Masterplan.

The SPD identifies Cheapside neighbourhood to become a mixed-use area comprising commercial and leisure land uses, and St David’s Place neighbourhood as a focus for residential uses. The Council should ensure that the proposed location of mixed-uses adjacent to residential uses is considered fully in relation to residential amenity.

**Building Heights**

Lendlease are broadly supportive of the proposed 7-10 storey building heights identified along Digbeth/High Street Deritend within Plan 9 “Building Heights”.

The proposed heights within the Rea Valley SPD are less prescriptive than the proposed heights within the Smithfield

	<p>Masterplan. Any development coming forward on the SPD site, particularly those plots closest to the Smithfield site, should be designed to respect the building heights set out within the Smithfield Masterplan and prevent prejudicing the opportunity to maximise density and achieving high-quality place-making on the Smithfield site.</p> <p><b>Connectivity</b> The proposed street hierarchy and cycle routes are broadly in accordance with the Smithfield Masterplan and are supported in principle.</p> <p>Lendlease support the aspiration to have a key pedestrian route from Highgate, through the SPD area and up through Smithfield Festival Square to the Bullring is considered key in improving pedestrian connectivity of both Masterplan sites to the City Centre.</p> <p>The Smithfield Masterplan identified a proposed extension to the Midlands Metro from Digbeth down towards Sherlock Street, which should also be included within the SPD. The proposed extension of the Midlands Metro through the Main Boulevard of the Smithfield site is an excellent opportunity to improve public transport connections to both Smithfield and the Rea Valley Urban Quarter to the wider City Centre. The location of key bus routes should also be fully considered through development of the SPD.</p> <p><b>Green Spaces</b> Lendlease are supportive of the location of the proposed green spaces and links within the SPD area, in particular the creation of a green corridor linking the Smithfield Masterplan Site with Highgate Park, which is in</p>		
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	<p>accordance with the green space principles of the Smithfield Masterplan and provides connections to Smithfield Festival Square.</p> <p><b>Flood Risk Management</b> Lendlease are supportive of the aspiration for a comprehensive approach to flood risk management within the River Rea catchment area. The envisaged works to naturalise the River Rea, through restoring and realigning the channel, creating a natural river bed and introduction of riverside planting, will be beneficial in terms of reduced flood risk to the Smithfield masterplan and local areas.</p> <p>We trust that these representations will be fully considered and taken into account as the preparation of the Rea Valley Urban Quarter Draft SPD continues.</p>		
<p>Turley, Birmingham Office, on behalf of Oval Real Estate</p>	<p>Oval welcomes the publication of the draft SPD and is pleased to have the opportunity to provide comments on it. They support the identification of the Rea Valley Quarter as a focus for diverse regeneration and the vision for it to become “<i>a diverse and vibrant place to live, work and spend leisure time</i>”. Oval see many potential synergies between BCC’s aspirations for the Rea Valley Quarter and their own aspirations for the Digbeth estate. Our client’s comments on specific sections of the draft SPD are set out below under a number of headings.</p> <p><b>Context and Connectivity</b> Oval welcome that the rich history and current vibrancy of the neighbouring Digbeth area is identified in the draft SPD as a positive, and that the intention is expressed to enhance linkages, connections and integration between the two areas. Our client welcomes ongoing conversations with BCC</p>	<p>The comments on behalf of Oval are welcome. Through the Delivery programme we will continue to engage with all land owners on any potential impacts of transforming the River Rea on neighbouring areas.</p> <p>The Digbeth SPD will also make reference to the River Rea section affecting its locality and identify appropriate measures and development principles.</p>	<p>N/A</p>

and other landowners to ensure regeneration at the interface of these two Quarters is cohesive in approach.

**Development Principles**

The three development principles of resilience, design and connectivity are welcomed by our client and are very much akin to their own principles for the future of their landholdings in Digbeth.

The draft SPD's focus on resilience is welcomed and the recognition of the importance of a network of green space is supported and aligns well with Oval's own principles for Digbeth. The strategy for opening up the River Rea fits well with Oval's own aspirations for the River Rea as it passes through their estate. Oval would very much welcome being part of conversations as things move forward and would also welcome further information on how BCC proposes to engage with land owners to discuss any potential impacts that opening up the River Rea may have in neighbouring areas.

**High Street Frontage**

Our client welcomes the recognition in the draft SPD that the High Street presents the opportunity to create a sense of "city scale" with strong identities and character. This aligns well with our clients own aspirations for the other side of the High Street within Digbeth. That additional connections should be made to *"integrate Digbeth more effectively into the Quarter"* is also supported.

**Delivery**

Oval would welcome further information on the work which has already been done between BCC and the EA. They would also be keen to be involved in the partnership working between BCC and the Environment

	<p>Agency and other key organisations to achieve a comprehensive approach as the River Rea extends in to Digbeth.</p> <p>Overall Oval Real Estate is supportive of the principles set out in the draft SPD and would welcome the opportunity for further discussions with the Council in order to ensure joined up thinking between the emerging regeneration plans for the Rea Valley Quarter, and their vision for their landholdings in Digbeth.</p>		
<p>CBRE Ltd on behalf of Taylor Grange Developments Ltd in respect of the S&amp;K site in Digbeth.</p>	<p>This letter comprises the formal response to the draft SPD and is set out by topic within the SPD.</p> <p>CBRE has submitted a planning application for the redevelopment of the S&amp;K site (bounded by Bradford Street, Birchall Street, Cheapside and the River Rea), comprising 503 apartments and 889sqm of community / amenity space. Extensive pre-application engagement was carried out between 2017-2019.</p> <p>This letter comprises the formal response to the draft SPD and is set out by topic within the SPD. Essentially, from a developer's perspective, further clarity and justification is required on a number of aspects of the SPD. There is also concern that a number of 'requirements' proposed are too prescriptive and as a result, will impact on scheme viability and could stifle other appropriate and innovative design responses.</p> <p><b>Introduction</b> Taylor Grange Developments Ltd support the overall vision for growth in this location to regenerate a well-connected part of the city, as set out in the Birmingham Development Plan.</p> <p>The landownership, and subsequently developer</p>	<p>Thank you for your detailed comments on behalf of Taylor Grange Developments Ltd.</p> <p>The SPD sets out an up-to-date planning framework for the comprehensive redevelopment of the urban quarter. As an SPD it by nature is not prescriptive and is providing further clarity and guidance to the relevant adopted BDP policies. The Delivery chapter acknowledges the important role of developers and the importance of partnership working.</p> <p>Your comments on the use of will or should is not seen as necessary for the wording of the SPD. Should is more an expression of an opinion and the SPD guidance, whilst not prescriptive, is setting out detailed guidance for the area in line with the relevant adopted BDP policy.</p> <p>Your comments are noted on the S&amp;K site but discussions on this are for the formal planning application process.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>The Heights text in Paragraph 4.19 and Plan has been updated and the range of heights has been increased to provide appropriate flexibility.</p> <p>A Delivery Group for delivering the River Rea transformation has already</p>	<p><b>Amended Text Paragraph 4.9:</b></p> <p><b>Between Moseley Street and Gooch Street, the Rea will be broken out of its narrow channel, restored, realigned and allowed to flow naturally within a blue and green corridor of at least 35 metres in width subject to detailed site specific assessment and development proposals. A 35m green and blue corridor will allow sufficient space for flood risk to be safely managed, and support the delivery of development without constraint. Transforming the channel will involve creating a naturalised two stage profile to increase the river's capacity by slowing water flow and allowing it to store water in times of flood. With a more sinuous course and shallow, safe, accessible banks, a natural river bed of gravels, boulders and cobbles will encourage aeration, regulate water speeds and help the formation of riffles, pools and beaches. The design will also include details such as native trees and riverside planting.</b></p> <p><b>Amended text:</b></p> <p><b>Reflecting local character and protecting Heritage Assets</b></p> <p><b>4.18 The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining</b></p>

<p>interest, of the area is fragmented and sites are likely to come forward for development on a piecemeal basis. As such, we suggest that at the end of the bullet point list on page 6, the following text or similar is inserted:</p> <p>“The Council will seek to work with developers to incorporate these principles into new development where possible, although it is recognised that all principles may not be appropriate or achievable in every case when balanced against other considerations.”</p> <p>This therefore encourages applicants and BCC to engage and discuss sites and the ability to address the principles of the SPD as is reasonably possible.</p> <p>Throughout the document the word ‘will’ is used when identifying the key principles and ambitions of the SPD which implies that all development coming forward is able to deliver the ambitions of the SPD. In some cases this may be unachievable, particularly where often uncontrollable factors such as viability, changes in the market, and individual site constraints can heavily influence the development potential of a site. Therefore we suggest that the wording be amended to ‘should’ which will encourage applicants to deliver the vision of the SPD where possible, and but not restrict alternative forms of development where necessary, particularly as this is a guidance document.</p> <p><b>The River Rea – Resilience (page 24)</b></p> <p>Page 25 of the SPD identifies a 35m ‘green and blue corridor’ adjacent to Rea Street to include the river, an area of native planting / sloping landscape, and an area for terraced</p>	<p>formed and is committed to securing funding to support the flood risk management scheme and the blue/green River Rea corridor.</p> <p>The Delivery programme and involvement of landowners/ developers will accelerate once the SPD is adopted as the planning framework for the area providing clarity and further certainty for development proposals.</p> <p>The creation of the 35m wide river corridor is in response to the specific flood risk issues within Rea Valley.</p> <p>Although the corridor will be attractively landscaped, the primary function of it is to reduce flood risk to the surrounding area, to support new development including residential uses which are currently prohibited by the NPPF.</p> <p>The area around the River Rea is currently predicted to experience flood depths of up to 1.5 metres which are very challenging to mitigate against without increasing flood risk to third party land while ensuring the safety of future occupants.</p> <p>The requirements of the NPPF (specifically the sequential test) have made redevelopment in this location challenging ,which is why a holistic approach to reducing flood risk, and therefore implementing the 35m wide corridor to create a development area that will not be constrained by national flood risk policy has been proposed with the SPD.</p> <p><i>The EA has stated, ‘We welcome and strongly support the proposed vision of the re-naturalisation and restoration of the River Rea channel and its integration within a 35m blue/green corridor through the SPD area. We support the approach for an overall strategy to be considered which will encourage individual development proposals to form part of a cohesive scheme to improve the river corridor at this location.’</i></p>	<p><b>the area’s traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city’s historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</b></p> <p><b>Amended Text:</b></p> <p><b>4.19 Height, scale and massing</b></p> <p><b>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy. The range of appropriate building heights in the urban quarter is set out in Plan – , which provides illustrative guidance on appropriate building heights. There will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks. Future planning applications will be assessed on their individual merits against the SPD development principles and the way they respond to the distinctive neighbourhood character of the site. Schemes will need to address key considerations such as scale, massing, amenity and privacy, and demonstrate that high quality design can be achieved.</b></p>
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	<p>landscape with grass, trees, seating and paths.</p> <p>Notwithstanding concerns over the deliverability and appropriateness of this aspiration in a heavily urbanised setting, it is not clear to what extent this proposal is to be applied to. It should be made clearer whether the corridor applies to the full length of the River Rea frontage (High Street to Gooch Street), or to the areas shaded in green on Plan 6, page 31 (Moseley Street to Gooch Street), and also how it relates to the river course outside of the SPD area.</p> <p>This type of infrastructure (a wide river corridor) is not generally characteristic of a city centre location where land is so developed, and would likely be challenging to create and maintain, particularly if it is not entirely in the ownership of BCC.</p> <p>A wide river corridor / valley such as is proposed would be more characteristic of a rural / suburban location where more land is available and contributes to the character of the area. As can be seen around the suburban residential areas to the south which the river runs through.</p> <p>If this aspiration is sought to be retained in the SPD, the land which would be required to deliver this width of corridor is not all in the ownership of BCC but the SPD does not at this stage suggest how this would be paid for and the strategy for delivery. Should BCC be proposing to rely on developers and landowners to provide the land for the infrastructure and maintain the area in which they own, this would be dependent upon willing landowners, and in some cases existing occupiers to move out.</p>		
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<p>It is therefore likely that there will be implications on the timescales of delivery as this approach would be more piecemeal depending on when developments are brought forward and funding secured via S106.</p> <p>Should development be brought forward on a piecemeal basis in advance of the river corridor, it should be made clear whether each development will be required to provide its own flood mitigation in addition to the corridor, which would in effect, become redundant once the corridor is established. As such, further information should be provided regarding the delivery strategy prior to the adoption of the SPD.</p> <p>The development form of the sites along the river are mainly constrained as perimeter blocks with roads on the other three sides thus limiting the development form to fit that space. The smaller the development block the smaller the development opportunities are (e.g. smaller separation distances, smaller courtyards and less dense schemes).</p> <p>Paragraph 123 of the NPPF is relevant in this instance as it considers that where there is an existing or anticipated shortage of land for meeting identified housing needs, which Birmingham has and is identified in policy PG1 of the BDP, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site.</p> <p>Whilst we agree that enhancements to the river will improve the biodiversity and environment of the area (including flood risk), there is a planning balance to be made</p>		
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	<p>regarding the benefits to the public from necessary housing and delivery.</p> <p>It may be more effective if the applicant demonstrates that they have made efficient use of land and proposed an appropriate density for the site whilst also making a contribution towards the environment (e.g. biodiversity and green spaces) by providing green / brown roofs, garden courtyards, and access to the river frontage to promote pedestrian permeability.</p> <p>The S&amp;K development is a good example of how a very high quality riverside development can be designed including with an attractive public river frontage, but also with a closer relationship to the river than a very wide corridor as proposed in the SPD.</p> <p>There will be alternative mitigation methods for dealing with the flood risk issue than creating a wide corridor for this section and these should be explored as reasonable alternatives. Applications would always provide a Flood Risk Assessment in this location and appropriate mitigation proposed.</p> <p>We note that the Environment Agency has been involved in the development of this SPD, however there is no reference or indication to the actual issue with the river and flooding, and the technical justification for the mitigation via a 35m wide 'green and blue corridor'.</p> <p>The 'Delivery' section on page 48 of the SPD states that a flood risk study has been carried out, however this is unavailable to view alongside this consultation document. Further information is therefore required to fully understand the issue and the</p>		
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mitigation requirement, in light of the comments made above.

**Scale and Massing (page 26)**

It is assumed that the text on page 26 refers to Plan 9 on page 29, however this should be made clearer. Whilst we recognise that the height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect etc. there is not a clear justification as to how the building heights identified on page 29 have been derived.

When devising a new scheme, architects inform proposals by understanding the surrounding context and key features of the site as is set out on page 26. It is therefore suggested that the heights on Plan 9 are informed in the same way and a justification provided.

Planning consent have been granted on a number of sites within the SPD area (e.g Fabrick Square, Lunar Rise, Connaught Square) and the building heights of these committed developments does not appear to have been reflected on Plan 9.

In addition to this, there are schemes which have been granted planning permission and / or been through 1-2 years of pre-application discussion with BCC which are also not reflected accurately in the building heights plan, including S&K where heights have been agreed marginally in excess of those shown in this document.

It is therefore difficult to understand what degree of weight will be attached to this section of the SPD, and also its purpose if approved and submitted applications already deviate from this. This sets a

	<p>precedence for other schemes coming forward, as the plan is not a true reflection of the area, or other advice gained via the pre-application process.</p> <p>Additionally, there are a number of sites, including S&amp;K, where only the façade of the building has been retained (often due to poor quality structure of buildings) and two new storeys inserted to the top rather than retention of the whole building as is suggested on Plan 9.</p> <p>During the pre-application stage for the S&amp;K application, it was accepted that the retained façade plus two storeys is generally appropriate (e.g. Fabrick Square has followed this rule too). It is our suggestion that this approach be reflected in the SPD and plan to encourage development around the historic fabric. Therefore Plan 9 should be amended to reflect façade retention where appropriate rather than building retention.</p> <p>Furthermore, it is noted elsewhere in the document (e.g. page 38) that proposals will be assessed on their own merits and scale will need to be justified. This is welcomed and should be clearly set out in the building heights section on page 26, to address the points made above.</p> <p><b>Cheapside Distinctive Neighbourhood</b></p> <p>As set out on page 38, Cheapside Distinctive Neighbourhood, in which the S&amp;K site is located, is experiencing a larger scale of development which is set to continue. This location for larger scale growth is supported where it responds to surrounding development and the cityscape.</p> <p>Under the ‘Design and Layout’ section the majority of the points are supported and likely</p>		
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	<p>to be achievable. However, the fourth bullet point relating to the River Rea should potentially be clearer as to what is expected, as highlighted earlier, as a 35m 'green and blue corridor' may not be achievable or appropriate, particularly all the way to the High Street.</p> <p><b>Delivery Plan</b> We note that in the 'Delivery' section on page 48 it is the intention that a 'Delivery Plan' will be prepared to support the SPD and developers and landowners will need to input into it.</p> <p>We understand that developers and landowners have not yet been approached regarding this, and as such there is still a significant degree of uncertainty over how the SPD ambitions will be delivered. Before the SPD is adopted, we suggest that BCC hold the working group to discuss the points made above, amongst others made by other parties, and determine the achievability and deliverability of the proposals.</p> <p><b>Conclusion</b> The main thrust of these comments is that, from a developer's perspective, further clarification and justification is sought to understand some of the ambitions of the SPD. I trust that the responses provided above will be considered towards the next stage of the SPD process.</p>		
<p>Transport for West Midlands (TfWM)</p>	<p>In general Transport for West Midlands (TfWM) supports the vision for the area contained within the document and its associated aims and policies. We are particularly supportive of the strong correlation between the SPD and our relevant policy documents such as Movement for Growth and the 10 year delivery plan.</p>	<p>Thank you for your detailed comments and general support for the SPD.</p> <p>TfWM will be key partners in delivering the vision of the SPD and your expertise on sustainable transport and effective infrastructure will be vital. Discussions have already taken place on the potential of a new Metro from the Smithfield development, through the Rea Valley</p>	<p><b>New Text on Clean Air Zone</b></p> <p><b>4.31 Birmingham has embarked on a journey to clean air. Poor air quality is the greatest risk to public health in the UK and tackling air pollution is a priority. A number of measures have been set up to tackle air pollution in Birmingham including the Clean Air Zone (CAZ)<sup>i</sup></b></p>

	<p>TfWM believe that there are a number of transport principles that should be followed across the SPD. Following these principles will help ensure that development has good accessibility with the wider transport network, reduces car trips through the area, provides effective infrastructure to support sustainable travel behaviours and considers future transport innovation. Hence the strategic points to consider include:</p> <ul style="list-style-type: none"> <li>• Fully integrated shared walking and cycling routes which provide internal permeability across the development but also are externally permeable to services and facilities across the wider city centre and beyond;</li> <li>• Increase development density around rapid transport routes;</li> <li>• Consider wider routes to key landmarks and destinations in the area;</li> <li>• Consider transport innovation and its role in future movement;</li> <li>• Take account of future freight movements within the site and beyond;</li> <li>• Good design facilitating safe movement and activity in accordance with Manual for Streets principles;</li> <li>• Appreciate the wider transport network and integrate new development within it, rather than interrupting it;</li> </ul>	<p>Urban Quarter to then serve South Birmingham.</p> <p>Plan – ‘Public Transport and Access,’ has been amended to show more clearly the potential new public transport connections. Further detailed routes could be identified in the City Plan and BDP reviews. Further TfWM policy documents will provide the detail on upcoming proposals for future rapid transit / metro corridors across the Rea Valley Urban Quarter transport corridor. Your comments on cycling and pedestrian access are noted. Plan - - Pedestrian and cycle connections has been updated to include wider routes to the city centre and Digbeth.</p> <p>The SPD has now made further reference to the CAZ and provides the context to its measures within the Rea Valley Urban Quarter.</p> <p>TfWM will provide advice and discuss the detail of cycle and bus priority routes when schemes are finalised through any subsequent planning and highway applications which will be assessed on their merits and conformity to adopted national and local policy.</p>	<p><b>.The CAZ will cover all roads within the A4540 Middleway Ring Road (but not the Middleway itself) and the Rea Valley SPD boundary area is within this zone.</b></p> <p><b>4.32 The CAZ encourages use of more sustainable and active travel which in turn can improve people’s health whilst cutting air pollution. Even if people own a vehicle which meets the CAZ standards, they are encouraged to consider using alternative means of travel, to help reduce congestion and further reduce pollution. As an alternative to the use of cars, the Clean Air Zone encourages sustainable means of travel such as walking or cycling for shorter journeys. For longer journeys people are encouraged to consider using public transport, car sharing and even car hire.</b></p> <p><b>Plan Amendment:</b></p> <p><b>Plan 10 – Public Transport and access amended to show more clearly the potential routes of transport connections.</b></p> <p><b>Amended Text:</b></p> <p><b>Paragraph 2.6, final sentence to read:</b></p> <p><b>The Midland Metro, with a stop at Digbeth, and the introduction of Sprint Bus Rapid Transit service will reinvigorate public transport across the city.</b></p> <p><b>Paragraph 6.16, final sentence to read:</b></p> <p><b>Discussions are ongoing with Transport for West Midlands (TfWM), to identify potential</b></p>
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	<ul style="list-style-type: none"> <li>• Incorporate greenspace and recreation areas for leisure to encourage active travel and healthy lifestyles (with adequate lighting, signage and frequent maintenance); and</li> <li>• Secure developer contributions to support improved transport infrastructure and where necessary and appropriate, revenue support to ensure public transport penetration can be provided during early development phases.</li> </ul> <p>Importantly, through the creation of the West Midlands Combined Authority (WMCA) in 2016, new powers and responsibilities were devolved to the Mayor and the WMCA. These include responsibilities relating to traffic management, congestion, permit schemes for road works, road safety and air quality to be acted on by the WMCA concurrently with Birmingham and other constituent authorities.</p> <p>Considering this, we believe that the need to work closely with the WMCA, as a key development partner in the planning process should be embedded within the SPD, and we are an important consultee in the development management phase of this future area.</p> <p><b>Public Transport</b> The SPD provides high level proposals relating to public transport access. Yet the routes suggested are not clear within the plan diagrams. There is mention of Metro and Sprint as well as existing bus routes, but</p>		<p><b>options to run the Midland Metro extension and Sprint services through the area and beyond, towards Selly Oak, the University of Birmingham and the Queen Elizabeth Hospital.</b></p>
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we are unsure which mode(s) would use the new public transport corridors. Continued discussions with TfWM will be vital in clarifying these corridors and their roles.

**Rapid Transport**

The approach for metro/rapid transit transport provision must be compatible with the approach set out in the Smithfield Masterplan.

To provide more clarity, map 7 entitled “Public Transport and Access”, should show a potential rapid transit/metro corridor along Sherlock Street (with an arrow head north and south beyond the SDP area). This will require an amendment to the key for a new coloured line “potential rapid transit/metro corridor” and an amendment to the lines on the map on Sherlock Street.

Changing the text will align fully with the adopted Smithfield Masterplan, which demonstrates mass rapid transit facilities operating through the site along an extended Sherlock Street.

**Sprint**

There appears to be a lack of clarity and importance regarding the role of Sprint in the area and TfWM feels this needs to be strengthened, particularly where there are planned measures for the introduction of bus priority and dedicated public transport corridors.

To help strengthen the role of Sprint, TfWM suggests that on page 12 (paragraph 2) the text be changed to: ‘The Midland Metro, with a new stop at Digbeth, and the introduction of Sprint Bus Rapid Transit service will reinvigorate public transport across the city’.

Additionally, on page 49, paragraph on 'Sustainable transport and movement': 'Discussions are ongoing with TfWM, to identify potential options to run the Midlands Metro extension and Sprint services through the area and beyond.'

Adequate space for Sprint vehicles along the highway should also be balanced against the needs of other road users. Where possible priority measures and filtered permeability through junctions should be provided to ensure reliable journey times but this should not impact negatively on active travel modes.

There should also be acknowledgement of enhanced bus stop facilities in the key locations so that adequate thought is given to provision and space for bus shelters.

The Rea Valley SPD should therefore fully align with existing and upcoming policy documents and be consistent in its proposals for future rapid transit / metro corridors across Birmingham. Working alongside TfWM regarding future routes will be crucial.

**Buses**

Buses carry the largest numbers of people into Birmingham but there appears to be a lack of information on how the site will be served by this mode.

Penetration of buses and bus priority will be vital when accessing this location, with the design including sufficient kerb space / layovers and be designed in such a way, as to segregate buses/rapid transit from other modes (particularly pedestrians and cyclists).



All bus priority measures should also be fully enforceable. Bus facilities should be provided in line with the requirements of Schedule C (Facilities provided by TfWM and Birmingham City Centre) of the Birmingham Statutory Quality Partnership Scheme. This section of the Scheme outlines the minimum requirements for bus stops such as totems, shelters, road markings and both enforcement by the City Council, using both fixed cameras and civil enforcement officers with in Birmingham City Centre.

**Cycling and Walking**

Cycling and pedestrian access appears to be at the heart of the development which is positive. It is imperative these routes are well-lit with adequate signage, particularly through the park area and the design of such routes and spaces should be fully inclusive for adapted cycles as well as cargo bikes and wheelchairs.

Local parking standards should ensure that dedicated and adequate cycle parking is provided for all land uses together with communal cycle facilities. In addition, consideration of potential bikeshare docks in the design of community facilities and shared spaces also needs to take place.

TfWM also request that consideration be paid to creating shared space for both pedestrians and cyclists instead of individual routes for both. For example, by separating the routes, cyclists will not experience the linear green park route.

The SPD should further make clear that developers need to consider the wider network of walking and cycling, recognising that the propensity to walk and cycle is influenced by a range of

<p>factors. Fully integrated walking and cycling routes, which provide both internal and external permeability, beyond the SPD plan boundary will be critical, ensuring high quality routes to key services and facilities across the wider city centre and beyond.</p> <p>Finally, conflicts could arise where the main cycling routes are being shared with bus priority measures especially along Sherlock Street. TfWM would like to understand whether the existing cycle infrastructure would stay the same or be shared space with buses/rapid transit. Clarification on this is requested.</p> <p><b>Birmingham's Clean Air Zone</b> Sadly the SPD fails to acknowledge how the area falls within the Clean Air Zone (CAZ). This area will have targeted action to improve air quality, in particular by discouraging the most polluting vehicles from entering it. This in turn will reduce levels of NO<sub>2</sub> in the air to a maximum average of 40µg/m<sup>3</sup>.</p> <p>The SDP should therefore make explicit reference to the CAZ and how transport in the area currently contributes to both local air pollution and global climate change. Delivery of air quality and climate change goals will therefore require more promotion of sustainable behaviours including sustainable transport usage, and linkages between these policy areas should be made far more clearly throughout the SPD.</p> <p><b>Parking</b> Appropriate management of parking is vital, and where parking is oversupplied, it can stimulate demand for car travel. As the site falls within the CAZ, it is vital that the implementation of appropriate management of</p>		
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	<p>parking standards contributes fully to the delivery of sustainable development. This will then encourage journeys by active travel, public transport and low emission vehicles and support an efficient transport network.</p> <p>Other transport considerations There should also be reference to transport innovation. In particular, developers should consider:</p> <ul style="list-style-type: none"><li>• Electric vehicle charging points and underlying low emission vehicle infrastructure;</li><li>• Car Club and car share spaces;</li><li>• A understanding of ensuring efficient freight movements throughout the area, together with how the site will cater for new smart urban freight solutions in the future;</li><li>• Mobility as a Service (MaaS) and how it might influence travel patterns and ticketing packages; and</li><li>• Autonomous vehicles/ connectivity infrastructure.</li></ul> <p>Developers should seek guidance and advice from TfWM on how plans can take these into consideration.</p> <p>It is also important to highlight the work of TfWM's Network Resilience Team to ensure that people are provided with discounted ticketing and public transport information from the onset. Good promotion and education and working closely with developers, as part of the wider public transport offer will be vital together with the importance of developing a travel plan for the area.</p>		
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	<p><b>Activity</b></p> <p>Whilst the SPD follows many key principles supported by TfWM, we would welcome being part of the formal design process in taking any transport scheme design forward, supporting Birmingham City Council in fostering truly sustainable development where walking, cycling and public transport are at the top of the road user hierarchy.</p> <p><b>Design</b></p> <p>In terms of the design of the development, it is paramount the site provides priority through junctions where there is a potential for delay, ensuring reliable journey times for rapid transit.</p> <p>Beyond the site itself, adequate space for rapid transit vehicles on the highway and at stop locations is vital but also balanced against the needs of other road users and not undermining any existing pedestrian/cyclist friendly environments.</p> <p>Making reference to Manual for Streets and highlighting industry standard guidance which has proven principles on synthesising high quality urban design and transport provision. When combined with Local Cycling and Walking Infrastructure Plans and the WMCA cycle design guidance, Manual for Streets should form the golden thread in fostering truly sustainable development which is externally permeable to the surrounding urban environment.</p> <p>We like to further reiterate our support for the partnership approach that has been taken to addressing the strategic transport needs of the SPD site to date, especially in relation to the development of Metro /</p>		
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	<p>rapid transit proposals and cycling infrastructure.</p>		
<p>Neal Allcock, Turley, Birmingham Office</p>	<p>We write on behalf of clients with relevant interests, in response to the Draft Rea Valley Urban Quarter Supplementary Planning Document (SPD), published for consultation in May 2019.</p> <p>Our clients welcome the publication of the draft SPD and are pleased to have the opportunity to submit representations to the current consultation, ahead of its adoption as a Supplementary Planning Document to the Birmingham Development Plan (2017).</p> <p>Our client supports Birmingham City Council's ambitious regeneration plans in this area of the City, which will include major and unique waterside developments as part of a vibrant, well-connected, and liveable mixed use neighbourhood within the City Centre.</p> <p>Furthermore, our client supports the proposed 'interventions' relating to the enhancement of connectivity, the creation of new green routes and spaces, as well as the major engineering works required in respect of the reestablishment of the river and the management of future flood risk, which will ensure a sustainable, functional and aesthetically attractive environment for the area.</p> <p>Our clients consider that there will be a number of cases where taller buildings, even clusters of tall buildings, may be acceptable within the Rea Valley SPD area, in addition to the locations identified by the current draft SPD. Our clients accept that any such cases will depend on the individual merits of each site and will require future</p>	<p>Thank you for your comments and overall support for the SPD.</p> <p>Paragraph 4.19 on 'Height, scale and massing,' has been updated to reflect your suggestions and provide greater clarity for future planning applications.</p> <p>Plan 8 'Building Heights,' has also been amended to identify a range of heights appropriate within the Rea Valley Urban quarter boundary area.</p> <p>Varied housing types, sizes and tenures will be expected in line with adopted BDP policy to ensure a balanced and vibrant community is achieved.</p>	<p><b>Para 4.19 amended to state:</b></p> <p><b>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy. The range of appropriate building heights in the urban quarter is set out in Plan 8, which provides illustrative guidance on appropriate building heights. There will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks. Future planning applications will be assessed on their individual merits against the SPD development principles and the way they respond to the distinctive neighbourhood character of the site. Schemes will need to address key considerations such as scale, massing, amenity and privacy, and demonstrate that high quality design can be achieved.</b></p>

	<p>applications to demonstrate that high quality design can be achieved by addressing other key considerations such as amenity, privacy, and context.</p> <p>The potential for tall buildings to act as 'markers' or 'locators' within the SPD area to support with legibility, to help create a 'sense of place', as well as to assist with the creation of mixed communities and the establishment of a range of services and facilities, should be supported where appropriate justification and rationale can be brought forward.</p> <p>The density of development across the SPD area should reflect the aspirations of the City in creating a sustainable and mixed neighbourhood, including a suitable proportion of apartments and smaller units to meet the current and future needs of the City, as well as providing the most conducive basis for the delivery of viable early development within this area. In turn this will help to create a critical mass to deliver regenerative momentum, economic development, and a mix of uses.</p> <p>It will also be important to ensure that early regeneration is not harmed or hampered by any excessive expectations relating to the funding or viability of major infrastructure interventions in this area, especially where any 'gap' funding may be sought from private sector developers through S106 Agreements or any other mechanisms.</p> <p>The routing and level of engineering work associated with flood management and drainage capacity measures within the SPD area should be capable of being considered through evidence to support future planning application</p>		
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	<p>submissions. This should allow for a proportionate approach to the consideration of the 'liability' in respect of individual sites to contribute to major works which benefit the wider area, having regard to well established national planning policy tests.</p> <p>Overall our clients are supportive of the principles set out in the draft SPD and intend to arrange further discussions with the Council.</p>		
<p>DPP Planning on behalf of Reuben and Morgan</p>	<p>We write on behalf of Reuben and Morgan who are actively pursuing a number of development opportunities located within the boundary of the Rea Valley Urban Quarter.</p> <p>Reuben and Morgan welcome the development of a vision for the transformation of the River Rea corridor.</p> <p>Reuben and Morgan support the ambition to deliver the comprehensive redevelopment of the area, but are concerned that the indicative layout shown on page 17 of the draft supplementary planning document ("Draft SPD") should not be used to prevent small element of "perimeter blocks" from being delivered, which will be necessary due to land ownership and site assembly challenges.</p> <p>At Page 26, the draft SPG states that "<i>Buildings should generally respond to the character of existing streets</i>". It goes on to highlight that "<i>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy</i>". Reuben and Morgan</p>	<p>Thank you for your comments on behalf of Reuben and Morgan and support of the vision to transform the River Rea.</p> <p>The 'Indicative layout,' shown in Plan 4 illustrates the preferred development scenario for the future of the Rea Valley Urban Quarter. It is based on the essential set of development principles described in the SPD which will need to be embodied in all the proposals which come forward.</p> <p>Future planning applications will be assessed on their individual merits to meet the SPD development principles and contribute to the comprehensive redevelopment of the urban quarter.</p> <p>Paragraph 4.19 on 'Height, scale and massing,' has been updated to reflect your suggestions and provide greater clarity for future planning applications.</p> <p>Plan 8 'Building Heights,' has also been amended to identify a range of heights appropriate within the Rea Valley Urban quarter boundary area.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-</p>	<p><b>New Text:</b></p> <p><b>Paragraph 3.9 The 'Indicative layout,' shown in Plan 5 illustrates the preferred development scenario for the future of the Rea Valley Urban Quarter. It is based on the essential set of development principles described in the SPD which will need to be embodied in all the proposals which come forward.</b></p> <p><b>Amended Text:</b></p> <p><b>4.19 Height, scale and massing</b></p> <p><b>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy. The range of appropriate building heights in the urban quarter is set out in Plan 8, which provides illustrative guidance on appropriate building heights. There will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks. Future planning applications will be assessed on their individual merits against the SPD development principles and the way they respond to the distinctive neighbourhood character of the site. Schemes will need to address key considerations such as scale, massing, amenity and privacy, and demonstrate</b></p>

	<p>are concerned that the current, underdeveloped nature of much of the masterplan area would, if replicated, hold back development opportunities.</p> <p>As has been seen in the developments which have come forward in the masterplan area over the past few years, individual parcels of development often need to exceed existing heights to make them viable. Whilst these developments have taken account of the existing context, they have also considered the future of the area, which will inevitably see the possibility of greater scale. As such, Reuben and Morgan wish to see the SPD reflect the need for flexibility in scale to ensure delivery.</p> <p>Plan 9 in the Draft SPD sets out “building heights” and also sets out “Existing buildings to be retained”. Whilst it is evident that the principles of accepting greater height along primary roads such as Deritend High Street have been applied, the differentiation between block as being capable of being suitable as accommodating building heights of “12 storeys plus” appears without justification and potentially does not reflect the ability of the chosen sites to deliver this.</p> <p>A more flexible approach to frontages which simply identifies zones where height can be accommodated would be more appropriate as it would enable schemes coming forward to make a case for taller buildings on specific blocks.</p> <p>This ‘case by case’ approach is advocated in the text which refers to the “<i>Distinctive Neighbourhoods</i>” where it is confirmed that schemes will be assessed “on their own merits”. Accessibility to public transport links should be key</p>	<p>designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p> <p>Paragraph 4.18 acknowledges that existing buildings which detract from the quality of the place should be replaced with high quality architecture.</p>	<p>that high quality design can be achieved.</p> <p><b>Reflecting local character and protecting Heritage Assets</b></p> <p><b>4.18 The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area’s traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city’s historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 -- identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</b></p> <p><b>New Plan 7 Heritage Buildings</b></p> <p><b>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</b></p>
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	<p>consideration in developing more densely populated schemes.</p> <p>Plan 9 also identifies “Existing buildings to be retained”. Reuben and Morgan are concerned that there is no accompanying justification for the buildings selected for retention, particularly when they are not Listed.</p> <p>The requirement to retain these buildings could have a negative impact on the ability to bring forward comprehensive viable development. It is essential, therefore, that greater flexibility is in-built to ensure that, if justified, these buildings can be demolished.</p> <p>In summary, Reuben and Morgan welcome the aspiration to regenerate the River Rea area, however, there is a risk that a too prescriptive approach to directing development will prevent sites from coming forward.</p> <p>As with any emerging regeneration area, the delivery of sites is constrained by individual ownerships; differing timescales for bringing sites forward; and viability challenges associated with a changing area.</p> <p>As such, the SPD should facilitate change by guiding development to create more certainty about the acceptability of proposals without being so prescriptive that opportunities are frustrated.</p>		
DPP Planning on behalf of Mayfair Land and Development	<p>We write on behalf of Mayfair Land and Development who are actively pursuing a number of development opportunities located within the boundary of the Rea Valley Urban Quarter.</p> <p>Mayfair Land and Development welcome the development of a</p>	<p>Thank you for your comments on behalf of Mayfair Land &amp; Development and your support of the vision to transform the River Rea.</p> <p>The ‘Indicative layout,’ shown in Plan 4 illustrates the preferred development scenario for the future of the Rea Valley Urban Quarter. It is based on the essential set of</p>	<p><b>Amended Text:</b></p> <p><b>4.19 Height, scale and massing</b>  <b>The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for</b></p>

	<p>vision for the transformation of the River Rea corridor.</p> <p>Mayfair Land and Development support the ambition to deliver the comprehensive redevelopment of the area, but are concerned that the indicative layout shown on page 17 of the draft supplementary planning document (“Draft SPD”) should not be used to prevent small element of “perimeter blocks” from being delivered, which will be necessary due to land ownership and site assembly challenges.</p> <p>At Page 26, the draft SPG states that <i>“Buildings should generally respond to the character of existing streets”</i>. It goes on to highlight that <i>“The height of new development should take into account factors such as the relationship with retained buildings, existing urban character, street hierarchy, aspect, shadowing, daylighting, amenity, enclosure, and appropriate separation distances for residential privacy”</i>.</p> <p>Mayfair Land and Development are concerned that the current, underdeveloped nature of much of the masterplan area would, if replicated, hold back development opportunities.</p> <p>As has been seen in the developments which have come forward in the masterplan area over the past few years, individual parcels of development often need to exceed existing heights to make them viable.</p> <p>Whilst these developments have taken account of the existing context, they have also considered the future of the area, which will inevitably see the possibility of greater scale. As such, Mayfair Land and</p>	<p>development principles described in the SPD which will need to be embodied in all the proposals which come forward.</p> <p>Future planning applications will be assessed on their individual merits to meet the SPD development principles and contribute to the comprehensive redevelopment of the urban quarter.</p> <p>Paragraph 4.19 on ‘Height, scale and massing,’ has been updated to reflect your suggestions and provide greater clarity for future planning applications.</p> <p>Plan 8 ‘Building Heights,’ has also been amended to identify a range of heights appropriate within the Rea Valley Urban quarter boundary area.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p> <p>Paragraph 4.18 acknowledges that existing buildings which detract from the quality of the place should be replaced with high quality architecture.</p>	<p><b>residential privacy. The range of appropriate building heights in the urban quarter is set out in Plan 8, which provides illustrative guidance on appropriate building heights. There will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks. Future planning applications will be assessed on their individual merits against the SPD development principles and the way they respond to the distinctive neighbourhood character of the site. Schemes will need to address key considerations such as scale, massing, amenity and privacy, and demonstrate that high quality design can be achieved.</b></p> <p><b>Reflecting local character and protecting Heritage Assets</b></p> <p><b>4.18 The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area’s traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city’s historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 -- identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</b></p> <p><b>New Plan 7 Heritage Buildings</b></p>
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<p>Development wish to see the SPD reflect the need for flexibility in scale to ensure delivery.</p> <p>Plan 9 in the Draft SPD sets out “building heights” and also sets out “Existing buildings to be retained”. Whilst it is evident that the principles of accepting greater height along primary roads such as Deritend High Street have been applied, the differentiation between block as being capable of being suitable as accommodating building heights of “12 storeys plus” appears without justification and potentially does not reflect the ability of the chosen sites to deliver this.</p> <p>A more flexible approach to frontages which simply identifies zones where height can be accommodated would be more appropriate as it would enable schemes coming forward to make a case for taller buildings on specific blocks.</p> <p>This ‘case by case’ approach is advocated in the text which refers to the “<i>Distinctive Neighbourhoods</i>” where it is confirmed that schemes will be assessed “on their own merits”. Accessibility to public transport links should be key consideration in developing more densely populated schemes.</p> <p>Plan 9 also identifies “Existing buildings to be retained”. Mayfair Land and Development are concerned that there is no accompanying justification for the buildings selected for retention, particularly when they are not Listed. The requirement to retain these buildings could have a negative impact on the ability to bring forward comprehensive viable development. It is essential, therefore, that greater flexibility is in-built to ensure that, if</p>		<p><b>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</b></p>
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	<p>justified, these buildings can be demolished.</p> <p>In summary, Mayfair Land and Development welcome the aspiration to regenerate the River Rea area, however, there is a risk that a too prescriptive approach to directing development will prevent sites from coming forward.</p> <p>As with any emerging regeneration area, the delivery of sites is constrained by individual ownerships; differing timescales for bringing sites forward; and viability challenges associated with a changing area. As such, the SPD should facilitate change by guiding development to create more certainty about the acceptability of proposals without being so prescriptive that opportunities are frustrated.</p>		
<p>The Environment Agency</p>	<p>As a Statutory Consultee we are happy to provide our comments at this stage in setting out the vision for the area, focusing around the transformation of the River Rea corridor and offering a unique waterside development in the heart of the City Centre. We will be working closely with our key partners, to secure significant infrastructure investment that will enable us to achieve positive environmental outcomes.</p> <p>The Environment Agency has some recommendations to make regarding items for inclusion in this SPD which we feel will help steer and guide developers towards development proposals that take into account transforming the River Rea into a unique natural public space, resilience and adaptation to the effects of climate change, with particular regard on flood risk, water resources, water quality, contaminated land and biodiversity.</p>	<p>Thank you for your extensive comments and strong support for the SPD vision.</p> <p>BCC will review individual planning proposals against the SPD, the NPPF and the BDP for conformity with the relevant flood risk policies.</p> <p>We will not support development that is contrary to existing planning policy or would compromise the viability of main river assets.</p> <p>Access to the channel has been integrated into the design of the naturalised channel, and as statutory consultees for planning applications, we anticipate that you will provide detailed comments on a case by case basis to site specific development proposals.</p> <p>In line with the NPPF long term maintenance is a key consideration for development proposals.</p> <p>The SPD is an overarching document to guide the principles of development in the area, and it is not its role to prescriptively describe all elements of the channel design which</p>	<p><b>New Text Paragraph 4.9</b></p> <p><b>4.9 Between Moseley Street and Gooch Street, the Rea will be broken out of its narrow channel, restored, realigned and allowed to flow naturally within a blue and green corridor of at least 35 metres in width subject to detailed site specific assessment and development proposals. A 35m green and blue corridor will allow sufficient space for flood risk to be safely managed, and to support the delivery of development without constraint. Transforming the channel will involve creating a naturalised two stage profile to increase the river's capacity by slowing water flow and allowing it to store water in times of flood. With a more sinuous course and shallow, safe, accessible banks, a natural river bed of gravels, boulders and cobbles will encourage aeration, regulate water speeds and help the formation of riffles, pools and beaches. The design will also include details such as native trees and riverside planting.</b></p> <p><b>New Text Paragraph 6.7</b></p>

	<p><b>Flood Risk</b></p> <p>We welcome and strongly support the proposed vision of the re-naturalisation and restoration of the River Rea channel and its integration within a 35m blue/green corridor through the SPD area. We support the approach for an overall strategy to be considered which will encourage individual development proposals to form part of a cohesive scheme to improve the river corridor at this location.</p> <p>However, there are a number of factors to consider in its implementation which would be useful to be reflected within the SPD guidance.</p> <p>Any new development or works that take place should have a positive effect on flood risk and the conveyance of water throughout the channel. To achieve this, consideration must be given to the placement and choice of permanent structures and landscaping (i.e. trees) within the new 35m corridor to ensure that flows are not affected in a flood event.</p> <p>Access is also important, for regular maintenance/inspection of the assets and potential blockage/debris clearances where applicable. As a result, vehicular access would be preferred using ramps incorporated into the design at suitable locations through the SPD area. We would therefore welcome references to these requirements added to the SPD (page 24) to ensure they are considered at an early stage of design.</p> <p>The hydraulic effect of re-naturalising the channel must also be fully understood, and we would envisage that the <i>'natural bed of gravels, boulders and</i></p>	<p>will be informed on a site by site basis and based on hydraulic modelling submitted by applicants.</p> <p>Issues in relation to ground conditions will be assessed at the planning application stage when relevant investigative reports are submitted, including risks associated with land contamination and land stability near the channel.</p> <p>These will be assessed by the Environment Agency as a statutory consultee.</p> <p>Access and egress to areas vulnerable to flooding will for part of a sites specific flood risk assessment and the applicant will have to demonstrate safe access and egress in line with the NPPF – and this will be reviewed by the Environment Agency as statutory consultees.</p> <p>Any new crossings of the river corridor will require an Environmental permit from the Environment Agency, and we anticipate that that they will be assessed as part of this regulatory process which is separate from the planning system.</p> <p>BCC is working with a range of partners to secure funding for the flood risk measures within the catchment. We understand that a considerable amount of work has begun to develop the Strategic Outline Business Case.</p> <p>We expect that progression to the later stages of project development will have commenced ahead of 2021. We also note that additional funding may be made available shortly to support schemes such as this by the government that may allow the scheme to be accelerated.</p> <p>Birmingham LLFA has included S106 and CIL funding for this area and the upstream catchment within the review of the SPD.</p> <p>They liaised with partners at the Environment Agency to identify the</p>	<p><b>Until these measures are fully implemented planning applications within the Rea Valley Urban Quarter, in areas at risk of flooding will be assessed on a case by case basis and their contribution to the deliverability of the wider flood risk catchment scheme. The development should be made safe for its lifetime without increasing flood risk elsewhere, taking into account the predicted impacts of climate change. To ensure the deliverability of the overall scheme it is essential to ensure that there is space to support that naturalisation of the river.</b></p>
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<p><i>cobbles'</i> outlined within the SPD may not be possible throughout the entirety of the channel due to the potential for erosion and deposition of silt, and an element of more heavily engineered channel/banks may need to be incorporated sensitively into the design. Existing ground conditions could also cause problems due to nature of the surroundings and historic land use, with the presence and disturbance of undesirable materials, a risk to any works.</p> <p>The health and safety implications of the proposed design must also be carefully considered. The illustrations on page 25 show points of entry to the River Rea, with members of the public accessing the channel. Whilst this is a positive thing as it will enable more people to be connected with the river, it can also pose a health and safety risk particularly in flood conditions, as this is a quick reacting catchment and flow in the channel can rise and fall very quickly. Any design should therefore take this into account and mitigation measures such as restricted access onto the floodable terraces after heavy rainfall may be necessary.</p> <p>Regular litter pick and debris removal will also be required particularly after each heavy rainfall event. It is vital that as part of the development a ground maintenance management company is appointed or similar arrangement is incorporated into the developments.</p> <p>Where the River Rea crosses the highway, it is not clear whether or not the road bridges will remain or whether they will form part of the 35m green corridor. If these are to remain, it is suggested that these bridges</p>	<p>funding gap, proposing that a mixture of GiA., Section 106 and CiL contributions be collected to support the delivery of the SPD.</p> <p>In line with the requirements of the BDP, NPPF and the Severn Trent AMP program, as well as site specific proposals, the SPD and the regeneration of the area should improve water quality within the River Rea. The move from industrial uses to residential uses should assist this.</p> <p>Severn Trent are Statutory Consultees and delivery partners for the SPD area.</p> <p>This will be addressed through planning applications, where issues such as the viability of soakaways will be addressed.</p> <p>The BDP policy TP6 is strictly adhered to which promotes the use of above ground SuDS wherever practicable and the subsequent improvements in water quality.</p> <p>We note that in line with the TCPA the LLFA is only a statutory consultee for major planning applications and application of SuDS in minor development is not a requirement of the NPPF.</p> <p>The LLFA as statutory consultees to the planning system review drainage proposals in line with the requirements of policy TP6 of the adopted BDP.</p>	
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<p>are assessed structurally and any upgrading included within the development, particularly as some of the structures appear to be an integral part of the river channel and walls. Any new crossings will need to be designed appropriately so they do not increase flood risk.</p> <p>Within the Delivery chapter of the SPD, it mentions delivery of a business case for the River Rea Enhancements, anticipated to be completed before 2021. It should be highlighted that to complete a River Rea catchment wide business case it is likely to take 2 – 3 years from when funding has been secured. Therefore, the suggested date of 2021 may be unrealistic as no funding has, to date, been made available to progress this and we recommend this section is reworded to more accurately reflect uncertainty regarding timescales.</p> <p>Third party external funding towards flood risk management schemes in the River Rea catchment should be sought and secured from new development within the SPD area to support the River Rea catchment wide approach to reducing flood risk.</p> <p>We also recommend that a detailed assessment of flood risk (both fluvial and surface water) is developed so that land required for water management is safeguarded from development, and is integrated into the landscape and design of the wider development.</p> <p>Birmingham City Council drainage team as the LLFA and statutory consultee for surface water drainage should be consulted on the sustainable drainage strategy. However, in our Strategic Overview role we would welcome the introduction of green streets, rain gardens and swales (SuDS)</p>		
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	<p>to reduce surface water runoff, improve water quality and improve local amenity value.</p> <p><b>Water Quality and Pollution Prevention</b></p> <p>We support the improvements to the physical channel of the river outlined within the SPD, but consider this could go further into looking at opportunities that redevelopment provides in terms of water quality. This is essential to ensure the SPD and individual proposals that come forward in this area comply with the requirements of your adopted policy TP6, specifically in relation to supporting the objectives of the Humber River Basin Management Plan and Water Framework Directive (WFD).</p> <p>The River Rea at this point falls within the WFD waterbody Rea from Bourn Brook to River Tame (GB104028042550), which is failing to meet its required status of 'Good Ecological Potential' by 2027.</p> <p>The water quality is classified 'Poor' for phosphate and Moderate for Ammonia. One of the main causes of this is intermittent wastewater discharges to the river from Combined Sewer Overflows (CSOs). Any future development in the area therefore needs to take into account the associated impact of foul and surface flows from the site on the sewer network in terms of its overall capacity. This should support excessive CSO operation, and associated water pollution and ensure compliance with the associated Environmental Permit for this CSO discharge.</p> <p>We are aware there is also a history of misconnections in the area from the sewer network, therefore close liaison with Severn Trent Water should be</p>		
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	<p>undertaken to look to address this wherever possible through redevelopment.</p> <p>All partners need to ensure that steps are taken to enable the improvement of this waterbody, and not pose an obstacle to it meeting its required status through non-action.</p> <p>Actions identified by the Environment Agency as key to the improvement of this waterbody are as follows:</p> <ul style="list-style-type: none"><li>• All premises to have confirmed correct drainage to prevent misconnections with foul waters going to the surface water system.</li><li>• Sewerage to incorporate separate foul and surface systems.</li><li>• Removal of CSOs where feasible.</li><li>• Clean roof water to discharge to ground via soakaway.</li><li>• Access to drainage outfalls in the river to be provided.</li><li>• SuDS to be incorporated into all new development and where possible retrofitted into renovation schemes.</li></ul> <p>With regard to the proposed use of a holistic SuDS strategy, we would expect the environmental sensitivity of the site to be considered. Any surface water run-off should receive appropriate treatment prior to being discharge to the environment – a range of SuDS treatment options should be considered.</p> <p>Notwithstanding this, we support the use of infiltration SuDS where they do not present a risk to the water environment. With respect to SuDS design and</p>		
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<p>controlled waters protection, we offer the following general advice:</p> <p>Infiltration SuDS such as soakaways, unsealed porous pavement systems or infiltration basins must not be constructed in contaminated ground where they would have the potential to mobilise pre-existing contamination or provide a pathway for pollutants to the underlying groundwater.</p> <p>Only clean water from roofs can be directly discharged to any soakaway or watercourse. Systems for the discharge of surface water from associated hard-standing, roads and impermeable vehicle parking areas shall incorporate appropriate pollution prevention measures and/or suitable SuDS treatment train components appropriate to the environmental sensitivity of the receiving waters.</p> <p>SuDS should be constructed in line with good practice and guidance documents which include the SuDS Manual (CIRIA C753, 2015) and the Susdrain website. For further advice with regard to groundwater protection and SuDS, please refer to our Groundwater Protection Position Statements (2017), particularly Position Statements G1 and G9 – G13.</p> <p>These considerations should be incorporated into policy aspirations for the Rea Valley Urban Quarter area to ensure that your Authority are playing your part in improving the quality of this waterbody wherever possible and addressing the above pollution uses are essential to this. The involvement of Severn Trent Water is therefore key in not only the flooding elements but also the water quality of the river.</p>		
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	<p><b>Ecology</b>  We are very supportive of this project, and the proposal to de-culvert and re-naturalise the River Rea should contribute to WFD and provide a pioneering case study for river restoration within an urban environment.</p> <p>We recommend that the new channel is not over-engineered, being allowed to exhibit natural geomorphological processes during normal flows as much as possible. We would also like to see natural materials used as much as possible e.g. blockstone rather than gabions and the avoidance of the use of geotextiles wherever possible.</p> <p>Consideration should be given to how the new river corridor will connect to the brick-lined channel upstream and the downstream.</p> <p>The Environment Agency would wish to have an important role in the detail of the river restoration plan going forward in ensure ecological opportunities are fully incorporated in the final design.</p> <p>You should be aware that the River Rea is classified as a Salmonid River so care should be taken to ensure no infrastructure such as culverts create a barrier to fish migration. This may also impose a limitation on the timings of works, as it may not be possible to obtain a permit for channel works during the Salmonid spawning season October 1st to 18th March.</p> <p><b>Groundwater</b>  The area to be covered by the development order is underlain by rocks belonging to the Sidmouth Mudstone formation, which is designated as a Secondary B Aquifer by the Environment Agency. Superficial</p>		
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	<p>deposits are indicated to be present over part of the development area, in the form of Alluvium, which are designated as a Secondary A Aquifer. These are likely to be associated with the River Rae, and in hydraulic continuity.</p> <p>As indicated in the Supplementary Planning Document, the area has historically been a focus for industrial activity. Subsequently there is the potential for contamination to be present which could impact on controlled water receptors during redevelopment of the area. Any such development provides an opportunity to address potential contamination associated with the industrial heritage of the area.</p> <p>The promotion and application of a few common principles to development of land affected by contamination can protect and improve groundwater. The Environment Agency has set out a number of sector-specific position statements which aim to protect water quality in its publication 'The Environment Agency's approach to groundwater protection.'</p> <p>The approaches set out in these position statements presented here should ensure wise resource use and bring benefits to land, wildlife, flood risk management and communities. These position statements will be of interest to developers, planners, permitting applicants, operators and anyone whose activities have a direct impact on or are affected by groundwater.</p> <p><b>Waste</b> The scheme covers an area of Birmingham that has a number of waste sites that we regulate or exempt under the Environmental Permitting</p>		
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	<p>Regulations. Any permitted site looking to redevelop in line with this SPD would need to surrender its permit and undertake suitable remediation as part of that. Any registered exemptions should be removed from the register.</p> <p>This area of Birmingham was heavily industrialised and any excavation material removed may be contaminated and requires delivery to a permitted site licensed to receive such wastes. Any waste removed must be removed by a registered waste carrier. The appropriate transfer/consignment notes must accompany all such movements. Any crushing activities may fall under Birmingham City Council.</p> <p><b>Conclusion</b> In light of the above issues we would welcome the SPD adding text to encourage early engagement with the Environment Agency when drawing up schemes for this area, prior to the submission of any planning applications.</p> <p>We look forward to continued close working with you on this strategic regeneration in order to achieve our joint aims for this area.</p>		
<p>Savills, Birmingham Office, on behalf of Gooch Estate.</p>	<p>I write on behalf of my clients, Benacre Properties Company, Sir Timothy Gooch Will Trust, Lucinda Hutson MVO and Vicky Vere Nicoll, collectively known as the Gooch Estate. My clients have significant land holdings within the Southern Gateway and Highgate areas of the city centre.</p> <p>Set out below are representations, made on my clients behalf, to the emerging Rea Valley Urban Quarter Supplementary Planning Document (SPD). The text in bold sets out our requested</p>	<p>Thank you for your comments and support for the general vision set out in the SPD.</p> <p>The 'Indicative layout,' shown in Plan 4 illustrates the preferred development scenario for the future of the Rea Valley Urban Quarter. It is based on the essential set of development principles described in the SPD which will need to be embodied in all the proposals which come forward.</p> <p>Each neighbourhood will have a distinctive character and the design and layout text provides guidance on building height, density and public space.</p>	<p><b>Amended Text:</b></p> <p><b>4.18 Reflecting local character and protecting Heritage Assets</b></p> <p><b>The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area's traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and</b></p>

<p>changes or recommendations for further consideration.</p> <p><b>Vision and Big Moves</b> My client is supportive of the general vision set out within the SPD. The creation of a series of distinctive neighbourhoods within the Rea Valley Urban Quarter is welcomed, along with the aspirations to promote the area as a diverse and vibrant place to live, work and spend leisure time. The opening up of the River Rea and its corridor is also seen as being crucial to transforming the area and creating a key focus for new development.</p> <p>In particular the creation of a new neighbourhood, to the south of the Smithfield development site, is seen as a positive move to regenerate this largely underutilised industrial area of the city centre. The promotion of St David's Place, as a <i>vibrant mixed use neighbourhood, offering a mix of workspace and living in a high quality environment, around the transformed River Rea</i> is therefore supported.</p> <p>The overall vision set out in the SPD is also in accordance with Development Plan Policy GA1.3 'The Quarters', which states that for the Southside and Highgate Quarter will support <i>'the growth of the area's cultural, entertainment and residential activities and its economic role complemented by high quality public spaces and pedestrian routes'</i>.</p> <p><b>Resilience</b> The SPD's focus on creating a resilient environment within which new development will be brought forward is very much supported, as is the recognition that addressing the area's flood risk issues is key to achieving this aim.</p>	<p>Both the Building Heights Plan and Wider Green and blue infrastructure connections have been amended to provide further clarity.</p> <p>As you comment this will ensure that each neighbourhood and new residents in the area have convenient access to the green infrastructure and encourage their use.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p> <p>Paragraph 4.18 acknowledges that existing buildings which detract from the quality of the place should be replaced with high quality architecture.</p> <p>On that basis it is not felt necessary to refer to in the Heritage Buildings Plan key to <i>'Existing buildings for potential retention.'</i> The exact wording suggested to add to the second paragraph of the Draft SPD page 26 is not necessary as the Paragraph 4.18 is positively worded to look to retain Heritage buildings.</p> <p>The final sentence states <i>'Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.'</i></p> <p>Your comments are noted on a potential Metro Route from Sherlock Street to serve the south of the city. Plan 10 -- 'Public Transport and Access,' has been amended to show more clearly the potential new public transport connections.</p> <p>Through the Delivery Plan and future planning applications it is</p>	<p>frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city's historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</p> <p><b>Amended Text:</b></p> <p><b>6.11 The costs of infrastructure will be met by developers and landowners, including the City Council from the value generated by the development. These are expected to be secured through Section 106 Planning Obligations and in the long term Community Infrastructure Levy where appropriate. The Delivery Plan will develop in line with the BDP Policy TP27 '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, as is the case with the Rea Valley Urban Quarter. All new residential development will need to demonstrate that it is meeting the requirements of the policy and creating sustainable neighbourhoods. In line with BDP Policy TP47 'Developer Contributions,' development will be expected to provide, or contribute towards the provision of physical, social and green infrastructure to meet the needs associated with the development.</b></p> <p><b>Plan Amendment:</b></p> <p><b>Plan 10 Public Transport and access amended to show more clearly the</b></p>
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	<p>The proposals to naturalise the River Rea's channel and increase its flood storage capacity will greatly increase the level of development that can be brought forward within the area. This will be essential for the delivery of the quantum of residential, commercial and leisure development that the SPD aspires to.</p> <p>In terms of the Green Infrastructure, as set out in Plan 8 'Wider green and blue infrastructure connections', the proposed creation of additional green spaces is welcomed. These spaces will enhance the surrounding environment and create attractive focal points for the proposed residential development within each neighbourhood. It is recommended that the proposed green spaces are, where appropriate, surrounded by higher density development. This will help ensure that the use of the green spaces created in each neighbourhood is maximised and new residents in the area have convenient access to the green infrastructure.</p> <p><b>Design</b></p> <p>The key aim of creating '<i>a vibrant and liveable environment, which marries the unique character of the local area with the best in modern design and place making</i>' is welcomed, as is the retention of the area's traditional street grid. The grid pattern of the existing built blocks is considered, in general, appropriate for the delivery of new residential and commercial development. However, comments are made below in relation to the size and scale of development considered appropriate.</p> <p>There are a number of buildings and structures within the SPD area which are important heritage assets and their</p>	<p>acknowledged further work is required to gain an understanding of potential levels of infrastructure requirements and costs.</p> <p>Your comments on the plan your provided edged in red in figure 5, including the National Express coach station and adjacent units on Bradford Street, are noted.</p> <p>You commented it is unclear why the indicative layout, green space, building heights and connectivity information plans had omitted this area. This was an error and has been corrected in the amended Plan 5 'Indicative Layout' and subsequent plans.</p> <p>It is agreed that the area is a key link between the consented Connaught Square development and the western area leading to the Bull Ring and retail core. Therefore it will be properly identified within the SPD.</p>	<p><b>potential routes of transport connections.</b></p> <p><b>Plans Amendment:</b></p> <p><b>Plan 5 : Indicative Layout and all other land use information plans be updated to include the National Express coach station and adjacent units on Bradford Street.</b></p>
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<p>retention is also essential to retaining the character of the area. However, there are a large number of buildings within the quarter which are of a low quality and do not make a positive contribution to the wider area. The replacement of such buildings is key to delivering the SPD's aims.</p> <p>It is noted that Plan 9 'Building Heights' includes a number of existing buildings to be retained, with supporting text stating that <i>'there is also the opportunity to retain a number of attractive heritage buildings and frontages'</i>. While this aim is welcomed, the rationale behind how the retained buildings have been identified is not set out in the SPD.</p> <p>A number of the buildings show as being retained are listed buildings (statutory or locally) or recently redeveloped sites, the retention of which is supported. However several of the buildings identified are not considered to have any heritage value and do not make any positive contribution to the character of the area.</p> <p>These are buildings such as Junction of Sherlock Street and Pershore Street, Junction of Barford Street and Sherlock Street, and Barford Street.</p> <p>It is considered that requiring the retention of buildings such as these will potentially be a constraint to the redevelopment of both the site and the wider area. As such further consideration needs to be given to which buildings are to be retained within the SPD area and information provided on the rationale for each of the buildings marked as retained in Plan 9.</p> <p>It is requested that the wording of the key for Plan 9 be amended</p>		
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to refer to *'Existing buildings for potential retention'* as opposed to the current *'Existing buildings to be retained'*. Additional wording should also be added to the second paragraph of page 26, to stress that the retention of any building must be fully justified and assessed in relation to its value and the wider development potential of the site and surrounding area.

In terms of the building heights set out in Plan 9, it is noted that the majority of the taller building frontages proposed run along High Street Deritend. The creation of a strong key frontage along the northern edge of the quarter is supported. However, additionally, it is considered that there are other key routes within the SPD area which would also benefit from being strengthened by the introduction of taller buildings.

Key to this is Sherlock Street, which marks the western boundary to the quarter and will also be extended to create a key route through the Smithfield Masterplan area, linking to High Street to the north. The Smithfield Masterplan shows a metro link travelling through the area and joining with the existing Sherlock Street. As such this will become a primary route and focus for activity for the wider area and should be treated in a similar way to High Street.

Therefore, opportunities exist to increase building heights and densities along the Sherlock Street corridor. This would also complement the other taller buildings proposed or already constructed nearby. These include the 42 storey landmark building proposed as part of the Smithfield Masterplan, to be located on the extension to Sherlock Street, one block away from the SPD boundary. There is

also the 11 storey Forum block that has recently been completed on Pershore Street and the extant consent for a 14 storey block on the car park between Pershore Street and Hurst Street.

In light of this, the SPD's recognition that *'there will be opportunities for additional height in appropriate locations, for instance to enclose major public spaces, mark gateways, or create landmarks* (page 27) is welcomed. However, it is requested that the building heights shown on Plan 9 be reviewed to either increase to 7 to 10 storeys along the Sherlock Street corridor, with higher corner elements of 12 storeys plus. Alternatively, the plan should be less prescriptive in the heights shown.

**Connectivity**

It is agreed that the future success of the Rea Valley Urban Quarter will depend on improving its permeability and legibility, whilst reconnecting it into its wider context. Much improved links to the city centre and wider Birmingham area will be essential to bringing forward development within the SPD area.

With regards to new public transport routes, it is noted that the SPD refers to discussions being ongoing with Transport for West Midlands (TfWM), to identify potential options to run the Midland Metro extension through the area and beyond, towards Selly Oak, the University of Birmingham and the QE Hospital (page 49). This future Metro route from High Street, through to Sherlock Street is specifically shown as a key element of the Public transport and access' strategy set out in the neighbouring Smithfield Masterplan, as

<p>shown in the Masterplan extract below (figure 4).</p> <p>However, this route is not shown on Plan 7 'Public transport and access' of the SPD. Plan 7 identified Sherlock Street as an 'existing public transport corridor' but does not continue the Smithfield Masterplan's Metro route extension southwards.</p> <p>From discussion with the Midland Metro Alliance, it is understood that there are proposals to implement a Metro link through the Rea Valley Urban Quarter out to Selly Oak by 2026. In light of this timetable it is considered that a proposed Metro route should be identified running along Sherlock Street, out to Pershore Street, and linking to the proposals set out in the Smithfield Masterplan.</p> <p>The proposed 'Key public transport interchange / destination' located on Sherlock Street, between the junctions with Hurst Street, Lower Essex Street, Wrentham Street and MacDonald Street, is welcomed as it will be a central location to provide access into the Rea Valley Urban Quarter. In light of this it should be identified within the SPD as a potential Metro station location.</p> <p><b>Neighbourhoods</b></p> <p>The proposals for a number of neighbourhoods within the SPD area is welcomed as a way of retaining and responding to the local character of the area. The potential for creating a St David's Place neighbourhood, which maximises the potential of the River Rea is noted. Returning the area to being largely residential, as it was prior to the Second World War, will create an attractive and sustainably located residential</p>		
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<p>area. The design and layout proposals are also welcomed.</p> <p>However, as noted previously, while the general retention of heritage buildings of value is supported, the SPD should not take an overly prescriptive approach to which building should be retained.</p> <p>Reference to improving connectivity to the River Rea corridor, Smithfield and the city centre, with the potential for a new strategic route between Pershore Street/Sherlock Street and the western entrance to Highgate Park on Alcester Street, is also welcomed. The importance of Sherlock Street as a key link and future Metro route should be referenced.</p> <p>The emphasis on comprehensive planning of the neighbourhood is noted, as is reference to the need for a Masterplan for the area. While the importance of comprehensive development is understood for the River Rea corridor due to the technical issues relating to flood risk, it is considered that the SPD should not be overly prescriptive and should not restrict the redevelopment of individual sites which come forward for redevelopment prior to the completion of a masterplan for the neighbourhood.</p> <p>Additionally, it is highlighted that early engagement with landowners will be an essential part of any such masterplan development.</p> <p><b>Delivery</b> As set out in the SPD, the delivery of the vision for the Quarter will require a Delivery Plan, which will focus on steps to implement the strategy including: funding, flood risk mitigation, infrastructure programme, business</p>		
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<p>relocations and Investment Strategy, utilities coordination and social infrastructure.</p> <p>It is crucial that land owners, local businesses and other third parties are involved in the development of the Delivery Plan, to ensure that proposals for the area come forward with the support of the wider community. As such, reference to 'partnership working' is welcomed, as is the inclusion of landowners as a key stakeholder group.</p> <p>In terms of delivering the infrastructure required for the area, the SPD states that the costs will be met by developers and landowners from the value generated by the development. These will be secured via Section 106 agreements or the Community Infrastructure Levy.</p> <p>It is stressed that any financial contributions will need to be appropriate and meet the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 and paragraph 56 of the National Planning Policy Framework. The costs associated with infrastructure requirements set out in the SPD need to be carefully considered in relation to the viability of the development they will support.</p> <p>At this stage the SPD should not state that all costs relating to infrastructure provision be met by developers and landowners. Further work is required by the Council to gain an understanding of potential levels of infrastructure requirements and costs. The findings of that work should then be considered in relation to the level of contributions that development within the area could provide, while still being viable and attractive to investors. It is also highlighted that new development within</p>		
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the area will result in significant increases in local rates income for the Council and other associated economic benefits.

**General Comments**

It is noted that there is a section of the SPD area which does not include any proposed parameter information, as shown edged in red in figure 5. This includes the National Express coach station and adjacent units on Bradford Street.

It is unclear why indicative layout, green space, building heights and connectivity information has been omitted for this area. It is also noted that the Smithfield Masterplan does not address the development of this parcel of land either.

The area is a key link between the consented Connought Square mixed use development and the western area leading to the Bull Ring and retail core. As such it forms a pivotal development block. Its consideration within the masterplan and SPD for the area is crucial.

It is recommended that, to create a comprehensive development strategy for the area, the area referred to above be appropriately addressed within the SPD.

In summary, the Gooch Estate supports the vision set out in the Rea Valley Urban Quarter SPD and is keen to work with Birmingham City Council to help deliver the ambitious development proposals set out. However, there are a number of key points, as highlighted above, which it is considered need to be addressed within the SPD to ensure it is deliverable and supports landowners and developers to bring forward the vision proposed.

	<p>It is therefore requested that the points raised above are considered by officers and the SPD amended accordingly.</p>		
<p>Tyler Parkes on behalf of Chief Constable of West Midlands Police (CCWMP)</p>	<p>We act for the Chief Constable of the West Midlands Police (CCWMP) and are instructed to make representations on local development documents in respect of securing policy reference in such documents to matters including:</p> <ul style="list-style-type: none"> <li>• Recognising the community need for securing safe environments with crime reduction made a priority;</li> <li>• Requiring developers to demonstrate how proposals address community safety and crime prevention in Design &amp; Access Statements, or other relevant planning application documents;</li> <li>• Promoting a safe and secure entertainment, leisure and evening economy;</li> <li>• Ensuring the timely and effective engagement of the Police to ensure effective delivery of infrastructure projects required as a result of development growth with the recognition that the police are a social infrastructure delivery agency;</li> <li>• In appropriate cases, seeking financial contributions towards the additional expenditure burden placed on West Midlands Police as a consequence of development proposals and growth;</li> <li>• Ensuring the timely and effective engagement of the Police in the planning process in</li> </ul>	<p>Thank you for your detailed comments on behalf of the CCWMP.</p> <p>Specific reference will be made in the development 'design principle,' in Paragraph 4.3, second sentence to: <b><i>'New developments will be required to seek to design out crime and create safe and accessible environments where crime and the fear of crime, do not undermine quality of life or community cohesion.'</i></b></p> <p>It is noted and agreed that the CCWMP request that the following wording be included as an additional sub-paragraph within the 'Design' section of the SPD: Your comments on heritage buildings are noted and the Theft of lead flashing, cast-iron down pipes and other historic artefacts, is acknowledged</p> <p>A new Heritage building Plan has been produced and the historic environment contributes to local distinctiveness and provides a sense of place. The SPD does not set new policy and any proposals to alter heritage assets will be considered on its merits against the relevant adopted BDP policies.</p> <p>As a statutory consultee the CCWMP and Police will continue to be fully involved and engaged on all development schemes through the formal planning application process with BCC transport and planning officers.</p> <p>It is noted and agreed that in amended Paragraph 6.4 The CCWMP and the Police are included within the list of bodies the City Council intend to work in partnership with, to ensure that essential infrastructure is provided.</p>	<p><b>New text:</b></p> <p><b>Paragraph 4.3, second sentence: New developments will be required to seek to design out crime and create safe and accessible environments where crime and the fear of crime, do not undermine quality of life or community cohesion.</b></p> <p><b>New text:</b></p> <p><b>Paragraph 4.21: Measures will be sought to create and maintain environments that design out crime and create safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion. The need to design out crime and ensure its continued maintenance in all new developments is a cornerstone to successful sustainable communities.</b></p> <p><b>The CCWMP and the Police are included within the list of bodies the City Council intend to work in partnership with, to ensure that essential infrastructure is provided.</b></p> <p><b>Partnership working</b></p> <p><b>6.4 There is a history of partnership working in Birmingham and the implementation process is anticipated to continue to be driven forward and co-ordinated through joint working between Birmingham City Council, West Midlands Combined Authority, Homes England, the Environment Agency, Transport for West Midlands, landowners, developers, local residents, business communities, the Police and Crime Commissioner for the West Midlands, service providers and other key organisations who have a stake in the future of the area.</b></p>

	<p>relation to matters likely to affect crime and fear of crime; and</p> <ul style="list-style-type: none"> <li>Ensuring the timely and effective engagement of the Police in relation to Counter- Terrorism matters. For example, Counter Terrorism Security Advisors can give appropriate advice concerning Vehicle-Borne Devices (VBD) mitigation and the Crowded Place agenda (particularly in relation to shopping areas and the night-time economy).</li> </ul> <p>Section 17 of the Crime and Disorder Act 1998 states, 'Without prejudice to any other obligation imposed on it, it shall be the duty of each authority to which this section applies to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can, to prevent crime and disorder in its area'.</p> <p>The Chief Constable clearly has a statutory duty to secure the maintenance of an efficient and effective police force for its area and, of course, the Council is also statutorily required to consider crime and disorder and community safety in the exercise of its duties with the aim of achieving a reduction in crime.</p> <p>The CCWMP would welcome the opportunity to become actively involved in the more detailed development brief process in relation to residential, commercial, retail and leisure developments proposed for the area in addition to participating in the working group which will take forward a site wide delivery and infrastructure phasing plan to facilitate implementation and</p>	<p>The Rea Valley Delivery Plan will develop in line with the Birmingham Development Plan (BDP 2017) Policy TP27 '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, as is the case with the Rea Valley Urban Quarter.</p> <p>All new residential development will need to demonstrate that it is meeting the requirements of the policy and creating sustainable neighbourhoods.</p> <p>In line with BDP Policy TP47 'Developer Contributions,' development will be expected to provide, or contribute towards the provision of physical, social and green infrastructure to meet the needs associated with the development.</p>	<p><b>Amended Text:</b></p> <p><b>6.11 The costs of infrastructure will be met by developers and landowners, including the City Council from the value generated by the development. These are expected to be secured through Section 106 Planning Obligations and in the long term Community Infrastructure Levy where appropriate. The Delivery Plan will develop in line with the Birmingham Development Plan (BDP 2017) Policy TP27 '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, as is the case with the Rea Valley Urban Quarter. All new residential development will need to demonstrate that it is meeting the requirements of the policy and creating sustainable neighbourhoods. In line with BDP Policy TP47 'Developer Contributions,' development will be expected to provide, or contribute towards the provision of physical, social and green infrastructure to meet the needs associated with the development.</b></p>
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	<p>delivery of the strategy once approved. The purpose of such engagement is to encourage developers to build to 'Secured by Design' standards and to ensure that issues of crime prevention and designing out crime are taken into account at the earliest opportunity. In addition, the engagement of the Police as key stakeholders, is to ensure delivery of the social infrastructure required to achieve the quality of development anticipated by the Draft SPD.</p> <p>The CCWMP comments on the Rea Valley Urban Quarter Draft SPD can be summarised as follows:</p> <p>Whilst it is accepted that the Rea Valley Urban Quarter Draft SPD makes reference to the need to promote development that is safe, the CCWMP considers that it is vital that the Council is made aware of the significance of this issue and the importance of appropriate crime prevention and safety policies being given prominence in the design process, together with any policing infrastructure arising from the development that might need to be addressed through developer provision or contributions.</p> <p>In summary, the CCWMP formally requests amendments to the Draft SPD as follows by the inclusion of:</p> <ul style="list-style-type: none"><li>• Specific reference to the need for the proposed developments to meet 'Secured by Design' standards and for parking to meet NPCC (National Police Chiefs' Council) 'Park Mark' accreditation; and</li><li>• A requirement for the Police to be consulted and engaged in further masterplan documents</li></ul>		
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	<p>and at the pre-application and planning application stage of each of the distinctive neighbourhoods; and</p> <ul style="list-style-type: none"> <li>• Police infrastructure to be included as a 'key infrastructure requirement' for the proposed developments;</li> <li>• The Police being given the opportunity to engage with other stakeholders and the Council in respect of the comprehensive Delivery Plan; and</li> <li>• Specific reference to the need for any development not to have an adverse impact on the operational requirements of the Police Station at Bradford Street.</li> </ul> <p>On the 12th July 2017, a letter from the Chief Planning Officer was published by the Department of Communities and Local Government to remind local planning authorities of the important role the planning system plays in ensuring appropriate measures are in place in relation to counter-terrorist and crime prevention security. It encourages, where appropriate, pre-application discussions between planning officers and security advisors, such as Counter Terrorism Security Advisors and Design Out Crime Officers, to ensure that authorities and applicants share an understanding right at the beginning of the design process, of the level of risk and the sort of measures available to mitigate the risk in a proportionate and well-designed manner.</p> <p>In addition to the need for reference to be made to the</p>		
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	<p>requirements in the NPPF and the PPG, the letter also states that reference should be made to the guidance 'protecting crowded places: design and technical issues'.</p> <p>The adopted BDP is supported by an Infrastructure Delivery Plan (IDP) and Site Delivery Plan which provides detail of the infrastructure necessary to enable growth to occur and delivery issues in relation to key proposals. The West Midlands Police are included in the IDP 2014, in the list of different forms of infrastructure provision and potential delivery partners.</p> <p>Section 2 of the IDP highlights City-wide infrastructure issues and under the heading 'Emergency Services' (pages 49-50), identifies West Midlands Police as a lead agency, referring to the impact of growth proposals on infrastructure requirements. This section of the IDP confirms that the BDP recognises the importance of emergency services, which <i>'represent a key form of social infrastructure and it needs to be ensured that such provision is sufficient to support population growth. The City Council will continue to engage with the emergency services in seeking to ensure that future infrastructure is delivered in the most appropriate locations'</i></p> <p>Further, the IDP provides (page 50) that Policy PG3 in the BDP refers to the need to create well designed and high quality new developments, which incorporate security and crime reduction measures that design out crime through carefully considered interventions. In the context of infrastructure provision, the IDP expressly states that these measures will need to be considered by applicants when preparing development proposals.</p>		
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**Birmingham Community Safety Partnership Strategic Assessment 2019 (SA)**

The purpose of the SA is to assess future threats and trends that are likely to have an impact on community safety over the next year. The Community Safety Partnership approved three priorities for its new 3 year community strategy 2019-2022 which includes Crime, Anti-Social Behaviour and the Community.

The key findings of the SA disclose that Birmingham has a crime rate of 92.433 crimes per 1000 residents. West Midlands Force has a crime rate of 84.398. Birmingham is above the West Midlands average. For Most Similar Groups on iQuanta, the average crime rate is 123.252. Birmingham is below the Most Similar Group average.

Birmingham remains the 'least' safest Borough/City within the West Midlands Force Area with the highest number of crimes per 1000 residents. Compared to the same period ending September 2017 Total Recorded Crime has increased by 8,116 crimes (8%). Data taken from the West Midlands Police Performance Portal shows increases in crime have been seen in burglary, public placed violence with injury, robbery, business crime, most serious violence, violence with injury, gun crime and knife crime.

The CCWMP welcomes the initiative of Birmingham City Council to produce this document and commends the redevelopment aims for the Rea Valley Urban Quarter. The CCWMP considers that in the context of working towards successful redevelopment of the Quarter and wider area, the Council should engage with and

	<p>have regard to the input of key stakeholders, including the Police. The Police are also a landowner in the SPD area.</p> <p>The NPPF highlights security infrastructure as one of strategic importance in paragraph 20 (b). It is entirely appropriate therefore that issues of safety and security are integral to the design concepts in the forthcoming SPD for the Rea Valley Urban Quarter. Ensuring that appropriate crime prevention measures are both funded and put in place to ensure the maintenance of effective levels of crime prevention is extremely important.</p> <p>Clearly, success in this objective will contribute significantly to the achievement of many of the other objectives of the SPD, including supporting redevelopment, creating a family friendly environment, stimulating ongoing investment and mixed use development, improving connectivity and helping to improve the safety and wellbeing of the citizens of the area.</p> <p>The CCWMP supports the inclusion in the text of the Draft SPD to references for the need to create 'safe' and distinctive places. This includes express reference in the draft document to:</p> <ul style="list-style-type: none"> <li>• 'Design' – Building design and layout- 'continuous active frontages will face onto existing and new streets and public spaces, generating activity and natural surveillance that promotes public safety'. (page 26);</li> <li>• 'Connectivity' – 'Enhanced safe cycle opportunities separated from vehicular traffic, connecting to the City's wider cycle network and public transport' (page 30);</li> </ul>		
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<p>• ‘Distinctive Neighbourhoods’ – Highgate Park – ‘a future masterplan will deliver a well-connected place with public and private spaces that feel secure and attractive’ (page 42);</p> <p>It is noted that the Draft SPD does not however, make specific reference to the need to achieve safe and accessible places so that crime and disorder and the fear of crime, do not undermine the quality of life or community cohesion. Nor does it emphasise that public safety should be promoted, especially in public amenity areas. There is insufficient reference to the need to ensure that residents and visitors feel safe during an extended business/leisure day, to provide safe parking and to ensure safe movement in a safer environment.</p> <p>In terms of the ‘Development Principles’ (page 20), under the heading ‘Design’, the Draft SPD confirms that a ‘place making’ approach, focussed on delivering distinctive environments, putting the health and wellbeing of residents at its heart’ will be pursued for the Quarter’s buildings, streets and spaces. The Draft SPD however, fails to highlight the need to achieve safe places as one of the Development Principles. We draw attention to the fact that the Snow Hill Masterplan October 2015, includes (at page 20), the following reference to the need to design out crime:</p> <p>‘New developments will be required to seek to design out crime and create safe and accessible environments where crime and the fear of crime, do not undermine quality of life or community cohesion.’</p> <p>The Rea Valley Urban Quarter SPD should emphasise this</p>		
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<p>important issue in a similar manner.</p> <p><b>Designing Out Crime</b>  The need for planning policies and strategies to seek to create safe and accessible environments where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion is a strong message repeated in the NPPF in Chapter 8 'Promoting Healthy Communities' and Chapter 12 'Achieving well-designed places'.</p> <p>It is therefore appropriate that the theme of community safety should be considered within all aspects of the Draft SPD. It should be a key component of the development principles as it is a matter of considerable concern to residential communities, to commercial areas and businesses, as well as, of course to achieving successful development and redevelopment enterprises.</p> <p>'Designing Out Crime' and 'Secured by Design' are the most sustainable and therefore the most cost-effective of all crime reduction interventions, with little or no evidence of displacement of crime and far more likely a 'diffusion of benefits' to surrounding areas. There have been at least six evaluations of the impact of Secured by Design and all have found greatly reduced crime levels.</p> <p>The CCWMP also requests that any new car parks, or retro-fitted/redevelopment of car parks are encouraged to achieve the National Police Chiefs' Council (NPCC) 'Park Mark' award/accreditation. By achieving the Park Mark standard, the car parks must achieve a much higher standard of security which means that both crime and the fear of crime</p>		
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	<p>should be reduced. Car drivers using Park Mark car parks are able to leave their vehicles safe in the knowledge that they are considerably less likely to become a victim of crime. This policy would accord with the aims of the Framework.</p> <p>Accordingly, the CCWMP formally requests that the Rea Valley Urban Quarter Draft SPD includes a requirement for the design of development to meet 'Secured by Design' standards. He also requests that the SPD includes a requirement for applicants to consult at both pre-application and planning application stage with the centrally based Design Out Crime Officers (DOCOs) who have extensive knowledge of security measures and 'Designing Out Crime'. In addition, the SPD should include a requirement that any new car parks or retro/fitted/redeveloped car parks meet the NPCC 'Park Mark' accreditation.</p> <p>This will ensure that the national and local plan objectives of designing out crime and designing-in crime prevention measures is achieved to the highest standard to reduce opportunities for crime, increase security, and protect the health and well-being of new neighbourhoods.</p> <p><b>Maintenance of Development</b>  The CCWMP requests that the issue of community safety and crime prevention are given greater prominence and consideration in the Rea Valley Urban Quarter SPD. The CCWMP is concerned not only about the initial planning application and construction/development phases, but also about the need for effective long-term measures and management to be in place to ensure the continued sustainability of</p>		
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development schemes in the short, medium and long term.

It is important that new developments should include a comprehensive maintenance programme to offer sustainability for buildings once they have been constructed, this might include, for example:

- The regular pruning and trimming of trees and bushes to encourage surveillance and prevent concealment (subject to the requirements arising from regulations in respect of trees in Conservation Areas or subject to Tree Preservation Orders (TPOs));
- The removal of graffiti and signs of vandalism (Broken Windows Theory - links disorder and incivility within a community to subsequent occurrences of serious crime); and
- Regular litter and waste patrols.

The CCWMP has evidence that in many cases two or three years after large-scale developments are operational, there are signs of graffiti and damage due to a lack of effective maintenance. This can quickly lead to a spiral of decline/neglect if not rectified through a maintenance programme quickly and effectively. The CCWMP requests that the following wording be included as an additional sub-paragraph within the 'Design' section of the SPD:

'Measures will be sought to create and maintain environments that design out crime and create safe and accessible environments where

	<p>crime and disorder and the fear of crime do not undermine quality of life or community cohesion. The need to design out crime and ensure its continued maintenance in all new developments is a cornerstone to successful sustainable communities.'</p> <p><b>Historic Environment</b></p> <p>The Rea Valley Urban Quarter contains numerous statutorily listed buildings. The 'Distinctive Neighbourhoods' section of the Draft SPD (pages 34-44) makes reference to the importance of new development taking account of the distinctive character of the areas within the Quarter, including heritage assets. The section relating to the High Street frontage neighbourhood makes reference to 'historic buildings' on the opposite side of High Street. There are also heritage buildings in the Cheapside neighbourhood. The existence of the Grade II listed Regency villas on Moseley Road are to be retained and protected and the setting of the Grade II* 17th Century Stratford House will be enhanced.</p> <p>Theft of lead flashing, cast-iron down pipes and other historic artefacts, is a significant problem, particularly in Conservation Areas and for Listed Buildings. The CCWMP requests that a flexible approach be adopted in respect of replacement building materials lost or stolen from Listed structures or those within Conservation Areas.</p> <p>Instead of insisting in all cases on a like-for-like reinstatement of materials where they have been removed, consideration ought to be given to the use of alternative materials and/or artefacts which are less likely to be vulnerable to repeat theft. This approach would be a</p>		
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<p>positive response aimed towards reducing heritage crime and the fear of crime.</p> <p>The CCWMP recommends that wording should be introduced into the SPD that would enable a pragmatic approach to be adopted to the replacement of historic and traditional materials stolen. Rather than seeking 'like-for-like' replacement, use of 'alternative' products available on the market, such as those produced by Rain Guard, should be accepted as a suitable alternative in appropriate instances. Replacement of stolen goods effectively by 'replica' products which visually match items stolen (with signage to indicate that they have no value), would prevent repeat theft and mean that the building owner was not vulnerable to this crime again.</p> <p>The CCWMP therefore requests that the Rea Valley Urban Quarter SPD includes reference to the favourable consideration of the use of approved 'alternative' materials to replace building materials and artefacts stolen to reduce crime and the fear of crime. The following additional wording is requested:</p> <p>'In appropriate circumstances, favourable consideration will be given to the use of approved 'alternative' materials to replace building materials and artefacts relating to buildings of historic importance to reduce crime and the fear of crime'</p> <p><b>Leisure and Evening Economy</b>  The Rea Valley Urban Quarter Draft SPD confirms that the transformation of the Rea Valley Urban Quarter will involve creating a series of 'Distinctive neighbourhoods', responding to their local character and setting to create a cohesive and integral part of City Centre (page 34). In terms of the design and layout</p>		
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	<p>of the High Street Frontage (page 36), reference is made to a mix of uses including restaurants and bars.</p> <p>The Draft SPD does not expressly indicate whether the development proposed in and around the Quarter will have implications for the evening economy. Given the mix, type and scale proposed, it is likely in our view that the facilities included in this area will need to consider these matters.</p> <p>The CCWMP considers that the general objectives of evening specific issues for any decision-maker include: ensuring a thriving, vibrant economy where people can feel safe, with reduced crime and a reduction in the fear of crime.</p> <p>The problems of the evening economy can include: if crime or the fear of crime increases, people will not feel safe, are unlikely to use the entertainment/night-time facilities, with the potential of an economic spiral of decline. This can result in the closure of bars, restaurants and shops, less people being attracted to the area, leading to the closure of more premises and companies going out of business.</p> <p>Issues for the Draft SPD to consider will include for example:</p> <ul style="list-style-type: none"> <li>• Access to and from the facilities (e.g., nearby public transport network, access to taxis and private-hire vehicles);</li> <li>• Safe and reasonably-priced parking facilities (well-lit, accessible car parks where people feel safe, with CCTV and good access control) meeting the standards set in the</li> </ul>		
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	<p>NPCC Park Mark accreditation scheme;</p> <ul style="list-style-type: none"> <li>• Well-run premises, with qualified/licenced door staff, who are able to deal with the conflict and problems associated with such premises, as well as presenting a welcoming 'customer-service' approach to people visiting the City and the premises concerned;</li> <li>• CCTV facilities within bars, clubs and restaurants;</li> <li>• Licensed premises and 'change of use' planning applications;</li> <li>• Hot food takeaways/late-night refreshment houses are often the flashpoint for violence after the pubs and clubs close;</li> <li>• Late opening off-licences and small retail stores (that sell alcohol) tend to be 'honey pots', i.e. areas where people tend to linger for longer than they would normally do so and attract increased levels of anti-social behaviour;</li> <li>• Position of Automated Teller Machines (ATM) both 'hole in the wall' and 'stand-alone'. These are often situated in night time economy areas and can become 'crime-generators';</li> <li>• ATMs and ATM replenishments. Across the UK (and Midlands) there have been an increased number of physical attacks on ATMs, including the use of gas and 'cash in transit' robberies from cash vans;</li> </ul>		
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	<ul style="list-style-type: none"><li>• Due to attacks on ATMs, there is real concern where 'Hole in the Wall' ATMs are installed in retail premises, where an apartment or dwelling is above the shop. The CCWMP requests that the Design Out Crime Officer (DOCO) is consulted before any ATM is installed.</li></ul> <p>The CCWMP considers that it is prudent for the Rea Valley Urban Quarter Draft SPD to include reference to the evening economy and the particular issues that arise in relation to this issue within the 'Design' section as a sub-heading. The aim should be to reduce crime, anti-social behaviour and potential disturbance to existing and proposed business people. The CCWMP requests the introduction of wording as follows:</p> <p><b>'In order to have a successful evening economy it is important that a variety of facilities, appealing to a wide range of age and social groups are offered and that these are provided in such a way to ensure a safe, accessible and inclusive environment and that any anti-social behaviour is discouraged, for example through management, improved lighting and CCTV coverage where appropriate'.</b></p> <p><b>Connectivity</b> The Draft SPD confirms (page 30), that the future success of the Rea Valley Urban Quarter will depend on improving its permeability and legibility, whilst reconnecting it to its wider context. New and improved streets are proposed to strengthen the connectivity of the area both to the City core and to the wider area beyond</p>		
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	<p>the Middleway, with pedestrians and cyclists being given priority.</p> <p>The CCWMP seeks the introduction of wording in the Development Principles section of the SPD under the 'Connectivity' sub-heading (pages 30-32) to ensure consultation with the Police both at an early stage in the transport and connectivity improvement process and on an on-going basis. It is vital to ensure that any potential policing issues for the Rea Valley Urban Quarter area or in relation to specific sites subject to development proposals can be taken fully into consideration, for example, in respect of investment in any extended/improved public transport provision and networks.</p> <p>It is important that the CCWMP is consulted about transport routes, to ensure that crime and the fear of crime is minimised. For example, the siting of bus shelters is vitally important, as is the design, style and materials used. Passengers awaiting their bus should be able to feel safe and be visible. The siting of bus shelters is important to ensure that they are placed in the most appropriate locations for the local community (to stop people taking short cuts through poorly lit areas) and the shelter should be well-lit (so people feel safe while waiting for the bus during the hours of darkness).</p> <p>Cycle and pedestrian routes, including routes between transport hubs, are crucial to a vibrant, inclusive community, particularly where a large-scale development is being proposed.</p> <p>Ideally cycles should be stored away from public view in a lockable room or container. As most cycle storage facilities are</p>		
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	<p>external, it is important that they are located in view of habitable rooms, offices, dwellings or shops etc. The CCWMP also recommends that the cycle stand enables both wheels and the crossbar to a stand be locked rather than just the crossbar. Minimum requirements for such equipment include galvanised steel bar construction (minimum thickness 3mm) and a minimum foundation depth of 300mm with welded 'anchor bar'. The cycle stores should also be positioned so that they are illuminated at night and are monitored by CCTV. Cycle storage should ideally be provided by one of the NPCC Secured by Design approved suppliers.</p> <p>The CCWMP requests a strategy to meet the objectives of the NPPF to ensure that issues of safety and any impacts on policing as a result of proposals are addressed in respect of transport and connectivity. The following wording is suggested for the 'Connectivity' section of the Masterplan:</p> <p>'The CCWMP will be consulted about any transport and connectivity proposals to ensure that opportunities to improve safety, both on the transport system itself and in the surrounding environment, are identified and appropriate measures included to promote safe and accessible environments where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion'.</p> <p><b>Distinctive Neighbourhoods – Moseley Street</b>  The Rea Valley Urban Quarter Draft SPD confirms (page 44), that there is an opportunity for some high quality residential infill to expand the housing offer in this location. This area</p>		
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<p>contains a mix of uses including community uses, with the operational police station at Bradford Street.</p> <p>Any proposed development in the vicinity of the police station needs to pay due regard to the inter-relationship between the proposed development and the operational requirements of the police station, particularly in relation to issues relating to noise, vehicle movements and overlooking. Any intensification of residential and/ or noise sensitive development in this area would require careful consideration in relation to its design and location. On behalf of the CCWMP, it is requested that WMP are actively engaged in any masterplan exercise, pre-application or application process relating to the Moseley Street neighbourhood so that the operation of the police station is not compromised.</p> <p>The SPD area does not sit in isolation from its immediate neighbours and other uses beyond the Quarter. The wider area in Birmingham beyond the area identified in the SPD contain some sites that generate or are potential targets for crime. It is important to ensure that any development proposals within the Quarter area do not have an adverse effect on the Police's ability to respond to calls for the police service's attendance.</p> <p>For these reasons it is important to ensure that the CCWMP is consulted upon all detailed proposals as and when they present themselves (for example at the masterplan stage and as planning applications come forward).</p> <p><b>Delivery</b> The Rea Valley Urban Quarter Draft SPD acknowledges (page 48) that to deliver the vision, the</p>		
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<p>adopted SPD will be supported by a comprehensive Delivery Plan which will focus on steps to implement the strategy, including social infrastructure. It is anticipated that a working group will be set up to identify funding streams and take forward a site-wide delivery and infrastructure phasing plan. It also acknowledges that developers will need to contribute towards the site-wide plan.</p> <p>Under the heading 'Partnership Working', the SPD confirms that the City Council and other key organisations who have a stake in the future of the area will work in partnership to ensure implementation of the vision set out in the SPD.</p> <p>Under the heading 'Social infrastructure' (page 48), the 'Delivery' section of the SPD acknowledges that the creation of a significant number of new homes in the Rea Valley Urban Quarter will require investment to ensure that appropriate services are in place so that they become functioning and sustainable neighbourhoods. This will need to demonstrate how the proposals will complement existing facilities.</p> <p>Clear trigger points to provide this infrastructure will need to be made to ensure that essential services are provided. Reference is made to the fact that funding will support educational, health, digital and community facilities. There is however, no reference to the need to secure funding for emergency services in the context of social infrastructure, despite the acknowledgment in the IDP that this is necessary.</p> <p>The CCWMP formally requests that the Police are included within any list of bodies the City Council intend to work in partnership with, to ensure that</p>		
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<p>essential infrastructure is provided. In this regard, we draw attention to the fact that The Snow Hill Masterplan October 2015 explicitly states that the delivery of the Masterplan proposals in that area will be progressed in close collaboration with various stakeholders, including <i>'the Police and Crime Commissioner for the West Midlands'</i>. This emphasis of the significance of partnership working with WMP should be explicitly referred to in the Rea Valley Urban Quarter SPD.</p> <p>It is important to ensure that developers are aware of the significance attached to issues of crime and safety by Birmingham City Council and the need to maintain an appropriate level of social infrastructure as acknowledged by the BDP and the IDP. As the IDP recognises, it is imperative that new development is accompanied by the necessary infrastructure to support growth. Given the acceptance within the IDP that emergency services including the Police represent a key form of social infrastructure, it is essential in our view that such provision is sufficient to support population growth. This should be expressly acknowledged in the SPD.</p> <p>The Rea Valley Urban Quarter SPD anticipates a significant scale of development designed to maximise the area's potential as a high quality mixed use neighbourhood with appropriate services and facilities for the local population. The infrastructure demands for the redevelopment in the area are likely to be significant. The associated implications for the future policing of this mixed-use neighbourhood must be included in the infrastructure requirements.</p>		
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	<p>As increases in local population and the number of households do not lead directly to an increase in funding from central government, it is imperative to secure S.106 contributions/CIL funding for infrastructure due to the direct link between the demand for policing services and changes in the physical environment arising from housing and economic growth, which have permanent impacts on policing.</p> <p>Securing contributions towards policing enables the same level of service to be provided to residents and visitors of new developments, without compromising the existing level of service for existing communities and frontline services. The consequence of no additional funding is that existing infrastructure will become stretched to breaking point, with the consequent adverse and severe impact on the quality of the service that WMP are able to deliver.</p> <p>To ensure that existing levels of service can be maintained for existing and future residents as the growth takes place, developer contributions through the mechanism of S.106 obligations or CIL for Police infrastructure identified by WMP, will be essential.</p> <p>Planning and Section 78 Appeal decisions have long recognised that the infrastructure requirements of the Police are eligible for consideration and can be allocated financial contributions through S.106 Obligations which accompany qualifying planning permissions for major development.</p> <p>Given the scale of development proposed at the Rea Valley Urban Quarter, the SPD should give greater detail in relation to</p>		
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<p>the specifics of the type and extent of infrastructure required to ensure that the proposals are viable, deliverable and will provide safe and sustainable communities.</p> <p>We will be happy to provide full details of the likely financial implications in respect of Police infrastructure relating to development of the scale proposed in this location, if required. Please let us know if/when the Council would like this information to be provided.</p> <p>The CCWMP requests that the following wording is included as an additional sub-paragraph within the 'Delivery' section of the SPD under 'Social infrastructure':</p> <p>'Financial contributions will be sought on behalf of key stakeholders including the emergency services, to facilitate the delivery of safe communities. To ensure that existing levels of service can be maintained for existing and future residents and visitors as the proposed growth takes place, developer contributions through S.106 Obligations or CIL for infrastructure identified by WMP, will be required and should be taken into account throughout the application process'.</p> <p>The CCWMP has a statutory duty to secure the maintenance of an efficient and effective police force for its area and of course, the Council is statutorily required to consider crime and disorder and community safety in the exercise of its duties.</p> <p>Crime and community safety are planning considerations as the NPPF, NPPG and the adopted BDP accept. The NPPF identifies the need for decisions to achieve healthy, inclusive and safe places, which are safe and</p>		
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	<p>accessible, so that crime and disorder and the fear of crime do not undermine the quality of life. Adequate policing is fundamental to the concept of sustainable communities.</p> <p>Accordingly, the CCWMP considers that the theme of community safety and crime prevention should be given prominence in the Rea Valley Urban Quarter SPD, as community safety, reducing crime, fear of crime and anti-social behaviour are vitally important to the creation of cohesive, sustainable communities.</p> <p>It is imperative to the CCWMP that the Police's ability to continue to undertake their functions is fully taken into consideration in the planning process. It is suggested that in order to achieve the objectives and realise its strategy, the Draft SPD needs to consider in greater detail and explicitly refer to measures aimed at designing out crime.</p> <p>In the context of delivering the vision set out in the Draft SPD, the CCWMP considers that it is necessary that the SPD should explicitly refer to partnership working with WMP and that funding is secured to ensure that appropriate services are in place to support population growth, as set out in the IDP.</p> <p>The CCWMP formally requests that the suggested additions to the relevant sections of the SPD are made and that the relevant officers are invited to be involved in the planning process. Joint working in partnership with the Police will help to ensure a sustainable design for the development which meets the requirements of the NPPF.</p>		
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	<p>Our client would be grateful if you could take these representations into account when considering the Rea Valley Urban Quarter Draft SPD.</p>		
<p>Severn Trent Water</p>	<p>We support your proposed water sensitive approach to address existing and potential future surface water problems in the area. In particular we encourage extensive use of suitably designed Sustainable Drainage Systems (SuDS) in both buildings (e.g. green roofs) and the landscape (e.g. swales, raingardens etc.) to manage surface water at source and to provide the additional benefits green infrastructure can bring to the local community.</p> <p>We would like to encourage surface water separation from the combined sewerage system wherever possible to help mitigate the risks of flooding and pollution, to provide capacity for new developments in the future and to manage surface water in a more sustainable way overall. This will be especially relevant to the eastern half of the proposed urban quarter where the drainage is fully combined.</p> <p>In terms of water efficiency of buildings we encourage imposing the expectation on developers that properties are built to the optional requirement in the Building Regulations of 110 litres of water per person per day.</p> <p>In terms of clean water supply and wastewater treatment capacity we do not foresee any issues at this point in time, however, given the rapid rate of change currently experienced across the city, we encourage the council and developers to keep us informed as plans progress.</p>	<p>Thank you for your extensive comments and strong support for the SPD vision.</p> <p>Severn Trent water are a key delivery partner for the catchment scale approach to managing flood risk within the Rea Catchment, and for the SPD delivery group. We will ensure that as the scheme progresses we have regular meeting to discuss the opportunities from the redevelopment.</p> <p>Birmingham LLFA require confirmation from the developer of agreement in relation to discharge rates and locations for surface water from proposed new developments. They support the delivery of the drainage hierarchy enshrined within Policy TP6 of the adopted BDP that only supports discharge of surface water to combined sewers when all other alternatives have been proven to be unviable, and only if there is an agreement in principle with STW.</p> <p>Birmingham LLFA require greenfield discharge rates from all new major development proposals in line with the requirements of TP6 of the adopted Birmingham plan. They promote the 1:1 year greenfield rate to be used rather than a staged approach or QBAR. BCC would welcome reference to this policy and the SPD in developer enquiry responses from STW.</p>	<p><b>Amended Text:</b></p> <p><b>6.8 The EA are working with partners to secure funding and this includes a collaborative approach with Birmingham City Council to ensure that the SPD supports the delivery of a business case for the River Rea Enhancements This will provide a detailed assessment of the opportunities to sustainably manage water and maximise the enhancement of blue and green infrastructure to reduce the risk of surface water flooding, as well as providing net gains for biodiversity, amenity, health &amp; wellbeing by supporting adaptation to the impacts of climate change.</b></p>

	<p>There may be a risk of the development impacting downstream combined sewer overflow performance subject to proposed flow rates and connection point locations on site. We ask that the council and developers keep us informed as plans progress to enable a more detailed assessment of the impact.</p> <p>The re-naturalisation of the River Rea may require relocation of key assets and/ or alter existing river levels which could compromise the performance of the sewerage system. We ask to be consulted throughout the development of this work to adequately mitigate any associated risks.</p> <p>In addition to the comments above we have set out some general guidelines that we hope you will take into consideration.</p> <p><b>Position Statement</b></p> <p>As a water company we have an obligation to provide water supplies and sewage treatment capacity for future development. It is important for us to work collaboratively with Local Planning Authorities to provide relevant assessments of the impacts of future developments. For outline proposals we are able to provide general comments.</p> <p>Once detailed developments and site specific locations are confirmed by local councils, we are able to provide more specific comments and modelling of the network if required. For most developments we do not foresee any particular issues. Where we consider there may be an issue we would discuss in further detail with the Local Planning Authority. We will complete any necessary improvements to provide additional capacity once we have sufficient confidence that a</p>		
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development will go ahead. We do this to avoid making investments on speculative developments to minimise customer bills.

**Sewage Strategy**

Once detailed plans are available and we have modelled the additional capacity, in areas where sufficient capacity is not currently available and we have sufficient confidence that developments will be built, we will complete necessary improvements to provide the capacity. We will ensure that our assets have no adverse effect on the environment and that we provide appropriate levels of treatment at each of our sewage treatment works.

**Surface Water and Sewer Flooding**

We expect surface water to be managed in line with the Government's Water Strategy, Future Water. The strategy sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed sustainably. For new developments we would not expect surface water to be conveyed to our foul or combined sewage system and, where practicable, we support the removal of surface water already connected to foul or combined sewer.

We believe that greater emphasis needs to be paid to the consequences of extreme rainfall. In the past, even outside of the flood plain, some properties have been built in natural drainage paths. We request that developers providing sewers on new developments should safely accommodate floods which exceed the design capacity of the sewers.

	<p>To encourage developers to consider sustainable drainage, Severn Trent currently offer a 100% discount on the sewerage infrastructure charge if there is no surface water connection and a 75% discount if there is a surface water connection via a sustainable drainage system.</p> <p><b>Water Quality</b>  Good quality river water and groundwater is vital for provision of good quality drinking water. We work closely with the Environment Agency and local farmers to ensure that water quality of supplies are not impacted by our or others operations. The Environment Agency's Source Protection Zone (SPZ) and Safe Guarding Zone policy should provide guidance on development. Any proposals should take into account the principles of the Water Framework Directive and River Basin Management Plan for the Severn River basin unit as prepared by the Environment Agency.</p> <p><b>Water Supply</b>  When specific detail of planned development location and sizes are available a site specific assessment of the capacity of our water supply network could be made. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts.</p> <p>We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands.</p> <p><b>Water Efficiency</b></p>		
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	<p>Part G of Building Regulations specify that new homes must consume no more than 125 litres of water per person per day. We recommend that you consider taking an approach of installing specifically designed water efficient fittings in all areas of the property rather than focus on the overall consumption of the property. This should help to achieve a lower overall consumption than the maximum volume specified in the Building Regulations.</p> <p>We recommend that in all cases you consider:</p> <ul style="list-style-type: none"> <li>• Single flush siphon toilet cistern and those with a flush volume of 4 litres.</li> <li>• Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute.</li> <li>• Hand wash basin taps with low flow rates of 4 litres or less.</li> <li>• Water butts for external use in properties with gardens.</li> </ul> <p>To further encourage developers to act sustainably Severn Trent currently offer a 100% discount on the clean water infrastructure charge if properties are built so consumption per person is 110 litres per person per day or less.</p> <p>We hope this information has been useful to you and we look forward in hearing from you in the near future.</p>		
<p>Conservative Group Response</p>	<p>The Group welcomes the opportunity for investment in this part of the city but has some concerns over the length of time it will take before work begins along with the design quality proposed, we also believe that the council should be more ambitious in terms of green</p>	<p>Thank you for your comments. The Green Infrastructure text has been strengthened along with Plan 6 ‘Wider Green and Blue Infrastructure Connections,’ including clear reference to green and brown roofs.</p> <p>Your comments are noted on protecting the existing night time</p>	<p><b>Amended Text:</b></p> <p><b>4.25 A mix of active uses at ground floor will be appropriate on key routes such as High Street and Bradford Street, where a cluster of cafes, retail and commercial uses is already developing. The SPD will look to</b></p>

	<p>infrastructure within the development. We would in particular draw your attention to the following key points:-</p> <ul style="list-style-type: none"> <li>• Delays to the Smithfield Development are having a knock on effect on how soon work here can start, this means that it is going to be several years before we start to see any actual work commencing.</li> <li>• We would wish to see plans developed in a way that protects the existing night time economy on the boundary of the zone.</li> <li>• Any retail development should be focussed on serving the new communities within the zone and not creating a further retail centre on the edge of the city, which is already spread thinly with a number of empty units in the city centre.</li> <li>• We welcome proposals to open up the River Rea to create a green corridor but believe the plans do not go far enough in creating green infrastructure and more should be done, for example, to increase the tree canopy and include living walls and garden roofs on apartment blocks.</li> <li>• Cycle ways should be directed along the river course, rather than the main arterial roads and continue up the course of the river into the</li> </ul>	<p>economy and the SPD has been strengthened to provide greater clarity and guidance on this. Please refer to Paragraphs 4.25, 4.27, 4.27 and 5.11, bullet point 8.</p> <p>The River Rea will be a new focus of activity, with the potential for cafes, bars, restaurants, and commercial units overlooking the attractive new green space, with apartments above.</p> <p>A new Heritage building Plan has been produced and the historic environment contributes to local distinctiveness and provides a sense of place.</p> <p>Paragraph 4. 18 encourages the retention of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past.</p> <p>Plan 8 ‘Building Heights,’ has also been amended to identify a range of heights appropriate within the Rea Valley Urban quarter boundary area. Family housing will be essential to create a sustainable residential community supported by appropriate social and physical infrastructure.</p> <p>Your comments are noted on the name Cheapside. Cheapside is a common street name which is in use throughout the country and although has strong associations with London, is by no means unique to that city. It derived from an Old English word meaning ‘market place’ and so is a positive connection to the commercial roots of this historical area.</p> <p>Whilst historically the name was applied to the street rather than a district, over recent decades it has come to refer to a wider area, roughly corresponding to the Bradford estate laid out in the late 1700s. This is evidenced, for instance, by the use of the name in ‘Cheapside industrial estate’. The area has also been referred to as Cheapside in Supplementary Planning Guidance</p>	<p><b>support the retention of live music venues and pubs in the Gay Village and Irish Quarter around Bradford Street given their importance to the community and culturally. A number of venues are currently under threat of closure but the adopted BDP recognises the importance of these venues as key destinations for creating a diverse offer in the city. Other uses such as hotels, leisure, community and commercial space should ideally be located alongside existing bars, late night music venues to enhance the general mix of uses and activity in the area.</b></p> <p><b>4.26 The introduction of the “agent of change” principle in the National Planning Policy Framework (NPPF 2019 Para 182) provides protection for existing business, leisure, community and cultural facilities from proposed residential development. Where any new development is proposed that could be noise-sensitive, and it could be adversely affected by nearby sources of noise such as music venues, community and sports clubs, then the developer of the new use bears the responsibility of protecting both the existing business and the new development. In particular the City’s Development Management DPD policies on noise and amenity will be used to assess future residential planning application proposals impact on such existing uses.</b></p> <p><b>4.27 New noise generating development within the urban quarter, such as pubs, community and music venues proposed close to residential and other noise-sensitive development uses should put in place measures such as soundproofing to mitigate and manage any noise impacts for neighbouring residents and businesses.</b></p> <p><b>Amended Plan</b></p>
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	<p>suburbs, linking in with the canal network to create more segregated cycle routes that do not compromise on road space for other bus and car users.</p> <ul style="list-style-type: none"> <li>• The proposals should future proof any future potential mass transit network additions.</li> <li>• The proposals should have far more significant levels of green infrastructure making the area a world leader. All of the taller buildings should have built in green infrastructure built in allowing the creation of garden balconies and an urban forests etc all the way up buildings. All tall canyon roads should have green walls and infrastructure built in.</li> <li>• There should be a strict design guide produce to reflect the historic buildings in the area such as Bradford Court, the Market Tavern and the Regency Villas on Mosely Street. We should look to ensure that wherever possible historic buildings are refurbished and retained, with new buildings made in keeping with them. Picture 1 from Godson Street London is a prime example of a huge mistake that will age quickly and looks unattractive, we should be aiming for much better for that and designing buildings that link the past as</li> </ul>	<p>such as the Council's 'Bullring and Markets Quarter planning and urban design framework' and research papers from the 1990s.</p>	<p><b>Plan 6 – Wider Green and Blue Infrastructure Connections.</b></p>
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	<p>well as standing the test of time.</p> <ul style="list-style-type: none"><li>• The tallest building should be kept alongside the Digbeth\Smithfield edge and not allowed to encroach in to the rest of the site. The rest of the site should contain more family housing than is currently proposed, rather than apartments. The predominance of apartments in Smithfield means it is even more important there are family houses here.</li><li>• The layout lends itself to family town houses with small gardens but access to larger communal garden space through garden square housing. This would enable a gradual reduction in height from 6 storey close to city centre reducing to 3 storey in rest of area. The site should be mostly family housing not apartments as the Smithfield development already has significant apartments proposed.</li><li>• The neighbourhood names need a rethink. 'Cheapside' in particular should be ditched; it copies London rather than being unique to Birmingham and does not reflect well on the area. The Moseley Street neighbourhood does not actually include Moseley St which seems bizarre</li></ul>		
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	and unnecessarily confusing.		
John Craig	<p>I am writing to express my outrage at yet another proposed development in the heart of the Birmingham LGBTQ+ community.</p> <p>The council is now embarking on what appears to be a targeted extinction of the safe space the community needs and loves.</p> <p>The Sherlock Street proposal will undoubtedly result in the closure of a proud, well maintained and diverse venue that serves a huge proportion of the LGBTQ+</p> <p>Eden bar is a venue that provides safety, community and live entertainment. It is independent of the empire of venues owned by Mr Barton and stands out of the crowd.</p> <p>Eden is home to a number of community organisations that provide vital support to members of the community and who will likely find no other place to meet as the council continues to destroy the heart of our community.</p> <p>We are now actively threatened as our spaces shrink, land that once hosted pride is developed with more overpriced apartments which will be followed with noise complaints to ultimately close the remaining venues.</p> <p>Where do you propose the LGBTQ+ community goes once you are finished? How will you tackle a marginalised community having no safe spaces in favour of flats and retail space that many from the community will be unable to afford.</p>	<p>Birmingham's Gay Village has become well established within Southside over the last 20 years and it is acknowledged that it needs to be properly referenced in the SPD given the focus of the village around the lower parts of Hurst Street, Kent Street and Lower Essex Street. We are aware a number of venues are currently under threat of closure but as the properties are in private ownership, the City Council has limited powers to intervene.</p> <p>The Big City Plan (2010), was endorsed as a framework for the future development and regeneration of the city centre and refers specifically to the Gay Quarter forms an important part of Southside's regeneration. The adopted Birmingham Development Plan (2017) Policy TP25 'Tourism and Cultural Facilities,' recognises the importance of cultural facilities and venues as key destinations for creating a diverse offer in the City.' The introduction of the "agent of change" principle to national planning policy (NPPF 2019 Para 182) provides protection for existing LGBT+ business and community facilities from proposed residential development. Where any new development is proposed that could be noise-sensitive, and it could be adversely affected by nearby sources of noise such as music venues, community and sports clubs, then the developer of the new use bears the responsibility of protecting both the existing business and the new development.</p> <p>The emerging relevant Development Management DPD policies on noise and amenity will be updated to reflect the requirements of NPPF Para 182.'</p>	<p><b>Amended text:</b></p> <p><b>Paragraph 4.25: The SPD will look to support the retention of live music venues and pubs in the Gay Village and Irish Quarter around Bradford Street given their importance to the community and culturally. A number of venues are currently under threat of closure but the adopted BDP recognises the importance of these venues as key destinations for creating a diverse offer in the city. Other uses such as hotels, leisure, community and commercial space should ideally be located alongside existing bars, late night music venues to enhance the general mix of uses and activity in the area.</b></p> <p><b>Amended text:</b></p> <p><b>Paragraph 4.26: The introduction of the "agent of change" principle in the National Planning Policy Framework (NPPF 2019 Para 182) provides protection for existing business, leisure, community and cultural facilities from proposed residential development. Where any new development is proposed that could be noise-sensitive, and it could be adversely affected by nearby sources of noise such as music venues, community and sports clubs, then the developer of the new use bears the responsibility of protecting both the existing business and the new development. In particular the City's Development Management DPD policies on noise and amenity will be used to assess future residential planning application proposals impact on such existing uses.</b></p> <p><b>Amended text:</b></p> <p><b>St David's Place Neighbourhood, Design and Layout Paragraph 5.11, bullet point 8: In particular on the Sherlock Street boundary, development should be designed to ensure that established noise - generating venues within the Gay Village remain viable and can continue</b></p>

	You plans will be opposed by a community used to fighting for its existence.		or grow without unreasonable restrictions being placed on them.
St Anne's Catholic Church, Alcester Street	<p>I wish to congratulate planners for the outline plans proposed, particularly with respect to improved environmental measures, increase in housing, public transport improvements and sympathetic linkages to the past, local landmarks...</p> <p>However, I also have some concerns:</p> <p>1. The time-scale for future development may lead to the demise of several notable buildings currently suffering from delays to previous abandoned plans where the area is now a wilderness and under-populated. Some businesses and community facilities are currently unviable, e.g. the White Swan is now closed; St Anne's Catholic Church is teetering at the brink... They need something in place to help them to survive into the future while new plans are being implemented.</p> <p>2. As a parishioner of St Anne's, serious maintenance problems have recently been brought to light - I believe that the fabric of the building has been undermined by adjacent foundation works (building on Bradford Street), which may commence again with new owners in place. Planning regulations should be enforced to protect existing buildings. Some sort of redress should be made to St Anne's for past damage done.</p> <p>Provision to secure the St Anne's church buildings into the future should also be made so that it can serve the community to be housed in the development</p>	<p>Thank you for your comments and overall support for the SPD. The regeneration of the area and the new residential communities will provide new vibrancy and activity in the area which will hopefully support existing community facilities in the area and also see vacant premises brought back into use.</p> <p>St Anne's Catholic Church is identified on Plan 7 Historic Buildings as a heritage asset and is also an important community asset the SPD will look to protect and enhance.</p>	<p><b>Amended Text:</b></p> <p><b>Reflecting local character and protecting Heritage Assets</b></p> <p><b>4.18 The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area's traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city's historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</b></p> <p><b>New Plan 7 -- Heritage Buildings</b></p> <p><b>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</b></p>



	<p>area, otherwise its very existence is in doubt.</p> <p>I hope you will look sympathetically into these issues and provide support needed to help realise the full potential of the plans proposed.</p>		
Highgate Community Support Limited	<p>On behalf of Highgate Community Support Limited I am pleased to submit feedback comments.</p> <p>Highgate Community Support Limited is a non-profitmaking company whose aim is to promote the health and wellbeing of people living in Highgate, Birmingham. We particularly focus on those who are hungry, children and young people, and those in the community who are lonely or not able to fully look after themselves. All our community support work is centred on Stanhope Hall Community Centre located in Highgate.</p> <p>We welcome the Rea Valley Urban Quarter development proposals and consider that the scheme has the potential to substantially improve both the physical infrastructure and the lives of those living in the area. However, such success will depend on the effort put into building social infrastructure as well as physical infrastructure. We applaud your focus to “create a sustainable neighbourhood which will stand the test of time” and your document highlights public spaces, green spaces, retail clusters, cafes, public art etc.</p> <p>We would also like to highlight the crucial need for community buildings, such as Stanhope Hall Community Centre, which provide a safe place for anyone (of whatever age) to go and participate in organised or individual activities. In a multi-</p>	<p>Thank you for your comments and support for the Rea Valley Urban Quarter vision.</p> <p>We acknowledge the vital work organisations like you do with local people as wellbeing hubs, and recognise the importance of social infrastructure being delivered to benefit the community.</p> <p>As part of the Highgate Park Neighbourhood regeneration, Paragraph 5.15, final sentence stated: ‘The future development strategy in this ‘area of change’ will require further community engagement and potentially procuring an investment partner to ensure the neighbourhood is comprehensively developed in line with the SPD vision and principles.’</p> <p>Local people, communities and groups will have the opportunity to engage in this and ensure the appropriate social and physical infrastructure is provided.</p>	<p><b>New Text:</b></p> <p><b>Paragraph 5.15, final sentence: The future development strategy in this ‘area of change’ will require further community engagement and potentially procuring an investment partner to ensure the neighbourhood is comprehensively developed in line with the SPD vision and principles.</b></p>

	<p>cultural area such as Highgate the need for such “safe havens” is very important. The plan could involve the development of new community buildings (in areas where there are currently none) or the re-enforcing of existing community centres such as Stanhope Hall.</p> <p>The extent to which community centres (i.e. both buildings and services) are included in the plan will, in our view, be a key factor in building a sustainable social infrastructure. I notice that a working group will be set up to take forward a site-wide delivery and infrastructure phasing plan, and I would be most interested in hearing about the outputs of this group as and when they become available.</p>		
NHS Birmingham and Solihull CCG	<p>Climate change should be the main priority of this development. Little evidence of sustainable technologies. Same old cafes, shops and bars isn't enough.</p>	<p>Thank you for your comments.</p> <p>At the heart of the successful regeneration of the Rea Valley Urban Quarter will be the creation of an environment which is flood resilient, green, biodiverse, durable, energy efficient and adaptable to change. Tackling climate change applies across the Rea Valley Urban Quarter, where all development should be carbon neutral in its construction and operation, and resilient in the long term. Integrating low carbon, low emission and active transport needs at the earliest possible stage in the design process will support decarbonisation of transport, the largest emitting sector of greenhouse gas emissions in the UK.</p>	
Push Bikes and Bike West Midlands Network	<p>Images in the document do not have enough ethnic minorities. Although existing businesses are unattractive they do supply low skill labour. People of colour not engaged with. The document looks as though it is attempting to replace an existing community, with a new one.</p>	<p>Thank you for your comments. This consultation statement provides the details of all the communities and people that were consulted and involved with the SPD.</p> <p>After listening to businesses, communities and key stakeholders this SPD provides a planning framework for the area and continues</p>	

		the drive to secure the inclusive and sustainable growth of Birmingham.	
Sport England	Cycle routes should be dedicated and the park link should be prioritised.	<p>Thank you for your comments.</p> <p>The approach to movement and accessibility will support the city's vision for a sustainable, green, inclusive, go-anywhere network. Low carbon, low emission and active forms of transport such as walking, cycling and public transport will be prioritised. This will mean enhancing existing streets and connections, introducing new links and legible routes, and creating a consistent, safe and high quality public realm which is easy to understand and navigate. Access for private cars will be limited and a segmented approach to traffic routing will be supported to discourage through trips in the city centre.</p> <p>We welcome your support for the park link and as a SPD 'Big Move' the Park Link will become the City Centre's first Sustainable Urban Drainage (SuDS) street and a major pedestrian route linking Birmingham Smithfield to Highgate Park.</p>	
Council for British Archaeology, West Midlands	Archaeological works would be required in advance of the river works. With regard to retention of heritage buildings, the word "attractive" should be omitted.	<p>Thank you for your comments.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p> <p>Paragraph 4.18 acknowledges that existing buildings which detract from the quality of the place should be replaced with high quality architecture.</p>	<p><b>Amended Text:</b></p> <p><b>4.18 Reflecting local character and protecting Heritage Assets</b></p> <p><b>The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area's traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic</b></p>

			contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city's historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.
West Midlands Campaign for Better Transport	Pavements would be more usable if cleared of clutter. Social infrastructure should be provided in the area. Needs to be delivered quickly.	<p>Thank you for your comments.</p> <p>Pedestrians and cyclists will have priority over vehicles within multiple streets of the Rea Valley Urban Quarter, and this will be reflected in their design, with wide footways and segregated cycle routes provided where space allows. Routes and delivery will align with the Birmingham Cycling and Walking Strategy, which includes an infrastructure plan for a city-wide cycle route network and priority areas for walking improvements.</p> <p>Your comments are welcome on social infrastructure and the Delivery Chapter text on infrastructure planning has been updated.</p>	<p><b>Amended text:</b></p> <p><b>Infrastructure planning</b>  <b>6.9 Infrastructure is an essential part of the plan making process. Planning policy recognises that in order to create sustainable communities it is not sufficient to provide housing and employment opportunities alone; we also need to ensure that development is supported by the necessary physical, social and green infrastructure.</b></p> <p><b>6.10 The City Council will be working with developers, house builders, public sector agencies, voluntary and community organisations, residents and businesses to bring forward developments and the supporting infrastructure. Infrastructure to be adopted by the City Council must be built to appropriate standards. Where infrastructure is not adopted by the City Council, the developer will need to demonstrate that City Council standards have been applied, it meets recognised quality standards, and it has long-term management and maintenance arrangements in place.</b></p>
Birmingham Friends of the Earth	Welcomes the vision. Must be strong on climate change. Tall buildings are not in keeping with heritage and character of area.	<p>Thank you for your comments and your support for the vision is welcome.</p> <p>Central to the area's future success will be the delivery of high quality infrastructure including a network of high quality public realm, green spaces and pedestrian routes. The</p>	<p><b>Amended Text:</b></p> <p><b>4.18 Reflecting local character and protecting Heritage Assets</b></p> <p><b>The historic environment contributes to local distinctiveness and provides a sense of place. The rich history of the Quarter should be reflected in the</b></p>

		<p>centrepiece of this network will be a reimaged River Rea.</p> <p>A new separate Heritage Plan has been produced for the final SPD to identify the heritage buildings/assets within the Rea Valley Urban Quarter boundary.</p> <p>There is an opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) to ensure local distinctiveness and provide a sense of place.</p>	<p><b>design of new development, retaining and enhancing what makes the area special and distinctive. This begins with retaining the area's traditional street grid, with the layout of new development reinforcing the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages (statutorily listed, locally listed and non-designated heritage assets) which provide an authentic link to the past, creating a dynamic contrast between old and new. These should be refurbished, given new uses and a new lease of life. The city's historic environment local list buildings document will be maintained and developed so it is a tool for planning decision-making. Plan 7 identifies the heritage buildings within the Rea Valley Urban Quarter. Existing buildings which detract from the quality of the place should be replaced with high quality architecture fit for purpose and fit for the future.</b></p>
<p>The Wildlife Trust for Birmingham and Black Country</p>	<p>Supports the vision. Could be stronger in terms of green infrastructure, climate change and sustainability.</p>	<p>Thank you for your comments and your support for the vision is welcome.</p> <p>A network of integrated green space running through the Quarter is an essential component of the overall vision. This will connect the Smithfield neighbourhood park, the River Rea corridor, Moseley Street Park Link and Highgate Park. This will then link up to the wider green infrastructure network including St Luke's, Park Central and Calthorpe Park, connecting the city centre out to the city's suburbs to the south.</p>	<p><b>Amended text:</b></p> <p><b>Resilience</b>  <b>4.2 The Rea Valley Urban Quarter aims to adopt a pioneering approach, embedding resilience into all aspects of its regeneration. The focus, through delivery of infrastructure and development, will be to create a sustainable neighbourhood which will stand the test of time. The Quarter will meet the necessary challenges faced by the climate emergency by being carbon neutral and adapting to climate change.</b></p> <p><b>Design</b>  <b>4.3 The design of the Quarter's buildings streets and spaces, will take a 'place making' approach, focussed on delivering distinctive environments, putting the health and wellbeing of residents at its heart. New developments will be required to seek to design out crime and create safe and accessible environments where crime and the fear of crime, do not undermine quality of life or</b></p>

			community cohesion. The mix of uses throughout the Quarter will deliver a newsustainable residential community, supported by healthcare and education services, as well as local amenities and employment opportunities.
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**Appendix 3: A Rea Valley Draft SPD Example Consultation Email/Letter**

Dear Sir/Madam,

**Public Consultation on the Draft Supplementary Planning Document for the Rea Valley Urban Quarter**

On 17<sup>th</sup> May 2019, Birmingham City Council has launched the public consultation for the Rea Valley Urban Quarter Draft Supplementary Planning Document (SPD). The Southern Gateway has been renamed the 'Rea Valley Urban Quarter,' given the focus of the SPD on the transformation of the River Rea.

Employment and industrial uses are predominantly located within Cheapside and whilst there is some vacancy and dereliction the area supplies a broad range of important local businesses and employment opportunities. In recent years, there has been some incremental redevelopment of sites along Bradford Street which has introduced more residential development into the area.

For the purposes of understanding the potential impact of land use change in the study area the SPD will be supported by an assessment of existing employment sites, premises and uses. It is acknowledged that some existing activity will be displaced in the future, to manage this a strategy will be developed with businesses to look at support and assistance with future investment, moving to alternative premises and integration into future development as part of a mix of uses within the area.

This SPD will expand on the vision for the wider Southern Gateway set out in the Birmingham Development Plan (2017), provide an up-to-date framework and specifically:

- Introduce the area and explain the policy and development context;
- Outline the ‘Big Moves’, the delivery of which will secure the vision for the Rea Valley Urban Quarter;
- Establish the over-riding development principles which will be used to guide the future layout and design of new development – connectivity, resilience and design;
- Identify distinctive neighbourhoods within the urban quarter, within which different approaches will be taken to development, reflecting local history, character and communities; and
- Set out the broad approach to the delivery of development, partnerships and the future procurement process.

The Draft SPD is now subject to a public consultation and will run for 8 weeks. The City Council is encouraging people and organisations to submit their views as the adopted SPD will be used to assess planning applications in this area. You can get involved in the public consultation by:

- Heading to <https://www.birminghambeheard.org.uk/economy/rea-valley-spd/> where you can view the draft SPD, and submit your comments via the online survey.
- Visiting one of the following public drop-in sessions:

<b>Date</b>	<b>Venue</b>	<b>Times</b>
14 <sup>th</sup> June	Custard Factory	10:00 – 13:00
20 <sup>th</sup> June	Stanhope Wellbeing Centre	11:00 – 14:00
21 <sup>st</sup> June	Custard Factory	10:00 – 13:00
22 <sup>nd</sup> June	St Martins Youth Centre, Highgate	11.00 – 15:00
26 <sup>th</sup> June	St Martins Youth Centre, Highgate	10:00 – 14:00
27 <sup>th</sup> June	Stanhope Wellbeing Centre	11:00 – 14:00
29 <sup>th</sup> June	Eden Bar	14:30 – 17:30
5 <sup>th</sup> July	Custard Factory	10:00 – 13:00

Further events and meetings will be set up and publicised on the website throughout the consultation period.

- Viewing paper copies of the draft masterplan at the Library of Birmingham, and 1 Lancaster Circus Queensway.

You can also submit comments to [CityCentreDevelopmentPlanning@birmingham.gov.uk](mailto:CityCentreDevelopmentPlanning@birmingham.gov.uk), or Planning and Development, Birmingham City Council, 1 Lancaster Circus, Birmingham, B4 7DJ.

The public consultation on the draft masterplan closes on the **12<sup>th</sup> July 2019**. Following this, comments will be taken into consideration and the final document will be prepared. It is anticipated that the Rea Valley Urban Quarter SPD will be adopted by the end of the year as part of the City Council's planning framework.

Please contact me if you require any further information. I encourage you to share your views.

Yours faithfully



**Tim Brown MRTPI | Principal Development Planning Officer | City Centre Team | Planning and Development**

**Call:** 0121 675 0506 |

**Online:** [CityCentreDevelopmentPlanning@birmingham.gov.uk](mailto:CityCentreDevelopmentPlanning@birmingham.gov.uk) | [www.birmingham.gov.uk/planning](http://www.birmingham.gov.uk/planning) | [www.bigcityplan.org.uk](http://www.bigcityplan.org.uk) |

**Visit:** 1 Lancaster Circus Queensway, Birmingham, B4 7DJ (for SatNav) | **Post:** Birmingham City Council, PO Box 28, B1 1TU |

#### **Appendix 4: Rea Valley Draft SPD Birmingham City Council Website Page**

**[https://www.birmingham.gov.uk/info/20054/planning\\_strategies\\_and\\_policies/1924/rea\\_valley\\_urban\\_quarter\\_consultation](https://www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/1924/rea_valley_urban_quarter_consultation)**

1. [Home](#)
2. [Planning and development](#)
3. [Planning strategies and policies](#)
4. Rea Valley Urban Quarter Consultation

## Rea Valley Urban Quarter Consultation

The Rea Valley Urban Quarter Supplementary Planning Document (SPD) will provide detailed policy and design guidance for the future transformation of the City Centre Urban Quarter.

The Quarter will see a series of mixed use neighbourhoods created, accommodating over 5,000 new homes and integrating innovative space for businesses to develop and grow. Central to the area's future success will be the



delivery of high quality infrastructure including a network of high quality public realm, green spaces and pedestrian routes.

The River Rea will be transformed into a green corridor providing an adaptable, resilient and ecologically rich environment. Together with a rejuvenated Highgate Park these two spaces will play a key role in achieving our overall aim for improved green infrastructure in the city centre.

The SPD outlines the overall vision and development principles that need to be applied to deliver an exciting and diverse location.

From 17 May 2019, we would like to hear your views on the Rea Valley Urban Quarter, Draft Supplementary Planning Document (SPD).

## **Appendix 5: Beheard Online Draft Rea Valley SPD Consultation**

### Rea Valley Urban Quarter Draft Supplementary Planning Document June 2019

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#### **Overview**

The Birmingham Development Plan (BDP) was adopted by the City Council in January 2017, and is part of the city's statutory planning framework, guiding decisions on development and regeneration. The wider Southern Gateway area is identified within the BDP as the largest 'Area of Transformation' within Birmingham City Centre, and includes Birmingham Smithfield and the area around the River Rea. This SPD will expand on the vision for the Southern Gateway set out in the BDP Policy GA1.2 'Growth and Wider Areas of Change,' and provide an up-to-date framework with specific guidance.

The Southern Gateway has been renamed the Rea Valley Urban Quarter, given the focus of the SPD on the transformation of the River Rea to create a unique waterside development. It is one of Birmingham's oldest neighbourhoods and comprises parts of Digbeth, Southside, Cheapside and Highgate

### **Rea Valley Urban Quarter Draft SPD**







The purpose of this SPD is to set out a vision for a sustainable mixed-use neighbourhood, focused around the transformation of the River Rea corridor, offering a unique waterside development in the heart of the city centre.

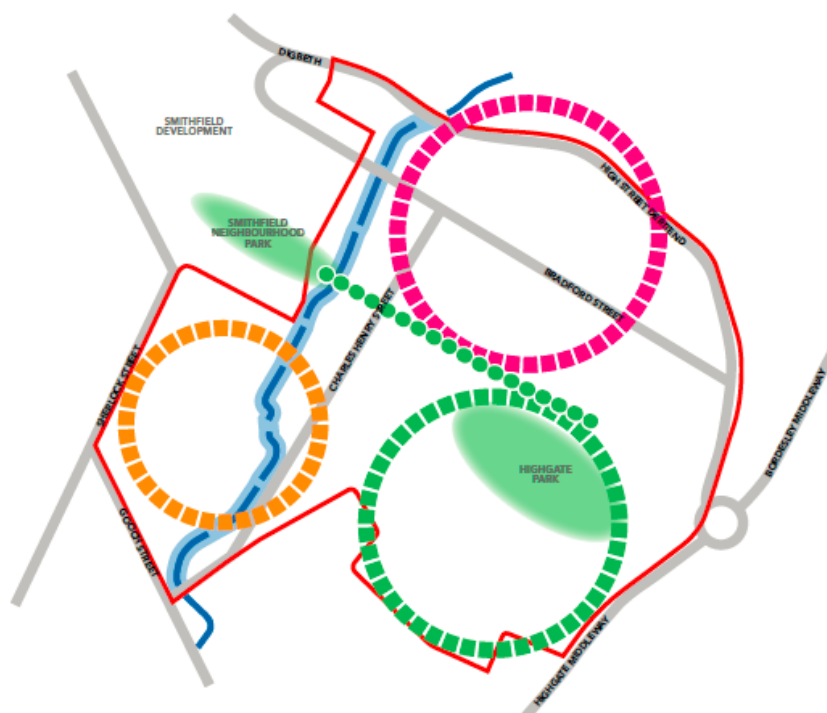
The SPD will specifically:

- Introduce the area and explain the policy and development context;
- Outline the 'Big Moves', the delivery of which will secure the vision for the Rea Valley Urban Quarter;
- Establish the over-riding development principles which will be used to guide the future layout and design of new development – connectivity, resilience and design;
- Identify distinctive neighbourhoods within the urban quarter, within which different approaches will be taken to development, reflecting local history, character and communities.
- Set out the broad approach to the delivery of development, partnerships and the future procurement process.

## PLAN 3 BIG MOVES

### Key

-  Masterplan boundary
-  River Rea corridor transformation
-  Park Link
-  Cheapside mixed use neighbourhood
-  St Davids residential led neighbourhood
-  Highgate Park neighbourhood



The document is available to view below, and your comments can be submitted to us via the online survey.

### Why we are consulting

We are interested in your views on our vision and plans for the Rea Valley Urban Quarter, and would particularly welcome suggestions and comments from residents and local businesses to help shape change in this important part of Birmingham city centre.

An online survey has been set up for people and organisations to provide their comments on the draft SPD (a copy is available to download below). People can also provide comments by email or post (**Planning & Development, Birmingham City Council, 1 Lancaster Circus, Birmingham, B4 7DJ**).

A number of public drop in sessions have been organised for people to attend, ask questions and provide their comments. Details for these sessions are set out below.

The draft SPD can also be viewed at Birmingham Central Library, B3 3AX and at 1 Lancaster Circus, Birmingham, B4 7DJ.

Meetings will also be held with key stakeholders throughout the consultation period.

### Introduction

#### 1 What is your name?

Name (Required)

## 2 What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email (Required)

## 3 What is your organisation?

### Rea Valley Urban Quarter Vision

The Rea Valley Urban Quarter will become a new dense mixed use urban neighbourhood which is a vibrant, well connected and sustainable place for people to live, work and spend leisure time. With the River Rea at its heart, a network of green routes and spaces will create a resilient environment, rich in biodiversity that promotes health and wellbeing of residents and visitors alike. A variety of new and innovative housing types will attract a truly diverse community which will benefit from a range of services and facilities. Across the Quarter, employment space will be planned for, and new and existing businesses supported.

The Vision for the Southern Gateway will be secured through the delivery of a series of Big Moves and underpinned by key development principles:

#### Transforming the River Rea into a unique public space

The River Rea will become one of the city's most distinctive natural spaces. A rich green and blue environment, it will be busy and attractive, overlooked by a range of uses such as cafes shops and bars. . For the first time in over a hundred years, locals and visitors will be able to see and experience the river flowing through their city centre.

#### Park Link

Forming part of a network of green routes and spaces, the Park Link will become a major pedestrian route linking Smithfield to Highgate Park.

#### St David's Place

A vibrant mixed use neighbourhood offering a mix of workspace and living in a high quality environment around along the transformed River Rea.

## **Cheapside**

Important local employment uses will be integrated alongside new city centre living including a mix of apartments in new build development and converted industrial buildings.

## **Highgate Park Neighbourhood**

Focussed around a transformed Highgate Park, the neighbourhood will become an attractive family housing area.

### **4 Do you have any comments on the Vision and Big Moves?**

**If you wish please provide comments below to expand your answer**

Site-wide development principles will, alongside the Big Moves, be at the forefront of delivering the vision for Rea Valley Urban Quarter and creating a truly exemplar development and legacy for future generations.

- Connectivity
- Resilience
- Design

## **Connectivity**

The approach to movement and accessibility will focus on promoting walking, cycling and public transport. This will mean enhancing existing streets and connections, introducing new links and legible routes, and creating a consistent and high quality public realm which is easy to understand and navigate.

A clear street hierarchy will be established, with key routes identified for vehicular traffic, with the other streets designed to facilitate access and servicing whilst discouraging rat running. New routes and connections will make it easier and more convenient to get around. Parking and servicing will not be allowed to dominate the environment.

New and improved streets will be complemented by a number of smaller, more intimate public spaces which create a consistent, high quality environment.

Pedestrians and cyclists will have priority within the streets of the Rea Valley Urban Quarter, and this will be reflected in their design, with wide footways provided where space allows.

Moseley Street, the 'Park Link' between the proposed Smithfield Neighbourhood Park and Highgate Park will be given pedestrian priority, whilst the opening up of the River Rea will allow for the inclusion of enhanced, safe cycle opportunities separated from vehicular traffic, connecting to the city's wider cycle network and public transport.

Existing bus services will be complemented by the extension of the Midland Metro, and introduction of Sprint bus services along the High Street and through the Smithfield development. Encouraging the use of public transport will help reduce traffic congestion and carbon dioxide emission as well as improvements in air quality.

### **5 Do you have any comments on this Development Principle?**

**If you wish please provide comments below to expand your answer.**

### **Resilience**

The Rea Valley Urban Quarter aims to adopt a pioneering approach, embedding sustainable design into all aspects of the development. This is essential to creating a resilient neighbourhood which will stand the test of time, and which can adapt to future economic social technological and environmental / climate change.

At the heart of the SPD is the need to address the current flood risk associated with the River Rea and its floodplain. Whilst this will require a whole catchment approach and a range of projects over a wider area, a major intervention to the Rea within the Rea Valley Urban Quarter is an essential part of this package.

The Rea will be broken out of its narrow channel, restored, realigned and allowed to flow naturally within a 35 metre wide blue and green corridor. Transforming the channel will involve creating a more sinuous course with a naturalised two stage profile to increase the river's capacity, slow water flow and allowing it to store flood water. The design will also include a natural river bed, safe, accessible banks, riffles and

pools, native trees and riverside planting. The proposal also needs to provide suitable, sympathetically designed step free access to the river to ensure that it can be enjoyed by everyone. This will also allow maintenance and emergency works to be carried out safely.

A variety of sustainable urban drainage solutions will drastically reduce the run off from highways and buildings, reducing the risk of surface water flooding and protecting streets and spaces during intense storms.

A network of green space will run through the site, connecting the Smithfield neighbourhood park, the River Rea corridor, Moseley Street Park Link and Highgate Park. This will then link up to the wider green infrastructure network including St Luke's, Park Central and Calthorpe Park, connecting the city centre out to the city's suburbs to the south.

## **6 Do you have any comments on this Development Principle?**

**If you wish please provide comments below to expand your answer.**

## **Design**

The design of the Rea Valley Urban Quarter, its buildings streets and spaces, will take a 'place making' approach, focussed on delivering distinctive environments, putting the health and wellbeing of residents at its heart.

The cornerstone of design in the Rea Valley Urban Quarter will be to retain and enhance what makes the area special and distinctive from other parts of the city centre. This begins with retaining the area's traditional street grid, with the layout of new development following the scale and pattern of city blocks. There is also the opportunity to retain a number of attractive heritage buildings and frontages which reflect the rich history of the area and provide an authentic link to the past, creating a dynamic contrast between old and new.

New development should reflect local context and create a vibrant and safe environment with a strong sense of place. Factors which influence the design of new development include the relationship with retained buildings, existing urban character and scale, street hierarchy, and the need to create 'active frontages' overlooking

streets and public space. Architecture, detailing and materials will be of a high standard.

At the core of the transformation of the Rea Valley Urban Quarter will be a new residential neighbourhood, supported by a mix of uses to create an attractive and appealing place to live. Varied housing types, sizes and tenures will attract a diverse balanced and vibrant community. A mix of active uses at ground floor will be appropriate in locations such as High Street, Bradford Street, and along the River Rea, where cafes, retail and commercial uses will be encouraged. The need for new community facilities such as a primary school and health centre will be assessed.

## **7 Do you have any comments on this Development Principle?**

**If you wish please provide comments below to expand your answer.**

## **Distinctive Neighbourhoods**

The transformation of the Rea Valley Urban Quarter will involve creating an authentic piece of city, integrated into the existing city centre, but distinctive, with a strong sense of place. Each neighbourhood will have its distinctive character arising from the local context - the existing topography, natural features, street pattern, and heritage assets. When planning for change, aspects such as legibility, connectivity, scale, density and land use will need to be considered, as well as the need to secure high quality buildings, urban realm and public space. To support this design approach, indicative neighbourhood areas have been identified:

- **High Street Frontage**

The High Street (Digbeth, Deritend and Bordesley High Streets), a historic road of medieval origin, defines the northern boundary of the Rea Valley Urban Quarter, and presents the opportunity to create a vibrant street of city scale with a strong identity, characterised by landmark architecture,



high density city living, retail, restaurants, bars and a high quality public realm.

- **Cheapside**

Cheapside will become a mixed-use neighbourhood with an improved public realm creating a balanced community. Important local employment uses will be integrated alongside new city centre living including a mix of apartments in new build development and converted industrial buildings.

- **St David's Place**

St David's Place has the opportunity to become a unique waterside residential neighbourhood with the River Rea at its heart. The re-imagined river corridor will be a driver of large scale change, breathing new life into the area, creating a vibrant place with a distinctive identity. This neighbourhood will become a focus for family housing, with a diverse mix of housing types and a variety of appropriate ground floor uses to create a balanced community.

- **Highgate Park**

A comprehensive approach to development will unlock the opportunity in this area, with a re-planned layout delivering a well-connected place with public and private spaces that feel secure and attractive. New and remodelled housing will be provided as part of a mix of uses focused around a refurbished and extended Highgate Park. Varied housing types, sizes and tenures will attract a diverse demographic to create a balanced and sustainable urban family neighbourhood.

- **Moseley Street**

There is the opportunity for some high quality residential infill to expand the housing offer in this location. Bounded by the Ring Road, Moseley Street and Bradford Street, sensitively designed new development alongside fine historic buildings will create a desirable place to live which is well connected to Highgate and the city centre.

**8 Do you have any comments on this approach and would you like to comment on a specific Distinctive Neighbourhood'?**

**If you wish please provide comments below to expand your answer.**



## **Delivery**

In order to achieve the quality of development and place that is required by the BDP and the SPD, a comprehensive approach to the site's planning, development, delivery and long term management and maintenance is needed.

A site-wide strategy will be developed with key partners, including all landowners and taking into account other matters to secure and co-ordinate infrastructure delivery. Developers will need to contribute towards the site-wide masterplan and individual schemes will need to demonstrate how they deliver the overall plan for the area including delivery of infrastructure. Further details will be included in the final SPD.

There is a history of partnership working in Birmingham and the implementation process is anticipated to continue to be driven forward and co-ordinated through joint working between BCC, WMCA, HE, EA, landowners, developers, local residents, business communities, service providers and other key organisations who have a stake in the future of the area.

Birmingham City Council has a pivotal role to play in this process, through:

- Development Management as the Local Planning Authority;
- Facilitating the implementation of the required infrastructure;
- Providing advice at feasibility/design stage;
- As a landowner and development partner;
- Utilising land assembly powers;
- Working closely with land owners, businesses and the local community; and
- Promoting investment opportunities.

## **9 Do you have any comments on this section?**

**If you wish please provide comments below to expand your answer.**

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**10 Do you have any other comments on this SPD?**

**If you wish please provide comments below to expand your answer.**

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## **Appendix 6: Rea Valley Urban Quarter Draft SPD Launch Event Agenda**

Stakeholder Launch Event – 17<sup>th</sup> May 2019

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### **8.30 - Welcome – Dav Bansal**

*Glenn Howells Architects*

### **8.35 - Opening Launch Remarks – Cllr Ian Ward**

*Birmingham City Council*

### **8.40 - The Rea Valley Urban Quarter – Richard Cowell**

*Birmingham City Council*

### **9.20 - The River Rea Flood Risk Measures & Partnership Approach – Marc Liddeth**

*Environment Agency*

### **9.40 - Q & A**

The Rea Valley Draft SPD consultation will be open for an eight-week period from the 17<sup>th</sup> of May – 12<sup>th</sup> of July.

Visit [www.birmingham.gov.uk/RVUQ](http://www.birmingham.gov.uk/RVUQ) to find out when upcoming consultation events on the SPD are taking place, and give your views in the online consultation.

## BIRMINGHAM CITY COUNCIL

PLANNING COMMITTEE

**MINUTES OF A MEETING OF THE PLANNING COMMITTEE  
HELD ON  
THURSDAY, 4 JULY 2019 AT 1100 HOURS IN COMMITTEE  
ROOMS 3 AND 4, COUNCIL HOUSE, BIRMINGHAM**

**PRESENT:-**

Councillor Karen McCarthy in the Chair;

Councillors Bob Beauchamp, Maureen Cornish, Diane Donaldson, Mohammed Fazal, Peter Griffiths, Adam Higgs, Julie Johnson, Keith Linnecor, Zhor Malik, Saddak Miah, Gareth Moore, Lou Robson and Mike Ward.

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**Public Consultation on the Draft Supplementary Planning Document for the Rea Valley Urban Quarter**

Tim Brown, Principal Development Planning Officer, City Centre Team, gave a presentation on the Draft Supplementary Planning Document for the Rea Valley Urban Quarter.

Members commented and asked questions as follows:-

- There was a need to clean up and maintain the area and the river.
- Had discussions taken place regarding public transport?
- The need to ensure safety of children and prevent flytipping was important.
- Currently no one organisation or persons took responsibility for maintenance and cleaning the river.
- How did the quarter link in with Cannon Hill park?
- Would comments made at the meeting be included in the consultation?
- What was the mix of public/private ownership?

- There needed to be a good level of design with appropriate height of buildings.
- The role of the River Rea involvement in Birmingham's industrialisation needed to be acknowledged.
- Resident involvement in the design in relation to Highgate Park was important.
- Parking needs would have to be effectively addressed in Cheapside to retain on street parking.
- More houses should be provided.
- Concerns had been raised that the St David's Place would not be a true mixed use development and there would be too many residential units. This would impact up on the adjacent Gay Village particularly the Eden Bar which was to be surrounded by residential units and would be forced to close. There was concern that the Equality Impact Statement indicated that it was applicable for sexual orientation but the plans would impact on businesses in the Gay Village
- Would the flow of the river Rea to put water in the swales?
- The edges to the river should be opened up.
- How was contamination of the river upstream going to be tackled?
- The design of buildings should carefully considered to allow balconies not to be in the shade.
- Cycle route should be considered to encourage reduction in car use.
- The archaeology of the area was important and should be recorded particularly where building were to be lost.
- It was noted that Highgate Park would be 150 years old in 2026 and that should be celebrated.

The Principal Development Planning Officer responded appropriately.

7016

**RESOLVED**:- That the report be noted.

## **Appendix 8: Eden Bar Consultation Event Key Issues Raised**

At the Eden Bar Consultation Event notes were taken of the discussions and the comments received were analysed and where appropriate incorporated into the amended document. The key issues raised at the event were:

- Why is there no reference to the Gay Village in the document or the LGBT+ community in the Equalities Analysis?
- The document needs more reference to the surrounding context generally, and how the SPD area links in with the surrounding context – not just the Gay Village.
- Lack of understanding of the local and national significance of Eden Bar, it holds community and niche events and is a safe space.
- Consideration required on the impact of new residential and hotel development on the existence and safety of existing LGBT+ community.
- Consideration required regarding the protection of cultural assets and venues in the gay village. How can we protect these spaces? Is this a pre cursor for future development?
- What is the noise complaints procedure? Can we investigate what noise complaints have been made on precedent schemes? Has this resulted in the closing down of venues locally and nationally?
- Consideration of a plan for the wider area, what form could this take? Gay Village SPD or neighbourhood plan?
- More information required on social infrastructure – development for the community?
- Not enough green space – river channel is too narrow and looks like more a pedestrian route and would be unsuitable for activities that you would usually do in a park, sports etc.
- Potential for green events space surrounding Eden Bar. This could also be used for major events such as Pride etc.
- More consideration and information required regarding micro-greening. Can more to done to ensure development reduces carbon footprint, solar roofs, use local energy grid rather than mains, etc.
- Concerns over the location of a potential public transport interchange outside Eden bar.

## Appendix 9: Press Articles on the Draft Rea Valley SPD Consultation

<https://www.birminghamupdates.com/council-launches-consultation-on-ambitious-plans-to-transform-73-hectares-of-birmingham-city-centre/>

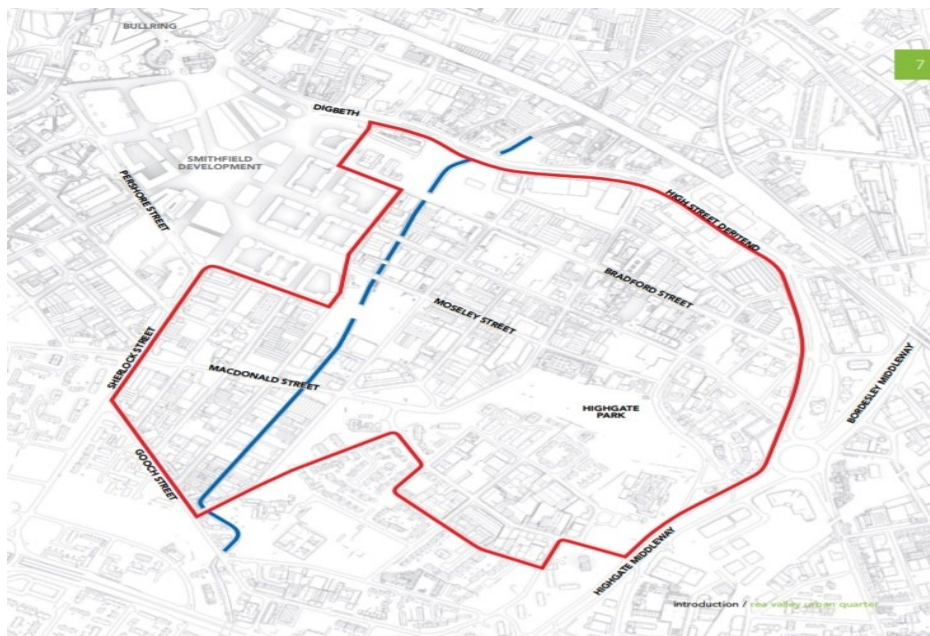
Home Birmingham City Council Council launches consultation on ambitious plans to transform 73 hectares of Birmingham City Centre known as the Rea Valley Urban Quarter.

# Council launches consultation on ambitious plans to transform 73 hectares of Birmingham City Centre

By  
Kyle Moore

-  
20th May 2019

Accommodating over 5,000 new homes the Rea Valley Urban Quarter will provide affordable and private housing, attracting families to the city centre supported by a range of community facilities and employment space. Expanding out from the Birmingham Smithfield development the area will focus on a reimagined River Rea as a green corridor that enhances its water management role and delivers significant biodiversity benefits.



As part of the plans, Highgate Park will be rejuvenated and will become part of a green network to help reconnect the park to the wider city centre. In total over 5 hectares of new and improved high-quality multifunctional public space will be created along with a multitude of pocket parks and green roofscapes.



The creation of new homes in the area will also see the development of employment space to support business growth and job creation.



Illustrative image showing the naturalisation of a section of the River Rea

Cllr Ian Ward, Leader of Birmingham City Council, said: *“This announcement for the Rea Valley Urban Quarter demonstrates Birmingham’s continued ambition to transform the city, delivering new homes and improved employment opportunities. The announcement of Lendlease as our preferred development partner for the Birmingham Smithfield development has provided a catalyst to bring forward plans for the wider area and deliver the next phase of the Big City Plan.*

*“These exciting plans will create a vibrant, mixed use neighbourhood with a network of green spaces and routes at its heart providing high quality environments for current and future residents along with ecological benefits.”*

Following the success of Birmingham Smithfield, the Rea Valley Urban Quarter will help complete the delivery of the largest area of transformation within the city centre. The city council has produced a Supplementary Planning Document (SPD) for the area which sets out plans for major improvements to the area’s infrastructure alongside guidance for future development and investment.

Public consultation on the SPD starts today and will run for 8 weeks. To take part visit <https://www.birmingham.gov.uk/rvuq>

[HTTPS://WWW.INSIDERMEDIA.COM/NEWS/MIDLANDS/CONSULTATION-STARTS-FOR-5000-HOMES-PLANS](https://www.insidermedia.com/news/midlands/consultation-starts-for-5000-homes-plans)

## CONSULTATION STARTS FOR 5,000 HOMES PLANS

20 May 2019 Midlands Property Jon Robinson



A consultation has been launched into plans to transform 180 acres of Birmingham city centre. More than 5,000 new homes have been earmarked for the Rea Valley Urban Quarter, under new proposals published by Birmingham City Council for the next phase of its Big City Plan.

Highgate Park would be rejuvenated and reconnected to the wider city centre while more than 12 acres of new and improved multifunctional public space will be created along with pocket parks and green roofscapes.

The delivery of new homes will be matched by the provision of employment space to support business growth and job creation. Plans for the area will include opportunities to integrate businesses with new development and support improved accommodation or relocation.

Council leader Cllr Ian Ward said: "This announcement for the Rea Valley Urban Quarter demonstrates Birmingham's continued ambition to transform the city, delivering new homes and improved employment opportunities

"The announcement of Lendlease as our preferred development partner for the Birmingham Smithfield development has provided a catalyst to bring forward plans for the wider area and deliver the next phase of the Big City Plan.

"These exciting plans will create a vibrant, mixed use neighbourhood with a network of green spaces and routes at its heart providing high quality environments for current and future residents along with ecological benefits."

Following consultation the Rea Valley Urban Quarter SPD will be updated and then presented to the council's cabinet for adoption.

<https://www.midlandszone.co.uk/news/save-the-gay-village-popular-venues-future-under-threat-from-developers/18856>

MIDLANDS  
**ZONE**

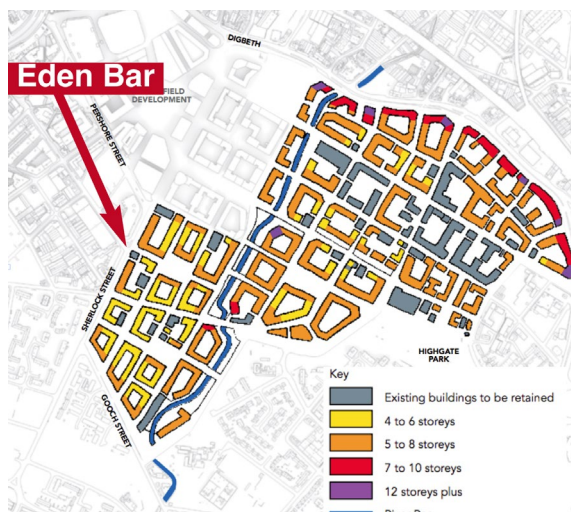
## Save the Gay Village - Venue under threat from developers



Posted on 30 May 2019

A new planning draft has been released which shows Birmingham gay village venue Eden Bar surrounded by new apartments.

To submit your views, go to: <https://www.birminghambeheard.org.uk/economy/rea-valley-spd/consultation/intro/>



*Some of the apartments will be 12 storeys plus*

The plans are part of the Rea Valley Urban Quarter Masterplan, which will see a series of mixed-use neighbourhoods, accommodating over 5,000 new homes, being created. The scheme has not yet been approved, and the city council is seeking consultation with the general public over the next few weeks.



Eden's owners, Garry Prentice and Cal Eden, are concerned that new developments to either side and the rear of the venue would bring complaints from residents about noise levels. This could then lead to the popular bar not having its lease renewed.

Eden is one of Birmingham gay village's busiest and most popular bars. Calling for support from the LGBT community and speaking about the threat, Garry Prentice said: "The gay village is very important to a lot of people - it's a safe place where they can be themselves without looking over their shoulder, and Eden is a vital part of it. "We need everyone to urgently lodge their concerns within the consultation period, which closes on 12 July, and help us try and protect Eden within this development."

Commenting on the development, Birmingham Pride Director Lawrence Barton commented: "I will personally be supporting Eden's efforts to protect itself in the face of this latest residential development announcement. I would ask the whole community to get behind Garry and Cal in the same way they supported The Nightingale Club's battle and send your objections in immediately. We have to come together and ensure that any residential developments that are proposed within Southside are condition to sufficiently robust sound-proofing to mitigate the risk of future noise complaints that will hinder the vibrant night time economy. The LGBTQ community and its allies have to protect our community's interests. We have been present in Southside for over 26 years, and many thousands of people need the safe haven that the gay scene provides within Birmingham city centre."

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