Birmingham

# core strategy 2026

A plan for sustainable growth

Consultation Draft • December 2010

theBirminghamplan
birmingham's local development framework

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**Consultation Draft • December 2010**

Closing date for comments 18th March 2011.

Contact:

Planning Strategy
PO Box 14439
1 Lancaster Circus
Birmingham
B2 2JE

E-mail: planningstrategy@birmingham.gov.uk
Telephone: (0121) 303 3734

**Mark Barrow**
Strategic Director of Development

theBirminghamplan
birmingham's local development framework

# Foreword

I am very pleased to be endorsing this emerging Core Strategy. It will play a key role in helping to shape the future direction of this great city.

Birmingham is a diverse, dynamic and forward thinking city of over a million people. It is the regional capital of the Midlands and is strategically located at the heart of the United Kingdom. The city has seen constant and progressive change throughout its history, embracing new cultures and the challenges of shifting global economies and more recently climate change.

Over recent years there has been a transformation of the city centre, including the rebuilding of the Bullring, development of concert/ conferencing and sporting facilities and the creation of attractive public squares and spaces all to the highest international standards. The city will continue to adapt to and embrace change, in order to enhance its position as a key economic and cultural centre regionally, nationally and internationally. Further expansion will see development of a state of the art 'Library for Birmingham' the new central library, the redevelopment of New Street railway station and expansion of Birmingham International Airport.

The draft policies set out in this Core Strategy have been produced after initial extensive consultation on an 'Issues and Options' report and reflect the city's aspirations for its growth, economic development and approach for tackling the key issues for the next 20 years. Many of these issues - such as the need to create more affordable housing and sustainable employment and to continue tackling climate change - will be challenging and will require innovative solutions within increasingly limited resources.

All future development and investment in Birmingham will be considered against the approach and policies in the Core Strategy. Once finalised it will be the principal strategic planning policy document within The Birmingham Plan, the city's Local Development Framework. It will provide the statutory foundation for other initiatives such as the Big City Plan - the City Centre Masterplan. The Core Strategy also outlines and seeks to assist the City Council to meet its vision and key themes and objectives as set out in the City Council's Sustainable Community Strategy.

The City Council is seeking your views on this document. Your views are important and all responses will be very carefully considered. They will help us finalise the Core Strategy and I would urge everyone to grasp this opportunity to comment and help shape Birmingham's future growth and prosperity.

**Councillor Timothy Huxtable**
Cabinet Member for Transport and Regeneration

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# 1 Introduction and Context

## The Role and Purpose of the Core Strategy

**1.1** The purpose of the Core Strategy is to set out a clear spatial framework for the growth of Birmingham up to 2026. As such the strategy will set out how much new housing should be provided in the city, and it will identify the general locations for the construction of new housing and flats. It will also identify the key locations for employment provision, and for other key activities, such as shopping, waste management, leisure and sport, education and health in order to support the city's growing population. The strategy will also consider how transport and other infrastructure can be provided to enable this new development to take place in a sustainable way.

**1.2** In promoting this agenda for growth, the strategy will need to reflect Birmingham's ambitious targets for reducing $CO^2$ emissions and to contribute to the Council's wider agenda of improving the quality of life and thereby the health of all Birmingham residents.

**1.3** There is a statutory requirement for the City Council to prepare a Core Strategy - and once the strategy is adopted it will form the central part of the city's Development Plan. Amongst other things this means that it will be the starting point for decisions on all major new development proposals in the city.

**1.4** The preparation of core strategies must take place in line with a statutory process. Initial consultation on the scope of the Core Strategy took place in early 2007, and the first formal stage in the process was consultation on Issues and Options in autumn 2008. The key messages from these consultations are summarised below.

**1.5** This Emerging Core Strategy document has also been produced for consultation purposes - but in terms of its scope, structure and content it reflects what the Council currently considers should be included in the final Strategy. In effect it is a draft version of that final Strategy.

**1.6** The Council welcomes comments on this draft.

**1.7** The next stage in the process will be for the Council to consider the reaction to this draft and to modify the strategy as necessary in the light of the comments received. A revised version of the strategy will then be produced. There will be an opportunity for formal comments to be made on that version of the strategy, and then it will be submitted to the Secretary of State for Communities and Local Government. Following this the 'soundness' of the strategy will be examined by an independent inspector, who will consider all the comments received in making his or her recommendations. These recommendations will be binding on the City Council.

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## The Core Strategy and the Big City Plan

**1.8** The Core Strategy will provide a city-wide framework for change in Birmingham. The city's greatest asset is undoubtedly the city centre and so alongside the Core Strategy the City Council has also been working on a more detailed plan to guide future change in the city centre - the Big City Plan.

**1.9** The original intention was that the Big City Plan would be a detailed masterplan for the city centre, and that like the Core Strategy it would form part of the city's Development Plan. A 'Work in Progress' report in relation to this was published for consultation in December 2008.

**1.10** However as work on the Big City Plan progressed it became clear that this was not the most appropriate approach and that there were significant difficulties in producing a detailed masterplan for an area as large as Birmingham city centre. The Big City Plan City Centre Masterplan is being produced as a non-statutory planning and regeneration framework. The key principles of the masterplan will be embedded in the Core Strategy - the statutory planning document that will provide the vision and overarching direction to guide the future development of the whole city. Where further detail is needed for particular parts of the city centre, this will be provided through Supplementary Planning Documents. The Big City Plan is a live document and will be reviewed as progress is made with the next stage in the regeneration of the city centre.

## Structure of the Core Strategy

**1.11** This introductory section sets the scene for the strategy, by explaining the statutory context for the document and the work and consultation undertaken so far. It identifies the ways in which the strategy links to other key policy documents both nationally, regionally and locally. It also contains a brief 'spatial portrait' of Birmingham.

**1.12** Section 2 proposes a 'vision' for the future development of Birmingham and Section 3 identifies nine key objectives to deliver the vision.

**1.13** Section 4 sets out the overall strategic approach to delivering the vision and objectives and explains how this has emerged from the alternative approaches considered in the earlier stages.

**1.14** Section 5 sets out the strategic city-wide policies that the Council considers necessary to implement the overall strategic approach. These are then amplified in sections 6-9, which set out policies and proposals for particular areas of the city (the City Centre, the North and West, the East and the South). Section 10 addresses the issue of delivery and section 11 sets out a monitoring framework.

## Sustainability Appraisal

**1.15** It is a statutory requirement that the Core Strategy should be subject to a sustainability appraisal process, incorporating a strategic environmental assessment.

**1.16** Both the Core Strategy Issues and Options report and the Work in Progress report for the Big City Plan were accompanied by Sustainability Appraisal reports and the outcome of this work has been fed into the preparation of this Emerging Core Strategy. A Sustainability Appraisal of the Emerging Core Strategy has also been undertaken and is published separately.

**1.17** The City Council has used independent consultants (ENTEC) to undertake this work.

## Birmingham Today - A Spatial Portrait of the City

**1.18** Birmingham is the dynamic core of the West Midlands. With a population of just over 1 million and covering an area of 26,777 hectares, Birmingham is the UK's second largest city with an ever-increasing standing as a vibrant and diverse global city.

### An Increasing Population

**1.19** Birmingham's population drifted downward during the second half of the 20th Century as a result of net out migration primarily to other parts of the West Midlands conurbation. However the population has grown since 2001 due to high levels of international immigration, higher birth rates and reducing death rates. The most recent estimate from the Office for National Statistics (ONS) is that in 2009 the city's population was 1,028,700.

**1.20** Birmingham is densely populated at 38.4 persons per hectare.

**1.21** The population is relatively young with about 45% of residents under 30 compared with the national average of 37%.

**1.22** Demographic trend projections from the ONS for the period 2006-2026 point to growing numbers in all age groups except 15-29. The projections show a 12% growth in the number of Birmingham's residents aged 65 or older, but this is noticeably lower than the 43% national increase. In contrast the number of children in Birmingham is expected to increase by 10%, compared with the national growth of only 2%.

**1.23** The city contains a significant percentage of Black and Minority Ethnic (BME) citizens and this section of the population is predicted to increase in future years.

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### A Diverse Social Character

**1.24** Birmingham's residents are from a diverse range of national, ethnic and religious backgrounds. According to the 2001 Census, non-white groups form 29.6% of the city's population, which is one of the largest proportions outside London. Just over 10% are Pakistani with the next largest groups being Indian and Black Caribbean.

**1.25** The black and minority ethnic communities are mainly concentrated in the inner parts of the city with the highest proportion found in the inner city wards of Lozells and East Handsworth, Sparkbrook and Aston.

**1.26** Birmingham's most deprived wards are also predominantly located in the inner areas. Over a third of Birmingham's residents live in areas that are in the most deprived 10% in England (Index of Deprivation 2007).

**1.27** Birmingham recorded the lowest overall crime rate per 1,000 population in 2005/2006 amongst the major English cities, although fear of crime remains a concern for many local people.

**BIRMINGHAM'S NATIONAL CONTEXT**

## Health Inequalities

**1.28** Life Expectancy in Birmingham as a whole is increasing both for men and for women but continues to lag behind England as a whole for both females and males. There are also above average numbers of people who still die at a younger age (up to eleven years less than the English average in some areas); and above average numbers of people who spend much of their life in ill-health or disability.

**1.29** There is a marked and real social gradient to this, with people who are most deprived living the shortest lives and with most ill-health. There is a higher burden of death and ill-health placed on Birmingham than on England as a whole.

**1.30** Birmingham also experiences significant lifestyle challenges which result in avoidable disability and disease such as stroke, heart disease, diabetes and ultimately early death. The number of people taking above average levels of physical activity in Birmingham is lower than the national average (18.1% compared to 22% average 2009/10); more children and adults are overweight or obese and there are increasing levels of diabetes. Lifestyle, but also the quality of the natural and physical environment impact significantly on these.

**1.31** Health and economic prosperity are intimately linked. The healthier the city, the healthier and more productive the workforce. The health of the city's population is a key asset for our economic prospects, but equally a thriving economy is essential for good health.

## A Variety of Open Space and Nature Conservation

**1.32** More than one fifth of the city consists of open space. There is a great variety of open space provision including parks, nature reserves, allotments, golf courses and playing fields. Many of these areas are linked by rivers, watercourses and canals forming an inter-connected network which extends into areas beyond Birmingham's boundary and which is of great importance in promoting biodiversity. Reservoirs also provide important wildlife habitats and can be a valuable recreational and amenity resource.

**1.33** 16% of Birmingham's land area is designated as Green Belt.

**1.34** Birmingham contains a number of areas that are protected for their nature conservation value including two Sites of Special Scientific Interest (SSSIs): Sutton Park and Edgbaston Pool. Sutton Park is also designated as a National Nature Reserve (NNR) and most of it is covered by a Scheduled Ancient Monument. There are presently eight local nature reserves (LNRs) with those at Moseley Bog and Plantsbrook covering the largest areas, 56 Sites of Importance for Nature Conservation (SINCS) and 110 Sites of Local Importance for Nature Conservation (SLINCS).

### Quality Urban Spaces

**1.35** Birmingham has reinvented itself over the last fifteen years to rival major global cities with many leisure attractions and quality urban spaces.

**1.36** A distinctive network of attractive public squares runs across the city centre with grand civic architecture found at Victoria Square. Centenary Square and Millennium Point create a modern public realm containing several attractions such as the Repertory (REP) Theatre and the Think Tank Museum. The new Library of Birmingham is now under construction on Centenary Square, next to the REP Theatre and is expected to be complete in 2013.

**1.37** The city centre takes advantage of its natural topography, with several landmark buildings situated at the peak of a valley ridge. The iconic silver disc Selfridges building against the Victorian gothic architecture of St Martins Church create a contrasting cityscape and dramatic views from the south of the city centre.

**1.38** The core of Birmingham is surrounded by many pleasant and desirable leafy suburbs such as Edgbaston, Sutton Coldfield, Bournville, Moseley and Harborne, each with its own unique character and identity.

### A Wealth of Historic and Archaeological Resources

**1.39** Birmingham has 27 designated conservation areas, mainly located within attractive suburbs and within historic parts of the city centre. These account for 4% of the land area of Birmingham including the Jewellery Quarter and Bournville conservation areas, which are nationally renowned. There are also many listed and locally listed buildings.

**1.40** Birmingham hosts an extensive network of historic canals and canalside structures, which reflect the city's key role during the Industrial Revolution. Birmingham's canal network has been successfully restored at a number of locations including Brindleyplace, creating ambience as an attractive waterside feature alongside bars, cafes, restaurants and other attractions.

**1.41** Birmingham has a surprising wealth of archaeological resources with 13 Scheduled Ancient Monuments of national importance. Sites range from pre-historic burnt mounds at Moseley Bog, Roman settlements at Metchley Fort and in Kings Norton and the remains of a medieval fortified manor at Weoley Castle. There are also remains of medieval industries including mills along the city's watercourses and many examples of the city's more recent industrial heritage. Potentially many more sites are to be discovered.

### A Changing Economy

**1.42** During and after the recessions of the 1970s and 1990s, Birmingham's economy experienced dramatic changes and manufacturing industry was hit hard, leading to heavy decline in the traditional employment base. Economic conditions began to improve by the mid 1990s as the economic base diversified into the service sector, the expansion of which has become increasingly important to the city's revitalisation. This improvement continued until the onset of the most recent recession which has affected both the service and manufacturing sectors.

**1.43** Birmingham today is a major employment centre drawing in workers from across the West Midlands region to the city centre. Managers, senior officials and professionals make up about 35% of persons commuting into Birmingham, compared with 23% of the city's working residents.

**1.44** Birmingham's economy has continued to move away from traditional manufacturing towards high skilled office jobs including business and professional services, revitalised retail and an expanding creative industries' sector. As a designated Science City and a Digital City, Birmingham has

attracted investment from new industries based on science and technology such as high technology manufacturing sectors, medical technologies, advanced materials and nanotechnology.

**1.45** However, worklessness remains a significant issue. At 59.4%, the employment rate is significantly below the national rate of 70.9% (ONS 2009). The female rate (54.3%) is much lower than the male rate (64.6%) and the non-white employment rate in the city is 48%; 19 percentage points below the white rate.

**1.46** In the first quarter of 2010, 127,980 people were claiming out-of work benefits in the city - 20.2% of the working age population. This compares to 15.3% regionally, and 13.2% nationally. In some wards the rates are over 25%.

**1.47** Worklessness is concentrated both in inner city wards such as Washwood Heath, Aston and Sparkbrook, which contain a high ethnic minority population, and also some outer city estates with a predominantly white population (e.g. Kingstanding and Shard End). Rates had been relatively constant for some years, and were even starting to fall slightly, until the recession pushed the rate up sharply during 2009.

**1.48** The average (mean) household income for the city as a whole is currently around £31,000 per annum (CACI 2008). However, there are significant differences between constituencies, with Sutton Coldfield households enjoying the highest average income, 65% above Hodge Hill, the area with the lowest average.

**New Residential Developments**

**1.49** Birmingham is predominantly built up in character with about 15,200 hectares in residential use.

**1.50** In 2001 there were nearly 391,000 households in Birmingham according to the Census. The average household size was greater in Birmingham at 2.46 persons compared with the England average of 2.36. There is a growing number of one-person households but also a relatively high proportion of households containing five or more people.

**1.51** Birmingham contains a wide range and quality of housing. There is a relatively low proportion of detached housing and higher proportions of terraced housing and flats. Two and three bedroom dwellings predominate. In recent years the city has seen major new residential developments and substantial clearance programmes. Between 2001 and 2009 almost 26,000 new dwellings were completed, many of which were new apartments in the city centre. Over the same period about 9,400 dwellings were demolished. The supply of land for housing within the city boundary is constrained due to the extent of the built up area, and the fact that the majority of open land on the edge of the city is designated as Green Belt.

**1.52** House prices in Birmingham increased by about 88% between 2001 and 2007, but have subsequently fallen back as a result of the credit crunch.

**1.53** Improving the quality of the city's housing stock and of its residential neighbourhoods has long been a priority - with Castle Vale and Attwood Green being two recent successes. Current initiatives include the Ley Hill Estate which is the subject of a £45 million regeneration programme which will see over 440 new high quality homes for sale and for rent and 700 unsatisfactory homes demolished. In addition to new housing, the area will also see improved community facilities and a proposed new health centre situated around a new village green along with major improvements to Ley Hill Park.

**An Extensive Transport Network**

**1.54** Birmingham has a relatively high percentage of households without a car: 38% compared to the English average of 27%. The percentages without a car are higher in the inner parts of the city and in some peripheral areas.

**1.55** Just over half of people who both live and work in the city use the car to get to work, about a fifth use the bus, a tenth walk and another tenth work at or from home. However over half of trips into Birmingham city centre in the morning peak are by public transport (bus 31%, rail 24% and Metro 2%).

**1.56** Birmingham has good links to the national motorway network and via the city centre to Birmingham Airport, which is set for significant expansion, initially to accommodate an extension to the main runway to enable direct long haul flights which connect with major global growth points.

**1.57** A network of strategic highways is focused on the city centre, with express coach links to many parts of the country. There is an intensive pattern of local bus services as well as a regional rail network.

**1.58** In the longer term there is the potential for a new high speed rail link between the city centre and other major cities in the UK and Europe (High Speed 2).

**1.59** Birmingham New Street Station is a major rail interchange offering direct services to cities across England, Wales and Scotland. The multi million pound Gateway project proposes to remodel New Street to accommodate increasing passenger numbers.

**1.60** Centro, the West Midlands Integrated Transport Authority, has powers to build a one-mile extension route of the Midland Metro from Snow Hill Station to New Street Station running through the city centre. Moor Street and Snow Hill Stations are also significant for rail access, including links to London via the Chiltern line.

**1.61** The importance of self-propelled transport methods such as walking and cycling is recognised. Developing more and better networks for these modes of transport, and making them viable and pleasant choices will be crucial to our ambitions for a sustainable and healthy city.

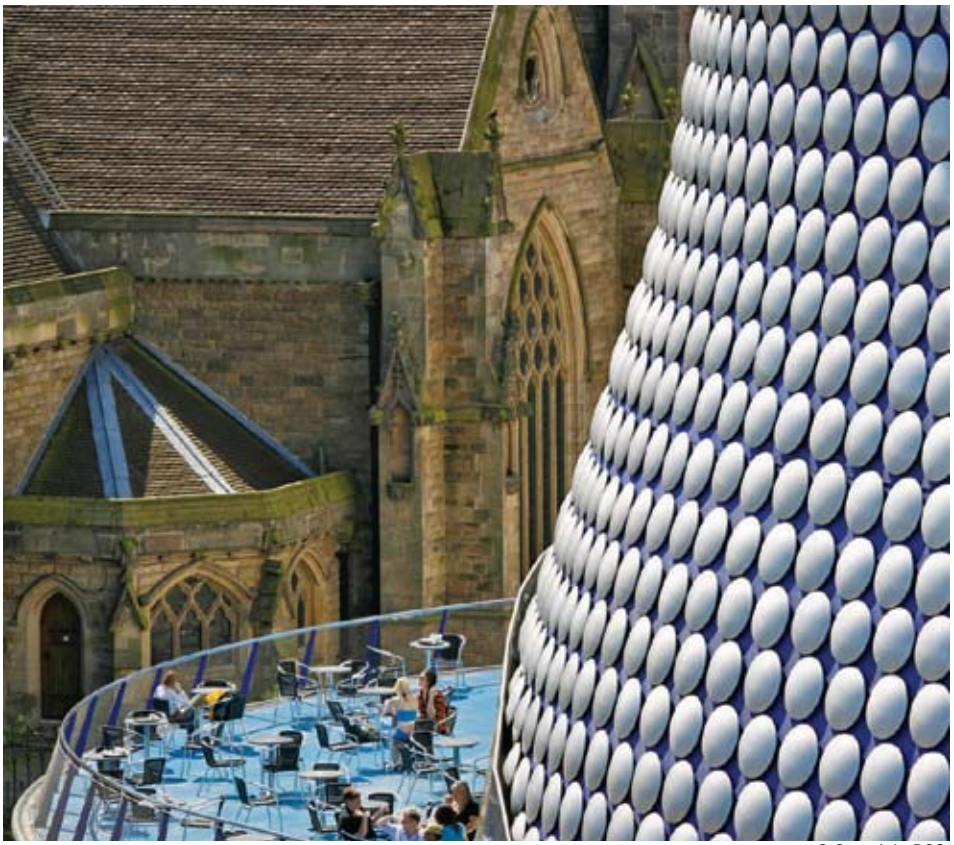
## A Vibrant City Centre

**1.62** Birmingham city centre is a major business and tourist destination with several prestigious developments created since the 1990s that have revived and promoted Birmingham both locally and internationally. These include the International Convention Centre (ICC) and Symphony Hall, many international hotels, the National Indoor Arena (NIA) and the attractive mixed-use redevelopment of canal side Brindleyplace, all located within a successful network of public squares, spaces and streets at the heart of the city.

**1.63** More recently the creation of the Bullring Shopping Centre, redeveloped Birmingham Markets and the luxury Mailbox development have provided high quality, major retail and leisure spaces which have continued to propel Birmingham's growth and transformation as a city of innovation.

## A Network of Vibrant Urban Villages

**1.64** A network of vibrant urban villages is evolving in Birmingham through the renaissance of centres. Successful existing urban village schemes include the regeneration of the historic Jewellery Quarter and Bordesley urban village. The growth of key centres such as Selly Oak will provide attractive, high quality residential and employment areas with a thriving mix of local amenities and sustainable uses.



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## Links with Adjoining Areas

**1.65** Birmingham lies at the heart of the West Midlands Region and there are important links between Birmingham and adjoining areas. The following are particularly significant:

- The main international gateway to Birmingham is provided by Birmingham Airport which adjoins the NEC complex.This area is also a major source of employment. It lies in Solihull Metropolitan Borough, just to the east of Birmingham. The quality of the transport links between this area and the city centre is a key issue.

- There are close links between the residential areas of East Birmingham and those of North Solihull. Both are regeneration priorities and there is a need to ensure that a consistent approach is taken. Improving access to jobs is important in both these areas.

- There is a significant amount of in-commuting to Birmingham from adjoining areas, and in particular South East Staffordshire (Lichfield and Tamworth), Solihull, South Warwickshire (Stratford-on-Avon) and North Worcestershire (Redditch, Bromsgrove, Kidderminster and Worcester). Providing high quality public transport links, in particular by rail between these areas and Birmingham is important.

- There are some important cross-boundary links between South West Birmingham and adjoining areas of Bromsgrove District. In particular the former MG Rover car plant at Longbridge straddles the boundary and is the subject of an adopted Area Action Plan prepared jointly by Birmingham and Bromsgrove Councils. The Lickey Hills Country Park, owned by the City Council and an important outdoor recreational resource also lies partly in Birmingham and partly in Bromsgrove.

- The City Council supports the ongoing Strategy for the regeneration of the Black Country which lies to the west of Birmingham as complementary to the City Council's growth Strategy. At a more local level there are important links between the residential areas of North West Birmingham and adjoining areas of Sandwell, which are both within a Housing Pathfinder area. Another important recreational resource, The Sandwell Valley Country Park which has Green Belt status, extends from the Handsworth area of Birmingham through Sandwell and Walsall to link to open countryside in Southern Staffordshire. Sheldon Country Park covers an area of just over 300 acres to the east of Birmingham extending into Solihull and has become a haven for wildlife.

## The Birmingham Unitary Development Plan

**1.66** The existing statutory development plan for the city is the Birmingham Unitary Development Plan (UDP), known as The Birmingham Plan which incorporates the Longbridge Area Action Plan (LAAP). This plan was originally adopted in 1993. It was subsequently revised, and the modified version was adopted in October 2005. The new Core Strategy will replace elements of the Birmingham Plan, in particular the citywide strategic policies.

**1.67** There are three key themes to the existing Plan: economic revitalisation; urban and social regeneration; and environmental quality. The Birmingham UDP seeks to modernise the city's economy, promote investment in new economic sectors and support existing businesses. It seeks to ensure that economic growth feeds through into real benefits for Birmingham's residents, particularly those in areas that experience the greatest deprivation. It is a Plan that emphasises the importance of having an integrated approach to regeneration that combines physical, social and economic measures. Finally it is a Plan that seeks to protect and enhance the city's environment and to improve the quality of life for the city's residents.

### Pressures for Change

**1.68** The three key themes of the existing plan remain relevant today, but it is inevitable that over time some of the factors that influenced the strategy will change. Since the current Plan was devised, there have been changes to both government policy and regional policy and these are summarised in the next section. There have also been other social, economic and environmental changes, which need to be addressed - and some of the more significant of these are highlighted below:

- Climate change, driven by human activity, has now been generally accepted as a reality. This creates challenges in two ways. Firstly how can we minimise Birmingham's carbon footprint and what role can the development plan play in helping achieve this? Secondly, what steps should we be taking to adapt to the unavoidable consequences of climate change?

- Birmingham's population has been growing in recent years after many years of decline. But the city still 'exports' population - we are unable to provide for all of the natural growth in our population, and there is still net out-migration. This adds to the phenomenon of 'social polarisation' - the tendency for the professional and managerial groups to move out of the city to surrounding areas. Our next challenge is to address this - and this will require positive planning for housing and population growth and for the creation of high quality residential environments attractive to all.

- The make-up of Birmingham's population is also continuing to change. Birmingham has the youngest age profile for a city of its size in Europe - but there is also a rapidly growing elderly population. The diversity of the city is also continuing to increase, with continuing inward migration from new areas such as Eastern Europe and Somalia as well as other parts of the world.

- The recent recession has re-emphasised the continuing need to strengthen Birmingham's economy. The manufacturing sector has declined, and this seems likely to continue - although it will remain a fundamental part of the city's economic base and it will be essential to ensure that innovation and modernisation in the industrial sector is encouraged. However most new jobs are likely to arise in the service sector, so it will also be important to ensure that we make proper provision for growth in this area. This re-emphasises the importance of the city centre and other centres.

- The recession has led to an increase in unemployment after several years of decline - and it still remains stubbornly high in some inner areas of the city. There is a continuing need for measures to address this and the worklessness issue.

- Local distinctiveness and the importance of local delivery of services and local access to facilities have taken on much greater importance. This has been reflected in the Council's 'localisation' process and is central to the concept of Birmingham as a city of 'vibrant urban villages'.

- The city's road system is congested and there is a need to promote greater use of public transport, cycling and walking.

- Trends within the global economy will continue to have a major influence on the Birmingham economy. There will be competition from the rapidly growing economies of China and India but there are also opportunities to improve trade and economic links with these places. Currently there are also increasing uncertainties in the global economic markets following the credit crunch and increasing oil and commodity prices.

- There is much evidence and learning from other areas of the importance of planning policies in addressing the substantial health inequalities in Birmingham.

## Links to Other Strategies

**1.69** We do not have the luxury of starting with a clean sheet of paper. The policies in the Core Strategy must adhere to a framework set out by Government and must take account of, and be consistent with, relevant national planning policy. However, within this context there is the opportunity to tailor policies to reflect local circumstances and aspirations and to ensure that the challenges facing Birmingham are met in the most appropriate way.

Some of the key local and national guidance, which forms the starting point for developing the Core Strategy, is set out below.

### National Policy Context

**1.70** Government planning policy can be found in a series of documents called Planning Policy Guidance Notes (PPGs) or, for more recently published guidance, Planning Policy Statements (PPSs). These documents cover a wide range of topics, including Housing, Sustainable Economic Growth, Transport and Green Belt. PPS12 deals specifically with the content of core strategies. The full text of these documents can be viewed on the government's website at ***www.communities.gov.uk***

## Local Context

**1.71** There are a number of local strategies and agendas that the Core Strategy can help to implement. It is important, therefore, that the Core Strategy is consistent with other City Council strategies so that it plays its part in enabling the city to achieve its wider ambitions.

## The Sustainable Community Strategy

**1.72** Birmingham 2026, Birmingham's Sustainable Community Strategy, was adopted in July 2008. The strategy has been prepared by the Be Birmingham Strategic Partnership and sets out a high-level over-arching vision for Birmingham. This vision is defined around five outcomes. These are to enable Birmingham's people to:

- Succeed economically.
- Stay safe in a clean, green city.
- Be healthy.
- Enjoy a high quality of life.
- Make a contribution.

**1.73** This vision provides a key starting point for the Core Strategy which will explain how it will be delivered through the process of growth and physical change within the city.

## The Birmingham Declaration on Climate Change

**1.74** The Birmingham Declaration underlines the City Council's commitment to be at the forefront of the effort to tackle issues around sustainability. The Declaration sets out a number of commitments including that by 2015:

- All Council vehicles will be electrically powered or run on liquefied petroleum gas.
- The City Council's energy consumption will be reduced by 25%.
- 50% of energy used by the Council should come from renewable sources.
- 10% of Birmingham's homes will be linked to District Heating systems.

**1.75** The declaration will help Birmingham move towards achieving the ambitious target of a 60% reduction in $CO^2$ emissions in the city by 2026 compared with 1990 levels.

## Local Transport Plan (LTP)

**1.76** LTP2 sets out a comprehensive 5-year integrated transport strategy for the Metropolitan Area. LTP2 expires on 31st March 2011 and work is underway on LTP3 with consultation following a similar timescale to this document.

**1.77** The extension of a quality public transport network and re-opening suburban rail lines are key issues for Birmingham.

## The Birmingham Prospectus

**1.78** The purpose of the Birmingham Prospectus is to set out a long-term ambition and priorities for the future of Birmingham and then to take these forward by setting out a series of specific actions. The Core Strategy is well placed to help deliver, and in some cases lead on the delivery of these actions. This includes:

- Redeveloping New Street Station.
- Extending the runway at Birmingham Airport.
- Securing sustainable growth in population by up to 100,000 people between 2006-2026.
- Developing a new creative quarter in Digbeth.
- Redeveloping three of Birmingham's urban centres.
- Planning the redevelopment of Longbridge.
- Driving forward public realm improvements in the city centre and suburban centres.
- Delivering excellent connectivity for 21st Century living incorporating transport and communications network in and out and within the city.

## Regional Policy Context

**1.79** The Issues and Options paper was prepared under the guidance of the Regional Spatial Strategy (RSS) for the West Midlands, which was revoked by Government on

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6th July 2010 and no longer forms part of the statutory Development Plan. The RSS previously provided the framework for regional growth and development and set out the number of dwellings and employment land provision in the city.

**1.80** Local planning authorities are now expected to determine the level of housing and employment land provision suitable for their areas. This will need to be justified through a sound evidence base which may include the RSS evidence base for the West Midlands. The previous RSS targets may also be considered as a baseline to set new levels of development in Birmingham. National planning policy remains the primary framework to guide the emerging Core Strategy.

**1.81** The RSS for the West Midlands was published in 2004 with ongoing revisions proposed in a Preferred Option published in 2007 and amended in 2008 to consider options for accommodating higher levels of growth in the region. The Preferred Option was then subject to an Examination in Public in 2009 and the Panel Report following the examination was published in 2009.

## What Consultation Has Told Us So Far

**1.82** The Core Strategy is being prepared through a process of dialogue with stakeholders. However within this ongoing process, there have so far been two specific consultation events and the key messages arising from these are summarised below. There has also been a separate consultation process on the Big City Plan and the outcome of this is also summarised.

**1.83** The messages emerging from this process have helped to inform the content of this draft Strategy.

### Core Strategy Launch

**1.84** The initial consultation for the Core Strategy was launched on 13th February 2007 at an event called "Planning for the Future of Birmingham". Attendees included members from local resident associations, representatives from Social Registered Landlords, developers and retailers as well as disability and women's organisations.

The key conclusions were:

- General support for providing a city centre and other centres that are strong, diverse and full of vitality.
- Support for the retention of Green Belt and open space and the use of brown field land for development but a minority view in favour of a review of the existing Green Belt boundary.
- Support for environmentally friendly practices such as sustainable construction techniques, waste recycling and sustainable transport.
- Concern at the lack of suitable employment land and the need to create new jobs and industries. It was considered important to increase new sustainable employment and promote policies, focusing on retention of graduates and key groups, and improving employment skills.
- Support for the use of the city's heritage and cultural facilities as assets and support for improvements to sports and leisure facilities.

- Support for the runway extension and terminal improvements to Birmingham Airport, rebuilding of New Street Station and improvements to the city's transport links including buses, rail, the metro, the road network and Park and Ride.

- Strong support for the view that Birmingham is an international city, and that it must be promoted as a global city.

- Significant support for housing growth but concerns over the need for economic growth and associated infrastructure alongside this, and concerns that homes should be well designed and sustainable within mixed communities and near vibrant centres.

- Support for more affordable, rented housing stock, a greater mix of tenures and family housing in suitable locations.

- Support for greater community involvement and support for the city's young and ageing population. Ethnic diversity and community cohesion should be promoted and celebrated.

**Core Strategy Issues and Options Consultation 2008**

**1.85** A wide-ranging consultation on Issues and Options for the Core Strategy took place in the autumn of 2008. In particular this sought views on three alternative options for growth. These were:

- Option 1 would continue to promote growth at current levels. It would retain the current Green Belt boundary and would also continue to protect other open space and green areas. Expansion of the city centre would continue to be a priority for housing as well as commercial activity. Existing employment areas would be protected from competing uses and the Central Technology Belt along the A38 corridor would continue to be promoted. Accessibility would be improved through the redevelopment of New Street Station, city centre Metro and the expansion of Birmingham Airport. This option would deliver around 50,000 new dwellings.

- Option 2 would look to increase the level of growth to 55,000-60,000 new dwellings, but without encroachment on the Green Belt. This would be achieved by encouraging the development/redevelopment of new 'sustainable urban neighbourhoods' in a number of locations within the city. These would seek to provide the benefits of the 'eco-town' concept, but in an urban environment. A particular (but not the only) focus for this approach would be the 'Eastern Corridor' - the area stretching from Birmingham city centre towards Castle Bromwich and Chelmsley Wood. This option would also see the promotion of three of Birmingham's suburban centres as a focus for higher density housing and commercial activity. Under this option a more flexible approach would be taken to the conversion of poorer quality employment areas to housing and greater intensification would be accepted in some of the city's 'mature' suburban areas. In terms of open space the emphasis would be on improving quality and accessibility rather than simply maintaining quantity.

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- Option 3 would carry forward the key elements of Option 2, but would add to this the development of one or more urban extensions. Various possible locations for these were suggested. As a result this option would achieve even higher housing numbers - up to 65,000 new dwellings.

**1.86** A detailed summary of the responses received to this consultation has already been published, but the key messages were as follows:

- A majority of respondents are against development in the Green Belt (although there is some support for this from the development industry).
- The continued protection of the city's mature suburbs is considered important.
- The city's transport system is felt to be inadequate. Connectivity and accessibility are thought to be poor. There is general support for the extension of the Metro but mixed views on the expansion of Birmingham Airport. Many consider that provision for cyclists needs to be improved.
- There is felt to be insufficient affordable housing and a lack of housing for particular groups such as the elderly.
- It was felt by some that the priority should be for Birmingham's residents, not wider, global issues.
- Questions were raised as to why the city is aiming for population growth.
- It was considered that new development should be sustainable
- Many felt that independent retailers should be encouraged to come to the city.
- The most popular option is a combination of Options 1 and 2. There was little support for Option 3.

**Big City Plan Work in Progress Consultation 2008/9**

**1.87** The following conclusions can be drawn from the analysis of the consultation responses:

- It is vital to the future development of the city centre that transport issues including connectivity and linkages are addressed.
- The walking environment and public realm are key to the development of the city centre. A 'greener' city is needed to create a liveable and attractive place.
- There is a strong emphasis on the small scale, niche activity with the promotion of a diverse range of uses being important.
- Development in Southside and of the Wholesale Markets should not focus on large offices or retail but on specialist shopping, food and entertainment focused around The Moat and medium rise buildings.
- Locations for office growth should be controlled so that it does not result in dispersed activity that would undermine the strength of the Core. Future accommodation should be provided on a more flexible basis in terms of size and type to meet the needs of the wide range of occupants.
- There was no support for wholesale transformation of Highgate/Ladywood and any future change needs to bring on board the community in any proposals for change, putting in infrastructure first. Further residential development should focus on the provision of family accommodation with the supporting facilities provided.

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# 2 Vision

**2.1** A spatial vision of Birmingham provides the essential starting point to planning for the future of the city. The vision is the basis for the objectives and preferred options of the Core Strategy and embraces the overarching themes and outcomes set out in the city's Sustainable Community Strategy - Birmingham 2026.

**2.2** The Sustainable Community Strategy establishes five guiding principles which set the context for the Core Strategy. These are:

- Succeed economically.
- Stay safe in a clean green city.
- Be healthy.
- Enjoy a high quality of life.
- Make a contribution.

**2.3** Building on these principles and drawing on the outcomes of the consultation processes undertaken so far, four specific themes have been identified which underpin the spatial vision which lies at the heart of the Core Strategy.

These are:

- Sustainable growth.
- A vibrant global city.
- High quality of life and a sense of place.
- An innovative and connected city.

## Sustainable Growth

**2.4** By 2026 Birmingham's population will have increased by up to 100,000. This increase will be supported by new economic growth and investment which will enhance Birmingham's profile as a global city that is competitive internationally yet remains sensitive to local needs.

**2.5** At the same time, Birmingham's carbon footprint will have reduced by 60% and new development and public spaces will be resilient to weather extremes, through high quality design and innovative environmental initiatives. The development and implementation of green technologies in energy efficiency, local renewable energy generation and sustainable transport will be actively promoted. Household and commercial waste will be minimised through recycling, reuse and composting and the use of waste as a resource.

**2.6** New 'Sustainable Urban Neighbourhoods' (SUN's) will have been created providing low carbon housing within new communities and greater affordability and choice in the quality and type of housing for existing and new residents. Some of the city's most deprived inner neighbourhoods will have been revitalized through regeneration programmes, supported by a wide range of infrastructure and services that will reduce the need to travel.

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## A Vibrant Global City

**2.7** The city centre will continue to flourish and will have strengthened its role as a centre for international finance and business services and as a destination for shopping, business tourism and major cultural events with world-class conference facilities and venues. New flagship and smaller venues will exist for residents and visitors to participate in a diverse range of arts, cultural, sporting and leisure experiences in a lively and entertaining city.

**2.8** The city centre core will have expanded. New prime offices and mixed-use developments will have attracted major businesses and outside the city core, the surrounding quarters will each have unique identities, which will be protected and promoted, such as the historic, arts and cultural base in the Jewellery Quarter and Digbeth. These quarters will also provide opportunities for businesses and for continued growth in the city centre's population.

**2.9** Further expansion of Birmingham's retail space particularly in independent and niche retail and alternative fringe markets will have created more diverse retail areas that offer a greater choice and depth of retail experience.

**2.10** Across the city there will be a vibrant network of centres providing new employment, investment and job opportunities and acting as the heart of thriving urban villages. The health and wellbeing of our population will be central to this through good quality design and planning.

## An Innovative and Connected City

**2.11** Birmingham's universities will continue to flourish and their strong academic and research base will have stimulated growth in emerging business sectors including medical, hi tech and green technologies, focused along the central technology belt. State of the art digital communications will be available throughout the city.

**2.12** The redevelopment of New Street Station will have strengthened Birmingham's role as the hub of the transport network, with high-speed rail links connecting Birmingham to the capital. Improved and integrated local bus services, an extended rapid transit network, enhanced cycle routes, and improving pedestrian links throughout the city will have reduced car dependency and improved accessibility. There will be excellent connectivity and enhanced pedestrian links between the city and its quarters and within centres.

## A High Quality of Life and a Sense of Place

**2.13** The quality of life and environment for all communities in the city will have improved. A greater variety of housing will be available to meet all needs, and particularly those of families and the elderly. The design of the public realm will be such that the city will look and feel safe and attractive.

**2.14** There will also be a greater diversity of services, facilities, infrastructure and design of public spaces so that they are inclusive for all and encourage community cohesion and participation. A range of good quality green space and play areas will be accessible to all communities, providing for sport, recreation and leisure opportunities. The character, historic environment and sense of place of localities will be protected and reflected in new development, which will foster local distinctiveness.

**2.15** A variety of green open spaces and parks will be available in accessible locations and the city's green infrastructure will have been strengthened. The quality of streets and public spaces will have been enhanced not only in the city centre but also through high quality new developments in other parts of the city.

**2.16** Together these endeavours will have a positive impact on peoples' health and well-being.

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# 3 Objectives

**3.1** To deliver the vision nine key objectives have been identified for the city, which will shape the Emerging Strategy.

## Objective 1

**To promote Birmingham's national and international role, as a global city.**

- The aim will be to ensure that Birmingham continues to increase its standing as global city, with a diverse regional centre offering a variety of cultural, retail and business opportunities for those who visit or live within the city. This will include continuing to promote its world-class conference and exhibition facilities such as the ICC and NEC.
- Enhancing the environmental quality of the city centre will continue to be a priority.
- Improving connectivity will also be a key factor. The Birmingham Gateway scheme will transform New Street Station into a leading transport hub. An extended runway at Birmingham Airport will increase the number of destinations served by direct flights. High Speed 2 will provide high speed rail connections to other cities in the UK and possibly Europe and to Heathrow Airport.

## Objective 2

**To create a more sustainable city that minimises its carbon footprint and waste while allowing the city to grow.**

- The aim will be to ensure that growth takes place in a sustainable way, which ensures that Birmingham is a city that meets the needs of the present without compromising our ability to meet future needs. Particular aims will be to minimise $CO^2$ emissions, and to adapt to the expected effects of climate change.
- A key factor will be to reduce car dependency through improvements to the transport infrastructure and public transport services. This is also addressed under objective 6.
- It will also be essential to increase waste recycling and encourage the use of renewable energy. More commercial, household and garden waste will need to be recycled at depots and centres within the city, reducing the amount going to landfill sites.

## Objective 3

**To develop Birmingham as a city of vibrant urban villages, that is safe, diverse and inclusive with a locally distinctive character.**

- The aim will be to deliver sustainable, inclusive and cohesive local communities through high quality urban design, creating clean and safe places and environments where people want to live, work and visit.
- Community diversity and cohesion will be promoted and encouraged amongst and between all age, gender, race, faith, sexuality and disability groups with an emphasis on removing barriers and encouraging tolerance.
- The vitality and wellbeing of the city's diverse range of centres will be maintained and encouraged as a means of drawing in visitors or as a focus for local communities serving key basic needs.
- The character of Birmingham's mature suburbs, which provide an element of continuity and heritage between the city's rapid development from the 1900s to the present, will be preserved and enhanced as any new development takes place.

## Objective 4

**To secure a significant increase in the city's population, towards 1.1 million.**

- The aim will be to accommodate as much as possible of Birmingham's projected housing growth within the built-up area of the city and to minimise net out-migration.

- This will require a good supply of sustainable, well-designed, affordable homes to suit a range of housing needs. Particular priorities in this respect will be meeting the needs of the city's growing elderly population, larger families, and the need to provide opportunities for 'executive-style' housing.

## Objective 5

**To create a prosperous, successful economy, with benefits felt by all.**

- The aim will be to provide a sustainable, diverse and competitive employment base for continued long-term economic growth. This will include the provision of opportunities for innovation and investment in research as well as employment potential for all.

- Key to this will be ensuring that a portfolio of attractive, readily-available development opportunities is available, including sites suitable for the promotion of new research and development-based industries.

- Ensuring that appropriate provision is available for new office and retail development will also be essential, building on Birmingham's role as the major retail and commercial centre in the region. Within the retail sector it will be important to ensure that growth results in greater diversity, enabling niche and independent retailing to develop.

## Objective 6

**To provide high quality transportation links throughout the city and with other places and encourage the increased use of public transport.**

- The aim will be to maintain and expand effective high quality transport links to the outside world and within the city.

- This will require the transport infrastructure to be managed in a sustainable way and public transport and non-car modes of transport to be promoted as an attractive and viable option, to reduce car dependency and congestion.

- It will be essential to make the best use of digital technology to enable all communities to move about easily and safely using a variety of modern transport modes with good access to services. The introduction of infrastructure to facilitate the use of new forms of transport - such as electric cars - will also be important.

## Objective 7

**To make Birmingham a learning city with quality institutions.**

- The aim will be to ensure that opportunities are created for all to achieve the highest educational standards, to raise the city's skill base and for the city's education institutions to support innovation and growth in the local economy.

- This will involve supporting the expansion plans of the city's universities, its further education colleges and the Transforming Education programme, which includes secondary schools, academies, special schools and primary schools. This programme devises ways to meet the demand of increasing pupil numbers and to create new learning environments for pupils to realise and achieve their potential.

## Objective 8

**To encourage better health and wellbeing through the provision of new and existing sports and leisure assets linked to good quality public open space throughout the city.**

- The aim will be to create a city where people live longer, healthier, more active and fulfilling lives. To create a place where all have access to good quality health, leisure and sport facilities, open space and green environments, so that they are able to pursue a healthy lifestyle.

- In this respect it will be important to encourage the provision of new leisure and sports facilities in areas of need and promote cultural facilities and leisure assets so that they are available to all residents and visitors.

- Working with the NHS, the City Council will seek to ensure that Birmingham's population becomes healthier, with health outcomes approaching and reaching the England average. This will mean ensuring a sufficient supply of health premises but also the kind of city that makes being healthy a natural and easy choice.

## Objective 9

**To protect and enhance the city's heritage and historic environments and to conserve Birmingham's natural environments allowing biodiversity and wildlife to flourish.**

- Birmingham is a city that is proud of its historic past and aims to protect and utilise its historic environment to create a sense of place and a locally distinctive character. The Council's bid to secure World Heritage Site status for the Jewellery Quarter is an example of this. Many of these assets are attractions and add to the visual amenity and vitality of the city; it will be important to support this by high quality design within new developments.

- Birmingham has a variety of natural environments including open space provision in the form of parks, nature reserves and allotments, including two Sites of Special Scientific Interest (SSSIs), many Local Nature Reserves (LNRs), Sites of Importance for Nature Conservation (SINCS), Sites of Local Importance for Nature Conservation (SLINCS) and one National Nature Reserve (NNR) at Sutton Park. It will be essential to continue to protect wildlife and biodiversity in these areas and across Birmingham to conserve and enhance the city's natural resources.

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# Strategic Approach

4

## The Scale of Growth

**4.1** The principle that Birmingham should continue to strengthen its role on the world stage has received substantial if not universal support during the previous consultations. Concerns over this objective have focussed on the potential environmental impact of growth, both in terms of its local effects and the impact on carbon emissions. These issues are also highlighted in the Sustainability Appraisal.

**4.2** The Emerging Strategy is therefore committed to growth, but aims to ensure that this takes place in a way which helps to make Birmingham a better place for everyone who lives, works or visits the city.

**4.3** Local circumstances also underline the need for a strategy for growth:

- Birmingham's young age structure means that significant population and household growth will take place in the city over the next twenty years, even if there is no future in-migration. Increased housing provision will be required if these future Birmingham-born households are to have the opportunity to continue to live in the city.

- Even before the impact of the current recession, the high level of worklessness was a persistent problem in Birmingham. Planning policies alone cannot resolve this - but it is essential that the spatial strategy provides opportunities for the growth in jobs which will be needed if worklessness levels are to be reduced.

## Economic Revitalisation

**4.4** It is essential that the modernisation of the city's economy continues to be encouraged. This will require measures to promote the continued growth in the service sector and manufacturing activities with strong growth prospects. However, just as important will be the need to support the city's existing businesses and to assist their growth and modernisation. The strategy aims to help alleviate the problems caused by worklessness by creating new economic development and employment generating activities within areas of high unemployment and by ensuring that the benefits of developments wherever possible are targeted towards local residents (for example, the use of Section 106 agreements to ensure that development provides employment and training opportunities for local people).

## The Central Technology Belt and Regional Investment Sites

**4.5** The concept of a high-technology corridor running along the line of the A38 and the cross-city rail line south of the city centre was originally proposed in the RSS and the UDP. The possible extension of this concept was put forward in the Issues and Options consultation and received support.

**4.6** The Emerging Strategy therefore retains and strengthens the high-technology corridor concept. Key development proposals along the corridor are a Regional Investment Site at Longbridge as part of the proposals for the redevelopment of the former MG Rover car plant (committed through the Longbridge Area Action Plan DPD), the proposed expansion of Selly Oak centre, a high technology park at Pebble Mill, potential for expansion of the Birmingham Science Park (Aston) in the city centre and a second Regional Investment Site in Aston, adjoining Spaghetti Junction (being taken forward through the Aston Newtown Lozells Area Action Plan).

**4.7** This package of proposals provides the key opportunity for the continued modernisation of the city's economy and will create new employment opportunities within some of the most deprived areas of the city.

## Core Employment Areas

**4.8** The long-term trend has been for a shift in the focus of the city's economy from manufacturing to the service sector and this trend is expected to continue. However Birmingham remains an industrial city and it will continue to be important to ensure that the city's industrial base is maintained and modernised. This point was made in a number of consultation responses.

**4.9** The Emerging Strategy therefore identifies core employment areas which will be retained in employment use. Within the core employment areas there are over 200 hectares of new development opportunities which will stimulate new investment and create new employment opportunities. Outside these areas it is accepted that when industrial units fall vacant there will be occasions when it will be more appropriate for these sites to transfer to other uses, and this is expected to provide a continuing source of additional land for new housing and mixed use development.

## Climate Change

**4.10** Birmingham has committed itself to an ambitious target of reducing the city's per capita $CO^2$ emissions by 60% by 2026. Consultation has indicated that there is considerable support for this and most of the concerns about future growth questioned how consistent growth was with reducing emissions.

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**4.11** Achieving the city's emissions reduction target will require action and changes of behaviour across many fronts.

**4.12** The role of the Emerging Strategy is to ensure that the pattern of development within the city helps to deliver these targets and gives people and businesses the opportunity to move towards more sustainable ways of life and business. There are many aspects to this, but promoting a less dispersed pattern of development, and ensuring that high trip-generating activities are located in places with good accessibility by public and non-motorised forms of transport are key elements.

**4.13** The Emerging Strategy also seeks to ensure that new developments are built to the highest realistic environmental standards and that measures are taken to address the potential impact of climate change (for example in relation to the management of watercourses and drainage). These steps all respond to recommendations of the Sustainability Appraisal.

## Green Belt and Green Infrastructure

**4.14** The Green Belt is an important policy tool in encouraging a less dispersed pattern of development. Consultation has revealed strong support for protecting the existing Green Belt, with the only dissenting voices being housebuilders with land interests in specific Green Belt locations. In this context it is worth noting that the Panel Report to the RSS Phase 2 revision recommended against any significant urban extension into the Green Belt around Birmingham.

**4.15** In view of this the Emerging Strategy proposes to maintain the existing Green Belt boundary (with only minor adjustment).

**4.16** Birmingham's Green Belt extends into the urban area in the form of a number of green wedges. These link into other areas of open space forming a network of linked open space throughout the city. The Emerging Strategy will aim to protect and reinforce this network of green infrastructure, with an emphasis on improving its quality and useability.

## The City Centre

**4.17** The city centre is Birmingham's greatest economic and cultural asset. Its renaissance has been one of the city's success stories and it is clear from the consultation response that there is general support for this process to continue - even if sometimes qualified by a wish to see this accompanied by a more proactive approach to improving the quality of the suburbs.

**4.18** The Emerging Strategy therefore seeks to set the framework for the next significant steps in the continued growth and regeneration of the city centre. The ambitious office and retail requirements for Birmingham will come about primarily in the form of an expansion of retail and commercial uses from the City Core, facilitated by the redevelopment of New Street Station, the relocation of the Wholesale Markets, together with the ongoing regeneration of Eastside and the redevelopment of other key locations involving Paradise Circus and around Snow Hill Station.

**4.19** The introduction of residential development into the city centre has been a particular success of the last fifteen years with 12,400 additional dwellings being provided. Further growth in the city centre's population will take place through the creation of new high quality residential neighbourhoods that support a range of household types including family housing. The predominant locations for these neighbourhoods will be in Southside, Highgate and Ladywood.

**4.20** Recently, the market for apartments in the city centre has been badly hit by the credit crunch and development has slowed considerably. However, it is the City Council's belief that this market will return in due course, a view shared by the Panel at the recent RSS Phase 2 Review Public Inquiry. ONS projections show a significant increase in the number of small young households in the city which suggests that there is likely to be a continuing demand for this type of accommodation. It is a fundamental assumption of the strategy that the 'City Living' apartment market will return and make a significant contribution to meeting the city's housing target. Should this target not be achieved the city's overall housing requirement will need to be revisited and adjusted accordingly. Improving the quality of the environment in the city centre will continue to be a high priority, as will improving pedestrian links between the city centre quarters and with the adjacent neighbourhoods.

**4.21** The city centre lies at the hub of a transport network and enjoys good accessibility. The strategy will aim to maintain and improve this particularly through the redevelopment of New Street Station and improvements to the heavy rail network, city centre Metro, improved pedestrian links between Moor Street and New Street Stations and better bus circulation and interchange. These projects are being progressed with partners such as Centro.

## Sutton Coldfield Town Centre

**4.22** Located in the north of the city, Sutton Coldfield Town Centre has a sub-regional role and was also included in the network of strategic centres at the regional level. It is at the heart of a prosperous catchment, but despite this the centre has underperformed in recent years. The Emerging Strategy therefore seeks to release the potential for additional retail and commercial development in Sutton Coldfield.

**4.23** A Regeneration Framework for the centre has already been produced as a SPD and has attracted general support amongst local stakeholders and communities.

## The Network of Centres

**4.24** Birmingham has an extensive network of centres, providing a focus for local services and local employment close to where people live. Over many years consultation has revealed general endorsement

for a strategy of seeking to support and promote these centres, alongside the continued development of the city centre. This is part of the 'local' aspect of the City Council's broad commitment to promote Birmingham as a 'Global City with a Local Heart'. It also contributes to reducing the need for people to travel to access employment and day-to-day services.

**4.25** The Emerging Strategy will therefore continue to promote this network of centres and to direct local retail, commercial and service activity to these locations.

**4.26** The Issues and Options consultation put forward the idea that three of these centres could be identified for additional growth (for example retail, office, leisure and higher density housing) to provide a stronger local focus outside the city centre. This idea received support and is therefore carried forward into the Emerging Strategy. The three identified centres are Perry Barr in North West Birmingham adjoining one of the main campuses of Birmingham City University, Selly Oak in the south, adjoining Birmingham University and the Queen Elizabeth Hospital, and the Meadway in East Birmingham. The Meadway is a small local centre in an area which currently lacks a strong local focus. This proposal would aim to address this in the context of the wider proposals for regeneration of the 'Eastern Corridor'.

## Corridors

**4.27** Centres are one of the features which define Birmingham spatially. The second key defining feature is the transport corridors which provide access to the city centre. Many of these corridors themselves contain important centres. Because of their accessibility, these corridors are natural locations for higher density development and more intensive activities. The Emerging Strategy aims to support this and at the same time ensure that the fundamental transport function of the corridors is maintained.

## Sustainable Urban Neighbourhoods (SUNs)

**4.28** The concept of 'Sustainable Urban Neighbourhoods' (SUNs) was put forward in the Issues and Options consultation. In essence the concept is to create new residential communities on brownfield sites within the urban area which would reflect the principles of the 'eco-town' initiative. However rather than being isolated 'eco-islands' these developments would be integrated within the existing urban fabric and would provide the starting point for more sustainable approaches to be extended into the wider city - for example the extended use of renewable energy through combined heat and power schemes.

**4.29** SUNs also offer the opportunity to provide high quality residential environments incorporating a range of dwelling types at higher densities and represent one means of achieving higher housing numbers in the city without resort to urban extensions. The Emerging Strategy promotes this approach and identifies a number of SUNs. These are focused in areas where there is a need to promote regeneration, particularly, but not exclusively the 'Eastern Corridor'.

## The Eastern Corridor

**4.30** The Eastern Corridor is the area of the city which extends from the city centre eastward towards Birmingham Airport and the NEC, as far as Birmingham's boundary with Solihull. The area has a population of around 290,000. It includes in its inner city part some of the most deprived communities in the UK, while its outer area contains a number of former municipal housing estates which lack local facilities. Although the area is close to the airport and to the city centre, and the West Coast main line passes through it, local accessibility is poor.

**4.31** There is a general recognition that this area has considerable potential and the emerging Core Strategy and further planning guidance will provide a framework to realise this positive change. Key building blocks include the proposed new/expanded local centre at the Meadway, the development of rapid transit links through the area to provide better links both to the city centre and airport and within the area as shown in Centro's Integrated Public Transport Prospectus, and new SUNs at Bordesley Park (being taken forward through the Bordesley Park Area Action Plan), Stechford, Shard End and the Meadway.

## Mature Suburbs

**4.32** Birmingham has many well established and attractive residential areas. Examples include many parts of Sutton Coldfield, Edgbaston/ Harborne, Bournville and parts of Hall Green, Moseley, Kings Heath, Kings Norton and Northfield. The consultation response has revealed concerns that the objective of delivering higher housing numbers in the city could lead to intensification of development within these areas which would undermine their character. This pressure is also identified in the Sustainability Appraisal.

**4.33** The Emerging Strategy therefore includes policies aimed at ensuring that the essential character of these areas is protected.

## Modernising Infrastructure

**4.34** The delivery of new housing and jobs also requires the provision of appropriate infrastructure, both physical and social, to support the new development. This provides an opportunity to address deficiencies in existing infrastructure provision. Key elements include transport, education and health. In many cases there are ongoing programmes addressing these issues and the Emerging Strategy reflects these initiatives.

**4.35** However, changing ways of life will require new or changed forms of infrastructure - such as digital connections, renewable energy networks and provision for electric vehicles. The Emerging Strategy also seeks to ensure that this is provided.

## Quality of Life

**4.36** Ultimately, the objective is to make Birmingham a better place to live and as a result of this a more attractive place to invest.

**4.37** It will also be important to ensure that we improve the health of the population in order to make the city sustainable and prosperous. There are aspects of health which lie within the Core Strategy but there are also aspects which will be taken up by the Public Health Strategy. Together these strategies will seek to ensure a healthy, sustainable and prosperous city.

**4.38** Many things contribute to this, not least access to a good choice of affordable housing and to employment opportunities which are at the heart of the Emerging Strategy. However other aspects are also important including access to leisure and sports facilities and to natural and other open space, the distinctiveness of local areas and the quality of the built environment, health and education.

**4.39** The Emerging Strategy seeks to promote improvements in all of these areas.

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# City Wide Policies and Proposals

5

## Growth

### SP1
### Birmingham as a Growing Global City

**Introduction**

**5.1** Birmingham is the capital of the West Midlands, and a city with an established international standing and reputation. The city's economy has undergone significant change since the 1970s with the decline in manufacturing and the growth in the service sector. Further diversification and new investment within the global economy is essential. The city will develop and expand its links with new emerging economies in other parts of the world, notably the Indian sub-continent, South Korea and China. The growth of the city's economy and skills base will also be essential to tackle the long standing problem of worklessness.

**SP1 • Birmingham as a Growing Global City**

The City Council will continue to work with partners in the city and the region to:

- Seek and secure inward investment and support existing businesses to achieve economic growth and diversification of the city's economy.
- Unlock creativity and enterprise, enhancing the city's position amongst world cities and building on its role as a regional capital.
- Encourage the commercial and financial base in the city centre to continue to expand.
- Attract and retain high quality manufacturing companies and support and encourage new and existing companies to invest in the city.
- Promote the vibrancy of the city centre and its continued regeneration.
- Support the development of major new visitor attractions, such as the new Library of Birmingham and venues capable of hosting major sporting and cultural events.
- Create a world class transport system for Birmingham and encourage improvements to national and international accessibility, for example through the extension of Birmingham Airport runway and the development of high speed rail links.
- Promote the growth of Birmingham's universities, further education colleges and schools to improve the city's knowledge and skills base.
- Encourage new economic development within the areas of greatest need in order to tackle social exclusion and help to address worklessness.
- Ensure that the benefits of new development are directed to local people.
- Provide high quality housing and residential environments and supporting community infrastructure and facilities.

## Supporting Information

**5.2** Birmingham is internationally renowned for its innovation and industry, its strong academic base and commercial activity. It also benefits from being at the heart of the UK's transport network.

**5.3** The city has undergone a renaissance over the last 20 years with major regeneration projects such as the Bullring shopping centre, and the creation of the International Convention Centre and Symphony Hall and revitalisation of the city centre's canal network, all of which have supported growth in business and leisure tourism. Birmingham also hosts a variety of sporting, community and cultural events citywide such as Artsfest, Vaisakhi and the Christmas Frankfurt Market, which attract people from throughout the region and beyond. Major plans for the future will continue this renaissance and will continue to reinforce Birmingham as a global destination with schemes such as the redevelopment of New Street Station and the new Library of Birmingham.

**5.4** The approach set out in this policy also develops one of the key aims of the Birmingham Prospectus which sees Birmingham as 'A Growing Global City', and the extensive work carried out for the Big City Plan. More detail can be found in the city centre section.

## Implementation/Delivery

**5.5** The City Council will continue to work with a wide range of partners - including the Birmingham Strategic Partnership, the Chamber of Commerce and the business community, the Universities, Birmingham Airport and many others to promote the city and attract investment.

**5.6** Subsequent policies in this Strategy provide more detail on how particular aspects of this policy will be taken forward.

**5.7** The Big City Plan will provide a more detailed prospectus setting out development and investment opportunities in the city centre. This will be reviewed regularly to ensure that it is kept up-to-date.

**5.8** The City Council will continue to use S106 agreements, or equivalent mechanisms such as the Community Infrastructure Levy, to help fund the infrastructure and environmental improvements needed to support the strategy.

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## SP2
## Overall Levels of Growth

### Introduction

**5.9** The City Council is committed to a strategy of promoting Birmingham in the regional, national and international contexts as set out in Policy SP1. Growth in the city's population and in the strength and diversity of its economy is central to achieving this ambition.

**SP2 • Overall Levels of Growth**

Over the period 2006 to 2026, the City Council will plan for the following levels of growth:

- 50,600 additional dwellings (see policies SP23-24).
- Around 100,000 additional jobs.
- Two Regional Investment sites of 20ha and 25ha (see Policy SP13).
- A minimum reservoir of 130ha of land for employment use (see Policy SP15).
- About 270,000 sq.m. gross of comparison retail floorspace by 2021 and a further 190,000 sq.m. gross by 2026 (see Policy SP18).
- A minimum of 610,000 sq.m. gross of office floorspace in the network of centres (see Policy SP18).
- New waste facilities to increase recycling and disposal capacity and minimise the amount of waste sent directly to landfill (see Policy SP43).

### Supporting Information

**5.10** The scale of growth proposed in this policy is in line with the aspirations of the Sustainable Community Strategy and the Birmingham Prospectus and reflects the capacity identified in the Strategic Housing Land Availability Assessment (SHLAA).

**5.11** The most recent ONS projections indicate that Birmingham's population will rise to 1.15 million by 2026 and that this will mean an increase of 87,000 in the number of households. This is somewhat above the level of growth proposed in this Strategy. This reflects the fact that the land supply within the city is limited, and that some continued net out-migration to adjoining areas will occur.

**5.12** The levels of employment provision proposed are supported by the Employment Land Study, and the levels of comparison retail development by the Retail Need Assessment.

**5.13** It is estimated that this level of growth would result in the city's population rising to 1.07 million by 2026 and that around 100,000 jobs could be created through this level of development.

### Implementation/Delivery

**5.14** The policies in the remainder of this Strategy demonstrate how this scale of growth can be delivered in Birmingham in spatial terms.

**5.15** The strategy aims to ensure that sufficient land is available to enable this growth to occur, and to ensure that the essential infrastructure required to support it is provided. However actual rates of development will depend not simply on land availability but also on other factors, notably the strength of the national economy, market conditions and the capacity of the construction industry.

## SP3
## Quality of Life

### Introduction

**5.16** The Sustainable Community Strategy identifies 'Enjoying a high quality of life' as a key theme. This is also one of the themes which underpins the Core Strategy - which ultimately is about making Birmingham a better place for everyone who visits, lives, works and studies in the city.

**SP3 • Quality of Life**

Improving the quality of life of all Birmingham's residents is a key objective of the Sustainable Community Strategy. The Core Strategy will take this forward through:

- Seeking to ensure that a choice of housing is available to meet all needs, including adequate provision of affordable housing.
- Seeking to ensure that planning policies continue to support the restructuring and growth of the city's economy, so that job opportunities increase in line with population growth.
- Seeking to ensure that a network of accessible, vibrant centres is maintained throughout the city.
- Ensuring that growth takes place in a way that does not compromise the City Council's commitment to reduce its carbon footprint and takes account of the likely effects of climate change.
- Seeking to ensure that a range of open space, sport, leisure and cultural facilities is available to all, and the quality of these is enhanced.
- Continuing to place an emphasis on quality in all development/ redevelopment proposals.
- Working to improve accessibility within the city and beyond.
- Ensuring that Birmingham's historic heritage is protected.
- Creating sustainable Urban Neighbourhoods.

### Supporting Information

**5.17** A wide range of policies, not just planning, affect quality of life. However, planning can have a big impact in many areas, for example:

- The type and location of new housing.
- The location of new employment development.
- The future of the city centre and other centres.
- Transport investment.
- The protection and improvement of open space provision.
- The location of schools, health facilities etc.

**5.18** There are a number of indices which attempt to measure quality of life in particular places. The Mercer Index is one of these. This assesses places in terms of a number of factors under a series of broad headings:

- Political and social environment - amongst these crime is the most relevant.
- Medical and health considerations.
- Public services and transport.
- Economic environment.
- Schools and education.
- Recreation.
- Socio and cultural environment.
- Natural environment.
- Recreation.

**5.19** The Council will use this (and other relevant indices) to measure its progress against this policy. Currently Birmingham is ranked 55 out of 221 in the index.

### Implementation/Delivery

**5.20** The policies in the remainder of this Strategy set out the approach to delivering this policy.

## SP4 Sustainable Urban Neighbourhoods

### Introduction

**5.21** Sustainable Urban Neighbourhoods (SUNs) will create exemplary new low carbon neighbourhoods which will help to meet Birmingham's housing need and growth agenda.

## SP4 • Sustainable Urban Neighbourhoods

SUNs will be created in areas of regeneration and will form exemplary high quality housing settlements that utilise low carbon forms of energy production and promote the best sustainable practices. They will provide a mix of housing types supported by appropriate community facilities* and infrastructure.

SUNs will incorporate the following sustainable standards:

- Low carbon housing that meets the required code for sustainable homes.
- Use of low carbon, renewable and energy efficient technologies.
- The creation of mixed, sustainable communities through a variety of dwelling types, sizes, tenures and range of community facilities.
- High quality and well-designed residential environments.
- Measures to adapt to the impacts of climate change.
- Access to sustainable modes of transport.
- Digital connectivity and infrastructure.
- Sustainable waste management.
- Access to a variety of high quality open space.
- Access to employment and jobs.

Wherever possible the sustainability benefits of SUNs will be extended to serve surrounding residential neighbourhoods.

The following SUNs are proposed:

- Longbridge (S7).
- Bordesley Park (E7).
- Stechford (E9).
- Shard End (E10).
- Meadway (E12).
- Greater Icknield (NW4).
- Druids Heath (S13).
- Kings Norton (S11).
- The Southern Gateway/Highgate (CC8).

In suitable circumstances additional SUNs will also be promoted.

* Examples of community facilities include: youth centres, doctors surgeries and places of worship.

### Supporting Information

**5.22** SUNs will be developed on brownfield sites in regeneration areas in Birmingham. They will be integrated within the existing character of localities and supported by a full range of services and infrastructure. It is intended that SUNs will use the best sustainable practice in construction and design to reduce Birmingham's carbon footprint, for example through the use of Combined Heat and Power. They will also include measures to adapt to the effects of climate change and will act as exemplars in terms of sustainable standards for extension to the rest of the city.

**5.23** High quality, pleasant and safe family neighbourhoods will be created, with a range of green and open space, providing a high quality of life for residents. SUNs will be inclusive for all, creating mixed, sustainable communities, with a variety of affordable housing types, sizes and tenures.

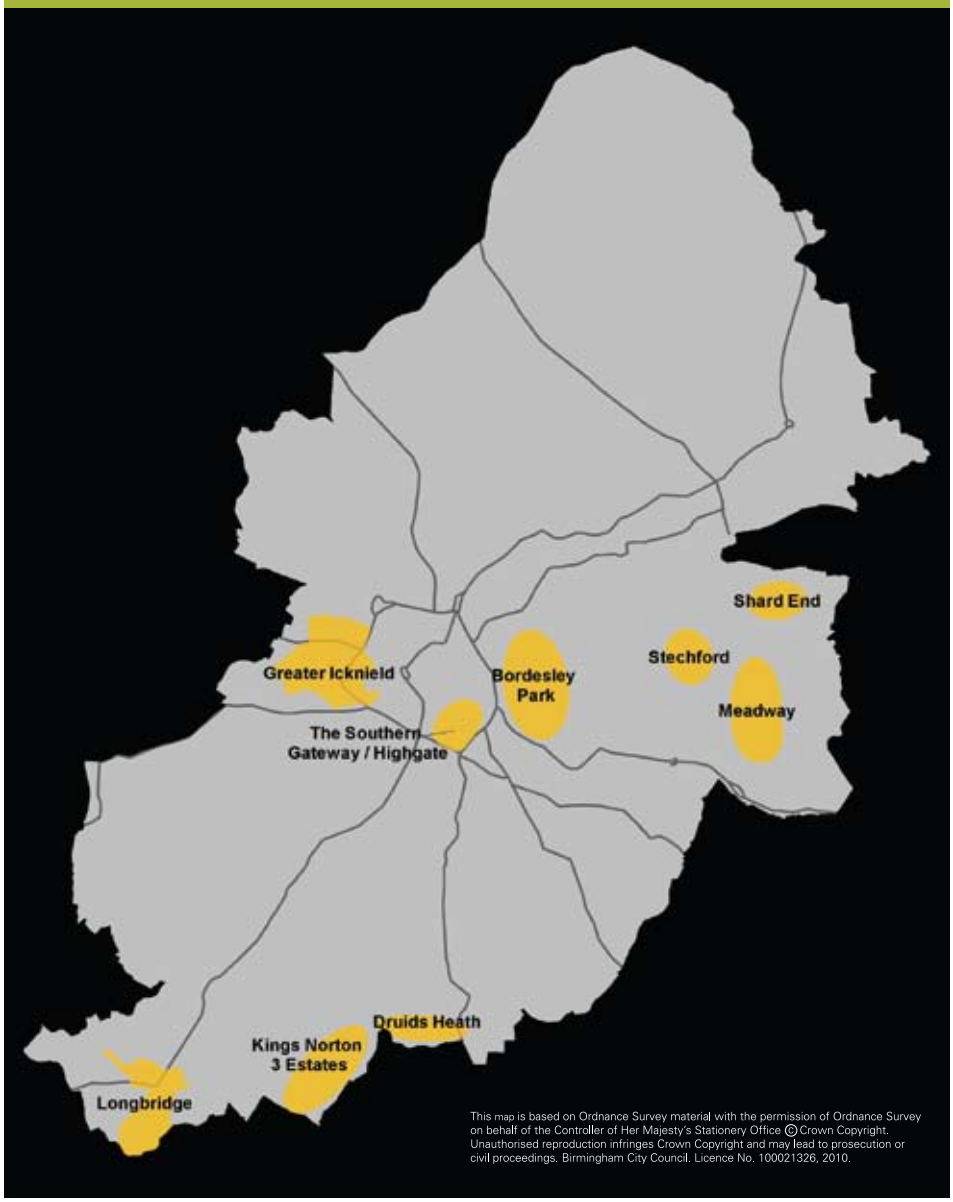
**5.24** Sustainable waste management will be encouraged from the beginning of development through sustainable demolition and construction techniques and the recycling of building waste. Residences will benefit from recycling provision and the potential to utilise waste as a resource for energy recovery will be explored as modern waste management facilities are developed in Birmingham.

**5.25** Access to viable choices of quality sustainable transport supported by interactive digital information technology and pedestrian friendly walking

environments will encourage less car usage within and around the neighbourhoods. SUNs will also include a full range of services including health care, schools, and centres, which are easily accessible.

**5.26** SUNs will make a significant contribution to meeting the city's requirement for new housing while also helping to achieve $CO^2$ reduction targets. The principle of this approach is in line with Planning Policy Statement: Eco Towns: A supplement to PPS 1, the Climate Change Act 2008, the Energy Act 2008, the UK Low Carbon Transition Plan (amended) July 2009 and the UK Renewable Energy Strategy 2009.

**SUSTAINABLE URBAN NEIGHBOURHOODS**




**Implementation/Delivery**

**5.27** More detailed frameworks will be produced for individual SUNs either as Development Plan or Supplementary Planning Documents (In the case of Longbridge, a DPD has already been produced). These will include more detailed delivery frameworks.

## Climate Change

### SP5
### Reducing the City's Carbon Footprint

**Introduction**

**5.28** The City Council is committed to a 60% reduction in carbon dioxide ($CO^2$) emissions produced in the city by 2026 based on 1990 figures. This is an accelerated commitment compared to the current government target which requires a 22% reduction by 2022 and an 80% reduction by 2050. Planning policies have a major role to play in helping to achieve this challenging target.

**SP5 • Reducing the City's Carbon Footprint**

The City Council is committed to a 60% reduction in carbon dioxide ($CO^2$) emissions produced in the city by 2026. Actions to help achieve this target will include:

- The creation of Sustainable Urban Neighbourhoods (SP4).
- Requiring new developments to reduce $CO^2$ emissions (SP6).
- Promoting the use of low carbon energy sources (SP8).
- Encouraging the use of waste as a resource (SP42).
- Promoting sustainable transport systems (SP35).
- Supporting the development of new low carbon technologies (SP9).

### Supporting Information

**5.29** Climate Change - the rise in average global temperature due to increasing levels of greenhouse gases in the earth's atmosphere - is a fundamental challenge facing the world. Birmingham is committed to taking action to tackle climate change and has set itself demanding $CO^2$ reduction targets. These cannot be achieved through the planning process alone, but will require action on a number of fronts. However planning does have a significant role to play, and it is important that full advantage is taken of this. This policy highlights the key areas where planning can make a contribution.

**5.30** 'Cutting $CO^2$ for a Smarter Birmingham Strategic Framework' outlines Birmingham's commitment to achieve a 60% reduction in $CO^2$ emissions by 2026. Birmingham's Climate Change Action Plan 2010+ provides the implementation framework to achieve the 60% target. The Action Plan has identified carbon savings contributions against homes, buildings and from transport. Evolving Birmingham from a fossil based economy to a low carbon economy lies at the heart of the Action Plan. Early action is needed to begin reducing $CO^2$ emissions to achieve the 60% target. The policies in the Core Strategy are supportive of National, European Union and International policies and programmes aimed at tackling climate change. They will also play an important role in supporting the delivery of some of the objectives of the Birmingham Declaration on Climate Change.

### Implementation/Delivery

**5.31** The Core Strategy and the planning process have an important role to play in implementing key elements of Birmingham's Climate Change Action Plan 2010+ and moving Birmingham towards a low carbon way of living. The policies in this Strategy can strongly influence the way in which new developments respond to climate change, whilst providing the framework to support more sustainable forms of energy production and effective resource management such as waste minimisation.

**5.32** Tackling Climate Change will involve taking action across the whole of society and the City Council and its partners will work to raise awareness and promote behavioural change. The Birmingham Environmental Partnership is a key part of Be Birmingham and brings together public, private and voluntary sectors to provide leadership and joined up working on sustainability issues such as Climate Change.

**5.33** Further guidance on measures to reduce the city's carbon footprint will be contained in the City Council's SPD Places for the Future.

## SP6
## Adapting to Climate Change

### Introduction

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

**SP6 • Adapting to Climate Change**

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

- Managing Flood Risk and promoting sustainable drainage systems (SP10).
- Promoting and enhancing a green infrastructure network in the city (SP11).
- Protecting the natural environment (SP49).

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

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

**Supporting Information**

**5.35** The majority view amongst the scientific community is that some warming of the climate is now inevitable. The expectation is that this will lead to a greater intensity and frequency of extreme weather events. While it is not possible to neutralise the impact of these events, it is possible to put in place measures to minimise them.

**5.36** The latest UK Climate Projections by DEFRA have shown that, assuming medium emissions scenarios, the average temperature increase by 2080 is likely to be 3.7°C (although on the hottest day temperatures could be up to 10°C higher). Birmingham also suffers from the urban heat island effect and work by the University of Birmingham shows that the city centre can be up to 4°C hotter than the surrounding rural areas. This would have serious implications for Birmingham's built infrastructure and the health of its people. For example the projections predict that by 2040 the temperatures of the summer heat wave of 2003, which caused over 2,000 excess deaths in the UK, will be the norm and by 2080 the summer of 2003 will be a relatively 'cool' event. Urban greening can make a significant contribution to reducing the effects of urban heating. Birmingham's Climate Change Action Plan 2010+ supports the creation of a Green Infrastructure network covering open spaces and parks and green roofs. Flood risk is also likely to increase significantly through the century and there is a need to steer development to areas with lower flood risk.

**5.37** The policy is consistent with PPS1 and other Government initiatives.

**Implementation/Delivery**

**5.38** The Development Management process will be used to ensure that all new developments include adaption measures to reduce the impacts of Climate Change such as flood risk (SP10) and extreme heat.

**5.39** Birmingham's Climate Change Adaptation Partnership is currently completing several key projects that will build an evidence base for targeted adaptation.

**5.40** A partnership between Birmingham City Council and the University of Birmingham is currently undertaking research on the impact of the urban heat island effect up to 2100 using climate projections. The key output of the project will be an easy to use climate change adaptation planning tool for Birmingham - The BUCCANEER (Birmingham Urban Climate Change Adaptation with Neighbourhood Estimates of Environmental Risk) Planning Tool. The model will identify the areas most vulnerable to extreme heat and demonstrate the impact of adaption measures such as green infrastructure (SP11). The model has potential to help inform future planning decisions and allow for

the development of Neighbourhood Adaptation Action Plans. The City Council is also working with the University of Birmingham to promote Green Roofs.

**5.41** Further guidance on adapting to Climate Change will also be contained in the City Council's SPD Places for the Future.

## SP7
## Sustainable Construction

### Introduction

**5.42** Ensuring that new buildings within the city meet high standards of sustainable design and construction will be essential in delivering the objectives of SP5. Households and non-domestic buildings account for a high proportion of the city's $CO^2$ emissions.

### Supporting Information

**5.43** The city is required to accommodate significant housing and economic growth in the period to 2026 increasing the demand for energy and water consumption. There is an opportunity to minimise the impact from this growth by creating high quality sustainable developments and new sustainable communities (see Policy SP4).

**5.44** The Code for Sustainable Homes is the Government's preferred method for measuring the performance of new homes against sustainable objectives including reducing energy and water consumption, reducing waste and using sustainable building materials. The Code sets out 6 levels of performance ranging from 1 star which would be 10% more energy efficient and 20% more water efficient than most new homes, to 6 stars which would be highly sustainable homes which over the course of a year would have net zero carbon emissions. The government's objective is that all new homes from 2010 should be 25% more energy efficient and by 2016 be zero carbon.

**5.45** Currently there is not a non-domestic equivalent of the Code but the Building and Research Establishment Environmental Assessment Method (BREEAM) provides market recognition for low environmental impact buildings. It addresses a wide range of environmental issues and enables developers and designers to prove the environmental credentials of their buildings. Standards for buildings range from pass to excellent.

**5.46** Improving the energy efficiency of the City Council's existing and new building stock is a key objective of Birmingham's Climate Change Action Plan 2010+. The Summerfield Eco Neighbourhood Scheme is an example of a partnership approach towards a large scale renewable retrofit project. The project helped to reduce energy usage amongst households as well as providing local employment opportunities.

**5.47** The policy is consistent with PPS1 and other Government initiatives.

### Implementation/Delivery

**5.48** Further guidance on sustainable construction standards will be contained in the City Council's SPD Places for the Future. The Development Management

**SP7 • Sustainable Construction**

All new residential development should at least meet Code for Sustainable homes level 3 (or any future national equivalent) from the adoption of this Strategy, at least Code level 4 from 2013 and Code level 6 from 2016.

All non-residential built developments in excess of 1,000 sq.m. gross permitted floorspace or being developed on a site having an area of 0.5ha or more should meet BREEAM standard very good (or any future national equivalent) from the adoption of this strategy and from 2013 BREEAM standard excellent.

Developers will need to demonstrate how their proposals accord with the above standards through their Design and Access Statement and will need to undertake a post construction review certificate.

Measures to adapt, enhance and where appropriate regenerate existing communities to achieve the same standards of sustainability as in new developments will also be encouraged.

and Building Regulation processes will be used to ensure that new buildings meet the standards set out in SP6. The City Council will also work with key partners such as the Homes and Communities Agency to support the retrofit of existing developments to deliver measurable savings in carbon dioxide emissions.

## SP8
## Low Carbon Energy Generation

### Introduction

**5.49** Energy use is another major source of $CO^2$ emissions and in order to reduce this there is a need to move towards lower carbon forms of energy production.

### Supporting Information

**5.50** There is potential within Birmingham to use natural renewable energy sources such as solar panels. There is also significant potential to utilise lower carbon forms of energy production such as Combined Heat and Power (CHP) as part of District Heating Schemes. CHP involves the simultaneous generation of heat and power and is a highly efficient way to use both fossils and renewable fuels. The utilisation of CHP offers the potential for the City to significantly reduce its $CO^2$ emissions.

**5.51** There are already examples within Birmingham of CHP generation. The Broad Street District Energy Scheme serves many of the city centre's most prominent buildings including the ICC, NIA, REP, Council House and Town Hall. The project utilises a large Combined Heat and Power (CHP) engine in the ICC boiler house and heating mains linking the various buildings to the energy centre. The scheme will result in cost savings for those linked to it and reduce the city centre's $CO^2$ emissions by 20% over the next four years. A similar scheme is proposed as part of the Eastside Development.

**5.52** Other initiatives to reduce energy consumption include the development of Smart Grids. A Smart Grid delivers electricity from suppliers to consumers using digital technology to save energy and reduce costs. Whilst Smart Grids are not being widely used at present it is possible that during the plan period the technology could become more widely available.

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

**5.54** The policy is consistent with PPS1 and other Government initiatives.

### Implementation/Delivery

**5.55** Further guidance on the use of CHP will be contained in the City Council's SPD Places for the Future. The City Council is also preparing an Energy Plan which will promote a city-wide district energy network, building on the success of the city centre schemes mentioned above. The City Council will work with

**SP8 • Low Carbon Energy Generation**

Large residential developments on sites over 50 units in size and non-residential developments over 1,000 sq.m. offer the economies of scale necessary to include Combined Heat and Power generation or a network connection to an existing CHP facility.

Unless there are exceptional circumstances or an alternative means of energy reduction is proposed, Combined Heat and Power or a network connection to an existing District Heating Scheme should always be incorporated as part of such developments. A feasibility study will need to be submitted where CHP is not being utilised on grounds of efficiency or viability or where similar levels of energy reduction can be achieved by utilising other technologies such as solar energy.

Other smaller developments should connect to an existing District Heating Scheme unless it is demonstrated that such a connection is not practicable or viable.

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

key partners such as the Carbon Trust and Energy Savings Trust and the emerging Local Enterprise Partnerships to support the delivery of low carbon energy generation.

## SP9
## A Low Carbon Economy

### Introduction

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

as hydrogen cells and advanced lightweight materials. The West Midlands has also recently been declared a 'Low Carbon Economic Area for Advanced Automotive Engineering'.

**5.58** Birmingham's Climate Change Action Plan 2010+ promotes the development of low carbon fuel efficient technologies and the benefits of efficient resource management and waste minimisation.

**5.59** Facilitating the roll out of low carbon technology and encouraging the sustainable management of the city's waste is a major growth opportunity and offers potential for

**SP9 • Low Carbon Economy**

The City Council will support and encourage the development of innovative energy technologies to reduce the use of fossil fuels and carbon dioxide emissions. In particular the City Council will support the following initiatives:

- Low carbon vehicle technologies such as electric and hydrogen fuel cell vehicles and hybrid buses including the installation of refuelling and recharging stations.
- The development of new technologies for the sustainable management of the city's waste such as anaerobic digestion and gasification processes (SP43).

### Supporting Information

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

existing companies to diversify and for new companies to be formed creating new jobs and investment in the city.

### Implementation/Delivery

**5.60** Ensuring the availability of a portfolio of employment land (SP15) will provide the opportunities for companies within the low carbon/ waste sector to expand and

locate within the city. The Tyseley Environmental Enterprise Area has been identified (Policy E2) as an area with potential to accommodate new waste and environmental technologies. The City Council will also continue to work with key partners including Be Birmingham, the emerging Local Enterprise Partnerships and the Universities in the delivery and development of low carbon technologies.

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## SP10
## Managing Flood Risk

### Introduction

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

## SP10 • Managing Flood Risk

### Flood Risk Assessments

Flood Risk Assessments (FRAs) will be required in accordance with PPS25 for all sites over 1ha in size and for all sites located within fluvial Flood Zones 2, 3a and 3b. In addition FRAs will be required for all sites considered to be at risk from other sources of flooding. This will include:

- Sites which are over 1ha.
- Sites which are located within Flood Zones 2, 3a and 3b.
- Sites which are located within areas susceptible to surface water flooding.
- Sites which are at high or moderate susceptibility to groundwater flooding.
- Sites which are located within 250m of an historic flooding location.

### Sustainable Urban Drainage (SUDS)

Wherever possible the natural drainage of surface water from new developments into the ground will be expected, and direct flows into watercourses will be controlled in order to lessen the impact of flash floods and decrease the risk of flooding. The extraction of ground water from areas of high water table will be encouraged for commercial and industrial use in order to reduce demands from more vulnerable sources of water and reduce problems associated with high levels of ground water.

### Rivers and Streams

Rivers and streams are liable to natural flooding and will be managed in ways which will ensure that natural flooding can take place in locations which will not place built development or sensitive uses at risk. The Sustainable Management Urban Rivers Framework Supplementary Planning Document (SMURF) provides more detailed guidance. River corridors are also important elements of the city's green infrastructure network (see Policy SP11).

### Enhancements of Water Resources

As well as providing water and drainage, the city's rivers, streams, lakes and ponds are an important amenity and are also valuable as wildlife habitats. The opening up of culverted streams and rivers as part of development proposals will be encouraged, as will other measures which would increase the wildlife and amenity value of natural water features, provided that there is no adverse effect upon water quality and drainage.

### Supporting Information

**5.62** Birmingham has three Rivers: the Rea, the Tame and the Cole and a number of other watercourses. It also has several reservoirs. The Phase 1 Strategic Flood Risk Assessment shows that most of the city falls within Flood Zone 1. However because historically there has been development within flood zones, particularly along the Rea and the Tame, flood risk is an issue. There have also been isolated instances of flooding from surface water run-off.

**5.63** In taking forward the SFRA the City Council will have regard to developing strategies; such as the Trent Catchment Flood Risk Plan, the Tame Strategy and emerging Surface Water Management Plans.

**5.64** In accordance with Planning Policy Statement 25: Development and Flood Risk (PPS25), a Sequential Test and the Exception Tests will need to be applied to many proposed development schemes. The sequential test requires developers to consider all suitable sites in Flood Zone 1 first and that the flood vulnerability of intended use is matched to the flood risk of the site. If a site cannot be found then an exception test will need to be carried out. The key issue will be whether there are reasons such as a scheme being necessary for wider sustainable development in order to avoid economic/social blight.

**5.65** Within each flood zone developments are evaluated by level of risk and developers should approach the City Council, the Environment Agency, Severn Trent

Water and other key organisations at an early stage to discuss flood risk issues, including the scope of site specific Flood Risk Assessments (FRAs), in particular design, flood risk and attenuation issues, along with guidance on the application of the sequential and exception tests. The key principles are that:

- Development is located in the lowest risk area.
- Development is minimised in the highest risk area.
- Measures are put in place to mitigate new development against the flood risk and ensure that it does not increase flood risk elsewhere.
- Surface water is managed effectively on site.
- The City Council will apply the sequential approach when determining planning applications.

**5.66** The Council also recognises the importance of managing watercourses to minimise flood risk and ensure that they contribute to the quality of the environment.

**5.67** This policy is in line with PPS25 and reflects the outcome of the SFRA process.

### Implementation/Delivery

**5.68** The City Council will work with the Environment Agency and other relevant organisations to ensure that flood risk within the city is monitored and updated information is readily available, and to develop programmes for managing water flows in the city's main watercourses. These principles will be reflected in more detailed plans produced for particular areas of change, either as DPDs or SPDs.

**5.69** The Development Management process will also be used to ensure that individual development proposals comply with this policy.

## SP11 Green Infrastructure Network

### Introduction

**5.70** Green infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition green infrastructure helps support biodiversity and makes an important contribution to the quality of the city's environment.

### Supporting Information

**5.71** Birmingham has a network of green spaces including rivers, six canals, parks and open spaces including playing fields, allotments and cemeteries. Policy SP45 covers these issues in terms of their recreational value. This policy looks at the benefits that green infrastructure provides at the strategic level.

**5.72** Birmingham's city centre is ringed primarily by industrial development dating to the 19th

**SP11 • Green Infrastructure Network**

The city has a network of green spaces many of which are connected by linear open space corridors. The integrity of the linear open space network will be protected from development. Where possible the linear network will be enhanced and opportunities to extend the network and improve links will be taken.

Any development proposal that would adversely affect the integrity of a linear corridor will be refused.

In addition new development offers the opportunity to create new green infrastructure through schemes such as green roofs and this will be encouraged.

The City Council will also seek to conserve and enhance Birmingham's woodland resource. All trees, groups, areas and woodlands will be consistently and systematically evaluated for protection and all new development schemes should allow for tree planting in both the private and public domains.

The importance of street trees in promoting the character of place and strengthening existing landscape characteristics will be recognised.

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Century. Beyond this many smaller settlements have been expanded and surrounded by residential developments including large pockets of inter war and post war municipal housing estates. The rivers, Cole, Rea and the Tame, together with the canals, pass through the city and serve to link different parts of the city and provide valuable links to the countryside encouraging wildlife into the urban area. These linear corridors join other open spaces which enhance and provide variety to the natural environment. In addition to parks and recreational open space, the city's allotments and cemeteries all play a role.

**5.73** The city's green infrastructure network has many benefits. Specifically it:

- Provides direct recreational benefits.
- Helps manage urban storm water.
- Promotes human health through air quality improvement and recreation opportunities.
- Provides green space and the opportunity for environmental education.
- Offers alternative routes and safe routes for commuters travelling on foot or by bicycle and for leisure cycling and walking.
- Provides 'breathing' spaces (particularly the larger spaces such as Sutton Park, Sandwell Valley and Sheldon Country Park but also the linear corridors) bringing in cleaner air and allowing wildlife close in to the city centre.
- Provides quiet places away from urban noise.
- Provides visual amenity and serves to define areas.
- Stimulates community cohesion by providing shared spaces that people can get attached to and derive value from.
- Mitigates climate change.
- Helps to protect landscapes of historic significance.

**5.74** The importance of trees is increasingly recognised in maintaining biodiversity and contributing to tackling climate change. Within the city the number and variety of trees is seen as being one of its most valuable environmental assets and one which the public perceive to be at risk.

**5.75** The need for new trees is well documented, specifically in publications such as No Trees, No Future; Manual for Streets and the UDP. Their visual and structural benefits are enhanced by concerns in respect of climate change (water run off, temperature control, pollution interception, etc) and therefore every opportunity to plant new trees especially large species will be fully explored.

**5.76** This approach is consistent with PPG17 and PPG9.

**Implementation/Delivery**

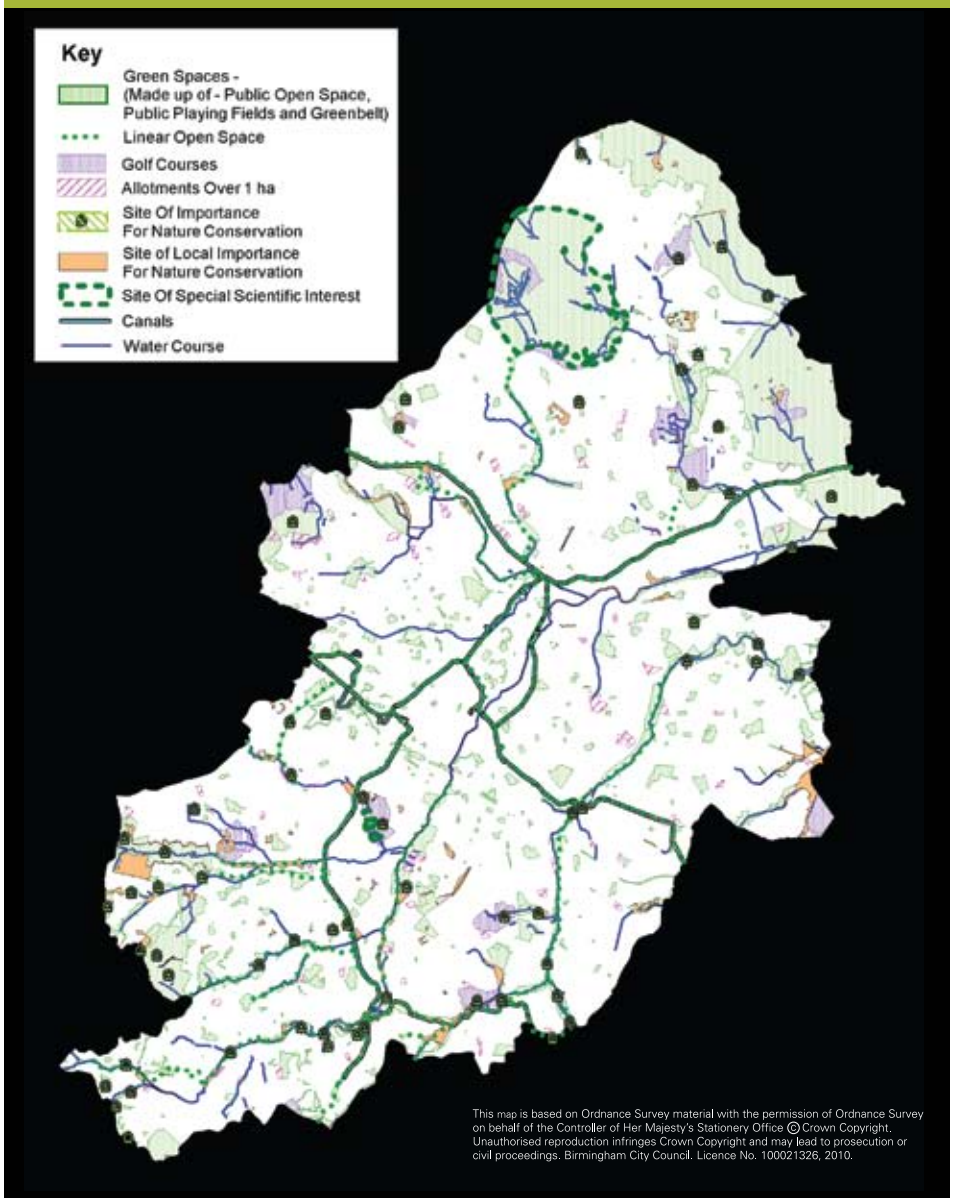
**5.77** Further detail on this policy approach will be provided in the Places for the Future SPD.

**5.78** The City Council owns many of the areas which form the linear network and will therefore aim to manage these areas in ways which will help deliver the policy.

The Council will also seek to work with other owners to ensure a complementary approach.

**5.79** The Development Management process will also play a key part in ensuring the protection of the linear network and, in the case of major developments, potential improvements. The approach will also be reflected and developed in more detailed local planning work. Where appropriate, other statutory processes such as Tree Preservation Orders will be used.

**GREEN INFRASTRUCTURE**




## Employment and Centres

### SP12
### Core Employment Areas

**Introduction**

**5.80** The proposals for new housing contained in Policy SP2 will result in an increase in the city's population, and the size of its workforce. It is essential that this is matched by an increase in employment opportunities.

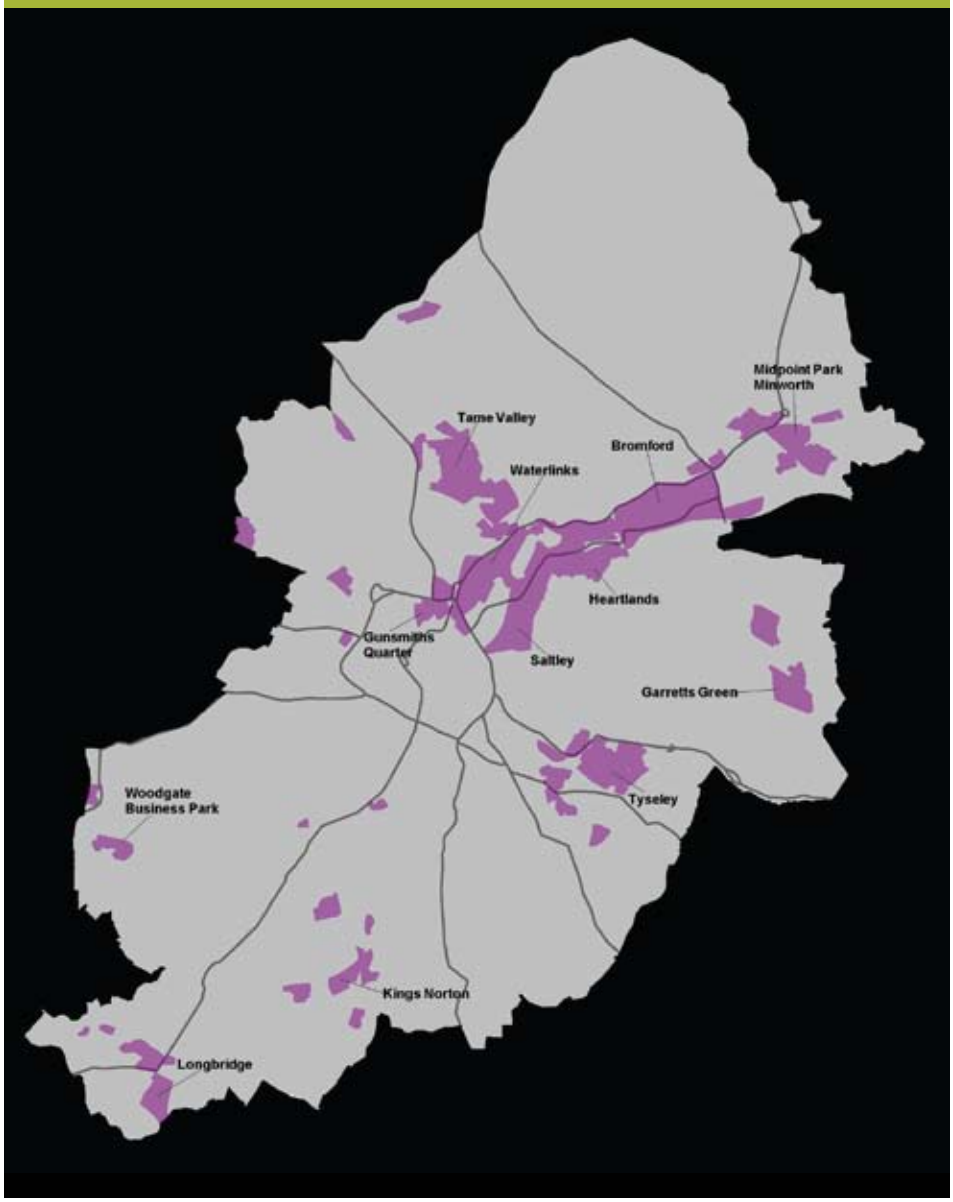
## SP12 • Core Employment Areas

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

Measures to improve the quality and attractiveness of these areas to investment in new employment will be supported.

* Economic development is defined as B1b (Research and Development), B1c (Light Industrial), B2 (General Industrial) and B8 (Warehousing and Distribution) and other activities appropriate for industrial areas such as waste management activities.

### CORE EMPLOYMENT AREAS




### Supporting Information

**5.81** The ENTEC Employment Land Study identified a number of core employment areas which should be retained in employment use. Based on this work a number of core employment areas have been identified on the proposals map which are the focus of the city's industrial activity. These areas contain some of the city's major employers such as Jaguar, Cadbury's, Aero Engine Controls, Specialist Computer Holdings and GKN.

**5.82** Core Employment Areas are also the focus of a number of current committed major industrial regeneration schemes. Major developments within these areas include:

- Prologis Park, Minworth (32.5ha).
- The Hub, Witton (29ha).
- Heartlands, Washwood Heath (former Alstom/LDV) (44.35ha).
- Signal Point, Tyseley (7.64ha).

**5.83** Additional redevelopment opportunities are likely to become available within the Core Employment Areas during the plan period which will play a key role in meeting the employment land targets set out in Policy SP15.

### Implementation/Delivery

**5.84** The Development Management process will be used to ensure that the Core Employment Areas are retained in employment use. The City

Council will work with landowners, developers and the emerging Local Enterprise Partnerships to identify regeneration opportunities and overcome obstacles to development.

## SP13 Regional Investment Sites (RIS)

### Introduction

**5.85** It is essential that Birmingham is able to compete for investment in new employment sectors, and to provide opportunities for growing Birmingham-based companies to expand. To achieve this will require high-quality sites to be available within the city.

### Supporting Information

**5.86** The adopted Longbridge Area Action Plan proposes a RIS which will play a major role in regenerating the former MG Rover site and bring new employment to this part of the city. The AAP includes specific policies in relation to the level of B1a provision. A further RIS is proposed at East Aston. This proposal is being taken forward in the Aston, Newtown and Lozells Area Action Plan. The East Aston RIS is located within an area of high unemployment and has the potential to create around 3,000 jobs.

**5.87** Regional Investment Sites are an established part of the portfolio of employment land in the West Midlands, their origin being within the Regional Spatial Strategy, which identified a need for large sites capable of attracting 'footloose' investment and able to support the diversification of the economy. Historically RIS have been provided on greenfield sites such as Birmingham Business Park and Blythe Valley Park in Solihull. These sites have been successful in attracting high value investment to the Region. The challenge in Birmingham is to create this type of high quality employment site within an urban environment close to areas of deprivation and high unemployment.

### Implementation/Delivery

**5.88** The City Council will work with landowners, the private sector and other partnerships such as the emerging Local Enterprise Partnerships to support the delivery of the Regional Investment Sites. The successful development of the Regional Investment Sites is also likely to depend upon public sector money being made available to stimulate development and help to overcome viability issues.

**SP13 • Regional Investment Site**

One RIS is being developed at Longbridge and another is proposed at East Aston. These sites will provide sufficient land for RIS quality developments throughout the plan period.

Development on these sites will be restricted to high quality uses falling within Use Classes B1 and B2. Large scale B1a office development which could be accommodated within a centre will not be permitted. Warehousing will only be supported where it is ancillary to the main B1 or B2 use. Complementary facilities to the RIS such as leisure facilities, small-scale retail and conferencing facilities will be supported but will be of an appropriate scale and remain ancillary to the main B1/B2 use of the site. The potential for supporting facilities to be provided off site, through either new or existing facilities will also be taken into account.

These sites will be of high quality and attractive to international and national investors and will support the diversification and modernisation of the economy.

## SP14 Central Technology Belt (CTB)

### Introduction

**5.89** The Central Technology Belt aims to diversify the city's economic base and provide opportunities for new and existing businesses to locate in close proximity to the knowledge supply chain such as Aston and Birmingham Universities and Bournville Further Education College.

**SP14 • Central Technology Belt (CTB)**

The Central Technology Belt will act as a focus for high-technology development by supporting companies undertaking research and development and will aim to move the city's economy away from its traditional reliance on motor manufacturing towards new sectors including medical technologies, energy and environmental technologies and digital media.

The following sites are within the Central Technology Belt and will play a key role in implementing the CTB Strategy:

- East Aston Regional Investment Site.
- Birmingham Science Park (Aston).
- Pebble Mill.
- Birmingham Battery Site (Selly Oak).
- Longbridge Regional Investment Site.

Development on these sites should continue to meet the objectives of the CTB and will be focused on B1 and high quality B2 uses. Other developments such as medical and health facilities which contribute to the objectives of the CTB by promoting economic diversification, research and development and links to the Universities will also be supported.

Schemes of Management will need to be prepared for all of the above sites to identify target occupiers and marketing strategies.

These sites provide significant development opportunities which are likely to meet the needs of the CTB for the duration of the plan period. It is not proposed to allocate any additional land for high-technology development.

### Supporting Information

**5.90** Three High Technology Corridors in the West Midlands were established in 2001/02 in response to the Rover Task Force Report, which was published in June 2000 and were subsequently confirmed through the Regional Spatial Strategy process. The CTB within Birmingham runs from the proposed Regional Investment Site at East Aston along the A38 to the Regional Investment Site at Longbridge. The Central Technology Belt then continues from Birmingham to Worcestershire along the A38.

### Implementation/Delivery

**5.91** The Central Technology Belt Company was set up by Advantage West Midlands and is designed to act as a strategic leader and project driver which brings together partners to enable a technology led transformation of the economy. The City Council will work with the CTB and other key partners such as the Universities and landowners to support the delivery of the CTB strategy. The Development Management process will be used to ensure that sites within the CTB meet the policy objectives set out in the policy.

## SP15
## Portfolio of Employment Land and Premises

### Introduction

**5.92** Ensuring that an adequate supply of employment land is maintained throughout the plan period will be essential in enabling balanced housing and employment growth and addressing the issue of worklessness. The City Council will also monitor the supply of employment premises to ensure that a range of business premises are available to meet a variety of needs, including those of Small and Medium-sized Enterprises (SMEs).

**SP15 • Portfolio of Employment Land and Premises**

Provision will be made for a portfolio of 'readily available'* employment land consisting of the following hierarchy of sites. Within this portfolio a 5 year minimum reservoir of 130ha of employment land will be maintained throughout the plan period consisting of the following:

| Portfolio of land | Land requirements |
|---|---|
| **Sub-Regional Employment Sites** | |
| High quality attractive sites, generally 10ha to 20ha in size suitable to attract clients with an international/national/ regional choice of location. | A minimum reservoir of 80ha of land. |
| **Good Quality Employment Sites** | |
| Good quality sites suitable for locally based investment, likely to exceed 0.4ha in size. | A minimum reservoir of 35ha of land. |
| **Other Quality Employment Sites** | |
| Land likely to be less than 0.4ha and of interest only to local investors or suitable for marginal or bad neighbour activities. | A minimum reservoir of 15ha of land. |

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

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

### Supporting Information

**5.93** Work on the Regional Spatial Strategy Review suggested that Birmingham should provide a rolling 5-year reservoir of employment land of 130 hectares with an indicative longer-term requirement of 390 hectares to 2026. The figures for Birmingham were minima.

**5.94** The City Council has undertaken an Employment Land Capacity Study which looks at future long term employment requirements. The Study supported the 5 year minimum reservoir approach and suggests that the 390 hectare figure is an accurate estimate of future needs. The study examined 1,890 hectares of existing employment land and identified a potential supply of 246 hectares of which 238 hectares was considered best or good quality. Although not all of this land is currently 'readily available' it amounts to almost double the minimum reservoir requirement. Future supply is also likely to be supplemented by additional recycling opportunities which emerge though the plan period, for example, from unexpected factory closures. It is not therefore considered necessary to allocate any additional land, but all development opportunities identified in the study will need to be retained for employment use. Much of this supply is within the Core Employment Areas identified in SP12.

**5.95** The 2010 Employment Land Review updates this study and provides confirmation of this position.

### Implementation/Delivery

**5.96** Regular review of the employment land supply through the Annual Monitoring Report will provide the basis for managing the employment land portfolio. The Development Management process will be used to protect sites from non-employment proposals where the sites are essential to maintaining the minimum reservoir in each category.

**5.97** If shortages in supply are identified, the Council will seek to identify additional sites, and will work with partners such as the emerging Local Enterprise Partnerships to assist landowners in overcoming obstacles to development such as infrastructure deficiencies or contamination. The Council may also be prepared to assist with land assembly through the use of Compulsory Purchase powers.

**5.98** The City Council will also monitor the supply of employment premises to ensure that a range of business premises are available to meet a variety of needs, including those of SMEs.

## SP16
## Protection of Employment Land

### Introduction

**5.99** In order to meet the challenging targets set out in SP15 the city will need to retain and recycle employment land in existing use.

**SP16 • Protection of Employment Land**

Employment land and premises are a valuable resource to the Birmingham economy and will be protected where such sites contribute to the portfolio of employment land and are needed to meet the longer term employment land requirements set out in Policy SP15.

A number of core employment areas are defined on the proposals map. Within these areas land will be safeguarded for employment development and other uses appropriate for employment areas such as waste management activities.

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

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

### Supporting Information

**5.100** The employment land capacity study reviewed 1,890 hectares of employment land in the city and identified a need to protect best and good quality employment land and sites forming part of consented supply. The study also concluded that the city could afford to lose poorer quality employment sites without compromising its ability to provide jobs and foster a competitive economy. These sites can make an important contribution to the city's housing requirements identified in Policy SP23 and some have been identified for this purpose in the Strategic Housing Land Availability Assessment (SHLAA).

**5.101** The Supplementary Planning Document on the Loss of Industrial Land to Alternative Uses was adopted by the City Council in 2006 and has provided an appropriate and effective way of assessing loss of employment land proposals.

### Implementation/Delivery

**5.102** The protection of employment land policy will be implemented through the Development Management process.

## SP17
## The Network and Hierarchy of Centres

### Introduction

**5.103** One of the characteristics of Birmingham is its extensive network of centres, which provide a focus for growth in the retail, office and entertainment sectors. Centres also act as a focus for local community life and ensure that services are available in accessible locations.

## SP17 • The Network and Hierarchy of Centres

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

We encourage growth in centres. However the focus for significant growth will be the city centre, Sutton Coldfield, Selly Oak, Perry Barr and Meadway. Generally the scale of any future developments should be appropriate to the size and function of the centre (see Policy SP18 for further guidance).

Emphasis will continue to be placed on the positive promotion and enhancement of these centres, including improvements to accessibility and measures to create an attractive, safe pedestrian environment.

The City Council proposes that the network and hierarchy of centres is categorised as follows:

| Centre classification | Name of Centre | |
|---|---|---|
| Regional Centre | City Centre. | |
| Sub Regional Centre | Sutton Coldfield. | |
| District Centre Growth Points | Meadway.<br>Perry Barr/Birchfield Road.<br>Selly Oak. | |
| District Centre | Acocks Green.<br>Alum Rock.<br>Coventry Road,<br>Small Heath.<br>Edgbaston (Five Ways).<br>Erdington.<br>Fox and Goose.<br>Harborne. | Kings Heath.<br>Mere Green.<br>New Oscott.<br>Northfield.<br>Sheldon.<br>Soho Road.<br>Stirchley.<br>Swan Shopping Centre. |
| Neighbourhood Centre | Balsall Heath.<br>Boldmere.<br>Bordesley Green.<br>Castle Vale.<br>College Road.<br>Cotteridge. | Pelham.<br>Queslett.<br>Quinton Village.<br>Robin Hood.<br>Rookery Road.<br>Scott Arms. |

*continued...*

## SP17 • The Network and Hierarchy of Centres (continued)

| | | |
|---|---|---|
| | Dudley Road. | Shard End. |
| | Frankley. | Short Heath. |
| | Glebe Farm. | Slade Road. |
| | Hall Green. | Sparkbrook. |
| | Hawthorn Road. | Sparkhill. |
| | Hay Mills. | Springfield. |
| | Highfield Road. | Stechford. |
| | Highgate. | The Radleys. |
| | Ivy Bush. | Timberley. |
| | Jewellery Quarter. | Tyburn Road. |
| | Kings Norton. | Tyseley. |
| | Kingsbury Road/ | Villa Road. |
| | Kingstanding Circle. | Walmley. |
| | Ladypool Road. | Ward End. |
| | Lea Village. | Weoley Castle. |
| | Longbridge. | West Heath. |
| | Lozells Road. | Witton. |
| | Maypole. | Wylde Green. |
| | Moseley. | Yardley Wood. |
| | Newtown. | Yew Tree. |
| | Olton Boulevard. | |

**1. Regional Centre**
Very large centre, embracing a wide range of activities and serving a regional catchment. Birmingham city centre is identified as the regional centre in the Core Strategy as it was in the former Regional Spatial Strategy.

**2. Sub-Regional Centre**
Major Centre, providing an extensive range of facilities and services for a more than local population. Sutton Coldfield is the only other centre in Birmingham identified as one of the regional network of centres in the Regional Spatial Strategy.

**3. District Centre Growth Points**
A major group of shops, these will be the focus for retail growth and office development.

**4. District Centre**
A major group of shops, including at least one supermarket or superstore and a range of non-retail and public services.

**5. Neighbourhood Centre**
A significant group of more local shops and services, centre including one or more smaller supermarkets. This is equivalent to the 'local centre' definition in PPS4.

### Supporting Information

**5.104** Birmingham contains a large network of centres ranging from the city centre to neighbourhood centres which meet immediate day-to-day needs. These centres are varied in terms of size, offer and who they serve, some serving not just the local population but a regional and in some cases national population. Birmingham's centres are diverse and have a range of uses particularly retail but also contain other focal points for the local communities in which they serve, for example places of worship, community centres, universities and offices. Arising from this, centres are also important sources of employment.

**5.105** PPS4 states that the local planning authorities should set out a spatial vision and strategy for the network and hierarchy of centres in the Core Strategy. The network of centres proposed here reflects this advice and is based on work carried out through the preparation of the Council's Local Centres Strategy and the Retail Need Assessment which contains a health check of the larger centres (district level and above). The network includes a new centre at Longbridge which is proposed in the Longbridge Area Action Plan.

**5.106** The policy will help to distribute retail growth within the city, and to progress the growth in retail floorspace over the plan period as set out in the Retail Need Assessment. It will also help to define clear roles for centres which should help to strengthen them.

**5.107** A map illustrating the location of all centres listed in the hierarchy is shown adjacent.

### Implementation/Delivery

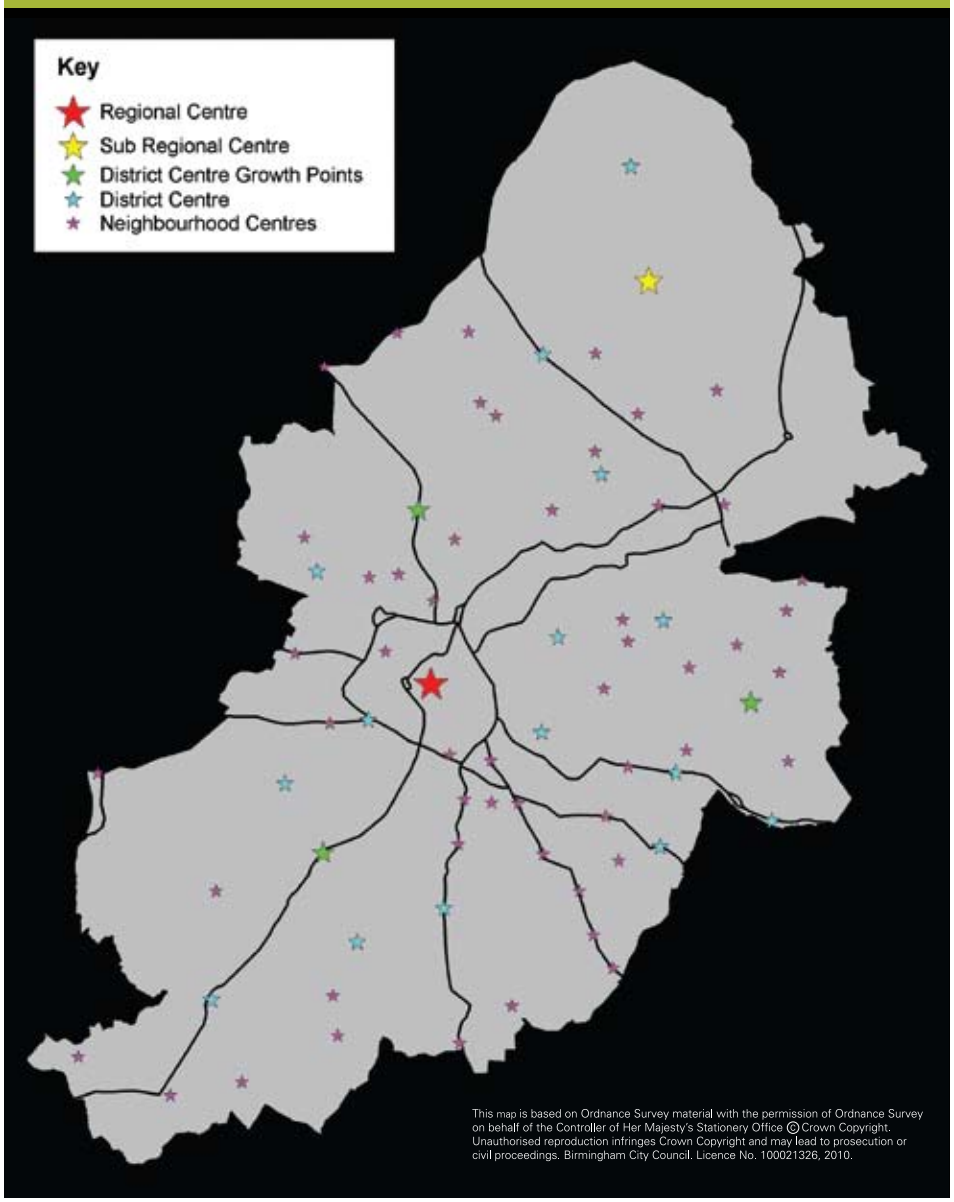
**5.108** The Council has prepared a Local Centres Strategy to guide its regeneration activities in relation to centres, and this is supported by a regularly updated Local Centres Programme, which sets out priorities for action. The Council will continue to work with others to deliver improvements to centres, including local traders. Town centre management will continue to be supported.

**5.109** Section 106 agreements will be used to secure improvements to centres.

**5.110** More detail on proposals for centres where significant change is envisaged is set out in subsequent policies, and may be developed further in SPDs or DPDs if necessary.

**5.111** The Development Management process will also be important.

**NETWORK OF CENTRES**

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## SP18
## The Growth, Scale and Function of Centres

### Introduction

**5.112** The Council's Retail Need Assessment has identified significant potential for growth in retail and office floorspace. This needs to be accommodated in a way which supports the network and hierarchy of centres.

## SP18 • The Growth, Scale and Function of Centres

The network and hierarchy of centres as identified in SP17 will be the preferred location for retail and office development over the plan period. The following table sets out the proposed floorspace figures for each centre for comparison retail and office development. (Convenience floorspace is covered in Policy SP19).

The comparison retail figures for 2021-2026 should be treated as indicative, and planning permission for schemes aimed at meeting this requirement should not be granted before 2016.

| | Level of Retail Comparison Floorspace | | Level of Office Floorspace* |
|---|---|---|---|
| | 2008-2021 | 2021-2026 | 2006-2026 |
| City Centre | 185,000 sq.m. gross | 130,000 sq.m. gross | 590,000 sq.m. gross |
| Sutton Coldfield - Sub Regional Centre | 31,000 sq.m. gross | 15,000 sq.m. gross | 20,000 sq.m. gross |
| District Centre Growth Points: Perry Barr/Birchfield Road | 12,500 sq.m. gross | 12,500 sq.m. gross | 10,000 sq.m. gross |
| Meadway | 12,500 sq.m. gross | 12,500 sq.m. gross | 10,000 sq.m. gross |
| Selly Oak | 10,000 sq.m. gross | 10,000 sq.m. gross | 25,000 sq.m. gross |
| District Centres (All centres within this category in the hierarchy of centres Policy SP17) | 5,000 sq.m. gross Max for any centre | 5,000 sq.m. gross Max for any centre | 5,000 sq.m. gross Max for any centre |

* Based on existing commitments

The comparison retail floorspace requirements as set out in the table should be treated as specific to each centre, and should not be exceeded. In relation to smaller neighbourhood centres not included within the hierarchy, small scale retail and office floorspace will be acceptable in line with the size of the centre and provided that the proposal is aimed at catering for local needs only.

Leisure and entertainment uses (which include cinemas restaurants, bars and pubs and health and fitness centres) are also important uses within centres and they will be supported and encouraged within the hierarchy.

Any proposals for additional retail, office, leisure and entertainment uses of significant scale outside of the network of centres will only be supported if they satisfy the requirements set out in Central Government Guidance. An impact assessment will be required for proposals greater than 2,500 sq.m. (gross).

### Supporting Information

**5.113** In Birmingham's diverse network of centres there needs to be a strategy to ensure that future development and growth takes place in a balanced way. This needs to reflect each centre's individual size and function as determined by its place in the hierarchy to ensure that each centre will have an appropriate level of future growth.

**5.114** The comparison retail floorspace figures derive from the Retail Need Assessment for Birmingham. The figures for 2021-2026 should be treated as indicative and subject to future review. The figures for 2008-2021 include commitments.

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

**5.116** No specific requirements for the other town centre uses identified in PPS4 have been identified - but these uses will continue to be encouraged in the network of centres at an appropriate scale.

**5.117** There are also some centres in Birmingham that may be suitable for residential development to support the centre, for example uses such as flats above ground floor, which would add to the vitality of the centre.

**5.118** The Longbridge Area Action Plan sets out specific levels of retail floorspace for the new centre proposed at Longbridge.

**5.119** Edgbaston Local Centre and surrounding area is an existing focus for office development on the edge of the city centre and has the potential for future growth.

### Implementation/Delivery

**5.120** More detailed proposals for the retail and commercial growth of the city centre are contained in later policies of this Strategy, and may be further amplified in area specific DPDs or SPDs.

**5.121** A framework for growth in Sutton Coldfield Town Centre has already been produced. More detailed guidance also exists for Selly Oak, and is in preparation for Perry Barr. Similar guidance will be provided for Meadway.

**5.122** In all these cases the City Council will work positively with developers/landowners in order to prepare and deliver viable high quality schemes, and may be prepared to use Compulsory Purchase powers to assist this.

**5.123** The Council will also support the establishment of Business Improvement Districts in larger centres where appropriate.

## SP19
## Convenience Retail Provision

### Introduction

**5.124** Accessible convenience retail provision such as food stores is important for communities across the city.

**5.125** The Retail Need Assessment shows that there is little overall scope for additional convenience floorspace - but there are 'gap' areas where local deficiencies exist.

**SP19 • Convenience Retail Provision**

The City Council will support in principle convenience retail proposals within centres included in the network of centres subject to proposals being at an appropriate scale for the individual centre.

Overall there is adequate convenience retailing provision to meet the city's needs over the plan period. However, at a local level there are 'gaps' where there are failings in the existing convenience offer. In these 'gaps' the City Council will support additional convenience retailing where it is aimed at meeting a local deficiency in provision and is of an appropriate scale. Proposals should satisfy national planning guidance including the sequential test.

The 'gaps' are:

- Sutton Coldfield.
- Eastern Belt.
- Longbridge and the Southern Belt.
- Handsworth and Western Belt.
- Birmingham City Centre South.
- Woodgate.

Any convenience retail development in these 'gaps' should be in keeping with the existing role and function of any nearby centres, and should not have any adverse impact on their vitality and viability.

### Supporting Information

**5.126** Further explanation of the definition of the 'gap' areas can be found in the Retail Need Assessment.

**5.127** These areas all have specific needs, e.g. some have high Black Minority Ethnic (BME) populations. It is important that proposals aimed at addressing these 'gaps' give careful consideration to the

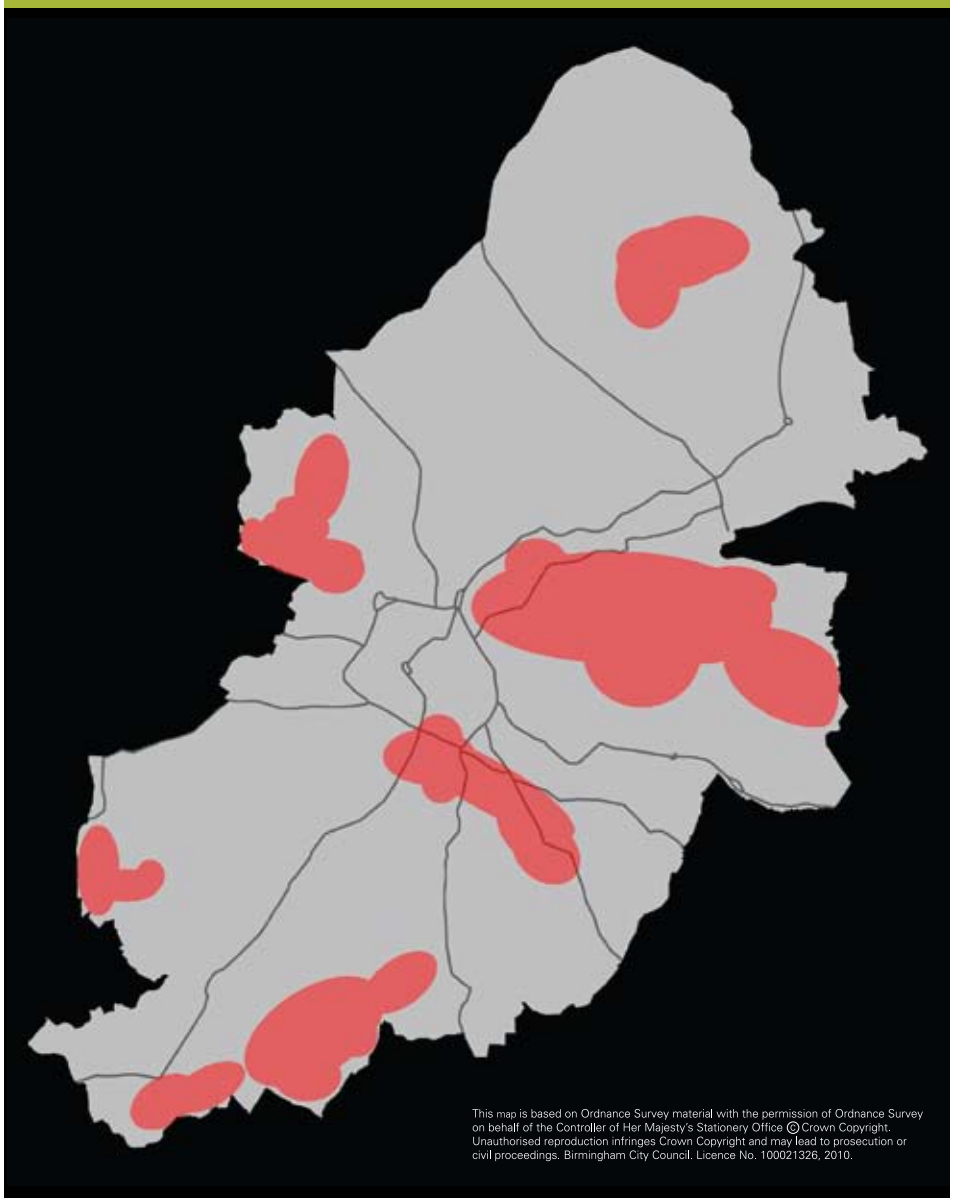
local catchment to ensure that any new development will adequately address local needs. In particular it should not be assumed that the development of large supermarkets is necessarily the best solution.

**5.128** There are some existing retail commitments across the city which will help address these gaps. As at August 2010 the position was as follows:

- Eastern Belt - Tesco store completed at Fox and Goose centre and approval for Tesco store at the Swan.
- Birmingham city centre south - Planning approval for major food superstore at Bristol Street.
- Longbridge - new convenience store at Longbridge committed through the Longbridge Area Action Plan.
- Handsworth - approval for Morrisons store at Holyhead Road.

**5.129** The map adjacent illustrates the 'gap' areas.

**GAP AREAS FOR FOOD RETAIL STORES**




### Implementation/Delivery

**5.130** The City Council will take a proactive approach to identifying ways of addressing the deficiencies, and will work with developers/ retailers/local traders to achieve this. This may be through area-based plans. The Council may be prepared to use its compulsory purchase powers to help deliver appropriate schemes.

**5.131** The policy will also be delivered through the Development Management process.

## SP20
## Small Shops and Independent Retailing

### Introduction

**5.132** The need for greater diversity and choice in the city's retail offer is an issue which has emerged as significant through the consultation process. One way of addressing this is through encouraging more independent retailing.

**SP20 • Small Shops and Independent Retailing**

The City Council will seek to promote and encourage independent retailers across the city. Specifically the Council will seek to ensure that:

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

The Retail Need Assessment for Birmingham has identified a particular deficiency in independent retailing in the city centre. In order to secure a more varied and independent retail offer in the city centre, suitable spaces for independent retailers need to be provided. Advantage will be taken of proposals to expand the primary shopping area to create new specialist and independent shopping destinations.

The City Council will also support and encourage other forms of retailing such as the Bullring markets, farmers markets and craft markets that encourage smaller and Independent retailers.

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

### Supporting Information

**5.133** The diverse retail offer in Birmingham's extensive network of centres is provided not solely by large national retailers but smaller independent retailers who may operate one or more stores in the centres identified in the hierarchy. Although there are many small shops and independent retailers across the city in the local centres there are gaps in some of these centres and in particular the city centre where the Retail Need Assessment for Birmingham has identified a particular deficiency.

**5.134** The Retail Need Assessment 2009 and discussions with key stakeholders in connection with the Big City Plan identified that Birmingham (in comparison to other regional centres) lacks representation from independent and small retailers. The City Council has put forward initiatives to support independent retailers in the city centres as part of the Retail Development Programme, which ran as a pilot in 2009. This has provided financial assistance and business support and advice for independent retailers.

**5.135** Areas across the city such as Alum Rock and the Soho Road have also been identified as having demand for smaller retail units, which would assist in creating the environment for the smaller and independent retailers.

### Implementation/Delivery

**5.136** The Council will continue to support the growth of independent retailers through financial assistance and business support.

**5.137** More detail on proposals for the city centre is contained in other policies in this Strategy.

# SP21
# Promoting a Diversity of Uses Within Centres

## Introduction

**5.138** A mixture of uses in centres is essential to promote the diversity, vitality and viability of centres. It is key to the success of a centre to have alongside A1 retail units, other uses for example building societies, restaurants, and hot food takeaways but it is important that the main retail function of a centre is not undermined by an over concentration of these non A1 uses.

### SP21 • Promoting a Diversity of Uses Within Centres

The City Council will encourage a diverse range of facilities and uses, consistent with the scale and function of the centre, to meet people's day-to-day needs, in its hierarchy of centres listed in SP17. A diverse range of uses distributed throughout the centre is vital to the vitality and vibrancy of the centre and should help to meet the needs of the local population. At the same time it is recognised that centres vary in terms of the mix of uses they contain and some have niche roles for example the Balti Triangle in Sparkbrook.

Within this context it remains important to ensure that:

- Centres can maintain their predominantly retail function and provide shops (Class A1 uses) to meet day to day needs.

- There is no over concentration of non retail uses (Class A2, A3, A4 and A5) within a centre, and no dead frontages to the detriment of the retail function, attractiveness and character of the centre in question.

A Supplementary Planning Document (SPD) for local centres is in preparation and it will indentify the extent of the boundary of the centres within the hierarchy. The SPD will also identify the primary shopping area where retail development is concentrated.Where there is a concern over the potential over-concentration of a particular non retail use or uses (e.g. hot food takeaways) in a centre the SPD will set out policies to control non retail uses. For example it may identify primary frontages within the shopping area in which limits will be placed on the proportion of non-retail uses which will be permitted.

In some centres where there are particular niche roles exceptions will be made and these will be identified within the SPD.

## Supporting Information

**5.139** The principle of primary frontage policy is supported in PPS 4, this document also encourages diversity within centres, so a balanced approach is needed.

**5.140** A1 uses from the Use Classes Order include Shops, Post Offices Hairdressers, and funeral directors. For more information please see Use Classes Order.

**5.141** There are a number of centres where there are already policies in place through Supplementary Planning Guidance to control the growth of non-retail uses.

These include:

- Sutton Coldfield Town Centre.
- Boldmere.
- Wylde Green.
- Selly Oak.
- Erdington.
- Fox and Goose.
- Harborne.
- Hall Green.
- Robin Hood.
- Moseley.
- Northfield.
- Dudley Road.
- Cotteridge.

These policies will be reviewed as part of the process of preparing the SPD.

### Implementation/Delivery

**5.142** The main means of implementing this policy will be Development Management. However, regular monitoring of changing pressures within centres will also be needed. Further guidance will be produced in the form of an SPD.

## SP22
## Tourism and Tourist Facilities

### Introduction

**5.143** Tourism plays a major role in Birmingham's economy, and attracts a range of business and visitors from around the world. Tourism is important as it not only assists in promoting Birmingham as a global city but also creates jobs and wealth and assists in the ability to regenerate areas of the city.

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### SP22 • Tourism and Tourist Facilities

The City Council will continue to promote Birmingham as a tourist destination and will aim to build on the city's position as a top visitor attraction. The Council will also continue to reinforce Birmingham's role as a regional centre for tourism, culture and events and as a key destination for business tourism.

Proposals which make a positive contribution to the city's tourism role and function will be welcomed and supported subject to demonstrating that they contribute to the objectives set out below.

- To continue to improve the quality of services to visitors including information and publicity.
- To support the city's key assets, including the National Exhibition Centre, National Indoor Arena and International Convention Centre as key venues for business visitors and leisure tourism.
- To conserve and promote Birmingham's strong industrial heritage including the Jewellery Quarter, Cadbury World and the canal network and other attractions such as Sutton Park, the Botanical Gardens, Think Tank - Birmingham Science Museum and the Birmingham Museum and Art Gallery.
- To encourage the development of new attractions including the Library of Birmingham and the City of Birmingham Swimming Pool.
- To encourage improvements in; the city's international and regional gateways, including the redevelopment of New Street Station, the expansion of Birmingham Airport, the development of high speed rail links; and the regional rail network.
- To continue to place high priority on improving the city's environment.
- To support new hotel provision for all types of visitor particularly in the city centre.

### Supporting Information

**5.144** Birmingham already plays host to many sporting, cultural and music events and the city's rich heritage plays a major role in attracting visitors, as do its business tourism venues.

**5.145** The Sustainable Community Strategy reinforces the role and function of Birmingham as a tourist destination and highlights the importance that tourism brings to the city. It aims to improve accessibility to culture and leisure pursuits, by physical improvements, access to information and improving the recreational facilities in the city.

**5.146** The proposed approach reflects the Government's Good Practice Guide on Planning for Tourism.

### Implementation/Delivery

**5.147** Further detail is included in the city centre policies.

**5.148** The City Council will continue to work with other relevant agencies to promote the city's tourism potential and will continue to support initiatives such as Business Improvement Districts which aim to enhance the attractiveness of the city centre. The Council will also work with Centro and other relevant organisations to improve accessibility.

**5.149** The Development Management process will also be used to ensure quality in new developments.

## Housing

## SP23
## The Housing Trajectory

### Introduction

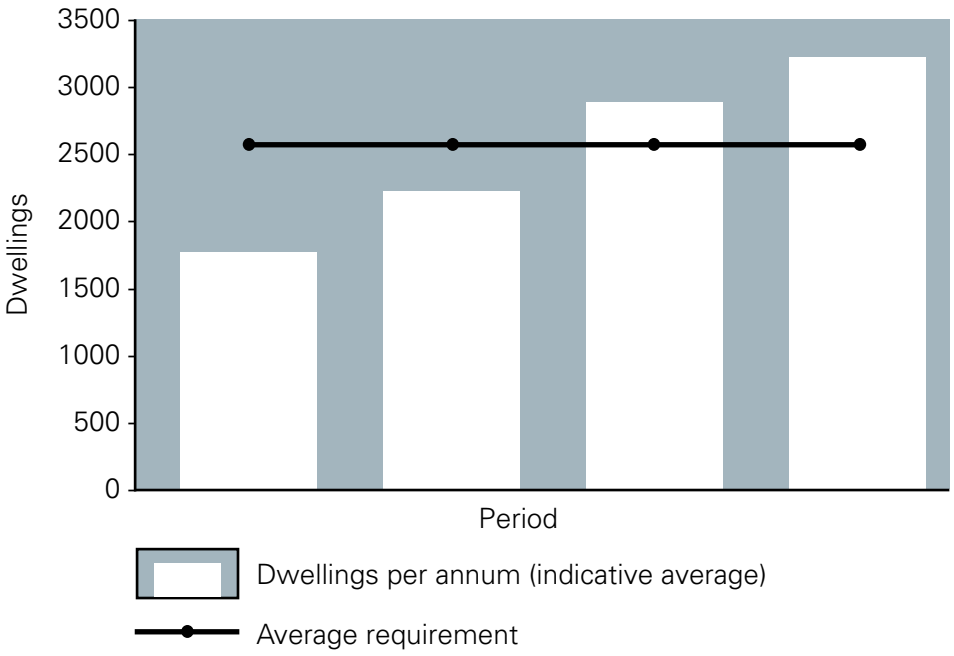
**5.150** The city's housing requirement is 50,600 additional dwellings over the period 2006 to 2026. This reflects both the Council's own growth aspirations as expressed in the Sustainable Community Strategy and the Birmingham Prospectus, and the anticipated capacity of the urban area to accommodate additional housing; evidenced by the SHLAA and the technical work undertaken as part the review of the former Regional Spatial Strategy.

**SP23 • The Housing Trajectory**

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

- 1,800 dwellings per annum (2006-2011).
- 2,250 dwellings per annum (2011-2016).
- 2,870 dwellings per annum (2016-2021).
- 3,200 dwellings per annum (2021-2026).

### Supporting Information




**5.151** The City Council's aim is to increase the level of housing provision as quickly as possible as the country emerges from the recession which commenced during the early years of this plan period. The recession has had a major impact on the house building industry with significant reductions in both starts and completions from pre-recession levels. A return to pre-recession levels of building will not happen overnight and this, together with a significantly increased house building target, will require a stepped approach to delivery.

**5.152** It is estimated that completions will reach a low point in 2010/11 before gradually returning to the annualised average requirement by 2016/17 and then going on to exceed these levels from 2017 onwards to make good the lower completion rates in the early years.

**5.153** This stepped delivery trajectory is in line with the recommendations made in the RSS Phase 2 Revision Panel report, and is consistent with guidance in PPS3.

### Implementation/Delivery

**5.154** Subsequent policies in this section set out how this trajectory will be delivered and details of potential development opportunities contained in the SHLAA.

**5.155** The actual rate of delivery will depend on the speed with which the housing market recovers from the recession as well as on land supply factors.

## SP24
## The Distribution of New Housing Provision

### Introduction

**5.156** A mixture of types of new housing will be required to ensure that all housing needs are met. This will require a balanced distribution of the requirement across the city.

### Supporting Information

#### Land Supply

**5.157** Assessing the supply of land for housing development has been a key feature of forward planning in the city for many years. The supply and development of land for housing is kept under continuous review. The strategy for meeting the housing requirement takes account of net completions during the period 2006 to 2010, dwellings under construction, planning permissions, adopted development plan allocations, windfalls and the City Council's aspirations for longer term growth in the city. This information, together with details of other potential sites which have no formal planning status, has been brought together in the Strategic Housing Land Availability Assessment (SHLAA) 2010. The SHLAA, which will be updated annually, will also be used to determine the city's five and ten year land supply.

**SP24 • The Distribution of New Housing Provision**

The housing requirement will be met in accordance with the following distribution.

| | Provision 2006-2026 | Balance 2010-2026* |
|---|---|---|
| City Centre | 20,000 | 13,100 |
| North | 11,000 | 9,500 |
| East | 7,600 | 6,700 |
| South | 12,000 | 9,600 |
| **City Total** | **50,600** | **38,900** |

*Overall provision less dwellings completed 2006-2010 and dwellings under construction at April 2010.

The City Council will consider favourably proposals for windfall development when they are consistent with the policies in this plan.

The City Council will, on an annual basis, publish details of the five and ten year land supply.

#### Clearance and Redevelopment

**5.158** In addition to the additional 50,600 dwellings which are required by 2026, the City Council will continue with a programme of regeneration throughout the city, particularly of municipal housing estates which are defective or no longer fit for purpose. This regeneration will entail a significant number of housing demolitions. There will also be a smaller number of private sector housing demolitions. Additional housing above the 50,600 to replace demolished dwellings will be provided. The City Council will seek to achieve one for one replacement of demolished dwellings on redevelopment sites and to increase capacity where possible.

**5.159** The City Council's clearance programme will impact on the net completion levels as the city emerges from recession as clearance is continuing largely unabated at a time when house building levels are low, although this will facilitate higher rates of development in later years.

### Implementation/Delivery

**5.160** Progress on delivering the housing requirement will be monitored through the Annual Monitoring Report, and the availability of sites will also be regularly monitored through updates to the SHLAA.

**5.161** The city centre apartment market was badly hit by the recession and it is anticipated that this market may take longer to return than others. Because of this, the rate at which residential development occurs in the city centre will be much reduced in the period 2011 to 2016 compared with the previous five years. The city centre is, however, expected to make an increasingly significant contribution towards meeting the city's housing requirement over the second half of the plan period.

**5.162** A number of major proposals which will deliver new housing are identified elsewhere in this Strategy and further detail on the delivery of these is set out there. There are no major infrastructure supply constraints preventing the delivery of new housing sites in Birmingham. However, as already noted, a key issue will be market factors.

## SP25
## The Location of New Housing

### Introduction

**5.163** Housing is the predominant land use within Birmingham and new housing will be appropriate on previously developed (brownfield) sites in many locations across the city. However there are some locations which for a variety of reasons may not be suitable.

**SP25 • The Location of New Housing**

Proposals for new residential development should:

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

* as defined in the strategic flood risk assessment.

### Supporting Information

**5.164** In identifying potential development opportunities, the City Council has sought to create a sustainable pattern of development. Account has been taken of the availability of previously developed sites, their location and accessibility, the capacity of infrastructure, the ability to build mixed and balanced communities and constraints on development land - both physical and environmental. This approach will also be followed in assessing planning applications for new housing development.

**5.165** The vast majority of new housing provision within

Birmingham will be located on previously developed land within the existing urban area. Based on past performance, and an assessment of future land supply, the City Council expects that a minimum of 90% of all new dwellings provided over the plan period will be built on previously developed land. Other than the proposals in this plan development on greenfield land, whether Green Belt or not, will only be permitted in exceptional circumstances, for instance, as part of a comprehensive area regeneration initiative where compensation of an equivalent nature is provided.

### Implementation/Delivery

**5.166** The Development Management process will be the key means of implementing this policy.

**5.167** A current portfolio of suitable and available sites will be maintained through the SHLAA process.

## SP26
## The Type and Size of New Housing

### Introduction

**5.168** In enabling Local Authorities to plan for housing, the Government's key aim is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. This aim is fully supported by the City Council and is fundamental to the housing policies in this plan.

**SP26 • The Type and Size of New Housing**

Proposals for new housing should take account of:

- The Strategic Housing Market Assessment (or any subsequent revision).
- Detailed Local Housing Market Assessments (where applicable).
- Current and future demographic profiles.
- The need to offer a choice of appropriate housing (in terms of type, size and tenure) to a wide range of household types.
- The need to create and maintain mixed, balanced and sustainable communities.

Larger development sites should assist in the creation of sustainable communities by incorporating a mix of dwelling type, size and tenure.

Smaller sites should normally assist in the creation of mixed communities by taking account of the type, size and mix of housing which already exists within the local neighbourhood and by bringing forward proposals which enable diversification of the existing stock to take place. Small sites within conservation areas, mature suburbs or within central parts of the city centre may be unable to assist with diversification in this way.

### Supporting Information

**5.169** New housing provision in Birmingham should be made in the context of creating sustainable communities, which contain a mix of dwellings types, sizes and tenures together with the local facilities that make a neighbourhood successful.

**5.170** The amount of new housing provided over the plan period will be relatively small compared to the level of the existing dwelling stock. It is important that new housing is provided across all sectors of the housing market and that it meets the needs of a wide variety of households. New housing should add to the choice of accommodation available to people, whatever their circumstances. It should therefore be a mix of both market and affordable housing, it should consist of a mixture of tenures and prices, it should be a mix of sizes and types and it should cater for specific needs, such as sheltered housing for the elderly. Developers are also encouraged to provide low cost housing to assist households into home ownership.

**5.171** It is also important that the most pressing housing needs are addressed through new provision. The City Council has undertaken a Strategic Housing Market Assessment (SHMA) and will review this periodically during the life of the strategy. The SHMA identified a particular need for family dwellings, particular those with four or more bedrooms. One consequence of the recent boom in

the development of apartments has been significantly reduced building rates of family housing across all tenures. Whilst apartments still have an important role to play in meeting the needs of smaller households in appropriate locations, the shortfall in family housing needs to be addressed, albeit within the context of creating mixed and balanced communities.

**5.172** In parts of the city which are likely to experience significant growth or renewal the City Council will undertake detailed Local Housing Market Assessments to inform the longer term planning of these areas.

### Implementation/Delivery

**5.173** The City Council will work with partners such as the Homes and Communities Agency and Registered Social Landlords to deliver this policy.

**5.174** Further detail will be provided in area-based plans for new development/redevelopment in particular locations. The Development Management process will also be important to the implementation of this policy.

## SP27
## Affordable Housing

### Introduction

**5.175** The City Council is committed to providing high quality housing for people who are unable to access or afford market housing, as part of its commitment to ensure that a choice of housing is available to all in mixed income and mixed tenure communities.

### SP27 • Affordable Housing

The City Council will seek a developer contribution towards the provision of affordable housing on residential developments of 15 dwellings or more. On sites meeting this threshold the percentage of dwellings sought will be:

- 50% on land owned by the City Council's Housing and Constituencies Directorate.
- 35% on land owned by other City Council Directorates.
- 35% on land in all other ownerships outside the city centre.
- 20% on land in all other ownerships inside the city centre.

The level of developer subsidy will be established taking account of the above percentages and the types and sizes of dwellings proposed. The City Council may seek to negotiate with the developer in order to revise the mix of affordable dwellings (for instance to secure additional larger dwellings) or to adjust the level of subsidy on individual dwellings (a higher subsidy may be required in high value areas). Such negotiations will impact on the number of affordable dwellings secured but will not impact on the level of developer subsidy.

Outside the city centre there will be a strong presumption in favour of the affordable homes being fully integrated within the proposed development. Within the city centre the City Council may consider provision of some or all of the affordable housing element off-site, subject to an equivalent level of developer contribution being provided. Off site provision could be either by way of the developer directly providing affordable dwellings on an alternative site, or by making a financial contribution which would enable provision either through new build on an alternative site, by bringing vacant affordable dwellings back into use or through the conversion of existing affordable dwellings to enable them to better meet priority needs.

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

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

*continued...*

**SP27 • Affordable Housing (continued)**

Where doubts exist as to the ability of a development proposal to provide affordable housing in accordance with the percentages set out above, the viability of the proposal will be assessed using a viability assessment tool as specified by the City Council. The use of a standard assessment tool* for all development proposals will ensure that viability is assessed in a transparent and consistent way. The level of provision will only be revised where viability has been assessed using the specified tool. Costs associated with assessing the viability of a proposal shall be borne by the applicant.

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

Note: Developed floorspace or habitable rooms could be used as an alternative measure to dwellings when determining the percentage of affordable housing being sought. Comments on these alternatives would be welcome.

## Supporting Information

**5.176** Government Guidance in Planning Policy Statement 3 (PPS3) defines affordable housing as including social rented and intermediate housing. PPS3 enables local authorities to set a plan wide target for the amount of affordable housing to be provided, to set separate targets for social-rented and intermediate affordable housing, to specify the size and type of affordable housing, to set out the range of circumstances in which affordable housing will be required, and to set out the approach to seeking developer contributions to facilitate provision.

**5.177** The most recent city wide SHMA, published in 2008, found that just over 40% of the city's overall housing requirement is for affordable housing. The City Council will seek to achieve this challenging target by making the best use of the finance available including public subsidy in the form of Homes and Communities Agency grant, by directly building new council housing and by exploring all partnership opportunities to increase supply. However, affordable housing provided through developer contributions will continue to play an important role in meeting the city's affordable housing needs.

**5.178** The City Council will not simply monitor this policy in terms of the percentage of affordable housing secured, as this is not an indication that the policy is being used effectively. The City Council will in the first instance seek to meet the most pressing housing needs through this policy. This will often mean that larger dwellings requiring larger subsidies will be sought, which, in practice will mean that fewer affordable dwellings are secured. Achieving the best outcome does not necessarily mean securing more dwellings.

## Implementation/Delivery

**5.179** The City Council will work with partners such as the Homes and Communities Agency and Registered Social Landlords to deliver this policy.

**5.180** Further detail will be provided in area-based plans for new development/redevelopment in particular locations. The Development Management process will also central to the implementation of this policy.

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## SP28
## Student Accommodation

### Introduction

**5.181** Students form a significant and growing element of the city's population and have distinct housing needs.

**SP28 • Student Accommodation**

Proposals for purpose built student accommodation will only be considered favourably where:

- There is a demonstrated need for the development.
- The proposed development is very well located in relation to the educational establishment that it is to serve and to the local facilities which will serve it, by means of walking, cycling and public transport.
- There would be no unacceptable impact on the character of the local area or on the area's ability to provide a sustainable, balanced and mixed community, either as a result of the development or its cumulative impact.
- The proposal is consistent with other policies and proposals in the Core Strategy.

In residential neighbourhoods where the conversion of existing residential dwellings has resulted in high concentrations of student accommodation the City Council will take appropriate measures to prevent further conversion of family dwellings where this would:

- Impact on the quality of the residential environment.
- Erode the quality of life of residents within these neighbourhoods.
- Hinder the creation of sustainable, mixed communities through the further homogenisation of the neighbourhood.

### Supporting Information

**5.182** There are four universities in Birmingham for students who wish to pursue a higher education in a very wide variety of degree courses. In addition the city has seven large further education colleges for students over 16 years of age who have left school and wish to continue their education towards academic and vocational education qualifications.

**5.183** The government's key housing policy objective, as emphasised in PPS3, is to ensure that everyone has the opportunity of living in a decent home. The creation of sustainable, inclusive, mixed communities in all areas is key to achieving this. Whilst clearly there is a need to provide sufficient accommodation for students along with the rest of the city's residents, high concentrations of student accommodation can have an adverse impact on the ability of a community to be sustainable, inclusive and mixed.

**5.184** High concentrations of students in existing residential areas can put severe pressures on the area and can result in an erosion of the sense of community and a loss of interaction normally found in a stable, balanced community. The conversion of existing housing to student bedsits causes an imbalance in the social mix and leads to a loss of family housing which in turn puts pressure on facilities such as schools, there are higher levels of anti social behaviour, particularly at unsociable hours, there are often poor standards of property maintenance and there can be an air of abandonment outside term times. There are areas of Birmingham, such as Bournbrook in Selly Oak ward, where the quality of life and the residential environment have been adversely affected by high levels of student accommodation in this way.

**5.185** Although purpose built student accommodation can still bring large numbers of students into an area there are significant differences. Such developments do not impact on the existing dwellings within the area thus ensuring a better social balance, and controls are in place through the management of the accommodation

which negate, or at least minimise, many of the impacts set out above. In seeking to prevent high concentrations of students dominating existing residential dwellings and neighbourhoods it is important that a viable alternative is in place in the form of purpose built student accommodation in appropriate locations.

**5.186** Student households are included in CLG's household projections and as such are included in the city's housing requirement. In accordance with CLG guidance, when this accommodation is provided as self contained studio apartments or clusters then it counts towards meeting the city's housing requirement. Where they are provided in the form of traditional halls of residence they do not. The City Council will continue to monitor the development of purpose built student accommodation makes to meeting the city's housing requirement.

### Implementation/Delivery

**5.187** The City Council will work with Birmingham's universities to identify future accommodation requirements for students and will seek to ensure that suitable sites are available through the SHLAA process.

**5.188** The Development Management process will also be important.

## SP29
## Provision for Gypsies, Travellers and Travelling Showpeople

### Introduction

**5.189** Gypsies, travellers and travelling showpeople also have distinct accommodation needs.

### Supporting Information

**5.190** The criteria set out in Policy SP25 will be used to guide the allocation of sites for gypsies, travellers and travelling showpeople and to assess planning applications.

**5.191** The Gypsy and Traveller Accommodation Assessment (GTAA), undertaken jointly with the neighbouring authorities of Coventry City Council and Solihull Metropolitan Borough Council

**SP29 • Provision for Gypsies, Travellers and Travelling Showpeople**

Account will be taken of the need to ensure that Gypsies, Travellers and Travelling Showpeople are accommodated on suitable sites in sustainable locations. A criteria based policy will be used to determine planning applications and to guide the allocation of sites. A site will be suitable for development to meet the needs of Gypsies, Travellers and Travelling Showpeople if the following criteria can be met:

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

identified a need for an additional 19 permanent pitches in Birmingham, 16 of which are required before 2012. It is the City Council's intention to identify sufficient pitches to meet the needs identified in the study. It is likely that this need can be best met through the allocation of two sites.

**5.192** The GTAA identified a need for up to 10 transit pitches. Transit sites are permanent sites intended for temporary use where the length of stay generally varies between 28 days and three months. The City Council has identified a suitable site that will provide the required number of transit pitches. This site, which has previously been used as a Gypsy and Traveller site, will be refurbished by the City Council so as to provide sanitation and other facilities such as mains electricity.

**5.193** There is currently one site for Travelling Showpeople in the city. This is fully occupied and an alternative larger site may be required at some stage. The criteria based policy will be used should the larger, alternative site be required subject to the occupiers preferred location being within Birmingham.

### Implementation/Delivery

**5.194** The Council will work with other partners such as the Homes and Communities Agency to identify a suitable site for this requirement.

## SP30
## The Design and Quality of New Housing and the Residential Environment

### Introduction

**5.195** All new housing in Birmingham should be of a high quality and be well designed. It should contribute to the creation of better places and a high quality living environment.

### Supporting Information

**5.196** Birmingham's mature suburbs and other residential areas are often desirable and attractive areas. Their local character and distinctiveness can be the main reason why people choose to live where they do. The diversity of different residential environments and the maintenance of high quality areas in the suburbs are essential elements in achieving sustainable communities.

**SP30 • The Design and Quality of New Housing and the Residential Development**

New housing should:

- Be constructed to the relevant Code for Sustainable Homes level as set out in Policy SP7.
- Be designed in accordance with Lifetime Homes criteria.

Proposals for new residential developments should:

- Be consistent with the City Council's detailed Supplementary Planning Guidance on the design of new residential developments*, including the numerical standards contained in Appendix 1 of that document.
- Be carefully designed, so that they do not detract from the character of the surrounding area. A good standard of design is important in all residential developments, which should create a high quality living environment.
- Incorporate crime reduction measures. Proposals should achieve 'Secure by Design' accreditation, the official UK Police flagship initiative supporting the principles of 'designing out crime'.
- Not undermine or harm the positive characteristics of a mature suburb. Proposals in mature suburbs will be assessed against the design criteria set out in the Supplementary Planning Document 'Mature Suburbs - guidelines to control residential intensification'.
- Provide an element of public open space in accordance with Policy SP45.

*currently this is the SPG 'Places for Living'.

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

### Implementation/Delivery

**5.198** Further detail on the delivery of this policy is contained within an adopted Supplementary Planning Document. These principles will be reflected in more detailed area-based planning processes.

**5.199** Development Management will also be an important mechanism for implementing this policy.

## SP31 Housing Density

### Introduction

**5.200** Land is a scarce resource within Birmingham and so it is important that it is used efficiently when new residential schemes are proposed.

**SP31 • Housing Density**

The City Council will expect, as a general rule, densities of at least:

- 100 dwellings to the hectare within the city centre.
- 50 dwellings to the hectare in other centres and within corridors well served by public transport.
- 40 dwellings to the hectare elsewhere.

There may be occasions when a lower density would be appropriate, for instance, within a conservation area or other mature suburb, or where a proposal would make a significant contribution to the creation of mixed and balanced communities, for instance, through the provision of family housing in appropriate locations within the city centre. Where the density falls below those specified above, the applicant will be expected to provide supporting information justifying the density proposed.

### Supporting Information

**5.201** The City Council wish to ensure that land is used efficiently. As such, the density at which development occurs should be maximised subject to the density being appropriate to the character of the area. Appropriate densities will vary across the city, with higher densities in the city centre to reflect the market for high rise 'city living' apartments, to lower density family housing in the suburbs.

**5.202** Higher densities should not be confused with poorer quality development and emphasis should be placed on the quality of the development and its impact on its surroundings.

### Implementation/Delivery

**5.203** This policy will be implemented through the Development Management process and will also be reflected in more detailed area-based planning policies.

## SP32 The Existing Housing Stock

### Introduction

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

## SP32 • The Existing Housing Stock

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

- Develop and implement initiatives which will improve the condition of both the older private sector stock and the City Council's own dwellings. Many of these initiatives involve the City Council working with public and private sector partners.
- Prevent the loss to other uses (through conversion or redevelopment) of housing which is in good condition, or could be restored to good condition at reasonable cost. Such loss of residential accommodation will only be permitted if there are good planning justifications or an identified social need for the proposed use.
- Seek to bring vacant residential properties back into use. Whilst vacancies are highest in the private sector, the City Council will seek, through implementation of its Empty Homes Strategy, to encourage the physical improvement and occupation of vacant homes of all tenures.
- Seek to improve private rented housing that does not meet statutory minimum standards.

Where the existing housing stock is no longer suitable for purpose, for reasons of obsolescence, structural defect, or because the end of its useful life has been reached, the City Council will implement a programme of demolitions and redevelopment. Replacement rates on cleared sites will be maximised subject to the provision of high quality accommodation within a high quality environment. It is anticipated that replacement capacity on cleared sites will be a minimum of 100% on average. In redeveloping cleared sites the City Council will address not only housing needs but, where appropriate, will identify opportunities to improve local employment, open space provision, playing fields, sports facilities and the quality of the local environment and community, health and education facilities.

### Supporting Information

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

**5.206** A number of specific proposals for redevelopment/ improvement of existing housing areas are identified in the SHLAA. These are:

- Shard End (E9).
- Meadway (E12).
- Druids Heath (S13).
- Kings Norton Three Estates (S11).

**5.207** Longer term possibilities include:

- Kingstanding.
- Highgate.
- Frankley.
- Falcon Lodge.
- Other areas in the Eastern Corridor.

**5.208** The City Council will seek to prevent the loss of decent housing to other uses, to maximise use of the existing stock by reducing vacancies, to improve the existing stock were it has fallen into a sub standard condition or where it has the potential to become sub standard, and to clear and replace the existing stock where it has reached the end of its useful life and is no longer fit for purpose.

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

**Implementation/Delivery**

**5.210** A variety of powers including compulsory purchase, enforced sale procedures and Empty Dwelling Management Orders will be used to implement the Empty Homes Strategy. The Council's Housing Enforcement Strategy will be used to improve private rented stock which fails to meet minimum standards.

**5.211** The Council will also seek to identify areas where improving housing conditions should be a priority and will work with other public and private sector partners to deliver improvements.

## Connectivity

### SP33
### The Transport Network

**Introduction**

**5.212** Birmingham is well placed at the crossroads of the national transport network to take advantage of its location to reinforce its role as the regional centre for the West Midlands and develop its national and international role. Maintaining and improving the city's strategic transport links with other major cities and internationally via major ports, the Channel Tunnel and Birmingham Airport is central to this objective.

**SP33 • The Transport Network**

Developing accessibility and mobility within and to the city will be achieved by measures to improve public transport, particularly through high quality sustainable means, reduced congestion, improvements to the reliability of journeys and encouraging access by sustainable modes for people and freight.

The basic Transport Network consists of the primary route network for highways, the strategic rail network as set out within the Government's National Networks Report and links from the city into Birmingham Airport.

The City Council will give high priority investment in the maintenance, management and selective improvement of these networks in order to maintain accessibility for essential movements including freight and for through traffic and services. The Council will work with the Highways Agency, transport operators and other agencies to maintain a system which enhances the competitiveness of the region and improves accessibility within the region by providing journey time reliability, and supports the wider strategy, in particular regeneration and growth.

The Council will encourage optimisation of the existing infrastructure across all modes, seek to ensure capacity is safeguarded by appropriate selection of locations for new development and growth and prioritise investment in the networks to support the city's sustainable development agenda.

The key infrastructure proposals are set out below.

These are also set out on the following plan.

**0-5 Years - Highways**

- M6 Active Traffic Management Junctions 5 to 8 (Highways Agency).
- Red Routes Package 2 Schemes.
- Selly Oak New Road.
- West Midlands Urban Traffic Control.
- Longbridge Highway Improvements.
- Chester Road Access Improvement.
- Dudley Road Traffic Management.
- Tame Valley Viaduct Major Maintenance.

*continued...*

## SP33 • The Transport Network (continued)

### 0-5 Years - Public Transport

- City centre interchange and associated works.
- New Street Station capacity enhancement.
- Midland Metro extension from Snow Hill to Stephenson Street.
- Longbridge Public Transport Hub including Strategic Park and Ride.
- Hagley Road Bus Showcase.
- Reinstatement of Moor Street Bay Platform services (Chiltern Railways).
- Electrification to Bromsgrove including extension of Cross City service.

### 6-11 Years - Programme

- East Birmingham/North Solihull Mobility and Access Project.
- Aston Road North Viaduct Major Maintenance.
- Local rail service introduced on Camp Hill and Tamworth lines including new stations.
- Bus Rapid Transit (commence) on route to Bartley Green, Great Barr, Chelmsley Wood.
- Incremental metro expansion city centre to Five Ways.
- New rail maintenance depot at Duddeston.
- Strategic park and ride on Cross City and Tamworth lines at Castle Bromwich and Four Oaks.

### Programme During Plan Period

- 'Smart Route' Development.
- Rail Station Improvements.
- Lengthening of rail platforms.
- Park and Ride expansion - Northfield, Sutton Coldfield, Lea Hall/ Stechford.
- Airport Surface Access Improvements.

### Protected Proposals

The City Council will continue to protect for the following improvement projects which may commence in the period to 2026, dependent on funding as they are required for the efficient development of an area.

*continued...*

**SP33 • The Transport Network (continued)**

- Ring Road Junctions (Five Ways, Dartmouth Circus, Bordesley Circus, Haden Circus, Bristol Street).
- Six Ways, Erdington.
- Station Road, Erdington.
- Yardley Road, Stockfield Road.
- Iron Lane/Station Road, Stechford.
- Highgate Road.
- Sutton Coldfield Relief Road.
- Alcester Road (Broad Lane to Hawkhurst Road).
- Aldridge Road (Perry Barr to Church Road).
- Stratford Road/School Road.
- Reinstatement of passenger services and stations on the Sutton Park rail line.
- New station at Soho Road.
- Rapid Transit expansion to Quinton from Five Ways and city centre to the Airport.

**Other Proposals**

The Government is planning for construction of a new High Speed Rail route from London to the West Midlands. The City Council supports this major initiative which may commence in the plan period. The principle of a new City Centre station integrated with the existing major stations and other transport networks is supported including associated infrastructure. To allow for this development and to service the Southside proposals an extension of Bromsgrove Street and a new link to Meriden Street is proposed in the Big City Plan.

**Supporting Information**

**5.213** Five broad goals for transport were set out in the DfT's work on 'Delivering A Sustainable Transport System'. These are:

- To support national economic competitiveness in growth by delivering reliable and efficient transport networks.
- To reduce transport's emissions of carbon dioxide and other greenhouse gases, with a desired outcome of tackling climate change.
- To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health.
- To promote greater equality of opportunity for all citizens, with a desired outcome of achieving a fairer society.
- To improve quality of life for transport users and non transport users, and to promote a healthy, natural environment.

**5.214** Birmingham and the Region have carried out a series of studies that have looked at network capacity, congestion, future growth and land use changes. The Regional Transport Strategy (June 2004) benefited from a series of multi modal studies and since 2004 the West Midlands authorities have reviewed the options for different forms of demand management and continued to develop network improvements for the different modes.

**5.215** The West Midlands Metropolitan Area has developed a 'Policy Responsive and Integrated Strategic Model' (PRISM) to consider land use and transport interaction and to evaluate the implications of demand changes and supply changes such as the growth agenda. In Birmingham this model has been subdivided to provide a city centre Land Use and Transport Model which has allowed the testing of scenarios for both development and network changes.

**5.216** The region has published its Regional Transport Priorities Action Plan which includes access to Birmingham as one of the key measures for improvement.

**5.217** The key issues to be addressed are:

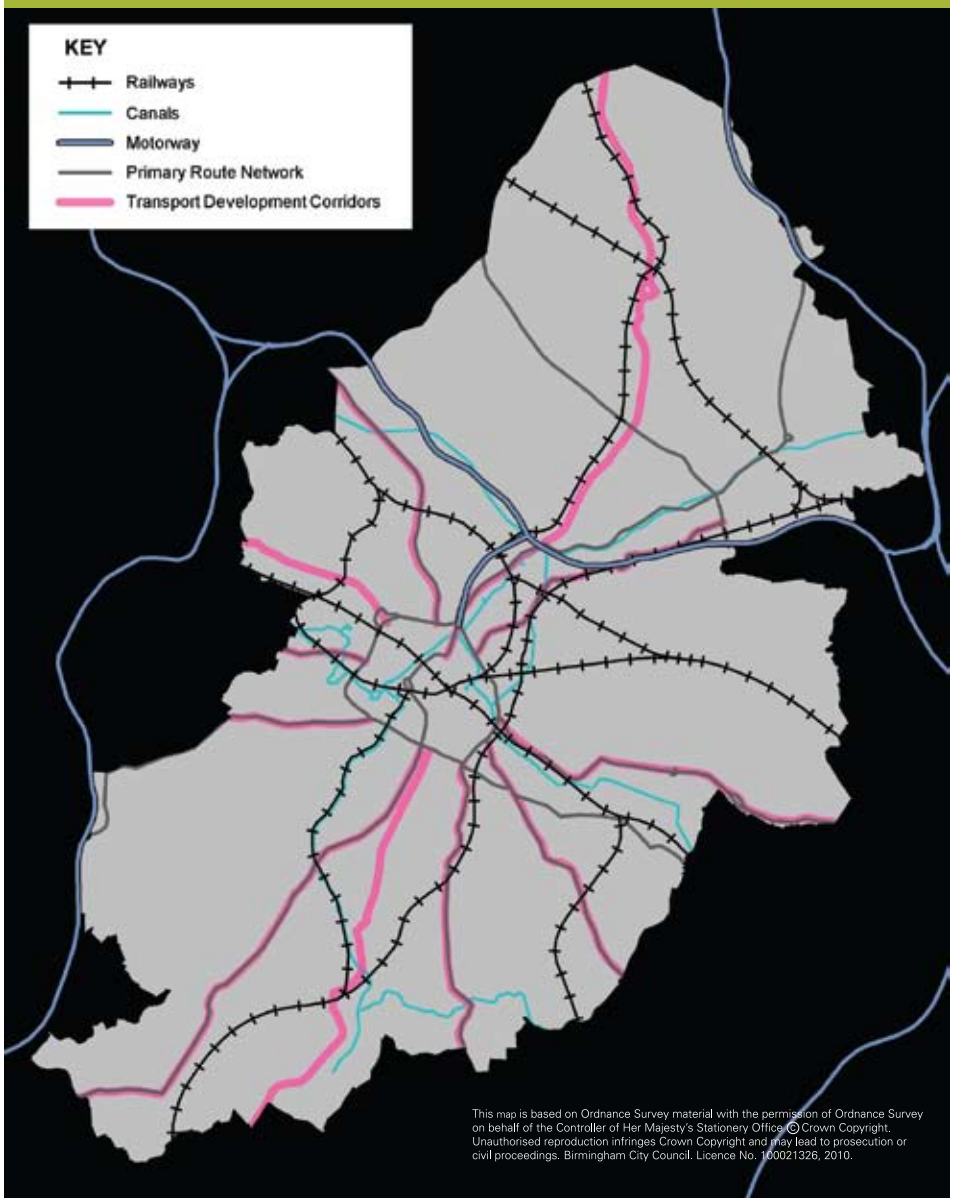
- The expansion of Birmingham Airport, including the proposed runway extension and additional terminal facilities.
- Rail freight improvements to the Channel Tunnel and to the east and south coast ports, and an increase in the number of rail-served freight terminals.
- The development of high speed rail links.
- More effective traffic management on the M6/M1 and M42/A42 to improve capacity and reliability.
- The redevelopment of New Street Station.
- The re-opening of suburban rail lines to passenger services (on the Camp Hill line and the freight only line serving Minworth, Walmley and Sutton Coldfield).
- The delivery of the 'Camp Hill Chords' scheme which will allow services from the Camp Hill line and from the Tamworth direction to run into new platforms at Moor Street station.
- Provision of additional local stations (for example at the Fort and Castle Vale/Castle Bromwich).
- The protection of the Primary Route Network.
- The development of a strategic cycle network.
- Improved park and ride provision.
- Expansion of rapid transit including Metro.
- Improved travel information and traffic management measures.

**Implementation/Delivery**

**5.218** The City Council will work with other partners, and in particular Centro, the Highways Agency, Network Rail and Birmingham Airport to deliver this policy.

**5.219** Where appropriate Section 106 agreements or similar arrangements will be used to help secure resources for essential transport investment.

**TRANSPORT NETWORK**



## SP34
## Transport Development Corridors

### Introduction

**5.220** One of the defining features of Birmingham is the presence of transport corridors radiating from Birmingham city centre throughout the city. Today these corridors are seen mainly in terms of major roads - but there are also corridors defined by other forms of transport, notably railways and canals. In some cases more than one form of transport runs through the same corridor.

### Supporting Information

**5.221** These corridors have two important linked functions. In the first place they provide an essential means of connectivity within the city. Secondly, because of the accessibility that this brings, they are also locations for more intensive and higher density forms of development - for example many of the city's network of centres are located within transport corridors.

**5.222** The principle of seeking to take advantage of the potential of transport corridors to provide attractive development opportunities for commercial uses and for higher density housing is a well-established approach. It has environmental and sustainability advantages because it helps to ensure that more intensive trip-generating activities are located in places with good accessibility by a choice of means of transport.

**5.223** However it is also important to recognise that not all locations within transport corridors will be appropriate for every type of development and not all corridors require regeneration. The strategy contains other policies for particular types of development - for example residential, retail and offices - and these policies will apply within the transport corridors.

**5.224** It is the transportation function of the corridors and the high level of accessibility which this provides that make the corridors attractive development locations. Individual proposals should ensure that this accessibility is maintained.

### SP34 • Transport Development Corridors

The following highway corridors are identified, but main rail routes will also stimulate regeneration and new development.

- A34 Corridor (North) (NW7).
- A41 Corridor (North) (NW8).
- A38 Corridor (North) (E16 and NW9).
- A5127 Corridor (NW10).
- A34 South/A41 Corridor (E3).
- A45 Coventry Road Corridor (E5).
- A456 Hagley Road Corridor (S2).
- A38 Bristol Road Corridor (S3).
- A441 Pershore Road Corridor (S9).
- A435 Alcester Road Corridor (S12).
- A457 Dudley Road (NW4).
- A47 Heartlands Spine Road (E14).

Transport corridors will be suitable as locations for higher density activity, including commercial development where appropriate in accordance with the more detailed policies set out in the Area Sections of this Strategy. Proposals for new development should ensure that the essential transportation function for the corridor is not compromised. Proposals should also be consistent with the other strategic policies contained within the strategy - for example those relating to the role of local centres and Accessibility Standards for New Developments (SP36).

### Implementation/Delivery

**5.225** The City Council has undertaken a number of corridor studies for the corridors identified in this policy. These provide more detailed guidance on potential locations for new development.

**5.226** The policy will also be implemented through the Development Management process.

## SP35
## Sustainable Transport Systems

### Introduction

**5.227** Transport is an important source of $CO^2$ and other emissions. Opportunities to minimise these by reducing the need to travel and through the use of alternative, more sustainable transport systems should therefore be taken wherever practical.

**SP35 • Sustainable Transport Systems**

The City Council will support measures which seek to ensure that the most sustainable mode choices are also the most convenient, for example through the inclusion of greenways through new residential developments, the use of information and communication technologies to facilitate way finding, modal interchange and the use of public transport.

Investment in the extension of rapid transit and the re-opening of suburban railway lines will be supported including expansion of park and ride.

The city's roads and streets will be managed in a way which balances the competing needs of all users including local residents and businesses, and of the environment.

Opportunities offered by emerging technology to support greater and more effective connectivity whilst reducing the impact on the environment will be supported. This will include the use of low carbon vehicles for personal and public transport, and for the movement of freight; and the exploration of opportunities for reducing the carbon footprint resulting from transport infrastructure.

The Council will continue to balance the need for local access with the impact which any resultant infrastructure may have on street clutter, green space, biodiversity and community ambience.

### Supporting Information

**5.228** Birmingham's Sustainable Community Strategy sets out the city's commitment to evolve as a sustainable global city. Sustainability has three key dimensions - economic, social and environmental - and transport has a significant contribution to make in delivering each of these. Over the life of the Core Strategy, in delivering the transport infrastructure to support the target levels of house building and population growth, it will be of particular importance to ensure that each of these dimensions is considered and balanced to achieve the sustainable development to which Birmingham aspires.

**5.229** The City Council will work with public and private sector partners to develop the city's transport system in a way which supports national goals for transport and local targets for reducing emissions of pollutants (including greenhouse gases), supports sustainable housing and community growth and addresses the changing needs of the city's communities. In particular, the City Council will seek to ensure that transport initiatives promote:

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

### Implementation/Delivery

**5.230** Within the West Midlands Metropolitan area, the City Council is working closely with the Integrated Transport Authority (Centro) to ensure that measures within the West Midlands Local Transport Plan for 2011+ (LTP3) support the principles of sustainability outlined above. It is also working with Centro and bus operators in undertaking a Strategic Bus Network Review of routes across the city to promote effective and efficient bus coverage across Birmingham.

**5.231** Birmingham, along with West Midlands metropolitan partners, is currently benefiting from an investment of £26 million in its Urban Traffic Control Systems to upgrade its ability to manage the city's highway network and provide travellers with real time travel information. This project is due for completion in 2013 and will open up significant opportunities for further network efficiency improvements.

**5.232** Birmingham is currently engaged in a trial of electric vehicles as part of a regional initiative supported by the Technology Strategy Board. Lessons learnt in the course of this trial will inform the roll out of infrastructure to support the use of low carbon vehicles.

**5.233** Transport assessment and Travel Plans will continue to be required for major new developments.

## SP36 Accessibility Standards for New Development

### Introduction

**5.234** Accessibility levels in Birmingham are generally good and it is important that this is maintained and improved as new development comes forward.

**SP36 • Acccessibility Standards for New Development**

Proposals for new development will be subject to assessment against the following accessibility standards.

New Residential Development

Proposals for residential development should demonstrate that they are accessible to a range of local services such as General Practioners (GPs), Primary Schools with sufficient additional capacity and Secondary Schools catering for both sexes with sufficient additional capacity.

See also Policy SP45 in relation to open space and playing fields.

Development which involves provision of local services

A proposal for an additional local service, e.g. a new GP surgery or dentist, will be encouraged if this would help to reduce existing accessibility shortfalls.

General accessibility standards

The following requirements will be expected in the case of all major developments which are likely to generate either solely or in combination with other related developments more than 500 person-trips per day.

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

### Supporting Information

**5.235** The most recent census information (2001) indicated that 38% of households in Birmingham do not own a car. The number of people without ready access to a car during much of the day is considerably higher than this, for example in Birmingham many teenagers are highly reliant on public transport. In addition, people who do drive and do have access to a car do not always want to use it,

perhaps because the journey by car is too stressful or there are costs or difficulties associated with parking at their destination, or perhaps because they would like to adopt a healthier lifestyle or reduce their carbon footprint. So, for a variety of reasons, it is important that Birmingham residents have good pedestrian access to every-day local facilities and good public transport access to a wider choice of employment, education and leisure opportunities.

**5.236** Ideally all development of 10 dwellings or more should be within:

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

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

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

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

**5.238** If proposed sites fail on any of the above criteria then investment will be sought to improve service provision, walking routes or public transport provision. Improvements should be to a sufficient level to ensure that the criteria are met.

**Implementation/Delivery**

**5.239** These standards will be reflected in area-based plans and will be applied through the Development Management process.

## SP37
## Digital Connections

**Introduction**

**5.240** Digital technologies have been a major driving force in influencing and shaping industry and the society in the 21st Century. Changes that are currently transforming our working, learning, leisure and community environments will need to be given due consideration and accommodated in the future spatial design of the city.

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## SP37 • Digital Connnections

High capacity, leading edge digital communication networks will be provided in Birmingham to meet the needs of both business and communities.

The first step will be to provide a superfast symmetrical broadband network providing upload and download speeds of up to 100Mb/s throughout the city. The provision of this enhanced network capacity will be focused initially on the city centre developments and other major regeneration areas and expanded across the city to provide the best possible digital connectivity available in the UK.

Developers will be required to include the necessary physical infrastructure to accommodate open access information and digital communications (ICT) networks (i.e. available to competing service providers) as an integral part of all appropriate new developments. The detailed requirements will be set out in a Supplementary Planning Document. A condition will be attached to relevant planning permissions requiring compliance with the requirements set out in the SPD.

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

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

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

### Supporting Information

**5.241** In order for Birmingham to maintain its international competitiveness, sustain existing growth and attract new high value business, as well as to establish itself as a leading world-class Digital City, a 'connected' digital telecommunication infrastructure is needed. In addition, new developments will need to be 'future-proof' with appropriate digital infrastructure that will meet both existing and future communication needs. It is essential that the city works with developers to ensure that the appropriate digital infrastructure is incorporated with new developments and other areas of regeneration.

**5.242** To facilitate movement in the city, an Intelligent Transport System that provides real-time and interactive information for users to navigate and explore the city by all modes of transport is essential. These facilities will enable greater linkages between different parts of the city, provide a richer experience to visitors and reduce road traffic congestion through improved intelligent information and navigation systems.

**5.243** The Government in its recent 'Digital Britain - White Paper' expressed its commitment to strengthening and modernising the country's communication infrastructure for the UK to compete and lead in the global digital economy. In particular, the Government has recognised the importance of investment in Next Generation Broadband development. The City Council alongside its Digital Birmingham partners share the Government's commitment to developing Next Generation Broadband access for economic and community development. As Birmingham continues to move forward as a 'Connected and Inclusive City', digital connectivity will be the key factor that drives the transformational changes in our industry and society.

**5.244** With the emerging digital connectivity technologies, Birmingham has the opportunity to transform its street services in

the coming years, particularly in the areas of street lighting and off street public car parking. A Unified Street Services Network will provide the City Council with the ability to manage all its street devices in a centralized networked approach. For example, by network-enabling street lamps, the overall power consumption across the city can be reduced by just dimming the brightness slightly.

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

**5.246** A major scheme bid was approved in September 2008 by the Department for Transport for the West Midlands Urban Traffic Control systems. It is anticipated that this scheme will improve communication and coordination between the seven Metropolitan Urban Traffic Control centres together with the Police, Highways Agency and public transport operators. This will enable information to be shared more quickly and efficiently.

**Implementation/Delivery**

**5.247** The City Council will work with a range of partners and in particular Digital Birmingham to deliver a state of the art broadband network. The Development Management process will play its part in taking this forward.

**5.248** The Council will also work with transport providers and Centro to deliver Intelligent Transport systems and to develop urban traffic management.

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## SP38
## Car Parking

**Introduction**

**5.249** The availability of conveniently located secure car parking in relation to homes and commercial and other uses is important to good accessibility - but excessive car parking provision can sterilise land and may encourage unnecessary car use. Car parking provision in new developments needs to balance these two issues.

## SP38 • Car Parking

The City Council will take account of the following factors in determining the appropriate level of car parking provision in new developments:

- The need to minimise congestion and promote more sustainable patterns of travel by encouraging the use of public transport where this is a practical alternative to car use.
- The need to ensure that there is a 'level playing field' between Birmingham and other locations, so that the city is not disadvantaged in its ability to attract investment.
- The need to ensure that the operational needs of new developments are met.
- The likelihood that any existing on-street parking problems will be made worse.
- The need to ensure that on-street parking remains at levels which can be accommodated within the capacity of the highway.
- The need to ensure that the quality of the environment in residential areas is maintained.
- The need to avoid land being unnecessarily 'sterilised' by car parks, particularly in locations where development pressures are high.
- The need to be consistent with national maximum parking standards.

In the case of residential development, the following factors will also be taken into account:

- The size of the dwellings proposed.
- The proximity of facilities such as schools, shops or employment areas.
- The availability of on-street and public car parking in the area.
- The width of the highway, and its capacity for safe on-street parking in front of dwellings.

Except in exceptional circumstances, at least one car parking space per dwelling should be provided in all residential developments.

Appropriate provision should also be made in all new developments for parking for people with disabilities, and for cycles and powered two-wheeled vehicles.

Detailed car parking standards are contained in the City Council's Draft Car Parking Standards SPD.

### Supporting Information

**5.250** Levels of accessibility by public transport vary significantly across the city and so a 'one size fits all' approach to car parking provision is not appropriate. Levels of car parking provision in areas of high accessibility, such as the city centre, can be lower than those required in more suburban areas, where public transport is less frequent.

**5.251** Within the centres identified in the hierarchy contained in Policy SP17, the emphasis will be on the provision of publically available car parking, and it will be expected that parking provided for new developments will be publically available unless there are good reasons why this should not be the case.

**5.252** Parking in residential areas can be a particularly sensitive issue, and requires a flexible approach in order to avoid problems of congestion caused by on-street parking, parking on footways etc. Standards will therefore be applied flexibly, and other than in exceptional circumstances (e.g. proposals for specifically car-free housing areas), at least one space per dwelling will be expected, including in apartment schemes.

### Implementation/Delivery

**5.253** Further detail is set out in SPD and the Council's Parking Policy document. The principle means of implementing this policy will be through the Development Management process and through controlled parking zones.

## SP39
## Traffic and Congestion Management

### Introduction

**5.254** The City Council aspires to create conditions for a thriving sustainable, vibrant community where people want to live and where businesses can develop and grow. To achieve this, the Council recognises the freedom that access to a car provides. However growth in car use can lead to congestion, poor air quality, community severance and more accidents, thereby undermining the benefits it can bring and jeopardising the regeneration of the city and proposals for housing and employment growth.

### Supporting Information

**5.255** This policy reflects the 'Smart Routes' concept which aims to maximise the effectiveness of the Strategic Highway Network by combining existing corridor-based initiatives. This combines the synergies and economies of scale between various resource streams (such as Red Routes, Bus Showcase, UTMC and Quick Wins funds).

**5.256** Elements of 'Smart Routes' can include smoother traffic operations, priority of specific users (e.g. for buses), parking management, greater on street controls and pedestrian/cycling improvements.

**5.257** The aim of the emergency services priority (Blue) route hierarchy is to ensure that the needs of the emergency services are taken into account when decisions are made on the city's highway network, particularly in relation to measures such as traffic calming.

**5.258** Urban Traffic Management and Control (UTMC) will be an important next step for the development of urban traffic control (UTC) in Birmingham. A major scheme bid was approved in September 2008 by the Department for Transport for the West Midlands Urban Traffic Control systems. It is anticipated that this scheme will improve communication and coordination between the seven Metropolitan UTC centres together with the Police, Highways Agency and public transport operators. This will enable information to be shared more quickly and efficiently. As part of the ITS development, the City Council will ensure that its Urban Traffic Management and Control system will improve on the efficient use of its existing road space and tackle road traffic congestion, particularly along major strategic corridors during peak hours.

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

**SP39 • Traffic and Congestion Management**

The City Council will seek to promote the efficient and safe use of the existing transport network through the following policy initiatives:

- Route Management Strategies on key routes which will aim to improve the routes for all users whilst reducing severance effects. These strategies may include elements of a Smart Route approach targeting congestion and collision hotspots.
- Blue Routes that facilitate emergency services to reach their destinations speedily and safely along key strategic routes throughout the city.
- Urban Traffic Management and Control (UTMC) system that provides an effective means of managing the transport network in Birmingham and the West Midlands conurbation.
- Behavioural changes through TravelWise campaign and Travel Planning that encourage people to choose the most sustainable means of travel.
- Initiatives that reduce the need to travel or reduce journey lengths.

to reduce congestion, air and noise pollution and the negative effects of road traffic.

**5.260** This policy reflects the objectives and operation of the Traffic Management Act 2004 and the Council's duties as Highway Authorities.

### Implementation/Delivery

**5.261** The City Council will make use of its highway powers to implement this policy. The Council will also work with partners including Centro and transport providers.

## SP40 Freight

### Introduction

**5.262** The efficient movement of freight is important to Birmingham's economy. Birmingham acts as an important hub for the West Midlands region and its location at the heart of the country's transport networks (road, rail and waterways) reinforces its position as the premier city outside of London. Freight is moved by a variety of modes including road, rail, air, canal and pipeline.

**SP40 • Freight**

The Council (and its partners) will seek to achieve a well integrated freight distribution system which makes the most efficient and effective use of road, rail, air and water transport. In determining locations to support freight logistics the Council will require that:

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

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

### Supporting Information

**5.263** All the items in the city's shops, factories and homes have been transported at some point. The city has seen dramatic changes over the last 30 years with the loss of much of the traditional manufacturing industries. Nonetheless, the continuing modernisation of the city's manufacturing base and the need to maintain its competitiveness mean that the efficient movement of goods to, from and within the city is vital.

#### Road Freight

**5.264** Road haulage accounts for the bulk of freight movements within Birmingham and its levels are increasing. It is important to ensure that the strategic highway network continues to provide the

capacity necessary for efficient freight movements. A number of the Regional Transport Priorities will help to support this. For example, improvements to the Birmingham motorway network through Active Traffic Management. Within the city the needs of freight vehicles must be considered alongside other factors when considering the utilisation of road space and provision of new developments.

**5.265** Proposals for warehousing/ distribution/other logistics should be located on sites close to inter modal freight terminals and roads designed and managed as traffic distributors. In addition the protection and further provision of secure sites used for long stay parking for freight vehicles (such as the Brewery Street Lorry Park in the city centre) is also vital. These should be close to the strategic highway network.

### Rail Freight

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

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

### Air Freight

**5.268** In 2006 freight activity for Birmingham Airport was 14,681 tonnes per year. In the Government's Consultation Document - The Future Development of Air Transport in the United Kingdom: The Midlands, published in 2002 prior to the White Paper in 2003, future levels were forecast to be 200,000 tonnes per year by 2030. The majority of freight activity from Birmingham Airport is carried in the 'belly-holds' of scheduled passenger services. The significant increase in freight activity is related to the forecast growth in scheduled passenger services, particularly in the long-haul sector, which will be facilitated by the runway extension.

### Canal Freight

**5.269** The existing network of canals in Birmingham offers limited potential for freight transport. The City Council will work with British Waterways to investigate the feasibility and benefits of using the canal network as a means for the transport of particular types of freight, alongside its use for tourism, recreation and leisure.

### Implementation/Delivery

**5.270** Many freight issues need to be addressed at a regional level rather than through individual Local Transport Plans e.g. lorry parking and key constraints on the rail network which are not limited to localised effects. The City Council will work with highway authorities and freight operators to address these issues.

**5.271** Implementation will be in line with the Regional Freight Strategy, taking into account previously commissioned studies e.g. regarding the provision of lorry parking.

## SP41
## Pedestrians

### Introduction

**5.272** Walking forms an integral part of every day life for the majority of people. As a mode of transport, it forms a stage in many longer journeys. As a way of getting around, it has low environmental impact, negligible carbon emissions and can contribute to a healthy lifestyle. The provision of a pleasant walking environment has a significant role to play in supporting quality of life in the city.

## SP41 • Pedestrians

The City Council will promote the provision of safe, pleasant walking environments throughout Birmingham. In particular the Council will:

- Encourage developments which are convenient, safe and pleasant to access on foot.
- Work with partners to make it easier and safer to walk to bus stops, train stations and Metro stops.
- Ensure that, as far as possible, footways are free from unnecessary clutter, footway surfaces are well maintained and safe and convenient crossing facilities are provided to reflect pedestrian desire lines.
- Provide wayfinding facilities such as signposts, maps and footway markings, and seek to exploit emerging information and communications technology to provide information to pedestrians via mobile phones, the internet and via interactive kiosks.
- Build upon our success in improving pedestrian safety, embracing the opportunities offered by emerging technology where appropriate.
- Continue to support the priority of pedestrians at the top of the road user hierarchy and ensure that in centres and residential areas, the public realm environment reflects this priority.

### Supporting Information

**5.273** Birmingham's Transport Strategy places pedestrians at the top of the road user hierarchy. However, roads and streets fulfil different functions within the route network, and provision for pedestrians will reflect these differences. Pedestrians are amongst the most vulnerable of road users and reducing the number and severity of traffic accidents continues to be a priority.

**5.274** Birmingham is committed to encouraging walking as a means of getting around the city. The City Council will continue to improve public realm environments, improve walking routes through the provision of dropped kerbs and pedestrian crossing facilities, develop wayfinding facilities through a variety of media and support community safety initiatives with a view to ensuring that walking is a safe and attractive option for as many people as possible. Interconnect Birmingham, for example, aims at improving streets and spaces in Birmingham's extended City Core.

**5.275** Pedestrian safety has long been a transport priority. The Local Transport Plan contains casualty reduction targets for both adults and children, with measures to reduce both the quantum and severity of accidents. The Local Transport Plan also contains accessibility targets and targets for travel plans which often include measures to improve walking access to key destinations.

**5.276** Birmingham's Rights of Way Improvement Plan (ROWIP) and the definitive map of routes support Birmingham's commitment to preserving walking routes across the city and improving their level of maintenance. Birmingham's Interconnect project is a comprehensive initiative to improve way finding within the city centre.

**5.277** The Department for Transport's Developing a Sustainable Transport System (DaSTS) document endorses the promotion of walking as an efficient, environmentally friendly and healthy option for making shorter journeys. Increased walking is promoted through 'Smarter Choices' measures which aim to promote more sustainable alternatives to single occupancy car use. Walking is also supported within the Regional Spatial Strategy and the West Midlands Local Transport Plan.

### Implementation/Delivery

**5.278** More detailed advice on the creation of attractive pedestrian environments is contained within the Council's urban design guidance - for example 'Places for Living' and 'Places for All', both adopted as SPGs. These principles will also be taken forward through more detailed area-based planning.

**5.279** The Council will also continue to work with partners to deliver this policy and will seek to use Section 106 contributions to implement improvements where appropriate. A specific 'Steps to the Future' walking action plan has been published by the City Council with its partners.

# Waste

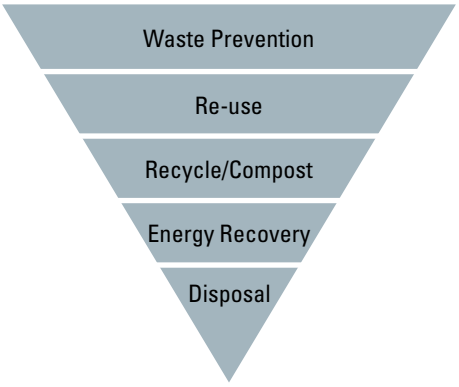
## SP42
## Sustainable Management of the City's Waste

### Introduction

**5.280** As a society we create and dispose of too much waste, often without considering the consequences. There is a need to reduce the waste we produce from our homes and businesses and carefully and sustainably manage what is left in order to maintain a healthy, inclusive, growing city, environment and economy.

hierarchy. Disposal, particularly to landfill must be viewed as the least sustainable and desirable option for management of our waste.

The Waste Hierarchy




**SP42 • Sustainable Management of the City's Waste**

The City Council will seek to move and manage Birmingham's waste up the waste hierarchy and manage an equivalent tonnage of waste arisings.

The key policy objectives of the City Council will be to minimise the amount of waste created, treat waste as a resource and encourage recycling, reuse and composting. There is currently a shortfall in the number of waste recycling facilities and more will need to be constructed during the plan period. There will also be a requirement to increase disposal capacity. The type of facilities needed and site location criteria are outlined in policies SP43 and SP44.

### Supporting Information

**5.281** The City Council as a Waste Planning Authority (WPA) is required by Government to monitor and manage the city's waste in a sustainable way by promoting the 3R's - Reduce, Reuse, Recycle. The overarching objective set out in the national waste strategy is that waste must be considered a resource, and that its management should be pushed up the waste

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

**5.283** The City Council has undertaken a Waste Capacity Study (BWCS) which explores a range of issues including predicted waste arisings and future capacity requirements. The Study shows that total waste arisings within the city are currently around 3.2 million tonnes per annum. Up to the period 2026 and taking account of planned growth in this period, total waste in Birmingham is not expected to increase much beyond existing levels. However, the BWCS estimates that 404,000 to 690,000 tonnes of household and commercial and industrial waste and a further 92,000 to 154,000 tonnes of construction and demolition will still need to be sent to landfill in 2026.

**5.284** The capacity of waste management facilities in Birmingham is approximately 4 to 4.5 million tonnes of which 2-2.5 million tonnes is waste transfer capacity. Whilst there is theoretical capacity to deal with all of the city's waste, Birmingham has limited disposal facilities. There are no active landfills in the city and the Tyseley Energy Recovery Facility primarily accepts municipal waste. There is potential for the city to increase disposal capacity to deal with specific waste streams such as commercial and industrial waste and reduce the amount of waste sent to landfill. The BWCS also shows that there is a shortage of Material Recycling Facilities (MRF's) within Birmingham, and that over 27,000 tonnes of waste is being exported cross boundary to facilities outside Birmingham.

**5.285** The City Council is committed to achieving municipal waste recycling targets set within the National Waste Strategy, and the city's Municipal Waste Strategy 2006-2026.

**5.286** Waste is often an under valued resource that can bring great benefits 'if it is managed sustainably'. The City Council currently uses some of the household waste that arises in Birmingham as a source for the creation of energy through the Tyseley Energy Recovery Facility. The plant at Tyseley managed 350,000 tonnes of primarily municipal waste in 2008. It is envisaged that this plant will continue to accept a significant portion of the city's municipal waste during the 2026 plan period.

### Implementation/Delivery

**5.287** The Municipal Waste Strategy and emerging Birmingham Total Waste Strategy will provide further detail on how the management of the city's waste will be effectively moved up the waste hierarchy. The City Council will continue to work with key partners such as Government Agencies, BeBirmingham and waste management companies to promote the sustainable management of the city's Waste.

## SP43
## New and Existing Waste Facilities

### Introduction

**5.288** The Birmingham Waste Capacity Study shows there will be a requirement for additional waste management facilities during this plan period, particularly facilities that increase the city's disposal capacity. These additional facilities should enable the city to increase recycling and reduce the amount of waste sent to landfill.

**SP43 • New and Existing Waste Facilities**

The City Council will support the appropriate expansion of existing or the development of new waste management facilities.

Appropriate development of Material Recycling Facilities (MRF's) that would increase the city's recycling capacity and efficiency will be supported.

The City Council will seek to manage food waste through existing and emerging waste management technologies and ensure that commercial and non-commercial biodegradable food wastes are treated as a resource. There is potential to recover value from such wastes through techniques such as Anaerobic Digestion (AD). Schemes that promote such technologies will be supported in appropriate locations in accordance with the criterion in SP44.

The City Council will also seek to reduce the amount of Commercial and Industrial waste sent to landfill, and encourage new schemes and emerging technologies that enable this. There is for example, an opportunity to expand existing waste management facilities at the Tyseley Energy Recovery Facility plant in order to accommodate more commercial waste. Gasification and pyrolysis technologies also offer more sustainable alternatives to landfill and can generate energy and heat for District Heating Schemes.

On site recycling of construction and demolition waste will be maximised and proposals for additional 'urban quarries' which increase recycling and reduce the amount of construction and demolition waste sent to landfill will be supported.

Existing waste management facilities in Birmingham that contribute to the city's waste management capacity will be protected, provided that they meet the criteria in SP44 and do not have a negative impact on the environment and amenities. Proposals that lead to the loss of such waste management facilities, without adequate provision to replace lost waste handling capacity will be resisted by the City Council. New developments which compromise the continued operation of existing sites will be resisted.

### Supporting Information

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

**5.290** Evidence in the BWCS supports the provision of new waste management facilities.

### Implementation/Delivery

**5.291** The sustainable management of waste is being made increasingly viable due to the increasing rate of landfill tax supported by European and National legislation which aim at moving waste management up the waste hierarchy. The City Council will work with key partners such as Government Agencies and the waste industry to facilitate the provision of new waste facilities.

## SP44
## Location of Waste Management Facilities

### Introduction

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

### Supporting Information

**5.293** A common misconception of waste management facilities is that they are dirty and lead to a loss of amenity. However, modern well-run waste management facilities may present no more noise or loss of amenity than a typical industrial use.

**5.294** Industrial areas with existing and complimentary waste and industrial uses are well placed to specialise in new waste and sustainable energy technologies. There is an opportunity for the development of such technologies at Tyseley as an Environmental Enterprise District (EED), which has potential to cluster complimentary waste and sustainable energy uses. The development of Tyseley Environmental Enterprise District is promoted in Policy E2. The City Council will actively encourage and

**SP44 • Location of Waste Management Facilities**

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

a) Industrial areas including the Core Employment Areas identified on the Proposals Map.

b) Sites currently or previously in use as waste management facilities.

c) Appropriate sites adjacent to existing waste management facilities.

The City Council will also take the following criteria into account when determining planning applications for the development of new, or expansion of existing waste management facilities:

- The effect of the proposed waste facility upon the environment and neighbouring land uses, particularly residential properties.
- The impact of traffic generated by the proposal. Proposals should consider alternative transit modes, such as rail and waterways.
- The need for pollution control measures appropriate to the type of waste to be processed or handled.

The Tyseley Environmental Enterprise Area has potential to accommodate new waste and sustainable energy technologies, including recycling, Combined Heat and Power and waste recovery.

promote appropriate recycling and CHP energy generation schemes in this location.

**5.295** Government guidance within PPS10 supports the location of waste management facilities within industrial areas.

### Implementation/Delivery

**5.296** The Development Management process will be used to support the delivery of new waste management facilities in appropriate locations. For example, potential sites for waste management facilities may come forward as part of the Tyseley Environmental Enterprise District.

## Quality of Life

## SP45
## Open Space, Playing Fields and Allotments

### Introduction

**5.297** Open space encompasses a wide range of spaces, not just traditional parks and gardens, grassed areas and woods but also cemeteries, allotments and civic spaces. All are important in providing recreational, health and other benefits for Birmingham residents and others who work in or visit the city. This policy considers existing need and additional need generated by new development.

### SP45 • Open Space, Playing Fields and Allotments

Standards of Provision

The City Council will aim to ensure that open space and playing fields are provided throughout Birmingham in line with the following standards:

1. Accessibility

- All residents should have access within 400m, (5 to 10 minutes walk) to an area of publically accessible open space which should have grass and trees and be at least 0.2ha in size. Similarly, there should be children's play facilities within 400m of all residents.
- Within 1km (15 to 20 minutes walk) of all residents there should be an area of public open space of at least 2ha in size. This should have paths, seating, bins, trees and landscape features. It should be capable of accommodating differing and potentially conflicting recreational activities without problem e.g. space for football and for those who want to sit and relax.
- Within 3km residents should have access to a park which has a wide range of facilities and features which may include water features, children's play facilities, cafes and formal landscaping. These spaces should be capable of holding local events. There are no size thresholds other than that sites must be more than 2ha in size. These spaces should also have good access for public transport and for walkers and cyclists. Car parking provision will also be required. Some of these parks have additional facilities which allow them to be used for major events and celebrations. It will be a priority to ensure that these parks have good access by public transport and adequate car parking.

2. Quality

- The emphasis will be on good quality, accessible open space that people want to use and feel safe to use.

3. Quantity

- As a basic guide to the supply of open space the aim will be to provide a minimum target of 2ha of open space and 1.2ha of public or private playing fields per 1,000 population at the Constituency level.
- Provision of allotments should relate directly to demand in the area. Where there is a shortage of provision then consideration will be given to using other surplus open space land for allotments

*continued...*

## SP45 • Open Space, Playing Fields and Allotments (continued)

### Proposals for the development of open space/playing fields

Planning permission will not normally be granted for the development of public open space except where:

- It can be shown by an up to date assessment of need to be surplus for all open space uses.
- The site will be replaced by a similar piece of open space, at least as accessible and of similar quality.
- The proposal would result in the loss of a small part of a larger area of open space, and would result in significant improvements to the quality and recreational value of the remaining area.

Playing fields will be protected and will only be considered for development where they are shown to be surplus for playing field use and not required to meet other open space deficiencies.

### Allotments

Allotment land will only be released for development where it can be shown that the site is not required to satisfy the demand for allotments in the area, or equivalent alternative provision will be made available. Planning permission for the development of allotments will not be granted simply because the site has fallen out of use and become derelict. Every effort will be made to improve allotment provision in areas of deficiency when the opportunity arises.

### Requirements for New Open Space in New Residential Development

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

## Supporting Information

**5.298** Birmingham along with many other local authorities has followed a quantitative approach based on the National Playing Field Association's Six Acre Standard. Planning Policy Guidance 17: Policies for Open Space, Sport and Recreation, published in 2002, advanced a new approach focused on assessing levels of provision based on need. The Companion Guide to PPG17 defined types of open space that can provide recreational benefit. The main emphasis is on quality and accessibility; ensuring that people have access to good facilities and sufficient recreational space. The standards set out above relate to recreational open space. In assessing how much provision is required the key emphasis is upon accessibility, quality and quantity.

**5.299** The key approach is that proposals for development that would result in the loss of open space will need to be supported by an up-to-date assessment of need which demonstrates that the land is surplus for open space need. Inherent within this approach, the fact that the land is surplus for one type of open space use does not mean that it can be considered for development; where there is a deficiency within another type, then the site should be considered in terms of meeting that shortfall.

**5.300** Allotments play an important role for recreation, sustainability and as part of the green infrastructure network. There has been renewed interest in allotments and a diversification of users. Assessing need is more straightforward as waiting lists and vacant plots provide barometers of demand and supply. Where there is a demonstrated shortage of provision, then the possibility of creating new provision by using open space land that is surplus should be considered. Conversely where there is a surplus of allotment land then some could be considered to meet a deficiency in another type of open space.

**5.301** Planning Policy Guidance 17: Planning Policies for Open Space, Sport and Recreation (PPG17) forms the key policy document which has influenced the approach set out above. This was published in 2002. In response the City Council undertook a survey which was published in 2004 which included

5,000 households, 4,000 within the city and 1,000 just outside. This together with work on the Park Strategy Supplementary Planning Document, (SPD) has formed a background to the approach set out above.

**5.302** New developments particularly residential will place additional demand upon all types of open space and children's play areas. New residents, visitors to Birmingham and people working within the city all have varying demands upon open space. The City Council's Supplementary Planning Document, 'Public Open Space in New Residential Development' requires in most circumstances, residential schemes of 20 or more dwellings to provide on site public open space and/or children's play provision. However developer contributions could be used to address the demand from new residents upon other types of open space such as allotments and civic spaces.

**5.303** For the purposes of the Core Strategy, open space is defined as all open land of recreational or public value, including playing fields, which primarily consists of natural elements such as trees, grass and water. It may or may not have free public access. It may or may not be used or held by the City Council for recreational purposes.

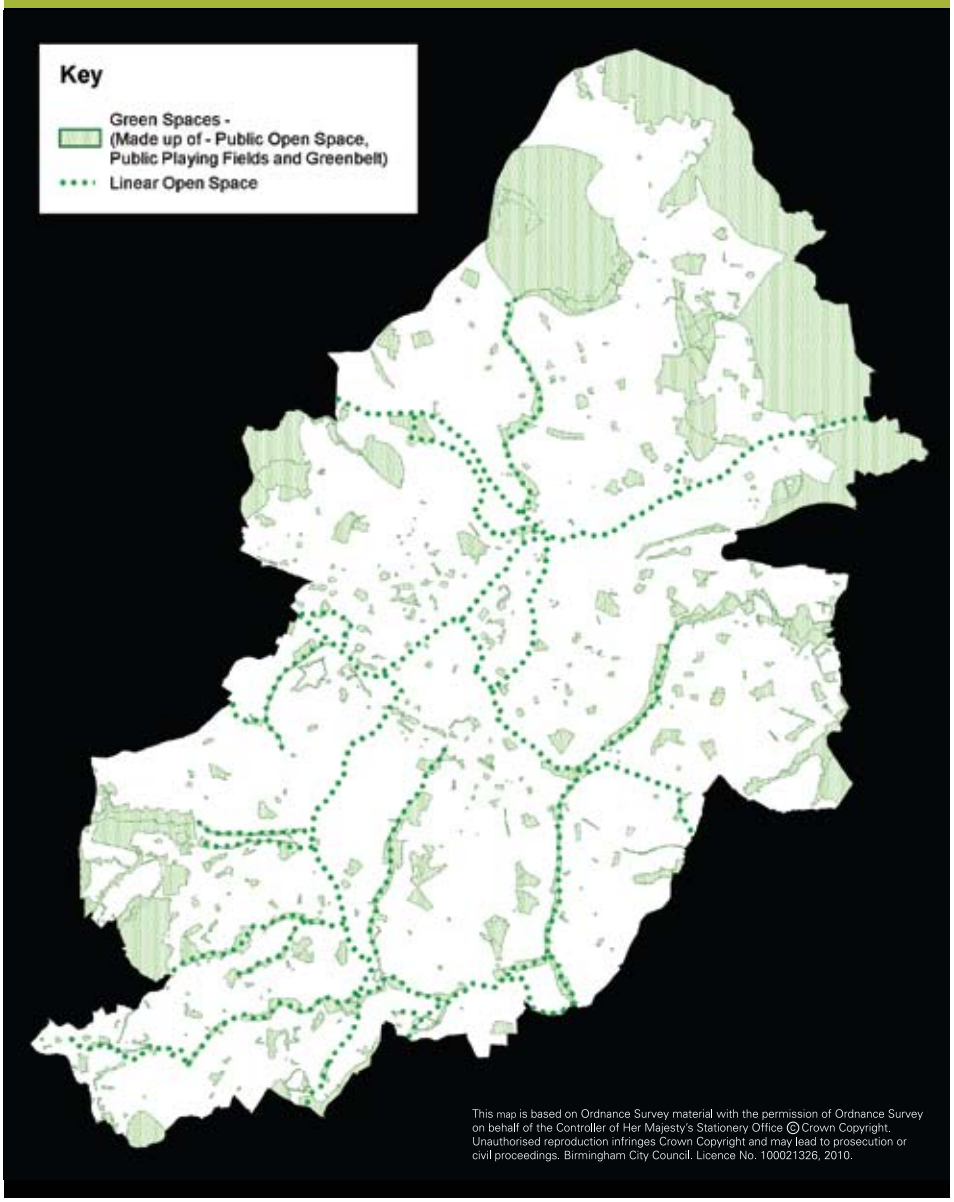
**5.304** For the purposes of the Core Strategy, public open space is defined as open space, including playing fields, owned by the City Council or to which there is a public right of access, used by the public primarily for recreation purposes. It does not include private or education playing fields, nor does it include municipal or private golf courses, cemeteries, or open areas within housing estates which substitute for private gardens.

**Implementation/Delivery**

**5.305** The City Council owns and manages the majority of public open space within the city and will undertake this function in line with the principles established in this policy.

**5.306** Aspects of the policy will also be implemented through the Development Management process.

**PUBLIC GREEN SPACE**



## SP46
## Sports Facilities

### Introduction

**5.307** Improving the range and quality of sports facilities in Birmingham is important both in terms of the health and well-being of residents, and in terms of the development of the city's tourism role.

### Supporting Information

**5.308** Birmingham has a wide range of sporting facilities ranging from small sports halls through to major stadia. This includes two football stadia, Edgbaston Cricket Ground, the NIA, Alexander Stadium, and the Perry Barr and Hall Green stadia. All attract visitors to the city and have economic benefits. However there are some deficiencies. The Council's 'Sports Facilities Strategy' has identified a particular deficiency in relation to swimming. The proposed City of Birmingham Swimming Pool would provide a 50m pool able to host national swimming events and would help address this.

**SP46 • Sports Facilities**

Sports facilities will be protected from development unless it can be demonstrated that they are surplus to requirements through an up to date assessment of need. Where there is identified need for particular sports and physical recreation facilities, the loss of existing facilities for these sports for other purposes will not be allowed until either adequate replacement for their loss has been secured, or adequate alternative facilities have been identified. Any replacement provision should be at least as accessible to current and potential users as the facility to be replaced.

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

Some sporting facilities attract large numbers of visitors and intensively use land and these may be mixed with elements of entertainment, retail or leisure which operate for many hours of the day. In these cases planning permission will only be granted where such proposals will be located in highly accessible locations, or in or adjacent, to town centres.

Proposals for the expansion of existing facilities will be supported subject to compliance with the other policies contained within this plan.

The Council will keep the provision of sports facilities within the city under review in the light of changing demands and preferences, and where deficiencies are identified will aim to work with partners to address this. A specific priority is to improve provision for swimming within the city.

**5.309** An ongoing review of sports facilities within the city is taking place.

**5.310** Planning Policy Guidance 17: Planning Policies for Open Space, Sport and Recreation (PPG17) forms the key policy document which has influenced the approach set out above.

**5.311** Playing fields are a key asset and the policy emphasis is not just on protecting but also on encouraging and supporting appropriate improvements to them to support improved delivery of sports provision across the city.

### Implementation/Delivery

**5.312** The Council will continue to work with Sport England and other agencies to improve sports provision within the city.

**5.313** This policy will also be implemented through the Development Management process.

## SP47
## Recreational Uses within the Green Belt

### Introduction

**5.314** Birmingham is surrounded by Green Belt which has the potential to act as more than just a mechanism for containing urban sprawl. It can provide urban dwellers and others with access to recreational opportunities which may not otherwise be available to them because of the patterns of development within the urban area or because of factors such as high residential land values.

## SP47 • Recreational Uses within the Green Belt

The primary role of the Green Belt is to prevent urban sprawl, prevent coalescence and promote urban regeneration as set out in PPG2 and the City Council will continue to apply this policy in the areas designated as Green Belt on the Proposals Map.

However, the Council will welcome proposals for greater outdoor recreational use of the Green Belt providing that this is consistent with the primary purposes of Green Belt policy.

If such proposals require supporting buildings and car parking for them to be viable, careful consideration will need to be given to the types and locations of the buildings proposed and developers will have to demonstrate that any buildings are essential for the outdoor sport or recreation activity proposed.

When considering proposals for development of outdoor sport or recreation facilities on sites within the Green Belt the following factors must be considered:

- The accessibility of the site by all transport modes.
- Whether there is a suitable site on non Green Belt land. Any planning application should be accompanied by evidence that no other site is available on non Green Belt land.
- Where a proposal is for the relocation of an existing outdoor sport or recreation site on non Green Belt land to a site in the Green Belt, then the Green Belt site should only be considered, where it can be shown that the present site is no longer capable of meeting the sporting/ recreational need.
- The impact of the site on the primary purposes of Green Belt as set out in PPG2.

### Supporting Information

**5.315** Most of Birmingham's Green Belt is on the north east side of the city adjoining Sutton Coldfield and is principally used for agriculture; primarily arable farming. In addition to the peripheral Green Belt there are green wedges and green corridors such as the River Cole which also have Green Belt status. This Green Belt land is relatively easy to access from the conurbation and falls close to significant concentrations of population. Sandwell Valley is a major area of greenspace which has Green Belt status and is in close proximity to areas of deprivation within the West Midlands conurbation. Some sporting and recreation use already takes place in areas of Green Belt e.g. golf at the Belfry, golf courses in Sandwell Valley and at the Lickeys and Hatchford Brook. Footpaths and bridle paths also allow for informal recreation.

**5.316** Planning Policy Guidance 2: Green Belts does identify Green Belt land as having a positive role to play in fulfilling a number of objectives which includes providing opportunities for outdoor sport and outdoor recreation near urban areas. In section 3.4 new buildings can be considered provided that they are for 'essential facilities for outdoor sport and outdoor recreation…'. Possible examples of facilities that are essential uses are: small changing rooms or unobtrusive spectator accommodation for outdoor sport. The City Council supports encouraging more positive uses such as outdoor sport and recreation as one of the options for Green Belt.

**5.317** Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation (2002), paragraph 30, says "Planning permission should be granted in Green Belts for proposals to establish or to modernise essential facilities for outdoor sport and recreation where the openness of the Green Belt is maintained. Development should be the minimum necessary and non-essential facilities (e.g. additional function rooms or indoor leisure) should be treated as inappropriate development. Very special circumstances which outweigh the harm to the Green Belt will need to be demonstrated if such inappropriate development is to be permitted."

### Implementation/Delivery

**5.318** The primary means of implementing this policy will be through the Development Management process.

## SP48
## Urban Design

### Introduction

**5.319** Creating an economically successful, safe and healthy city where people choose to live and work and to enjoy a high quality of life is underpinned by good urban design and this is necessary to the success of all developments wherever they are in the city and whatever they are for. The value of good, carefully considered design and layout in new developments is widely recognised.

### SP48 • Urban Design

Plans and proposals for development of any type will be expected to follow the following key principles:

1. Identify potential development assets and constraints at the outset, for example:

a) Neighbouring uses, buildings and spaces.

b) Trees, open space, historic landscapes or landscape features of value or merit.

c) Existing buildings that are either protected or have architectural or historic value or merit.

d) Archaeology.

e) Ecology.

f) Water courses and bodies of water.

g) Underground services.

2. Assess the character and context of the development site and the surrounding area and buildings in order to interpret and emulate features and characteristics that are considered good. This will include:

a) Topography.

b) Street patterns.

c) Building lines and boundary treatments.

d) Views and skyline.

e) Scale, height and massing.

f) Architectural style, features and form.

*continued....*

**SP48 • Urban Design (continued)**

3. In conjunction with the above, development proposals should apply the following principles of good design:

a) Mixed use developments should be concentrated in the city centre, and other centres, and locations where there is good access from a wide area.

b) New developments should allow people to move around freely and easily so new roads and footpaths should link into the existing network of routes providing the most direct routes to destinations like shopping centres, community and recreational facilities, schools, bus routes and train stations.

c) Places should be easy to understand, feel safe and accessible so:

- The fronts and backs of buildings should be clearly defined.
- Windows and more active rooms should face onto the public realm.
- Main entrances should open onto the public realm and be visible.
- The backs of buildings should be private, secure and face other backs.
- The architecture of buildings should reflect their use and be understandable.
- Appropriate levels of car parking should be provided without dominating the street scene or compromising frontage green landscaping.

d) Landscaping including tree planting should be an integral part of all major development proposals and should be designed to compliment the new development and the surrounding area.

e) Any existing mature trees should be retained where possible, and new trees should be planted to compensate for the loss of any existing trees.

**Supporting Information**

**5.320** Urban design is the art of making places for people. It involves the design of buildings, groups of buildings, spaces and landscapes and their relationship with each other in order to create successful developments. The existing character and context of Birmingham will be an intrinsic component and consideration in any new development. New development and reuse of existing buildings has a significant visual, amenity and psychological impact on the people who will use them. It is essential to ensure the creation of places that are fit for purpose, attractive, desirable, appropriate, enduring and sustainable.

**5.321** To reflect this design and access statements will be required for most planning applications.

**5.322** The objective will be to create a development that:

- Protects and preserves what is good.
- Ensures historic continuity of place.
- Integrates comfortably within its surroundings.
- Builds on existing assets and contributes to sustainability.

**5.323** The form a development takes will depend on the context, character, assets and constraints of a site, which in turn will be affected by its location within the city. Development will largely take place within the existing built up area, reusing land, buildings and spaces to best effect within a modern context. The evolution of the city from a series of small towns and villages to a large conurbation over several hundred years of changing economies and lifestyles has left a pattern of development across the city that new development is required to fit into. Typically this pattern is made up of urban areas concentrated around the city centre and local centres including a mixture of uses with suburban areas beyond and between. Suburban areas tend to be dominated by residential uses. In amongst these are pockets of industry as well as swathes of industrial development, often next to arterial roads or following railways.

**5.324** Urban areas by definition are more densely developed, while suburban areas are more spacious. These are key characteristics that will influence the form of new developments and the disposition of uses. Increasing density of development, particularly in residential uses is a fact of life and of a diminishing, increasingly expensive, land supply. The challenge is to be more efficient in the use of land while still achieving acceptable developments in context with their location and meeting the special requirements of modern development in an acceptable way, particularly regarding private amenity space and car parking.

**5.325** Further understanding of the context within which new development will take place will be provided by the Historic Landscape Characterisation which the City Council is undertaking in conjunction with English Heritage.

### Implementation/Delivery

**5.326** Further detail is provided in a range of Supplementary Planning Documents, including Places for Living, Places for All and High Places. The content of these policies will be kept under review.

**5.327** Appropriate additional guidance will also be provided in area-based local planning documents.

**5.328** At a more detailed level the policy will be implemented through the Development Management process.

## SP49
## Biodiversity and Geology

### Introduction

**5.329** Birmingham's biodiversity and geodiversity are critical components of a high quality of life and contribute significantly to the quality of the environment within the city. These natural assets are valuable and their protection is important, not just for their intrinsic worth, but because of the wide-ranging services and benefits they deliver. Biodiversity is an essential element in determining the economic, social and environmental well-being of the city's population and has an important role to play in tackling climate change, ameliorating the effects of air pollution, and flood management.

**SP49 • Biodiversity and Geology**

The Council will encourage the maintenance, enhancement and restoration of sites of national and local importance for biodiversity and geology. These include Sites of Special Scientific Interest (SSSIs), Local Nature Reserves (LNRs) and Sites of Importance for Nature Conservation (SINCs).

Development which may directly or indirectly cause serious harm to sites of national importance will not be permitted.

Development which may directly or indirectly cause harm to SINCs or to habitats or species of principal importance for the conservation of biodiversity in England will only be permitted if it has been clearly demonstrated that:

- The need for the proposal outweighs the need to safeguard the nature conservation importance.
- No alternative site is available which will meet the need.
- Mitigation measures can be put in place to prevent damaging impacts.
- Appropriate compensation measures can be secured to offset the nature and scale of losses.

Priority habitats and species identified in the UK Biodiversity Action Plan and the Biodiversity Action Plan for Birmingham and the Black Country (LBAP) will be maintained and opportunities to enhance and add to these natural assets will be identified. The LBAP will be used to inform the development of a biodiversity opportunity map for the city. The map will provide a strategic framework for habitat enhancement, restoration and creation across Birmingham, including opportunities to create or restore linkages between important wildlife areas. Development proposals should seek to contribute towards objectives and targets in the LBAP, and biodiversity enhancement measures should be appropriate to the nature and scale of the development proposed.

**Supporting information**

**5.330** Birmingham has a diverse range of biodiversity and geological assets, including sites, habitats and species of national, regional and local importance. As of September 2008, there were 2 Sites of Scientific Interest (SSSIs), 8 Local Nature Reserves (LNRs), 56 Sites of Importance for Nature Conservation (SINCs) and 110 Sites of Local Importance for Nature Conservation (SLINCs).

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

**5.332** The potential impacts of all proposals on biodiversity should be fully considered. The loss of irreplaceable biodiversity and geological interests will not be accepted. Development should provide a net gain to biodiversity and geological interests and should adequately mitigate and compensate for the unavoidable loss of replaceable natural assets. Development proposals should avoid fragmentation or severance of habitats and will contribute, where possible, to strengthening habitat networks.

**5.333** Biodiversity has been much affected by climate change in recent years. Increases in average temperatures and changing weather patterns have impacted on species' distributions, affected the timing of seasonal events and caused wide-ranging effects on ecosystems. The city's green infrastructure network has a vital role in enabling biodiversity to adapt to the impacts of climate change. The network of green corridors and open spaces such as river corridors, parks, allotments and informal green spaces need to be maintained to facilitate the movement of species to new locations in response to the changing climate. These issues are dealt with in the Green Infrastructure Network policy (SP9).

**5.334** A revised Biodiversity Action Plan (BAP) for Birmingham and the Black Country was published in 2010. This document identifies priority habitats and species and sets targets for their conservation which contribute to the delivery of regional and national BAP targets. It also identifies the need for strategic, landscape-scale approaches to biodiversity action as a way of meeting targets and addressing broader environmental impacts resulting from climate change. The BAP is implemented through a partnership involving a wide range of organisations, including Natural England, the Environment Agency, the Wildlife Trust for Birmingham and the Black Country and the relevant local authorities.

**5.335** In accordance with requirements set out in the Habitats Directive (Directive 92/43/ECC) and the UK Conservation (Natural Habitats &c.) (Amendment) Regulations 2007, the Council is required to carry out an assessment of the impact of the Core Strategy upon any European site to assess whether there would be any significant impacts on the site's integrity. Following guidance from CLG, NE etc, a screening exercise is being undertaken to determine whether significant effects are likely, in which case a full Appropriate Assessment of the Core Strategy will be required.

**Implementation/Delivery**

**5.336** The City Council will work pro-actively with Natural England, the Wildlife Trust, the Environment Agency and landowners to ensure that sites are protected and managed appropriately.

**5.337** The Development Management process will be used to ensure that sites are protected from inappropriate development.

## SP50
## Archaeology and the Historic Environment

**Introduction**

**5.338** Birmingham's character is shaped by its historic development, which is represented by a rich and varied historic environment consisting of archaeological remains, historic buildings, townscapes and landscapes bearing silent witness to life and work over thousands of years of the city's past. In addition to its intrinsic importance the historic environment is a finite and non-renewable resource and its protection is

therefore an essential element in ensuring a sustainable future. Also, reuse of historic buildings can contribute to sustainability though retaining rather than wasting embodied energy and avoiding use of energy and materials for new build.

**Supporting information**

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

**5.340** Birmingham's historic environment is exceptionally rich and diverse for a predominantly urban area. It contains well-preserved archaeological remains of prehistoric, Roman, medieval and post-medieval date, including deposits containing information on past environmental conditions and industrial processes. In addition to buried remains, earthworks survive in open spaces. Birmingham's historic buildings include dwellings, public buildings, churches, and industrial and agricultural structures. There are relatively few buildings dating from before the 18th century, so their rarity gives them a special local significance. Historic townscapes in the city centre and suburbs consist of buildings, land divisions and street patterns resulting from different periods of the city's historic development. Historic landscapes in parks and open spaces and in the urban fringe include agricultural buildings, ancient land divisions, historic woodland and planned parks and cemeteries.

**5.341** Birmingham and Sutton Coldfield originated as medieval market towns and there were also several villages, hamlets and many isolated dwellings in the medieval period. Archaeological excavations have shown that a range of industries was undertaken in the medieval town of Birmingham, around St Martin's church, while the rest of the present city was rural land in agricultural use. Throughout the city, many medieval roads

## SP50 • Archaeology and the Historic Environment

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

- Development proposals will be required to demonstrate a full understanding of historic environment assets affected. Design and access statements accompanying development proposals will be required to assess the historic character of the surroundings of the application site and the impact of the proposed development on the historic character.
- Innovative design which integrates the historic environment into new development will be encouraged.
- Character assessments and management plans will be reviewed or prepared for conservation areas and other areas of particular local significance to supplement existing policies for protection and enhancement. Characterisation studies will be used to inform and understand the contribution of the historic environment to the city's character and identity.
- Opportunities for information gain through investigations as part of proposed development will be maximised and such information will be widely disseminated.
- The Historic Environment Record will be maintained and developed to include all aspects of the city's historic environment so that it is a tool for decision-making and policy formulation.

The City Council will continue to support the canal network. Where appropriate the enhancement of canals and their settings will be secured through developer contributions such as Section 106.

The historic importance of the canals is acknowledged, and wherever possible important groups of canal buildings and features will be protected. Consideration will be given to the designation of canal settings as conservation areas.

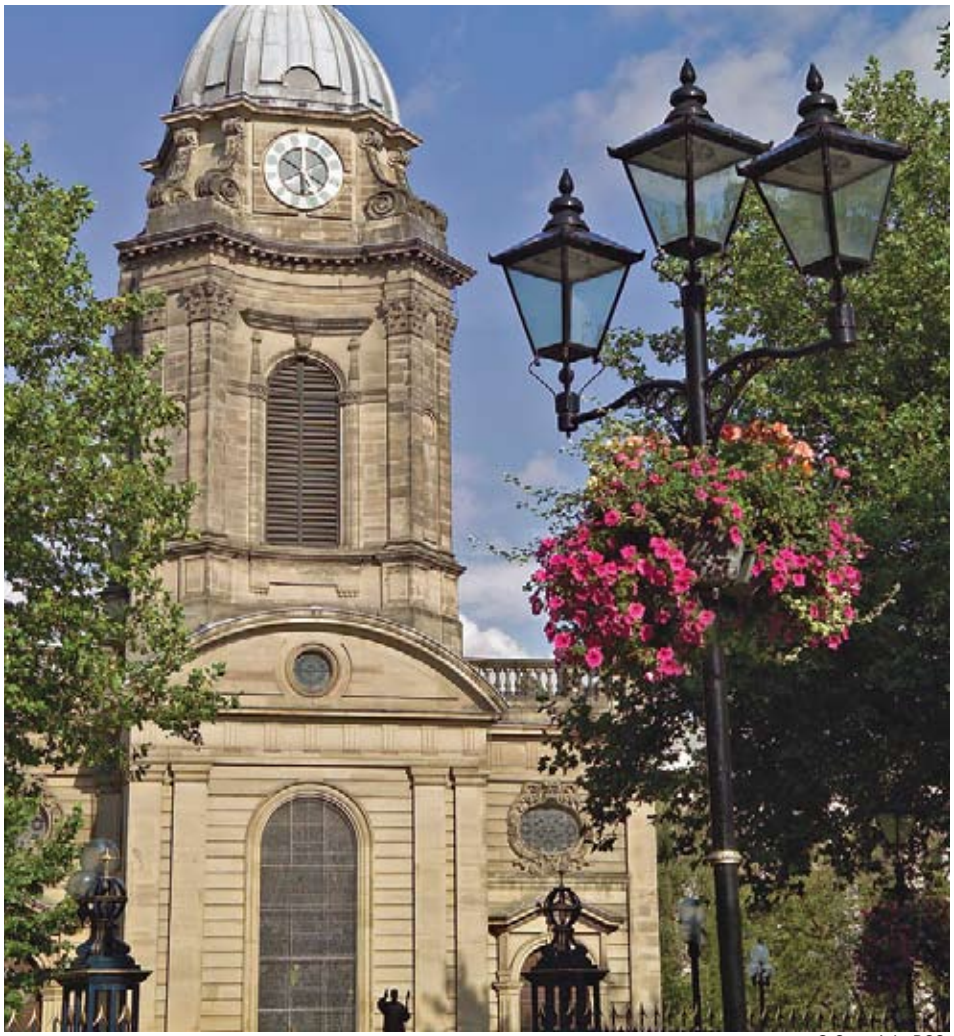
are still in use, and medieval land divisions survive, including small areas of burgage plot boundaries in the city centre. Sutton Park retains the landscape of a medieval deer park and ridge and furrow and hedgelines in various parts of the city are remnants of medieval agriculture. Millpools and leats indicate the extent to which water was harnessed as a power source.

**5.342** The centre of Birmingham expanded from the 18th century onwards, with new streets, squares, public and private buildings, and a wide range of industries including those established along canals. The most extensive and durable remains of this period are street patterns and the canal system. In the 19th and 20th centuries the surrounding villages and hamlets coalesced into suburbs through residential and industrial development on former agricultural land. The character of each suburb reflects its distinctive development: mixed industry and residential to the west, north and east of the city centre; high-class residential in Edgbaston to the south-west; a dormitory suburb in Sutton Coldfield; and inter and post-war residential development in Kingstanding and Yardley. The remaining open land consists of the city's rural fringes and parks and other open spaces within the conurbation.

**5.343** Archaeological work below and above ground, necessitated by new development, has considerably increased knowledge of the city's past, and some archaeological remains have been preserved within new developments through appropriate design. Many historic buildings have been adapted for re-use and historic street patterns and property boundaries have been retained. Historic parkland has been protected and enhanced. However, the contribution of many non-designated sites, structures and townscapes of local importance to the city's character has been lost or substantially reduced through inappropriate alterations, loss of setting or complete removal as part of new development.

**5.344** Birmingham is at the centre of England's canal network. Canals played a major role in Birmingham's growth during the late 18th Century and into the 19th Century. The canals now provide a major heritage attraction bringing in visitors from across the country whilst providing a significant recreational resource for local people. In a city with no major rivers, the canals provide a focus for regeneration offering waterside settings for new developments. The city centre's redevelopment at Brindleyplace and south of Broad Street together with later schemes at the Mailbox have taken advantage of the canalside setting.

**5.345** The policy approach reflects the advice in PPS5.



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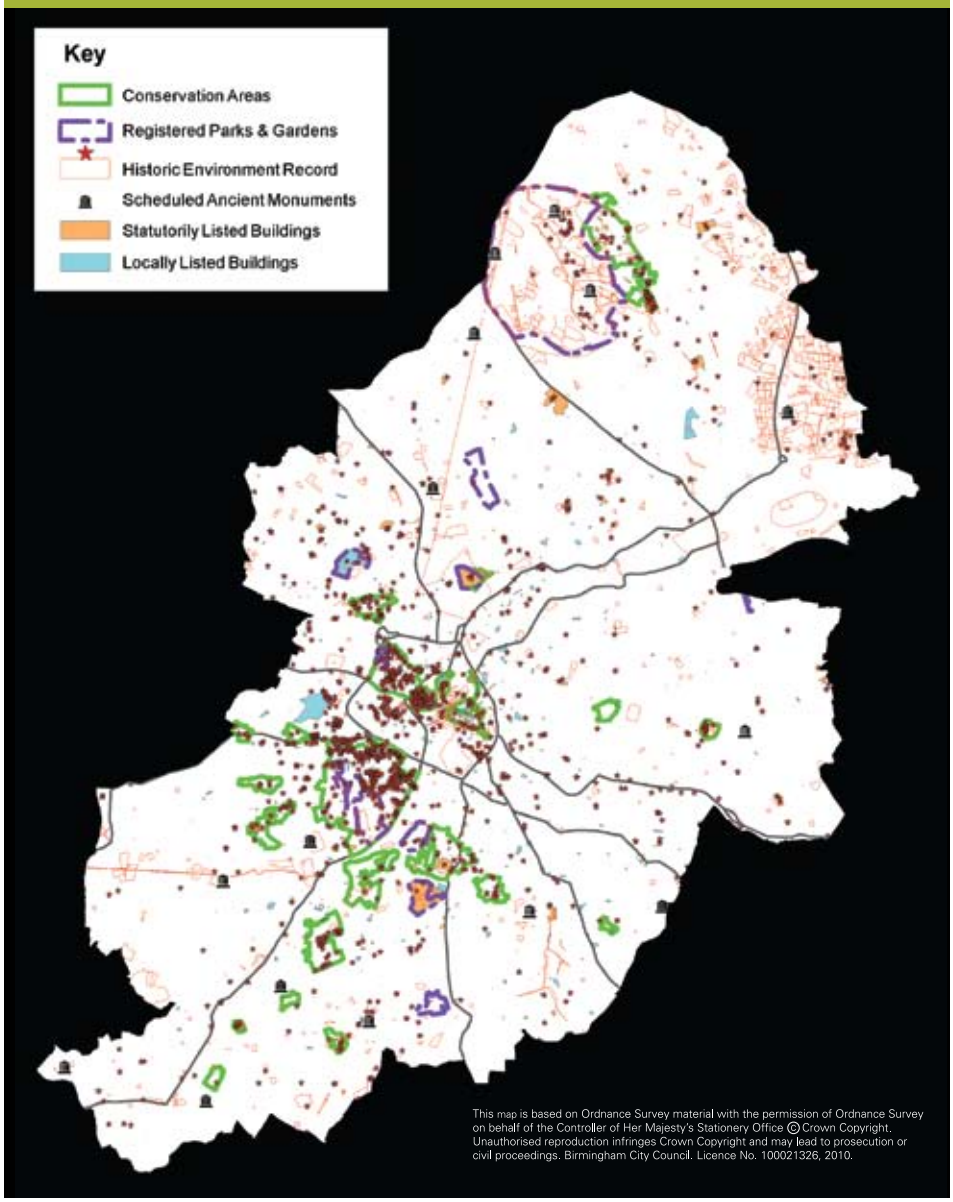
**Implementation/Delivery**

**5.346** This approach will be developed further through the Historic Landscape Characterisation and will be reflected in area-based local planning work.

**5.347** The policy will also be implemented through the Development Management process.

**HISTORIC ENVIRONMENT**



## SP51
## Health

### Introduction

**5.348** Health is important to all. Planning can play a key role in providing access to a healthier environment by providing improvements and access to open space, providing a good standard of housing, and ensuring improvements to health facilities.

**SP51 • Health**

The City Council is committed to helping tackle health issues by:

- Helping to tackle obesity and improve fitness through the provision of open space and playing fields (SP45) and sports facilities (SP46) accessible to all, and by creating environments conducive to cycling and walking.
- Seeking to improve air quality and reduce noise within the city (SP53 and SP54).
- Providing good quality and design of housing (SP30) and improving the existing housing stock (SP32).
- Promoting health care facilities especially within centres (SP17).
- Promoting safe residential environments.

As a general principle the City Council will support proposals for the development of new and improvement of existing health care infrastructure required to support Birmingham's growing population.

### Supporting Information

**5.349** Obesity has been identified as a particular health issue in Birmingham and there are particularly high levels of childhood obesity in some areas. While this issue cannot be addressed through planning policies alone, the provision of an environment which encourages people to take exercise, for example by walking and cycling, can help reduce the incidence of obesity.

**5.350** Growth in the city's population will create requirements for additional primary health care facilities and the Council will work with the relevant agencies to help identify appropriate sites for this.

### Implementation/Delivery

**5.351** The City Council will work with PCTs and other relevant health delivery agencies to secure the delivery of this policy. The City Council is promoting greater levels of walking and cycling through its action plans and through the West Midlands Local Transport Plan.

## SP52
## Education

### Introduction

**5.352** Ensuring that children and adults have the opportunity to discover and develop their talents through learning is a key objective of the City Council and other organisations involved in education provision. As the city's population grows the demands placed on the education and skills sector will increase. The planning system can support education by ensuring that sufficient land is available to accommodate the future growth in provision. The expansion in education provision needs to be linked with the growth agenda and in itself represents a major regeneration opportunity for the city.

## SP52 • Education

The city's education and training institutions are key to providing an educated and skilled workforce which is a pre-requisite to a successful economy.

The development and expansion of the city's Universities; Aston University, The University of Birmingham, The Birmingham City University, Newman University College and University College Birmingham will be supported. Links between the Universities and other research and development establishments will also be promoted.

Ensuring adequate provision of Primary, Secondary and Special Needs schools is also essential and proposals for the upgrading and expansion of existing schools and development of new schools will be supported. The City Council may use its Compulsory Purchase powers to facilitate the development of new schools.

### Supporting Information

**5.353** Birmingham has seen a substantial increase in the number of births since 2001 and projections by the Office of National Statistics suggest that this increase will continue for some years yet. Current forecasts suggest that in 10 years time approximately 20,000 additional school places will be required. This growth is not uniform across the city with some areas experiencing growth beyond existing provision while others have a surplus in capacity.

**5.354** In addition to schools, the various Universities in Birmingham also have plans for growth. Birmingham City University, for example, has prepared a Masterplan for its Perry Barr Campus which outlines a campus vision and potential development sites.

### Implementation/Delivery

**5.355** The City Council has a statutory duty to provide school places for its residents and will continue work closely with schools and local communities to ensure the effective provision of education facilities. The City Council will continue to work closely with the Universities to identify their future development requirements.

## SP53
## Impact of New Development on Air Quality.

### Introduction

**5.356** The growth strategy proposed in the Core Strategy will result in more intensive levels of activity within some parts of the city and may also result in an increase in the level of emissions into the atmosphere. The Sustainability Appraisal has identified this as an issue requiring mitigation.

## SP53 • Impact of New Development on Air Quality

Throughout the planning process applicants will be encouraged to consult all relevant City Council departments to ensure the best use is made of land whilst minimising adverse air quality impacts. Sensitive developments should be protected against sources of air pollution with the aim being to reduce the number of persons exposed to the pollutants.

Particular consideration should be given to sites:

- Where the development is proposed inside, or adjacent to, an Air Quality Management Area (AQMA).
- Where the development could in itself result in the designation of an AQMA.
- Where granting approval would conflict with, or render unworkable, elements of the Air Quality Action Plan (AQAP).

Developers will be encouraged to:

- Maximise the distance between pollutant sources and sensitive uses.
- Consider means by which mitigation measures can be employed; these may include direct measures at the site or measures outside the site to offset any increase in local pollutant emissions as a consequence of the proposed development.

### Supporting Information

**5.357** Air quality has a direct impact on quality of life. Poor air quality particularly in inner cities, can lead to adverse health effects such as asthma. Improving air quality is an important City Council aim as well as a national and international one. A number of factors influence air quality however the most significant are those from vehicle emissions and from industry. Regulations have had some positive effect particularly upon the latter.

**5.358** Air pollution significantly reduces average life expectancy, causes many extra admissions to hospitals and damages the natural environment. The most significant pollutants in Birmingham are particulate matter (PM10) and nitrogen dioxide (NO2).

**5.359** The Environment Act 1995 required the production of a national air quality strategy (the strategy) with the requirement on Local Authorities to:

- Review and assess air quality within their borough.
- Compare the measured or predicted pollutant levels with the relevant Standards and Objectives from the strategy and identify sites which exceed or are likely to exceed them (areas of concern).
- Manage any areas of concern via the declaration of Air Quality Management Areas (AQMA) and the production of an Air Quality Action Plan (AQAP).

**5.360** The City Council maintains a network of sites to monitor air quality and from the measured results has declared the whole of the city as an AQMA for PM10 and NO2. An AQAP was produced in 2006 to allow for the management of the areas of concern.

**5.361** The Council has developed a detailed computer model of air quality within the city for PM10 and NO2 and this can be used to produce maps to show local hotspots or to direct strategic and local development.

**5.362** Government guidance on planning and pollution control is provided in PPS23.

### Implementation/Delivery

**5.363** The Council will take direct action through its regulatory functions to address this issue. The primary means of implementing this policy will be Development Management.

## SP54
## Impact of New Development on Noise

### Introduction

**5.364** The growth strategy proposed in the Core Strategy will result in more intensive levels of activity within some parts of the city and may also result in an increase in the level of noise. The Sustainability Appraisal has identified this as an issue requiring mitigation.

**SP54 • Impact of New Development on Noise**

Noise sensitive developments such as residential should not be exposed to high levels of ambient noise from future development proposals.

Noise sensitive developments will not be approved in areas that are so noisy that they satisfy the criteria for the preparation of noise action plans.

Throughout the planning process applicants should be encouraged to consult all relevant city council departments to ensure the best use is made of land whilst minimising noise impacts.

Developers will be expected to:

- Maximise the distance between noise sources and noise-sensitive uses.
- Use landscaping and non noise-sensitive uses to provide screening to noise-sensitive areas.
- Carefully consider the implications arising from the existing night-time use of the locality.

### Supporting Information

**5.365** The levels of background noise that people experience has an effect upon the quality of life. Exposure to high noise levels in residential areas can lead to stress related health problems.

Birmingham City Council together with Solihull MBC have undertaken a mapping exercise which identifies those parts of the city where noise levels are high. Data is available on noise levels during the day and at night.

**5.366** High ambient noise levels reduce people's quality of life and may cause long term adverse health effects. The EU Environmental Noise Directive (END) of 2002 introduced the following requirements to reduce exposure to environmental noise:

- The preparation of noise maps to determine the impact of ambient noise on residents.
- Noise action plan areas where noise levels are high and where measures will be introduced to reduce the impact of ambient noise on residents.
- The designation of quiet areas where measures will be implemented to protect such areas and prevent the increase of current noise levels.

**5.367** These requirements have been incorporated into English law through the Environmental Noise (England) Regulations 2006.

**5.368** Birmingham City Council has produced city wide strategic noise maps for transportation noise

sources (road, rail and air). These maps can be used to determine the level of transportation noise and assist in the identification of noise action plan areas and quiet areas.

**5.369** Birmingham City Council recognises the importance of the night-time economy in providing for a vibrant and entertaining city. It is important to ensure that residential occupants are afforded suitable protection from any noise impacts arising from such entertainment venues.

**5.370** Government guidance on planning and noise is provided in PPG24.

**Implementation/Delivery**

**5.371** The Council will take direct action through its regulatory functions to address this issue. The primary means of implementing this policy will be Development Management.

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# The Big City Plan - City Centre

6

BIRMINGHAM BIG CITY PLAN

## Context

**6.1** Covering approximately 800 hectares, the city centre acts as the regional centre for office and retail activity and serves as an important transport, legal, administrative and cultural hub. It accounts for a third of Birmingham's economic output, supporting over 150,000 jobs, attracts more than £2 billion of shopping expenditure every year and is home to over 30,000 people.

**6.2** While there are major concentrations of office and retail activity in the city centre, there are also extensive areas of residential and industrial use. Since the 1990s, many new developments have incorporated a mixture of uses, and this trend is continuing to improve the character of the city centre. Large concentrations of post war local authority housing are found in Ladywood and Highgate to the south west. Long established light industrial and commercial areas exist including the historic Jewellery and Gunsmiths Quarters and those of Digbeth and Deritend which abut major housing developments.

**6.3** The Ring Road (A4540) represents a clearly defined physical boundary for the city centre. Traditionally, the principal central area functions have been found mainly inside Queensway and along the Broad Street corridor (A456) to Five Ways, and along the A38. These areas contain the principal regional office and shopping concentrations, the legal and administrative centre of Birmingham and a significant concentration of leisure, recreational, cultural and educational activities.

**6.4** The city centre is a focus for transportation - both road and rail. Most of the Primary Route Network is designed to help support the regional centre. 10 suburban and Inter-City heavy rail routes service the city centre principally via New Street Station, but also by means of Snow Hill, Moor Street and Five Ways Stations. Metro Line One also serves the city centre with stations at Snow Hill, St Paul's and the Jewellery Quarter.

**Key Objectives**

**6.5** The following key objectives are proposed to create a world class city centre that is at the heart and is a driving force supporting Birmingham's ambition to be a global city.

- To provide a high quality of life, creating places for people that offer a diverse mix of activities and spaces, with high quality well designed buildings, streets and public spaces, within an accessible, safe and attractive environment.
- To support the expansion of the City Core delivering major new mixed use developments and improved connectivity.
- To grow the city centre population through the creation of high quality residential neighbourhoods, including family accommodation that are well connected and provide the necessary supporting services and facilities.
- To support the creation of an effective and attractive public transport system with an efficient highway network.
- To enhance pedestrian and cycling links and provision within the city centre and beyond the Ring Road, by improving facilities and removing or mitigating barriers to movement.
- To ensure that all new development is built to the highest environmental and sustainability standards.
- To facilitate delivery of a diverse retail offer.
- To provide a city centre that reflects Birmingham's diverse cultures and engages the city's diverse population.
- To strengthen the individual assets and identity of the 7 city centre quarters.
- To support the universities, colleges, businesses and people to create a strong and sustainable economy that values and supports creativity and industry in all its forms.

## CC1
## Spatial Strategy for the City Centre

**6.6** The City Council last set out its vision and planning strategy for the city centre over 20 years ago. That strategy was instrumental in shaping the city centre we have today and achieved many successes, but over this period many new challenges have emerged. In particular Birmingham is operating in a more competitive and globalised market and faces new economic, social and environmental pressures.

**6.7** The Council's aspiration for Birmingham to be a global city will require the strengthening of the city centre's role through a second stage of major expansion and transformation, acting on the gains achieved since the late 1980's. The focus for the future will be on the wider city centre in line with the ambitions of the Big City Plan.

**CC1 • Spatial Strategy for the City Centre**

To achieve our ambition for the city centre, we will support the growth of the City Core to accommodate greater levels of economic and cultural activity.

The City Core will be allowed to expand, incorporating significant new office, retail, civic and cultural uses beyond its current boundaries. 5 key areas will support the delivery of this growth as set out in Policy CC3.

In delivering this growth the Council will support and strengthen the distinctive character of the areas surrounding the City Core, raising their overall quality and offer.

**Supporting Information**

**6.8** Central to Birmingham's success in the future will be the strength and sustainability of its economy, which will need to be robust and diverse enough to perform alongside European and international competitors. While the challenges are city and region-wide, the city centre will play a central role in realising this future economic success.

**6.9** As well as an important economic asset, the city centre is a source of creativity, culture and consumption. It is the shop window for the city. Its role will not just be about supporting and providing the skills, accommodation and infrastructure for the economy but providing the 'softer' location all factors that enrich the unique experience of the city and are critical to attracting investors, employers and skilled workers.

**6.10** In 'The Birmingham City Centre Masterplan: The Visioning Study', Professor Michael Parkinson identified the factors that needed to be focussed upon in order to create a successful and competitive city centre. These include Innovation and Skills, Economic and Cultural Diversity, Connectivity, Place Quality and Strategic Decision Making. There is a range of issues that will need to be addressed for the city centre to perform better in relation to these 5 drivers for urban success and deliver future economic growth and prosperity:

Innovation and Skills

**6.11** The key to future success in a knowledge based, high value-added economy is whether a city can continuously innovate in products, processes and services. The city centre benefits from a strong university and college presence, supports existing service and knowledge based industries and accommodates the Birmingham Science Park Aston. There is a growing creative sector and significant land and premises available to accommodate future growth sectors. The challenge for the future will be retaining and attracting graduates and skilled workers through offering the right jobs and providing a high quality of living.

Economic and Cultural Diversity

**6.12** To succeed in the future cities will have to differentiate themselves from their competitors. The current quality of the city centre experience is not sufficiently diverse in terms of its cultural facilities, heritage, retail offer and services especially for young and ethnic minority groups. In an economic sense there is still a reliance on a narrow set of industries but with great potential to exploit creative and high value-added industries. Creating a diverse economic base will require the provision of workspace, housing, infrastructure and cultural facilities.

Connectivity

**6.13** The quality of the connections is an important ingredient in a city's economic performance. The city centre is in an ideal location to be very successful, with extensive rail and road connections and direct links to Birmingham Airport. However, the quality of this external and internal connectivity is inadequate for the ambitions of the city. This not only relates to vehicular transport, but also the connections and environment for pedestrians and cyclists within and beyond the city centre.

Place Quality

**6.14** The quality of place is central to attracting and retaining investors, employers, workers, students and visitors to the city. There are real issues over the quality of the architectural, public realm, environmental, recreational, leisure and residential offer in the city centre. These softer location factors need to be addressed across the city centre building upon the areas of quality and diversity that already exist.

Strategic Decision Making

**6.15** The ability to mobilise strategic support consistently to deliver long term development is a crucial feature of a successful city. Strong leadership, vision and a long-term integrated and partnership approach is a crucial feature for a successful city.

**6.16** By allowing the City Core to grow, and in supporting the distinctive activities and environments of the quarters we will facilitate the city centre to change and adapt to meet future needs and to support Birmingham's ability to succeed economically.

**Implementation/Delivery**

**6.17** The City Council will continue to work with a wide range of partners to deliver the future development of the city centre. The Big City Plan will play a central role in achieving our objectives. In particular the approach to delivery will include:

- Increased cooperation and joint working with the city centre Business Improvement Districts to deliver fine grain regeneration in the city centre.
- Joint working with Marketing Birmingham on marketing the masterplan as a whole and the opportunities within it to the investment markets.
- Coordination of public sector investment by the development of the Place Based and Total Capital Initiatives to maximise the objectives of public sector resources.
- Strengthening links with the private sector. These already exist through bodies such as the Westside Initiative and Eastside Developers Forum. We would envisage similar arrangements in other key areas.
- Taking forward the Vision for Movement through partnership working between the private sector, the city council and Centro.
- Raising standards of architecture by strengthening the role of the City's Design Review Panel and reviewing existing design guidance to ensure it continues to raise standards.
- Working with the emerging Local Enterprise Partnership and its partners to link to the objectives and implementation framework of the LEP.
- Additional local planning and/or marketing guidance will be prepared as necessary to facilitate the bringing forward of development opportunities. The use of compulsory purchase powers would be considered to help land assembly in order to deliver development proposals.

**6.18** Funding will be a key component in delivering the aspiration for the future of the city centre. To date over £1 billion of public expenditure has been committed to the city centre. Future opportunities which the city council will explore are:

- Accelerated Development Zones/ Tax Incremental Financing, providing infrastructure funding supported by future business rate income streams.
- Community Infrastructure Levy - setting tariffs for funding as public infrastructure required by developments.
- Utilising emerging European funding regimes such as JESSICA to support projects.
- Further Business Improvement Districts in areas such as Southside, Jewellery Quarter and Digbeth.
- Asset based vehicles, initiatives to draw in private finance, supported by the city council's property portfolio.
- Working with the emerging Local Enterprise Partnership to identify priorities for funding.

**6.19** These are the mechanisms identified to draw in additional funding. However creating the confidence of developers, investors and occupiers in the future success and prosperity of the city centre will result from a clear strategy provided by the Big City Plan and Core Strategy.

## CC2
## Structure of the City Centre

**6.20** The future development and regeneration of the city centre will come forward within a spatial structure reflecting by the distinctive character, environment and uses of the various areas within the city centre.

## CC2 • Structure of the City Centre

The city centre will be formed by seven quarters with the City Core at its heart. Within each quarter varying degrees of change are proposed that relate to the overarching objectives of delivering ambitious growth whilst supporting the distinctive characteristics of each quarter. The distinctive role of the different quarters of the city centre will be consolidated and strengthened. The quarters are shown in the diagram below and on the proposals map and are as follows:

- The City Core.
- Eastside.
- The Jewellery Quarter.
- Westside and Ladywood.
- Digbeth.
- The Gunsmith's Quarter.
- Southside and Highgate.

### Implementation/Delivery

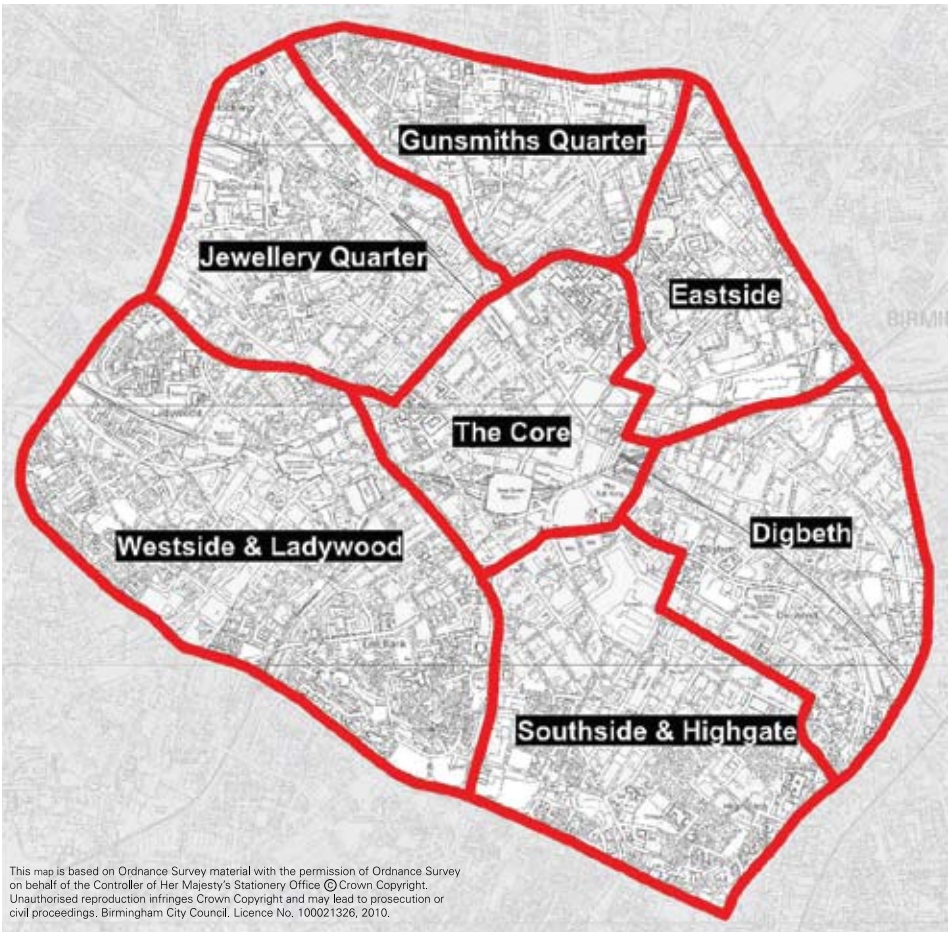
**6.24** The delivery of this policy will be supported by the approach to individual 'quarters' against the backdrop of the overall approach to development and the spatial strategy. New or revised Supplementary Planning Documents will be brought forward for each of the city centre 'quarters' to provide detailed planning guidance covering issues of design, land use, connections and public realm. These will provide the supporting policy to direct future development activity within specific parts of the city centre.

### Supporting Information

**6.21** The city centre is characterised by distinct Quarters. These areas are largely based on historic clusters of related uses and existing physical boundaries.

**6.22** The heart of the city centre is formed by the City Core. It contains office space for international and national businesses, a varied retail offer catering to a supra-regional catchment area, leisure, cultural and tourist facilities. It also contains the Colmore Row and Steelhouse Lane Conservation Areas, major civic buildings and spaces, several listed buildings, and the main public transport interchanges.

**6.23** Located around the outside of the historic Core are the distinctive quarters and neighbourhoods of the city centre. These quarters collectively represent the strength of the city centre, but are an underutilised asset that presents immense potential to deliver a truly outstanding and distinctive environment.

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## CC3
## City Centre - Overall Level of Development

**6.25** The city centre is the regional centre for retail and office activity. In order to strengthen the role of the city and wider region on a national and international basis there will be an emphasis on delivering major new investment in retail and office provision. This will happen in the context of the wider aspiration providing a high quality of living and delivering a diverse mix of uses vital to a vibrant city centre.

### CC3 • City Centre - Overall Level of Development

Within the city centre major new investment in office, retail, cultural and residential provision will be supported where this contributes to the overall aims of achieving a world class city centre.

Policy SP2 sets out the overall levels and locations of growth for Birmingham. The city centre will have an important role in accommodating future growth which will be supported in the following main locations:

Office Development

The City Core will be the primary location for future office development (see SP18) supporting major investment in new and refurbished premises. Major new office development will be supported along an office corridor running from Five Ways through to Eastside. This corridor of major office use will include:

- The area from Five Ways along Broad Street taking in Brindleyplace and the major redevelopment sites at Arena Central, Baskerville Wharf and Paradise Circus.
- The Colmore Business District extending from Victoria Square through to Snow Hill and encompassing redevelopment blocks fronting onto the north side of Great Charles Street (Queensway).
- The area from Martineau Galleries through to Masshouse and Eastside.

Within this corridor a mix of other uses will be permitted where they support the overall aim of achieving a vibrant city centre and complement the focus on major office activity.

Across the wider city centre office uses will be supported where these form part of mixed use developments and the scale of office provision does not compete with the function of the office corridor.

*continued...*

## CC3 • City Centre - Overall Level of Development (continued)

### Retail Development

The Council will support the development of the city centres role as the primary regional shopping centre, defined by the core retail area. New development should make a positive contribution to improving the centres vitality and improve the overall mix of uses where this supports the primary shopping function.

The retail core of the city centre will continue to be focused around The Bullring, New Street, Corporation Street, The Mailbox and the Pallasades. Future expansion of the retail core will be supported around Martineau Galleries and through the redevelopment of the Wholesale Markets site as part of the Southern Gateway.

Within The Jewellery Quarter, Digbeth and Southside area limited levels of retail provision will be supported where these contribute to creating a vibrant mix of uses and active ground floor frontages with a focus on facilitating a range and diversity of retail offer including independent and niche operators.

### Cultural and Civic Development

The city centre is a hub for both local and international cultural events and activities. To support the city's ambitions to be a global city and deliver a unique and diverse offer, the following cultural and civic development activity will be supported:

- A growing cultural offer in Southside and Westside with the expansion of existing facilities and the creation of new ones including art galleries and performance space.
- The evolution of a local cultural offer in Digbeth and the Jewellery Quarter reflecting their history.
- Bringing culture to the streets. Street entertainment and festivals on the streets and in squares reflecting the diverse population of Birmingham.
- Integrate the thinking, work and creative process of artists into city centre regeneration through collaborative engagement between the city council, developers and communities. Opportunities for a broad and diverse role for the arts throughout the life of a development and into the future will be promoted.
- Cultural activities that contribute to a transition through a space and that create distinctive senses of arrival and place.
- The creation of a new contemporary art gallery and other cultural attractions including public space as part of future redevelopment of the Wholesale Market site.

*continued....*

## CC3 • City Centre - Overall Level of Development (continued)

### Residential Development

Supplementing its role as a strategic retail and office location the city centre will have a key contribution in supporting the provision of residential accommodation. New development will be supported where this helps to contribute to the aims of delivering sustainable forms of development in focusing more people within walking distance of sources of employment, leisure, learning and recreation. The focus for new residential development will be upon:

- Attwood Green, around Broad Street and in Southside contributing to 'city living development'.
- Digbeth, Gunsmiths' Quarter and the Jewellery Quarter, utilising and respecting the historic environment.
- Southern Gateway including the creation of new family neighbourhoods at medium densities.
- Highgate and Ladywood with strengthened family housing delivered through selective demolition and renewal.

New development in line with the requirement set out in SP24 will be supported where it delivers well-designed dense living environments matched with high quality private and communal open spaces. Developments will need to provide flexible and adaptable accommodation meeting a range of needs including for families.

Within the city centre a mix of uses will be permitted where they support the overall objectives for the city centre and complement the primary focus as set out above.

### Supporting Information

**6.26** In the later part of the 20th century the city centre was constrained by the Inner Ring Road which was both a physical and psychological barrier to the expansion of the core area. Much has been done to allow the core area to grow beyond this, for instance the lowering of the Inner Ring Road at Paradise Circus facilitating the ICC, Symphony Hall and Brindleyplace; and to the east by the removal of Masshouse Circus linking Eastside to the City Core.

**6.27** If Birmingham is to grow into its role as a Global City and support the objectives of achieving sustainable patterns of development, then the city centre must accommodate greater levels of economic, residential and cultural activity. Acting as a catalyst for this future growth is the redevelopment of New Street Station (The Gateway Project) which, through significant improvements in passenger capacity, station environment and connectivity will enhance the city centre and support its ability to accommodate growth.

**6.28** Central area functions have already stretched west with the development of Brindleyplace, but there are other sites in the vicinity such as Paradise Circus that have development potential which will truly transform and integrate Westside into part of the City Core. The Eastside area, around Snow Hill Station and the Wholesale Market site, all present significant potential to accommodate a range of uses and densities of development expanding the City Core and diversifying the offer of the city centre.

**6.29** The prospect presented by the proposal of High Speed 2 rail link to the heart of the city centre will bring a new level of opportunity and investment enhancing Birmingham's role as a city of global standing. Proposals for the new High Speed 2 terminus will need to be carefully considered in the future.

### Implementation/Delivery

**6.30** The City Council will continue to work with a range of partners to deliver the future development of the city centre. This will include utilising the Big City Plan, policies in this document and Supplementary Planning Documents to guide the location and quality of future development.

## CC4
## Expanding the City Core - Strategic Allocations

**6.31** To achieve our ambition for the city centre we will need to allow the city centre to grow to accommodate greater levels of economic and cultural activity. A number of specific locations for growth and new development have been identified to help deliver this growth support the delivery of future investment.

### CC4 • Expanding the City Core - Strategic Allocations

The following five areas will be the focus for future growth and expansion of the City Core where new development will be required to deliver well designed, sustainable, high quality buildings and public spaces, enhancing the city's environment and improving connectivity.

#### Snow Hill District

The Snow Hill District will accommodate the Eastern expansion of the central office core incorporating key developments around Snow Hill Station. Enhanced pedestrian linkages across Great Charles Street, St Chads Queensway and Lancaster Circus will be supported to transform pedestrian routes from the City Core into the Jewellery Quarter, Gunsmiths Quarter and Eastside. Connected routes and incidental spaces throughout the district will provide a public realm that will encourage new business and activity.

#### Eastside

Eastside, the City Core expansion Eastwards will require well designed mixed use developments including office, residential, learning and leisure. Acting as the main focus for the area, the Eastside City Park will deliver a new destination connected to the City Core and Digbeth through a series of new squares and development opportunities.

#### The Southern Gateway

The Southern Gateway will be the focus for the expansion of the City Core southwards through the redevelopment of the Wholesale Markets site providing opportunities for mixed use development. This includes extending the retail offer close to Bullring graduating through niche retail, improved markets, food and leisure space to new residential neighbourhoods with the wider opportunity to stimulate the regeneration of Highgate. The centre piece for the area will be 'Moat Square'; a significant new, vibrant public space extending out from St Martins Square, re-interpreting the historic moat and manor house, providing a gateway to the Digbeth creative quarter and a new contemporary art museum. Further developments will need to be supported by a range of infrastructure and services, employment opportunities and public spaces.

#### Westside

The Westside area incorporating the redevelopment of Paradise Circus, Baskerville Wharf and Arena Central will see well designed mixed use office led development. Centenary Square will be redesigned and extended to incorporate a traffic reduced Broad Street, providing an

*continued...*

## CC4 • Expanding the City Core - Strategic Allocations (continued)

appropriate setting for the new Library of Birmingham and a prime events space. The redevelopment of Paradise Circus will require new public spaces and restore key views and active fronted pedestrian routes to the Council House and Town Hall.

### New Street Station

Acting as the catalyst for the wider regeneration of the city centre the redeveloped New Street Station, opening in 2015, will transform the arrival experience and create new linkages for the city centre. New entrances from the north and south of the concourse will encourage the immediate regeneration of the area south of the station bringing well designed mixed use developments including office, retail and leisure. The southern entrance also opens the area around John Bright Street to improvement with opportunities for selective redevelopment and the introduction of niche retailing to diversify the city's retail offer which will also be supported where appropriate.

### Supporting Information

**6.32** Continuing the process of transforming of the city centre building upon the gains since the 1980's the future focus will be upon extending and connecting the City Core beyond its existing boundaries while diversifying activity and supporting economic growth. To achieve this expansion five areas of transformation have been identified which will create new distinctive places within the city centre. These five areas are based upon existing concentrations of development activity, forming logical extensions of the City Core.

**6.33** The Government's future proposals for the new High Speed 2 rail terminus could provide a significant catalyst for regeneration, and will demand a review of associated traffic and pedestrian movement to achieve an enhanced public realm appropriate to this international arrival point.

### Implementation/Delivery

#### Setting and Delivering Priorities

**6.34** The 5 areas are those that the city council will set as priorities for investment in terms of both its financial resources and its skills. Within each area a number of elements will support the delivery. This will include working alongside key partners and landowners, drawing in funding and providing further planning guidance. Within each area a number of key activities are already in place to support delivery.

#### Westside

**6.35** The future development of this area has been kick-started by the £189 million city council investment in the Library of Birmingham. This investment will be vital to unlocking key development opportunities including the redevelopment of Paradise Circus.

In the short to medium term the focus for the City Council will be on:

- The delivery of the Library of Birmingham and refurbishment of the REP Theatre set for completion in 2013.
- Working ever closer with the Broad Street Business Improvement District to deliver their objectives of a brighter, safer and cleaner Westside.
- Actively supporting Millers to bring forward early phases for the redevelopment of Arena Central.
- Developing our partnership with Argent through the Joint Venture to deliver the Paradise Circus redevelopment, with the first phase starting before 2015.
- Exploring the redevelopment of Paradise Circus as one of the priority projects for piloting Accelerated Development Zones.

In the longer term the focus for the City Council will be on:

- Establishing further development agreements, utilising city council landholdings, in partnership with the private sector, to deliver significant mixed-use development in the area at Baskerville Wharf.
- Developing proposals for the regeneration and extension of Centenary Square as the premier event space in the city, and a focal point for Westside.

### Snow Hill District

**6.36** By setting a single vision and direction, allowing landowners and developers to formulate their plans is central to delivering the future ambitions for this area.

In the short to medium term the focus for the City Council will be on:

- Working with Ballymore to support the completion of the 2nd office phase of the Snow Hill scheme.
- Supporting the regeneration/ refurbishment of the Kennedy Tower, 'the strip' and associated land working with Bruntwood and Abstract Land.
- Continuing to work with the Colmore Row Bid to improve wayfinding and placemaking, including implementing a new wayfinding system to link Snow Hill Station to New Street Station.
- Facilitating Birmingham Development Company with the submission of a planning application for the Post and Mail building.
- Supporting the redevelopment of the Ludgate Hill surface car parks.

In the longer term the focus for the City Council will be on:

- Supporting Ballymore in bringing forward a viable scheme to deliver the 3rd and final phase of the Snow Hill scheme.
- Consulting on options for the creation of a pedestrian friendly link across Church Street - Ludgate Hill.
- Supporting the refurbishment / redevelopment of Lloyd House.
- Working with the Children's Hospital to maximise regeneration opportunities in the area.

### Eastside

**6.37** The regeneration of this area remains a key priority for the city council with the commitment to the delivery of Eastside City Park and the multi-storey car park, supporting our future plans.

In the short to medium term the focus for the city council will be on:

- Enabling the construction of the Ormiston Academy for 900 students in the Performing Arts.
- Delivering Eastside City Park and Science Garden and completing the currently under construction multi-storey car park.
- Supporting the role of Birmingham Science Park Aston through its Centrum Project.
- Supporting the first phase of City Park Gate - Hotel La Tour.
- Working with Birmingham City University to deliver the first phase of their new campus, and in the medium term bringing forward the remaining phases of their scheme, which will support 5,000 students.
- Supporting the delivery of new mixed-use development at Eastside Locks, Curzon Park and City Park Gate.

In the longer term the focus for the City Council will be on:

- Supporting the integration of High Speed 2 in the city centre and the development of the new terminus building.
- Facilitating the delivery of development opportunities connected with the new terminus building.

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### Southern Gateway

**6.38** The relocation of the Wholesale Markets is a priority for the City Council and will help kick-start the regeneration of the wider area.

In the short to medium term the focus for the City Council will be on:

- Securing the relocation of the Wholesale Markets with the aspiration to achieve this by 2013.
- Bringing forward a draft supplementary planning document for the wholesale market site and wider area, for consultation in 2011.
- Working with the proposed Southside Business Improvement District to improve the street environment and develop place branding.
- Deliver public realm improvements to Bradford Street.

### New Street Station

**6.39** The transformation of New Street Station, driven by the City Council and Network Rail, will support wider regeneration and release development opportunities to the south of the station.

In the short to medium term the focus for the City Council will be on:

- Supporting the redevelopment of New Street Station, seeing the new station concourse (phase 1) opened in 2012, with the station completed and fully open (phase 2) by 2015.
- Producing a draft masterplan and guidance for the Hill Street and John Bright Street area in 2012.
- Delivering the First Phase of wayfinding improvements in 2012.

## CC5
## Connectivity

**6.40** Birmingham is an ideal location to support a successful well-connected city; served as it is by extensive rail, road and air links. While the city centre benefits from a range of excellent transport connections, the quality of the transport environment and the connectivity of the transport network require improvement to support our ambitions for a world class city centre.

**6.41** The challenge for the future will be to improve the quality of the transport environment and the efficiency of the transport network, making the city centre a place that encourages people to move around on foot, bike and public transport.

**6.42** Policies SP33 to SP41 set out the overall approach on transport and connectivity, many of which are integral to the city centre.

**CC5 • Connectivity**

In order to achieve our objectives for sustainable economic growth and delivering a world class city centre the focus for future transport provision in the city centre will be on creating:

- Connected city centre - Improve the quality, legibility and choice of sustainable transport modes along major routes into the city centre and their interchange to key destinations.
- Efficient city centre - Make more effective use of the city centre's highway network, giving greater priority to pedestrians and public transport to improve movement in the city centre.
- Walkable city centre - Create an attractive, safe and legible network of pedestrian and cycling routes throughout the city centre.

## CC5.1
## Connected City Centre

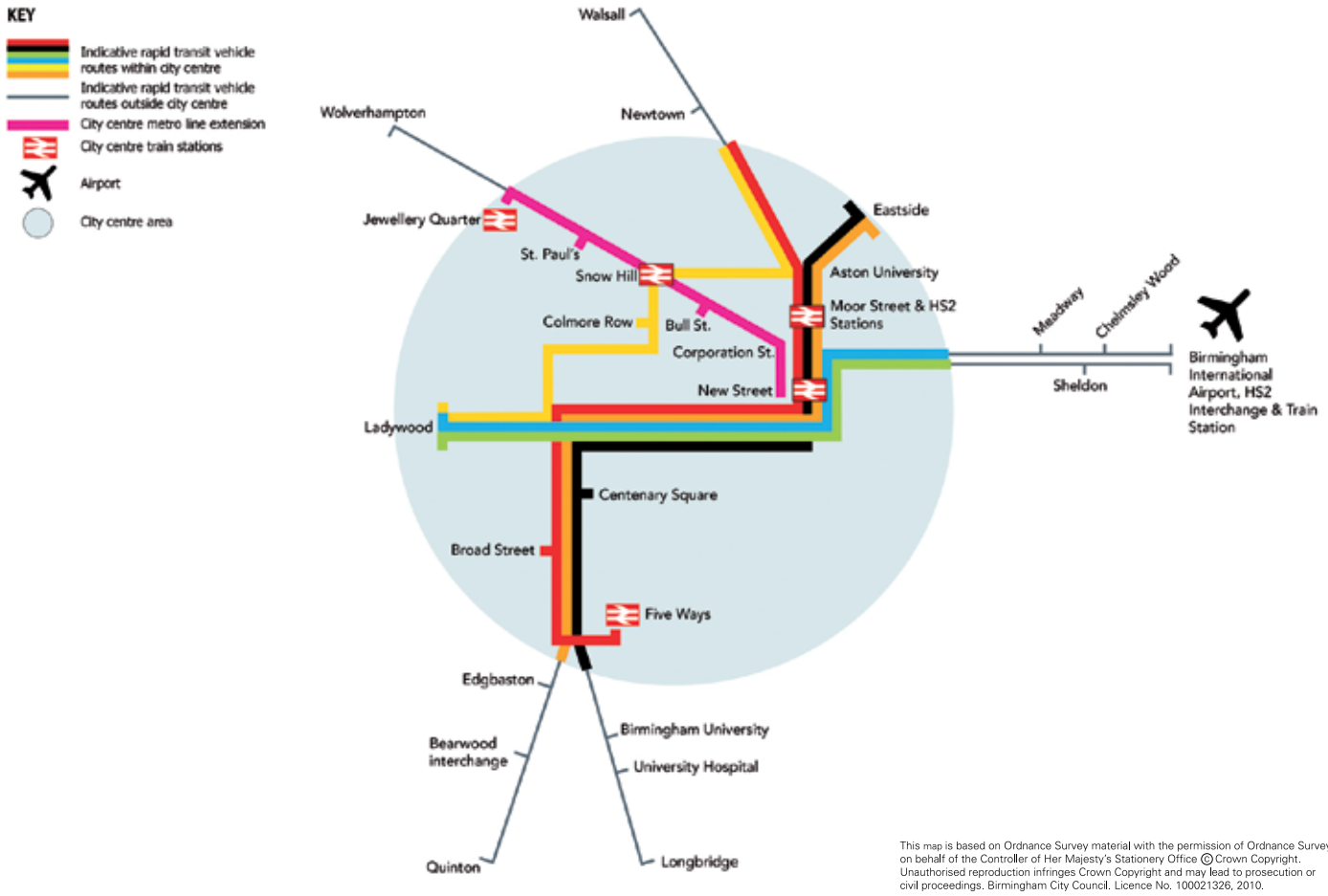
**6.43** To support the growth and regeneration of our city centre there will need to be a focus on improving the quality, legibility and choice of sustainable transport modes along major routes into the city and their interchange to key destinations. The transformation of New Street Station (Gateway Project) will dramatically improve the arrival experience into the heart of the city centre and act as a catalyst for wider improvements.

**6.44** There will be a greater emphasis on the role of public transport. This will mean not only improving what already exists, but also introducing new methods which have the ability to be delivered in the short to medium term.

**CC5.1 • Connected City Centre**

The objectives for the future transport provision in the city centre within the context of SP33, SP35, SP36, SP37, SP38 and SP39 will focus upon:

- Increasing the quality and capacity of Birmingham's rail network.
- Delivering high quality Rapid Transit Routes into and around the city centre including the Metro extension from Snow Hill Station to New Street Station.
- Transforming bus travel into and around the city centre making it more attractive to use.
- Providing safe and convenient cycle routes to and within the city centre.
- Providing Park and Ride facilities to increase the capacity of routes in the city centre.
- Simplifying the convenience of the public transport network through improved interchange facilities, ticketing and way finding.

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## CC5.2
## Efficient City Centre

**6.45** Giving greater priority to pedestrians and public transport will improve movement in the city centre, which has long been dominated by the private motor vehicle. Making more effective use of our highway network and creating more attractive, sustainable modes of travel into and out of the city centre will encourage people to make greater use of them and lessen the reliance on private vehicles.

### CC5.2 • Efficient City Centre

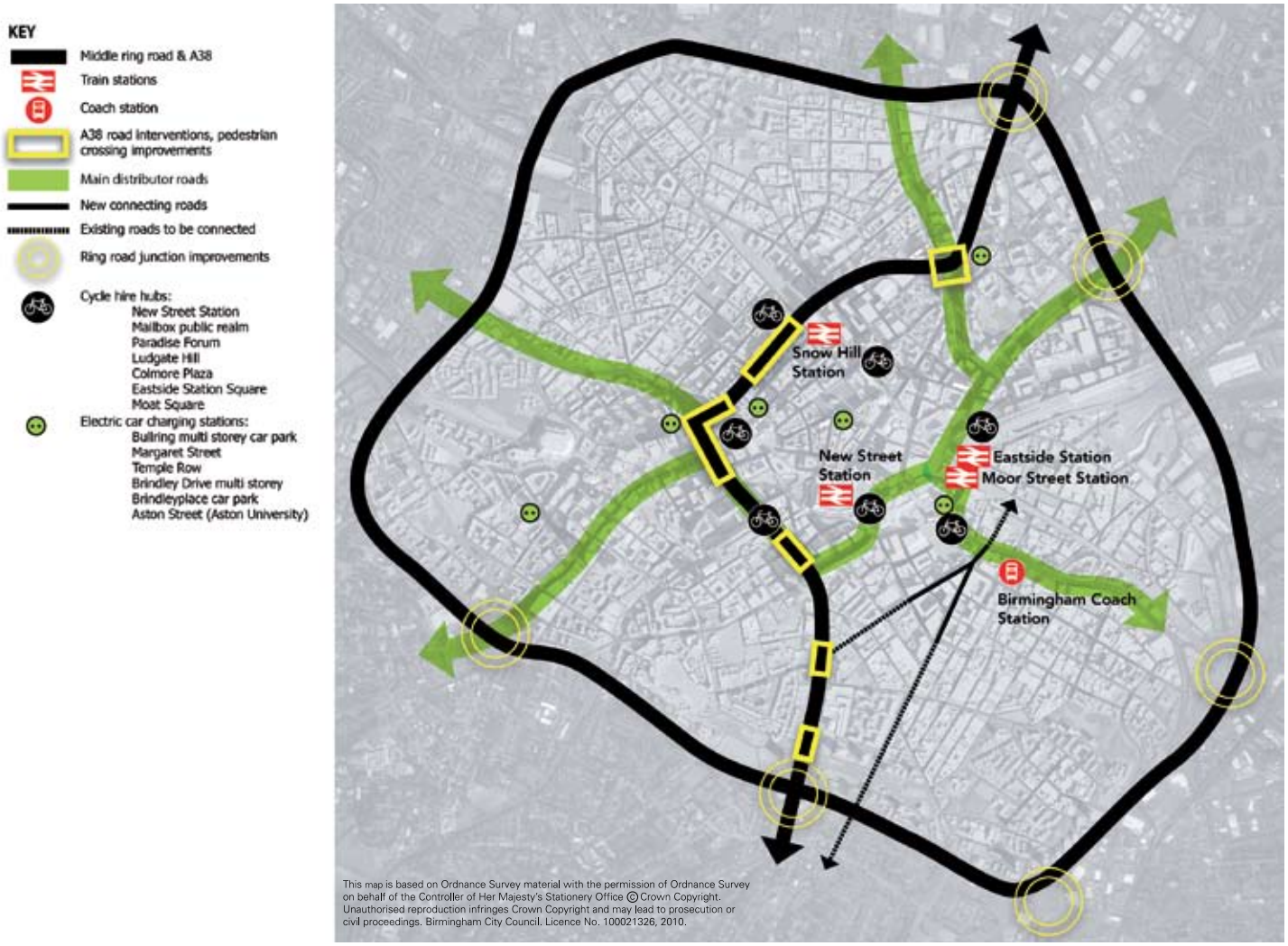
Our objectives for the achieving efficient use of the city centre highway network will focus upon:

- Providing priority access for public transport and pedestrians and cyclists at congested locations.
- Developing co-ordinated parking strategies to improve the efficiency of planning within the city centre.
- Promoting and facilitating the provision and use of alternative fuels including electric charging points.

*continued...*

## CC5.2 • Efficient City Centre (continued)

- Improving servicing and waste collection arrangements in the city centre and access for emergency vehicles.
- Promoting the use of sustainable travel options through existing business and residential communities.
- The improvement of key junctions around the Ring Road will be required to reduce delays for public transport routes and encourage cross-city drivers to use this route rather than the A38.
- Expanding Controlled Parking Zones (CPZs) and/or on-street parking controls.



## CC5.3
## Walkable City Centre

**6.46** To achieve our ambitions for a world class city centre a wider network of well designed new and improved spaces connected by enhanced streets will be required. New and improved routes with pedestrian and cycle priority will be central to delivering a more sustainable city centre that is more attractive to live in. The compact nature of our city centre means that many trips are achievable on foot. The concept of the walkable city puts the needs of pedestrians at the heart of the movement strategy for the city centre.

**6.47** In the last 20 years Birmingham has achieved great success in creating a pedestrianised spine running through the City Core from St Martin's via Centenary Square to Brindleyplace.

**Supporting Information**

**6.48** The historic emphasis in Birmingham on enabling and accommodating movement by private motor vehicles has led to an urban form that is not easily accessible by other means of transport including walking and cycling. The city centre suffers particularly from poor pedestrian connections owing to the dominance of the Queensway and the radial routes that extend out from the City Core to the Ring Road. Whilst significant progress has been made to 'break the concrete collar' (Queensway) through tunnels, at grade crossings and improved underpasses, there are still significant barriers to movement between the City Core, the quarters and to areas beyond the Ring Road.

**6.49** Beyond its immediate local connections, the city centre acts as a key public transport hub for rail, bus and coach services. New Street Station, located centrally within the city centre, acts as a key national, regional and local hub for rail travel. The redevelopment of the station will enhance passenger capacity, movement through and around the station and the quality the station environment. The role of New Street Station is complemented by rail passenger services at Snow Hill, Moor Street and Five Ways stations.

**6.50** The new Coach Station in Digbeth provides for a national coach service that is within easy walking distance of the City Core. Buses have a vital role in moving people locally around the city and for those accessing the city centre with key routes converging on the city centre interchange in the City Core. The Metro line from Snow Hill links the City Core to Wolverhampton and future proposals by Centro seek to extend the service within the city centre, which are supported.

**6.51** The national and international role of the city centre as a destination for rail travel will be promoted and support given to proposals for either a terminus or station for high speed rail services.

**6.52** Digital connectivity will be central to shaping future social and economic activity of Birmingham and the city centre will play a central role in supporting the development of this activity.

**6.53** The Vision for Movement led by the business community in partnership with the City Council and Centro seeks to deliver a new approach to movement in the city centre creating a well connected, an efficient and a walkable city.

### CC5.3 • Walkable City Centre

In improving the overall walkability of our city centre in the context of SP41 our objectives will focus on:

- Extending the city centre's network of high quality streets and public spaces.
- Transforming the quality, safety and security of the walking environment through introducing activity, improved lighting and street furniture, so that walking becomes the most enjoyable and convenient way of getting round the city centre.
- Creating a simple and memorable mental map of the city centre to encourage walking as part of an overall journey that includes public transport.
- Developing a single integrated way finding and information system for the city centre.
- Providing for the needs of the elderly and mobility impaired through design.

**6.54** Major improvements are planned for Birmingham's transport networks, including a number of current imminent projects such as the transformation of New Street Station, the Metro extension from Snow Hill Station to New Street Station, Centro's plans to transform bus travel and the recent completion of the new Digbeth coach station. In the longer term high speed rail and the runway extension at Birmingham Airport will enhance international access to the city.

**6.55** Our approach will ensure that these major improvements are matched by an outstanding pedestrian environment and an attractive, easy to use public transport system, which together will provide capacity for, and stimulate, economic growth.

**Implementation/Delivery**

**6.56** The City Council will continue to work with Centro, the Business Improvement Districts and other key stakeholders to take forward the Vision for Movement and set a clear strategy to deliver transportation improvements in the city centre.

## CC6 Network of Walking Routes

**6.57** To support the creation of the walkable city a clear hierarchy of streets with suitable public realm and clear signposting will be needed.

### CC6 • Network of Walking Routes

The network of walking routes is formed by a hierarchy of streets which prioritises their importance for pedestrian movement and as a result the scale of intervention and investment. This network is illustrated on the proposals map. The primary walking routes are those that are identified as of significance for the wider city centre connecting key destinations. This makes them the most significant in terms of pedestrian connectivity, movement and activities. Along these routes improvements to the public realm will be targeted and the emphasis on active frontages and street entertainment will be key. Complementing these primary walking routes are the secondary and tertiary routes. These routes provide additional capacity and alternative links.

Key elements in the network of walking routes will be:

Moor Street - New Street Station link

A high quality pedestrian route will provide an attractive and convenient connection between the main transport interchanges of New Street Station and the existing Moor Street and proposed High Speed 2 stations.

Great Charles Street

Prioritising pedestrian movement will be central to capitalising on the cultural and heritage offer of the Jewellery Quarter as part of the wider City Centre offer:

The main priority will be to create a safe and attractive pedestrian link from Church Street in the City Core to Ludgate Hill in the Jewellery Quarter. In the short term improvements to the existing foot bridge are planned, enhancing its quality and appearance. In the longer term an innovative design solution will be required to deliver a direct and convenient pedestrian link connecting Church Street and Ludgate Hill. Improvements are also planned to the pedestrian route at the upper end of Great Charles Street in connection with the redevelopment of Paradise Circus.

Linkages to Digbeth/Southside and Highgate

The redevelopment of New Street Station will provide new connections through entrances and walkways on the south, north and east of the station. Improvements to Digbeth High Street including alterations to the gyratory at the top end by the Bullring will improve connections between Digbeth and the City Core. Redevelopment of the Wholesale Markets will reintroduce direct connections, helping to improve links between the City Core, Digbeth, Southside and Highgate areas.

*continued...*

## CC6 • Network of Walking Routes (continued)

### Way finding

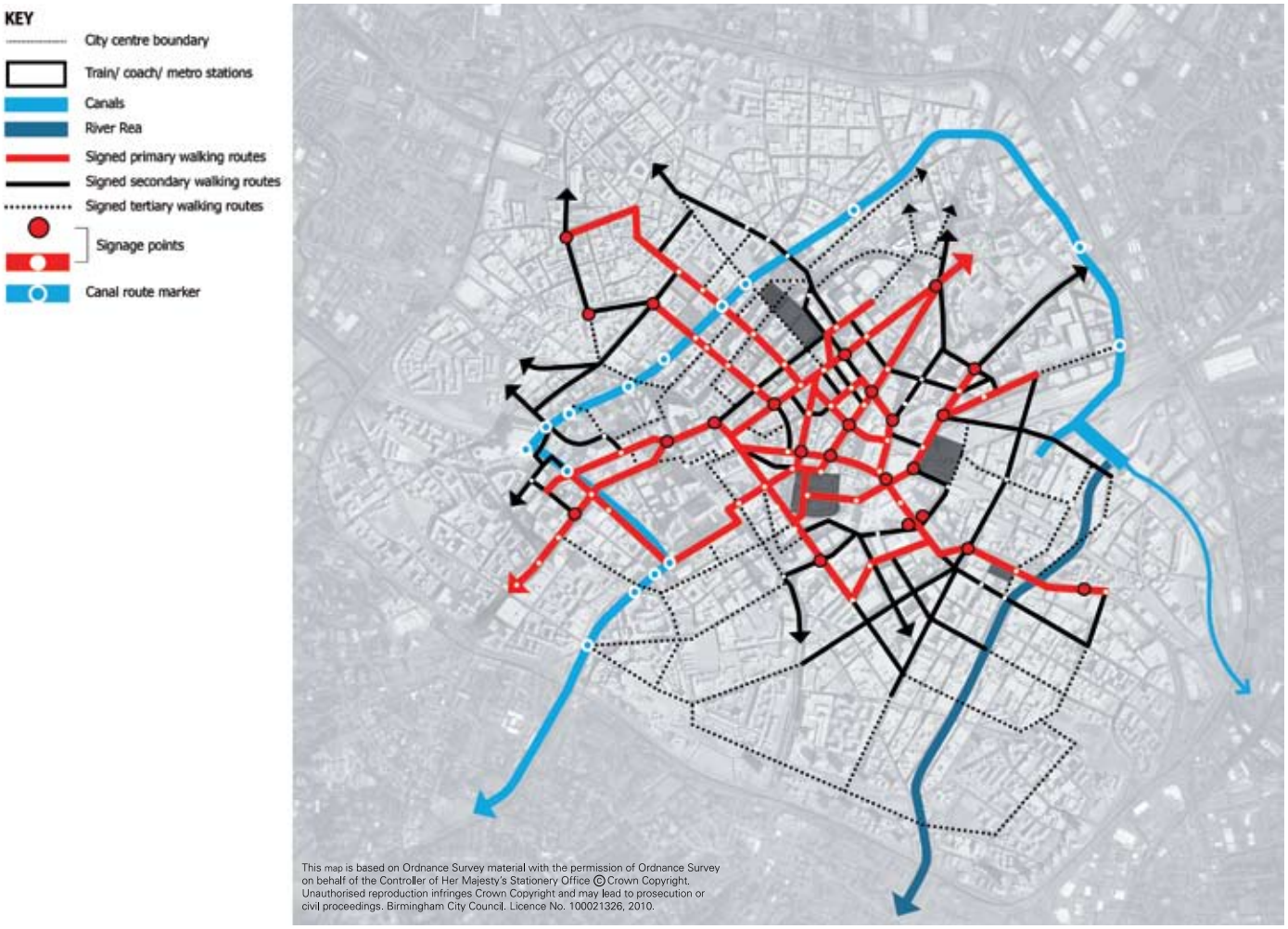
A new wayfinding system will create an easy to interpret and consistent means for navigating around the city centre by foot. The system will consist of easy to interpret and access maps, utilise digital and mobile technology and create a single system of on-street signage and information. All will conform to a standard approach and style, providing a consistent method bringing together walking, cycling and public transport information systems under one clear brand.

### Supporting Information

**6.58** Improvements to the public realm will be prioritised to improve primary routes first secondary and tertiary routes will follow. To complement these major interventions, more localised spaces throughout the city centre will be improved and created. This network will be explored in detail throughout the individual quarter sections. The improvements to and extensions of the walking routes throughout the city centre will help to connect these spaces.

### Implementation/Delivery

**6.59** The delivery of improved walking will involve working in partnership with key stakeholders including Business Improvement Districts, Planning Obligations and Community Infrastructure Levy, securing sources of funding and providing additional planning guidance through Supplementary Planning Documents on the public realm, way finding and route network.



## CC7
## Network of Open Spaces

**6.60** Providing a network of high quality pedestrian routes and a series of accessible open spaces, parks and squares will be vital in helping the city to reduce its carbon emissions, improve visitor experience and create a safer and more welcoming environment. This network will connect our wider city centre within and beyond its existing boundaries. The context for open space is set out in SP45.

### CC7 • Network of Open Spaces

A series of upgraded and major new public spaces will be created throughout the city centre to deliver a world-class experience for visitors and residents. All new or improved public spaces will need to be of a high quality design, accessible and adoptable. A series of major public spaces and squares will include:

New Street Station (Gateway Project) - the transformation of the station will create a number of new squares, enhancing the public realm and the arrival experience at one of the UK's busiest stations. These new spaces will improve north-south and east-west connections.

Golden Square - a new focal point at the heart of the Jewellery Quarter for events, exhibitions and markets.

Centenary Square - the setting for one of Europe's largest public libraries; the square will be expanded across Broad Street creating an attractive centrepiece to an extended City Core.

Moat Square - the cradle of Birmingham with archaeological remains hidden under the Wholesale Markets. The new open space will be a reflection of the city's historical core and pride for Birmingham's cultural identity. It will act as a centrepiece for the Southern Gateway and expansion of the City Core.

Eastside Square - a new focal point in Eastside for those arriving from the proposed High Speed 2 terminus.

Eastside City Park - the first new urban park to be developed in Birmingham for over 125 years, creating a key focal point for Eastside and providing a catalyst for the area's regeneration with a series of themed open spaces.

Water Spaces (Emerald Ring) - both the canal network and the River Rea are an important part of the city's historic legacy and represent an unexploited asset. They provide a great opportunity to form a network of spaces and routes within the city centre to help connect the quarters and link to areas beyond the Ring Road. Together with existing public spaces they form part of the city's wider green infrastructure. The context for this is set out in SP11. Along the canal and river there are opportunities to create spaces for new and improved public realm, with cafes, performance spaces and squares.

**Supporting Information**

**6.61** The city centre benefits from a series of distinctive public squares and civic spaces that are concentrated in the City Core along the pedestrian spine. Beyond this there are a range of other spaces, parks and cemeteries which are poorly connected and under utilised.

**6.62** To complement these major interventions, more localised spaces throughout the city centre will be improved and created. The improvements to and extensions of the walking routes throughout the city centre will help to connect these spaces.

**Implementation/Delivery**

**6.63** The delivery of improved walking routes and public spaces will involve working in partnership with key stakeholders including the Business Improvement Districts, securing from new developments and other sources of funding and providing additional planning guidance through Supplementary Planning Documents for the 'quarters' and on the public realm, way finding and route network to support decision making and prioritisation of investment.

## CC8
## The Quarters

**6.64** The urban structure of the city centre is characterised by distinct quarters around a central core area. The quarters are largely based on clusters of activity or uses. Some of the quarters are more defined and historically established than others, and some are areas of greater transition and overlap in character.

**6.65** Within each quarter varying degrees of change will be proposed that relate to the overarching objectives for the city centre whilst supporting the distinctive characteristics of each quarter that contribute to making the city a diverse and interesting place.

### CC8 • The Quarters

The key objectives for the seven city centre 'quarters' identified in Policy CC2 are as follows:

**The City Core** - To strengthen its role as a 24 hour city through:

- Creating a high quality, distinctive and vibrant environment.
- Expanding the City Core into the surrounding quarters to provide long-term strength and stability for the city centre.
- Diversifying the current functions of the City Core through new shopping, leisure, cultural, civic uses and residential.
- Promoting tall buildings where they provide landmark features and enhance the legibility of the city.
- Supporting its primary function as a centre for retail, cultural, civic and administrative functions.

**Digbeth** - To create a thriving creative and cultural hub with a high quality, exciting and safe public realm through:

- Enhancing and improving pedestrian and cycle connections to the City Core and links into Eastside, Highgate and Southside.
- Protecting and promoting the retention of buildings and street patterns which contribute to the fine grain industrial heritage of the area.
- Promoting and supporting distinctive cultural activities including the role of the Irish Quarter.
- Supporting creative businesses and developing a vibrant urban community with entertainment, living and cultural opportunities.
- Supporting the quarter's role in the delivery of a Digital District.

**Eastside** - To maximise its role as a learning and technology quarter with its extensive development potential through:

- Creating a 'quarter' supporting the best in learning, technology and science with opportunities for expanding the City Core with new commercial, residential, leisure and entertainment uses.
- Supporting the quarter's role in the delivery of a Digital District.
- Support the quarter as a focus for education and learning with the provision of services and infrastructure including student accommodation.

*continued...*

## CC8 • The Quarters (continued)

- Ensuring the continued focus on science and technology at Aston Science Park and Millennium Point.
- Providing for and supporting mixed use schemes, in the area between Jennens Road, the West Coast Mainline, the Ring Road and up to the boundary with the City Core, consisting of commercial, learning residential, leisure and entertainment that deliver a quarter that has high quality liveable environment, green space and that is well connected.
- Responding to the proposals for high speed rail to create a key arrival destination, with further support for mixed use development with direct links to the City Core.

The Gunsmith's Quarter - To retain the area's focus for employment and industrial activity complemented by a more diverse mix of uses through:

- Improving the connections with the surrounding areas to enable growth of a more diverse mix of uses, including residential, where it provides a high quality environment.
- Maintaining and promoting industrial activity within the central area of the Quarter.
- Providing better permeability for walking and cycling with the City Core and neighbouring quarters including Eastside, the Jewellery Quarter and across the Ring Road.
- Promoting mixed use development along the canal corridor through the refurbishment of premises along the canal and for new developments which are of a domestic scale and maximise the accessibility and quality of the canal environment.
- Protecting and promoting the retention of buildings and street patterns which contribute to the fine grain industrial heritage of the area through their re-use for alternative complementary uses.

The Jewellery Quarter - To create an urban village through:

- Supporting the retention of the historical and heritage value of the buildings, spaces, streets and uses.
- Promoting its role as an area for creative activity and niche retail.
- Supporting mixed use developments where they are compatible with the historic character and promotion of activities relating to the manufacture and trade of jewellery.

*continued...*

## CC8 • The Quarters (continued)

- Protecting the industrial heritage of the quarter as a centre for the manufacture and trade of jewellery.
- Supporting the expansion of City Core uses into blocks that abut the Core through mixed use developments.
- Promoting mixed use redevelopment through landmark buildings on key gateway routes into the city.
- Improving and promoting the quality and range of public spaces including the role Key Hill and Warstone Cemeteries, Golden Square and St Paul's Square as parts of the city centre's open space network.
- Encouraging the development of creative industries and tourist activities.
- Re-establishing historical links to the City Core across Great Charles Street and improving pedestrian routes to the heart of the quarter.

**Southside and Highgate** - To support the development of a vibrant cultural, liveable and entertainment district while bringing about significant change through:

- Developing a diverse mix of commercial, leisure, entertainment, retail, residential and employment uses within a high quality environment.
- Capitalising on its position as a gateway location through improved connections for walking and cycling in and between the area and those that surround it.
- Supporting the redevelopment of the Wholesale Markets in a manner that provides the range of uses and public spaces that will deliver a development reflective of the city's ambitions and celebrate the City's heritage.
- Supporting and promoting the cultural, leisure and entertainment uses including the Gay Village, Chinese Quarter and Theatres where mixed use development will be actively encouraged that supports the vibrancy, vitality and liveability of the area.
- Supporting in the longer term the regeneration of Highgate and surrounding areas to provide a sustainable urban neighbourhood.

*continued....*

**CC8 • The Quarters (continued)**

**Westside and Ladywood** - To support the development of a vibrant mixed use area while bringing about significant change through:

- Providing better permeability for walking and cycling routes.
- Supporting further mixed use developments where they contribute to the vitality of the area.
- Seeking improvements and alterations to Broad Street where it enhances the overall environment and ease of movement for pedestrians and cyclists.
- Supporting tall buildings where they promote legibility and the important gateway function served from Five Ways into the City Core.
- Enhance connections into and through the area, bringing in new life and activity by extending the network of linked public spaces within the 'quarter'.
- Supporting in the longer term the regeneration of Ladywood and surrounding areas to provide a sustainable urban neighbourhood.

**Supporting Information**

**6.66** From the late 1980's the city centre has undergone significant physical transformation which has created a strong new image, attracted a high level of investment, enhanced the environment and attractiveness of the centre and delivered major changes in its retail, office, entertainment and cultural offer. Much of this regeneration has been focused on the City Core and those immediately adjoining areas where the breaking of the 'concrete collar', of the former Inner Ring Road, has taken place.

**6.67** Covering a combined area of 800 hectares, the 7 'quarters' collectively represent the strength of the city centre but are also a significantly underutilised asset that presents immense potential. Each of the 'quarters' has unique qualities which contribute towards the authenticity, diversity and vibrancy of the city centre. These areas are largely based on historic clusters of related uses and existing physical boundaries. By allowing the City Core to grow, and in supporting the distinctive activities and environments of the 'quarters' this will facilitate the city centre to change and adapt to meet future needs and to support Birmingham's ability to succeed economically. This will support the aspirations for Birmingham as set out in the Big City Plan.

**Implementation/Delivery**

**6.68** New or revised Supplementary Planning Documents will be brought forward for each of the city centre 'quarters' to provide detailed planning guidance covering issues of design, land use, connections and public realm. These will provide the supporting policy to direct future development activity within specific parts of the city centre.

**6.69** The City Council will work with landowners, businesses, stakeholders, representative organisations and communities to bring forward detailed policy guidance for each of the city centre 'quarters'.

# City Centre Proposals Map

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Gunsmiths Quarter
Eastside
Snow Hill District
Eastside
The Core
Birmingham City Centre
Westside
New Street Station South
Digbeth
The Southern Gateway
Southside & Highgate
The Southern Gateway / Highgate
Highgate

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# North and West Birmingham

7

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## Context

**7.1** Strategically located between Birmingham city centre and the M5 and M6 motorways, North and West Birmingham has a population of about 300,000 people. It borders Birmingham city centre in the south, Sandwell Metropolitan District in the west, Walsall Metropolitan District, Lichfield District Council and North Warwickshire District Council in the north. The area includes the constituencies of Ladywood (excluding the city centre), Perry Barr, Sutton Coldfield and parts of Erdington and Edgbaston. From diverse inner city areas to leafy traditional suburbs, North and West Birmingham is home to a wide range of land uses and vibrant communities.

**7.2** Many of the city's iconic structures and institutions are located in North and West Birmingham, including Aston Villa Football Club, Aston Hall and Park, Birmingham City University, Alexander Stadium and Spaghetti Junction. Other assets include a variety of green open spaces and waterways such as Sutton Park, Handsworth Park, the River Tame and the Birmingham and Fazeley Canal.

**7.3** The area has excellent regional and national transport links with good access to the rail, metro and motorway networks. The major primary routes through the area are the A38(M) Aston Expressway, A34 and A41 (to be moved to A457 route). The main rail routes are to Wolverhampton and Walsall. The Birmingham Economic Strategy objectives for North and West Birmingham aims to stimulate new industrial, commercial and employment opportunities by improving commercial centres and maximizing the full potential of opportunity sites along these corridors.

**7.4** North and West Birmingham has a strong industrial heritage which remains evident to this day in its prominent manufacturing base. However, like many parts of the city, manufacturing has been in decline for the last few decades and this has affected the area's economic prosperity. Parts of North and West Birmingham display high rates of worklessness and social deprivation. Diversifying the area's economy, creating new jobs and tackling worklessness are critical issues to be addressed in order to create 'prosperity for all' - one of the Council's key objectives.

**7.5** The North and West contains several distinct but interlinking neighbourhoods offering a wide range of house types ranging from fine Victorian terraces in the inner city areas to large family homes in the outer suburbs. Provision of better quality and different types of housing that meets the needs of local people, whilst maintaining affordability levels for local residents, is a key issue to be addressed in the North and West. These objectives are already being taken forward through the preparation of the Aston, Newtown and Lozells Area Action Plan Development Plan Document.

### Key Objectives

**7.6** The key objectives for North and West Birmingham are:

- To provide opportunities for new housing development, including the development of a new Sustainable Urban Neighbourhood at Greater Icknield.
- To protect the important areas of Green Belt which border the area, including Sutton Park.
- To support centres in the area, and in particular to promote retail and commercial growth in Sutton Coldfield and at Perry Barr.
- To take advantage of the potential of the A38, A34, A457 and A41 corridors to promote commercial activity and employment at appropriate locations.
- To protect and improve the quality of the Core Employment Areas, and to secure the development of a new Regional Investment Site at Aston.
- To improve the quality of housing and residential environments, particularly but not only, in the Urban Living Housing Market Renewal Area.
- To maintain the character of the important mature suburban areas to be found in parts of Sutton Coldfield.
- To improve public transport by the reopening of passenger services on the Sutton Park railway line which connects Birmingham to Walsall (with new stations at Walmley and Sutton Park).

## NW1
## North and West - Overall Level of Development

### Introduction

**7.7** North and West Birmingham will be a major contributor to the city's Growth Agenda in respect of housing and the economy. Key opportunities exist at Greater Icknield Port, Aston, Newtown and Lozells, Perry Barr Centre and Sutton Coldfield Centre for housing and economic growth.

### NW1 • North and West - Overall Level of Development

Policy SP2 sets out overall levels of growth for Birmingham. The contribution of the North and West to this will be as follows:

- 11,000 additional dwellings. This includes:
  - Greater Icknield SUN - around 6,000 (NW4).
  - Aston, Newtown and Lozells AAP - around 1,700 (NW2).
- New employment land including:
  - Aston Regional Investment Site - about 20ha (NW3).
- In addition, Core Employment Areas will be protected for employment purposes including:
  - Tame Valley Industrial Area including the Hub and Holford Business Park.
  - Newtown Row Industrial Area.
  - Junction Six.
  - Prologis Park Minworth Sewage Works.
- Around 45,000 sq.m. (gross) of additional comparison retail floor space at Sutton Coldfield and 25,000 sq.m. at Perry Barr.
- Around 20,000 sq.m. of additional office floor space at Sutton Coldfield and 10,000 sq.m. at Perry Barr.

### Supporting Information

**7.8** The scale of growth proposed in this policy reflects the strategy set in the city-wide section.

**7.9** In addition to the housing locations specifically identified here, the Council will support further housing proposals on brownfield sites, providing that these are consistent with other policies contained within this Strategy.

**7.10** Opportunities to create additional employment sites are likely to be more limited, but will also be supported if they arise.

**7.11** Proposals for additional retail, office and leisure development will also be supported where they are consistent with policies SP18 and SP19.

### Implementation/Delivery

**7.12** Details on the implementation/ delivery of the proposals specifically referred to in the policy are set out in subsequent policies within this section.

**7.13** The SHLAA and 2010 Employment Land Review provide details of potential and committed sites for housing and employment development.

**7.14** Both the SHLAA and the Employment Land Review will be regularly revised and updated.

## NW2
## Aston, Newtown and Lozells Area Action Plan

### Introduction

**7.15** The Aston, Newtown and Lozells Area Action Plan will provide a 15 year framework for the regeneration and development of the area and will set out a comprehensive and co-ordinated plan for shaping employment, housing, retail, community services, the environment and transport infrastructure.

### NW2 • Aston, Newtown and Lozells Area Action Plan

The main proposals for the Aston, Newtown and Lozells Area Action Plan are:

- Allocation of a Regional Investment Site in Aston on land at Aston Hall Road, Queens Road, Grosvenor Road, Lichfield Road and the former Serpentine site which will create around 3,000 net new jobs (see NW3).
- Around 1,700 additional new homes to be built in the plan area and further homes refurbished/improved with a particular focus on the housing regeneration of Newtown and Lozells.
- Growth and enhancement of Perry Barr/Birchfield Road Centre (NW5).
- A34 Urban Boulevard/Corridor Framework (NW7).
- Designation of Industrial Regeneration Areas in Tame Road/Wyrley Road and New Town Row in which employment uses will be protected.
- Mixed-use development on New John Street West for residential, health, education/training, cultural and community uses, light industry, leisure, uses and enhanced open space.

**Supporting Information**

**7.16** Supporting information regarding NW3 Aston Regional Investment Site, NW5 Perry Barr Centre and NW7 A34 Corridor Framework can be found under their respective sections.

Housing and Better Places to Live

**7.17** The whole of the Area Action Plan, with the exception of Birmingham City University and the One Stop centre at Perry Barr, falls within the Birmingham-Sandwell (Urban Living) Housing Market Renewal Area. The housing stock in the area is generally in need of major investment to meet current standards and tends to be characterised by:

- Higher than average occupancy levels.
- Lack of family housing.
- Problematic Radburn-type layouts, maisonettes and tower blocks.
- Low numbers of detached and semi-detached homes.
- Higher than average proportion of homes owned by the Local Authority and Housing Associations, and a lower than average number of owner-occupied homes.

**7.18** In addition, crime levels are high and environmental conditions are generally poor. There is limited housing choice at the upper/larger end of the housing offer which highlights a particular need for modern properties suitable for large households, whilst maintaining affordability levels for local residents.

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**7.19** A number of potential new housing sites are currently industrial sites/premises where it is considered a change of use to residential development is appropriate. Other sites represent in-fill development within the existing street pattern or new housing on areas of under-utilised open space in return for the provision of new open space nearby. A large proportion of the new housing to be provided in the area is generated from the redevelopment of existing poor housing. The opportunity for relatively large-scale, higher density residential development exists through the allocation of sites for mixed-use development at key gateways and along main transport corridors in the area.

**7.20** New housing proposals will need to be accompanied by a combination of measures including improving the surrounding environment through lighting, tree planting, new paving, provision of better quality linked open spaces, improving the layout of the existing housing to enhance permeability, safety and refurbishment.

Industrial Regeneration Areas

**7.21** The industrial areas off Newtown Row and in the Tame Road area provide a range of accommodation for various economic functions and are an important source of jobs for the local community and service functions to the city centre nearby. These areas have the potential for further investment through rationalisation and redevelopment to provide new and modern business spaces. Environmental improvements and making more

of the gateways into the area through key building enhancement or redevelopment will also be encouraged.

### New Mixed Use Development

**7.22** The AAP identifies land that is currently under-utilised for a range of purposes and with potential for mixed use redevelopment. These are primarily industrial sites which fall outside the Core Employment Areas and are in close proximity to housing.

**7.23** This includes land on New John Street West which comprises a mix of outmoded industrial buildings, open space, maisonettes, high rise flats and a small parade of poor retail units. There is opportunity to bring about new development fronting the A4540 New John Street West which will contribute to the enhancement of existing open space.

### Employment and Skills

**7.24** Worklessness in the AAP area is persistently high with significant numbers of people experiencing long-term unemployment. The creation of new jobs in the area will therefore be supported by initiatives to help link local people to jobs. The AAP will encourage and support:

- Training and learning opportunities to enhance the local skills and knowledge base.
- Utilisation of Section 106 agreements to secure commitment to local employment objectives such as the use of local people in the construction phases of major developments.
- Targeted recruitment and training strategies.
- Linkages and partnerships between the local authority, employment agencies, further education institutions and employers.

### Implementation/Delivery

**7.25** Aston, Newtown and Lozells AAP will be published in January to March 2011 and adoption of the AAP is anticipated by the end of 2011.

**7.26** The Regional Investment Site will be delivered through mainly private sector investment, assisted and supported by the West Midlands Regional Development Agency who have already acquired large parcels of land for RIS development, and Birmingham City Council, may undertake Compulsory Purchase Orders to assist with land assembly if necessary. Development will be informed by a masterplan. Section 106 agreements will be used to help secure major infrastructure and environmental/public realm improvements.

**7.27** Development and enhancement of Perry Barr Centre will be guided by informal planning guidance and a masterplan prepared in consultation with stakeholders. It will be private sector development-led including working with key landowners such as Birmingham City University and the One Stop Shopping Centre.

**7.28** The delivery of the housing and mixed use proposals will be predominantly private sector-led, although in areas in Lozells and Newtown, housing associations, Birmingham Municipal Housing Trust and the HCA will play a vital role. The Housing Regeneration Areas of Newtown and Lozells will be informed by detailed masterplans.

**7.29** Section 106 agreements will be used to secure affordable housing, open space, education facilities, community facilities, and environmental/public realm improvements.

## NW3
## Aston Regional Investment Site

### Introduction

**7.30** Policy SP13 proposes the development of two Regional Investment Sites (RIS) in the city at Aston and Longbridge. RIS are high quality sites intended to encourage the diversification and modernisation of Birmingham's economy. They are intended to play an essential part in delivering the strategic vision for the areas in which they are proposed by helping to create new jobs and a more flexible and competitive economy.

## NW3 • Aston Regional Investment Site

It is proposed to allocate land for a Regional Investment Site (RIS) of approximately 20ha primarily between Aston Expressway A38(M) and Lichfield Road (A5127) for B1 Uses (Offices, Research and Development, Light Industry), and high quality B2 Uses (General Industry), plus ancillary supporting uses such as conference facilities, hotel, café, small scale retail, crèche, gym and leisure uses.

The RIS will initially be developed in 3 phases:

- Phase 1 - former Holte and Priory, Concentric Works, Prior Road North and Serpentine Site.
- Phase 2 - properties on Aston Hall Road and Priory Road, the Hollies and Union Road.
- Phase 3 - land between Aston Hall Road, Queens Road and Grosvenor Road.

A Transport Assessment will be required which will address the main access(es) for the site and junction improvements to Lichfield Road and Salford Circus.

A new walking and cycling route will be required linking the RIS with the Birmingham and Fazeley canal, Aston Station, Aston Park and the surrounding communities.

Land within the RIS will be safeguarded and comprehensively developed in accordance with an agreed masterplan.

Section 106 obligations, or other agreements, will be required for local job training, infrastructure works, environmental and traffic management and reduction measures.

Improved cycleways/pedestrian routes from public transport interchanges and surrounding communities will be required.

The existing 800 match day parking spaces currently accommodated at the Serpentine Site will have to be re-provided in the locality.

Improved bus links are required between the residential areas of Newtown, Lozells, and South Aston and the RIS in order to provide access to job opportunities for local people.

Enhancements to Aston Railway Station will also be required and increasing the capacity at Aston Station is supported.

### Supporting Information

**7.31** The former WMRSS required that at least one RIS was made available to serve the West and East Birmingham Regeneration Zones within which Aston, Newtown and Lozells fell. Birmingham Business Park in Solihull is an existing RIS which serves the East Birmingham Regeneration Zone but supply on this site is diminishing. A RIS was required by the former WMRSS to meet the needs of the West Birmingham/South Black Country Regeneration Zone.

**7.32** Aston occupies a strategic and prominent location within the city immediately adjacent to Salford Lake, Spaghetti Junction and the Aston Expressway providing a unique and exciting setting for the RIS. The site is highly accessible to the motorway and trunk road network and well served by public transport (Aston Station is located within the site). The phases in total will provide approximately 20ha of land. Some improvements to infrastructure (Lichfield Road/Aston Hall Road and Salford Circus) are likely to be needed to serve the development.

**7.33** Aston/Nechells is undeniably an area of great need for economic and social regeneration. Stimulating new industrial and commercial activity and employment opportunities in the area will help to address the high rates of unemployment and long-term unemployment. 19.7% of people living in the area are unemployed compared to the city average of 9.5% and England average of 5%. The Birmingham Economic Strategy and Regional Economic Strategy

highlight the need to stimulate new industrial and commercial activity and employment opportunities in North West Birmingham.

**7.34** As well as the local economic benefits, the designation of a RIS at Aston would significantly reduce the pressure for major employment development on Green Belt land. Further detail on the background to the proposal can be found in the evidence base for the Aston, Newtown and Lozells Area Action Plan.

### Implementation/Delivery

**7.35** The City Council will work with landowners, the private sector and public sector bodies (such as the Highways Agency) to support the delivery of the Regional Investment Sites. The successful development of the Regional Investment Site is also likely to depend upon public sector money being made available to stimulate development and help to overcome viability issues.

**7.36** The Council may support developers in Compulsory Purchase Orders to assist with land assembly where necessary. Development will be informed by a masterplan to ensure comprehensive development of the site. Section 106 agreements will be used to help deliver major infrastructure and environmental/public realm improvements.

## NW4
## Greater Icknield SUN

### Introduction

**7.37** Greater Icknield has the potential to play a major part in meeting the city's challenging Growth Agenda as set out in Policy SP2. It is anticipated that Greater Icknield will provide 6000 new homes within a Sustainable Urban Neighbourhood, where new family based models of urban living will be explored as well as a full range of community facilities, local shopping and working opportunities, and better quality streets, parks, squares and gardens.

### NW4 • Greater Icknield SUN

An area of 324ha bounded by City Road, Winson Green Road, Pitsford Street, Icknield Street and including part of the city centre and City Hospital, will be developed as a SUN. The key elements of the development will be as follows:

- Icknield Port Loop and the Tower Ball Room (32ha) is the largest development site and the aim is to transform this area into a leisure and cultural hub attractive to the international water sports market and provide innovative family housing close to the city centre.
- Following the relocation of City Hospital in 2013 the hospital site (20ha) will be redeveloped for a new mix of living, working, learning and local shopping facilities, with some medical facilities retained.
- Land at Spring Hill/Dudley Road (14ha) is proposed for redevelopment for residential-led mixed use west of the canal and mainly employment uses on the east.
- Ledsam Street (2.5ha) will act as a gateway into Greater Icknield Port and is suitable for business uses, hotels and other leisure uses incorporating the re-use of the canal basin. The central part of the site is suitable both for residential live/work units as well as a mix of various independent business uses, supporting visitors and local people. The eastern part of the site could accommodate high-density living units that would complement the existing adjacent residential accommodation.
- It is envisaged that Chamberlain Gardens (11.5ha) will become a new city centre family living area with extensive green space accommodating playing areas and sport activities surrounded by medium to high density city houses and family friendly flat accommodation.

*continued...*

**NW4 • Greater Icknield SUN (continued)**

- Severn Trent Waterworks (3ha) will be brought forward mainly for new residential development. The Engine House (one of Tolkein's Two Towers) will be retained and is suitable for heritage attractions with a leisure/cultural use. Other supporting uses include a café, small-scale convenience shops, boat repairs and an activity centre for young people in a public square near the reservoir.
- Brookfield/Dorset Tower (2.2ha) where planning permission has been granted for the site for a food store (Tesco), small retail units, residential units and improvements to adjoining community facilities, including Spring Hill Library.
- Enhancement of A457 Dudley Road will be required in order to serve the above site. The scheme is included in the Regional Funding priorities.

## Supporting Information

**7.38** Greater Icknield occupies a strategically significant location near Birmingham city centre. The A457 (Dudley Road/Spring Hill) running through the area is the main corridor route linking the city centre to Sandwell/West Bromwich and the motorway network beyond. Most of Greater Icknield falls within the Urban Living Housing Market Renewal Area that reaches across parts of North West Birmingham and Sandwell.

**7.39** The area has a wide range of uses and facilities of varying condition. There are also a number of large development sites and opportunities that offer potential for major change in the area.

**7.40** Icknield Port Loop is a large area of run-down primarily industrial land, a considerable proportion of which is now vacant or cleared. The area includes a loop of the Birmingham Canal Old Line, which currently has very limited public towpath access. The area also contains Edgbaston Reservoir, one of the most significant areas of open space in the area, which is relatively under-used at present.

**7.41** The canal network - Birmingham Main Line and Old Line Canal - is a major feature running through Greater Icknield. However, due to limited public access and an isolated environment created by developments backing on to the canal, they are an under-used resource for both leisure and travel.

**7.42** Part of Dudley Road Local Shopping Centre falls within Greater Icknield and enhancement of the centre, including improvements to the road between City Road and Ring Road, will be encouraged as part of future proposals for the area.

**7.43** City Hospital is a major hospital providing a wide range of services, including accident and emergency facilities. Following its relocation westwards along the A457, near Birmingham's boundary with Sandwell Metropolitan Borough Council, most of the site will become available for redevelopment.

**7.44** A framework for Greater Icknield is being prepared that will be used to guide development on these major sites and realise the vision of Greater Icknield in becoming Birmingham's first Sustainable Urban Neighbourhood. It also aims to address a wide range of social, economic and environmental sustainability needs through its land use, environment and open space proposals.

**7.45** Further background information can be found in the evidence base for the Greater Icknield Regeneration Framework.

## Implementation/Delivery

**7.46** The City Council will work with landowners, the private sector and public sector bodies such as Advantage West Midlands to support the delivery of the regeneration proposals in Greater Icknield.

**7.47** The Council may support developers in Compulsory Purchase Orders to assist with land assembly. Development will be informed by the Greater Icknield Regeneration Framework that is currently being prepared to ensure comprehensive development across the SUN. Section 106 agreements will be used to help deliver major infrastructure and environmental/ public realm improvements.

## NW5
## Perry Barr/Birchfield Centre

### Introduction

**7.48** Perry Barr/Birchfield Centre is located around the intersection of the A34 Birchfield Road/Walsall Road with Aston Lane/Wellington Road and includes the One Stop Shopping Centre and part of Birmingham City University's north campus.

**7.49** Perry Barr/Birchfield Centre is identified under Policy SP17 of this Emerging Core Strategy as one of three large district centres within the city where growth of retail and office development is supported.

### Supporting Information

**7.50** The Local Centres Strategy, adopted by the City Council in July 2006, recognises the importance of local centres as a source of employment and service provision.

**NW5 • Perry Barr/Birchfield Centre**

The growth and development of Perry Barr Centre will be encouraged. This will include:

- 12,500 sq.m. (gross) of additional comparison retail floor space by 2021 and a further 12,500 sq.m. by 2026.
- 10,000 sq.m. of additional office floor space by 2026.
- Opportunities to provide additional housing will be taken wherever they arise.
- Improvements to leisure and educational facilities will also be encouraged.

In order to deliver this it will be essential to:

- Support growth of existing businesses and create the conditions to attract new business and investment.
- Address severance caused by the A34 and improve the public realm, in particular the creation of a good quality pedestrian environment that links key buildings, the University, the railway station and shops.
- Work alongside Centro and Network Rail in improving passenger facilities at Perry Barr train station and enhancing access and the entrance to the station.
- Support the creation of high quality interchange facilities at Perry Barr linking rail with strategic bus and proposed rapid transit route to ensure better connectivity between the area, the city centre and the wider conurbation.

Perry Barr/Birchfield Centre is identified in the Local Centres Strategy as a strong district centre but in need of further investment.

**7.51** The Centre is split between 2 contrasting but complementary types of shopping provision - the local centre around the junction of Birchfield Road, Wellington Road and Aston Lane, and the One Stop Shopping Centre, a large purpose-built shopping centre catering for the wider area of North West Birmingham. Perry Barr train station is located between the local shops and the One Stop Shopping Centre providing quick access to Birmingham city centre and Walsall beyond. The service is currently only every thirty minutes.

**7.52** Despite being a relatively strong commercial hub, Perry Barr/Birchfield centre is showing signs of environmental decline. The major roads that run through the heart of the centre provide important strategic local and regional transport links. However, they also detract from the quality of place and act as a major barrier to pedestrian movement.

**7.53** The Centre is dominated by a large traffic flyover and underpass system and pedestrian activity is hindered by limited crossing facilities on the main roads. A feasibility study will be undertaken, as part of the A34 Corridor Regeneration Framework.

**7.54** The Regeneration Framework for Perry Barr/Birchfield Centre and the A34 (North) Corridor is currently being prepared and will identify investment and development opportunities along the A34 from

Newtown Row to and including Perry Barr/Birchfield Centre. The aim is realising the growth potential of the corridor and transforming it into a vibrant and successful mixed-use neighbourhood.

**7.55** The Framework will identify opportunities for:

- Expansion of retail, office, residential, community and commercial uses.
- Environmental improvements to the public realm and measures to improve pedestrian and cycle facilities.
- Improved access to Perry Barr station.
- High quality interchange facilities linking rail with strategic bus and the proposed rapid transit route.
- Traffic management and parking measures to reduce congestion and conflict.
- High quality development to realise the growth potential and capitalise on its strategic location and act as a key gateway into the city.

**7.56** Further background information can be found in the evidence base for the Aston, Newtown and Lozells Area Action Plan.

### Implementation/Delivery

**7.57** The City Council will work with the private sector and major landowners such as the One Stop Shopping Centre and Birmingham City University along with Centro and transport operators in delivering the growth and enhancement of Perry Barr/Birchfield Centre.

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**7.58** The Council may support developers in Compulsory Purchase Orders to assist with land assembly. Development will be informed by the Aston, Newtown and Lozells Area Action Plan and the more detailed A34 Corridor Framework to ensure comprehensive development of the area. Section 106 agreements will be used to deliver major infrastructure and environmental/public realm improvements. However, public sector money will be required to stimulate development and help to overcome viability issues.

## NW6
## Sutton Coldfield Town Centre

### Introduction

**7.59** Sutton Coldfield Town Centre is the largest suburban town centre in the city and has a sub-regional role - see Policy SP17. In this context it will play a leading role in the continued transformation of Birmingham. The limited retail and leisure offer, coupled with increased competition from other shopping destinations, has prompted calls for a critical appraisal of the centre, leading to a vision and strategy for its rejuvenation which is encapsulated in the adopted Sutton Coldfield Town Centre Regeneration Framework Supplementary Planning Document 2009.

## NW6 • Sutton Coldfield Town Centre

The growth of Sutton Coldfield Town Centre will be encouraged. This will include:

- Identification of locations for mixed-use retail and office growth in line with floor space levels proposed in Policy SP18.

Level of comparison floor space:

- 31,000 sq.m. gross 2006-2021.
- 15,000 sq.m. gross 2021-2026.

Level of office floor space:

- 20,000 sq.m. gross.

- Development of a new civic building in the heart of the centre, potentially accommodating a new library, Constituency Office and support services, together with a new town square.
- Provision of a bus interchange, to retain good bus penetration, improved pedestrian linkages to the rail station and selective junction and highway improvements.
- Development of a relief road to enable environmental improvements to High Street Conservation Area.
- Environmental/pedestrian safety improvement along High Street/Mill Street and identification of appropriate alternative uses for the Council House and Town Hall/Constituency Office, to add diversity to the predominantly commercial nature of this historic part of the centre.
- Niche activity and environmental enhancements to complement the more mainstream retail activity in the core area will be encouraged on Birmingham Road.

### Supporting Information

**7.60** It is clear from the background studies undertaken for the Sutton Coldfield Town Centre Regeneration Framework (SPD) that Sutton Coldfield is under performing in relation to its population and local spending power and its position within the wider Birmingham economy. The SPD therefore sets out a long-term vision for the centre, seeking to address deficiencies in existing retail, commercial, leisure and residential provision. It recognises that the competing demands of these various sectors would need to respect the character of the area, whilst making the centre a 'destination of choice' rather than just a local shopping centre.

**7.61** The Framework:

- Identifies the Council's strategic aspirations to inform the regeneration of the centre.
- Explains how spatial planning policies will be applied at the local level.
- Provides guidance to support the determination of planning applications.
- Ensures sites coming forward for development fit together coherently and contribute to the regeneration objectives for the area.
- Provides guidance for developers, land owners and residents.
- Provides support for a character appraisal and management plan for the High Street Conservation Area.

**7.62** The Framework area covers 26.5 hectares of Sutton Coldfield Town Centre. It extends from the High Street (A5127) in the north to Birmingham Road in the south, incorporating the train station and Town Hall to the north west and bounded by Victoria Road and Queen Street to the east and the railway line to the west.

**7.63** Sutton Coldfield Old Town, set within the High Street Conservation Area, is an important part of the Centre. The two main challenges which the Old Town faces are centred on promoting commercial sustainable development in historic and listed buildings and seeking to reduce the impact of traffic in the area. The Conservation Area is an important architectural and historic asset, which the Framework seeks to protect and enhance.

**7.64** Further background information can be found in the evidence base for the SPD.

### Implementation/Delivery

**7.65** In order to achieve a stronger retail offer, there are critical delivery factors which are dependent on infrastructure improvements such as the relocation of the bus interchange, the relief road and public realm improvements. There will be a need for public sector investment but resources are likely to be in short supply over the next few years.

**7.66** The City Council will therefore work in partnership with landowners, developers and other private sector organisations in securing development proposals in the Framework. Section 106 agreements will be used to help deliver major infrastructure and environmental/public realm improvements. Some public sector funding will be required in addition to developer funding.

**7.67** The establishment of Business Improvement District for Sutton Town Centre will be supported.

## NW7
## A34 (North) Corridor

### Introduction

**7.68** The A34 (North) Corridor runs through the neighbourhoods of Newtown, Aston, Lozells and Birchfield, forming a key movement corridor and gateway into the city centre, alongside which are a number of potential development sites and gateway opportunities. However, it also has a significant severance effect on local communities, hindering pedestrian movement due to limited crossing facilities and unpopular subways.

**7.69** A Strategic Framework for Perry Barr/Birchfield and the A34 (North) Corridor is being prepared that will identify investment and development opportunities to realise its growth potential and successfully transform it into a thriving and desirable place to be.

**NW7 • A34 (North) Corridor**

The A34 (North) Corridor is proposed to become a mixed-use urban boulevard of medium/high density uses set within a high quality public realm with linked linear open spaces. A dynamic mix of uses will be sought to complement those that already exist, including apartments/ duplex units, townhouses, offices, retail, religious, community and leisure uses from the A4540/A34 junction to Perry Barr/Birchfield Local Centre.

Gateway treatments will be encouraged at key junctions such as Six Ways Aston and Birchfield Road/Aston Lane including improvement of the pedestrian environment and movement network, the creation of a high quality public realm and development of landmark buildings.

The development of a rapid transit public transport system along the corridor will be supported. Enhanced interchange facilities are supported at Perry Barr linking rail with strategic bus and proposed rapid transit routes.

### Supporting Information

**7.70** The A34 Birchfield Road/ Newtown Row Corridor is an important arterial route to the north of the city, extending to Walsall and the M6 motorway, and forms part of the city's strategic highway network. The A34 (North) is a busy dual carriageway road that carries over 40,000 vehicles per day. The road extends up to 8 lanes wide and includes a number of viaducts and under passes. It is also an important public transport corridor currently accommodating 58 buses per hour in each direction.

**7.71** Substantial expenditure has been incurred to improve public transport along the corridor over the last few years. Centro and BCC have invested heavily in both Showcasing and Red Routing the A34. The Birchfield/Perry Barr centre is close to the M6 motorway, which is directly accessed from the A34 Walsall Road.

**7.72** Rapid transit options along the A34 from Birmingham city centre to Great Barr are being considered for the future and will provide a fast frequent link from the city centre to Perry Barr and Walsall.

**7.73** Pedestrian activity is hindered by limited crossing facilities on the A34 which generates significant

pollution and traffic noise. Crossing is possible by either using informal crossings near to the roundabouts or a network of long subways which are not user-friendly to pedestrians. Replacement of these is quite expensive due to eight lanes of highway to be crossed. A safe means has yet to be identified.

**7.74** There are a number of development opportunities (excluding those in Perry Barr/ Birchfield centre) along the corridor, including:

- Former Birchfield Towers Estate.
- Six Ways Island.
- Churchill Parade.
- Former Clyde Tower site.
- Newtown Row Industrial Regeneration Area.

**7.75** More information can be found in the evidence base for the Aston, Newtown and Lozells Area Action Plan.

### Implementation/Delivery

**7.76** The City Council will work with Centro, landowners/developers and other organisations using appropriate mechanisms to implement the strategy provided in the Framework for Perry Barr/ Birchfield Local Centre and the A34 (North) Corridor. This will include the use of Section 106 agreements to secure affordable housing, environmental improvements and major infrastructure and the pro-active use of the City Council's land holdings to assist delivery.

## NW8
## A41 (North) Corridor

### Introduction

**7.77** The A41 is an important arterial route to the north west of the city centre, extending to Sandwell and the M5 and M6 motorways. It is a busy traffic route and an important public transport corridor running through Soho and Hockley, forming a key movement corridor and gateway to the city centre. There is a wide variety of uses along the corridor, including Soho Road Local Centre and areas of important heritage value, including the Lozells and Soho Hill Conservation Area. It has been agreed to redesignate the route following completion of work in the A457 Dudley Road corridor. The primary route status will transfer to this road allowing the route through Soho Road centre to become a secondary distributor.

### NW8 • A41 (North) Corridor

The A41 (North) Corridor will provide accessible shopping, opportunities for housing growth, enhanced services and community facilities, complemented by local employment opportunities for all living in the surrounding area and beyond.

Within the corridor the following key initiatives will be pursued:

- The Astra site will be developed for convenience retail purposes.
- The Middlemore Trading Estate will be retained and improved as a high quality employment area.
- Holyhead Road (North) is where new residential development will be encouraged and existing retail and employment uses consolidated.
- Holyhead Road (South) extension of the Soho Road Local Centre for niche retailing and food outlets including a civic space and off-street parking provision.
- Soho Road/Booth Street/Holyhead Road Junction should be developed as a high quality gateway with redevelopment of the former petrol station site for high density retail and office development, public realm and landscaping improvements, and public art.
- Soho Road centre revitalisation including a new community square, redevelopment of vacant/opportunity sites, traffic management and parking measures, improved accessibility and environment to the Metro and a new railway station at Soho Road.
- Soho Hill will form an extension to Soho Road centre to the south and will be transformed by redevelopment of Bill House as a high quality landmark mixed use development, the conversion and redevelopment of other vacant buildings and improvement of the public realm.

*continued...*

**NW8 • A41 (North) Corridor (corridor)**

- Hockley Circus and surrounds will be redeveloped as a mixed use area including redevelopment of the Muhammed Ali Centre for offices, workshops, community facilities and improvement of the residential environment.
- Park Road/Gib Heath will be promoted as an employment growth investment area.

### Supporting Information

**7.78** The Local Centres Strategy 2006 and the emerging Core Strategy provide a rationale for the identification and delivery of improvements to the A41 Soho Road corridor. Policy SP17 identifies Soho Road as a District Centre. The corridor boundary has been defined to incorporate key investment sites identified in the Area Investment Prospectus for North West Birmingham.

**7.79** A41 Soho Road corridor makes a vital contribution to the city's economy, particularly in the SME sector. Given the economic challenges brought by the recession, it is critical that the area plays a full role in generating economic activity, wealth and local employment to attract and retain residents and investment in this part of the city.

**7.80** The Soho Road provides a sense of identity to the surrounding area. It is important to transform the quality of the local centre and wider corridor as a key component in the perception of wider neighbourhood quality to ensure that it plays a significant part in the longer term promotion of vibrant urban villages in North West Birmingham.

**7.81** A Strategic Regeneration Framework for the A41 Corridor between Hockley Circus and Middlemore Road Industrial Estate is being prepared in order to identify investment and development opportunities for realising the corridor's full economic potential alongside opportunities for achieving housing growth, and creating a better quality environment for people living and working in the A41(North) Corridor.

### Implementation/Delivery

**7.82** The Council has prepared a Local Centres Strategy to guide its regeneration activities in relation to centres, and this is supported by a regularly updated Local Centres Programme, which sets out priorities for action. The Council will continue to work with others to deliver improvements to centres, including local traders.

## NW9
## A38(M) Aston Expressway Corridor

### Introduction

**7.83** The A38(M), also known as the Aston Expressway is 2 miles long and stretches from Dartmouth Circus in the south to Gravelly Hill Interchange (better known as Spaghetti Junction) in the north. It forms part of the much longer A38 route and is a major arterial route from the north and M6 into Birmingham city centre.

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### NW9 • A38(M) Aston Expressway Corridor

Spaghetti Junction should be developed as an iconic gateway into Birmingham city centre. Options for the use of land beneath and adjacent to Spaghetti Junction to better connect the surrounding communities, canal system, River Tame, Salford Lake and proposed developments such as the Aston Regional Investment Site will be explored, as well as an imaginative environmental scheme and public art to enhance this major gateway.

The A38(M) is a major route into the city centre from the M6 and its environment should be improved to promote the image of the adjoining neighbourhoods and the experience of entering the city. There are opportunities for key development with high visibility from the Aston Expressway including the Aston Regional Investment Site and public art along the corridor itself.

#### Supporting Information

**7.84** Gravelly Hill Interchange, better known as Spaghetti Junction, lies immediately north east of the proposed RIS. It connects the M6 Southbound leading to the M1, the M6 Northbound leading to the M5, the A38(M) Aston Expressway, A5127 and the A38 (for Lichfield) and several other local roads. The elevated motorway also straddles 2 railway lines, 3 canals, and 2 rivers. It is a nationally recognised structure and an iconic gateway into Birmingham city centre. This key gateway can be maximised by imaginative environmental enhancements as well as working with the surrounding community to look at better utilising the space underneath the structure.

**7.85** The A38(M) is extremely unusual among UK motorways, as it consists of seven lanes with no central reservation, operates a tidal flow system in order to minimise congestion and is managed by the City Council rather than the Highways Agency. The road is on a viaduct as it passes through Aston; this section cuts through the grounds of Aston Hall. The structure will need significant strengthening in the next 10 years to allow it to continue to function as the main access to the city centre.

**7.86** As a vehicular route, Park Circus is an important junction within the area, linking the Aston Expressway with the A5127 Lichfield Road and allowing access to Aston East. It also links Victoria Road, an important east west route within the study area, with the A38(M) Aston Expressway and the A5127 Lichfield Road, creating access into South Aston and Newtown.

**7.87** The A38(M) falls within the Aston, Newtown and Lozells Area Action Plan, where it is recognised as a key gateway and corridor from the north of Birmingham into the city centre.

#### Implementation/Delivery

**7.88** The City Council will work with the Highways Agency, landowners/developers and other organisations in delivering enhancements to the A38(M) Aston Expressway. There will be a need for public sector investment but resources are likely to be in short supply over the next few years.

## NW10
## A5127 Lichfield Road (Dartmouth Circus to Spaghetti Junction)

#### Introduction

**7.89** The A5127 is a major road which runs between Birmingham and Lichfield, Staffordshire. It is designated as a Bus Showcase Corridor within the Birmingham boundary and an important connecting corridor into the city centre from the Aston Expressway. Due to the proposed Aston Regional Investment Site, the Lichfield Road junction with Aston Hall Road will be a focus for access improvements to the RIS.

**NW10 • A5127 Lichfield Road (Dartmouth Circus to Spaghetti Junction)**

Lichfield Road will be developed as an urban boulevard providing high quality public transport set within an attractive public realm and accommodating high quality employment uses - such as the Aston Regional Investment Site and East End Foods development on the former HP Factory site.

Junction improvements will be required to serve the proposed Regional Investment Site along Lichfield Road and at Salford Circus.

### Supporting Information

**7.90** The areas adjoining the A5127 corridor are predominantly industrial in character, but a large 1960s local authority housing estate exists on the western side of the route. A significant scheme of environmental improvements, funded by Aston Pride NDC, has been recently implemented on the Sycamore Road Estate.

**7.91** The area to the south of Lichfield Road is designated as Waterlinks Industrial Regeneration Area and provides a range of commercial uses. Part of the corridor has benefitted from landscaping and environmental improvements under the former Birmingham Heartlands Development Corporation in the 1980s.

**7.92** A modern business park is located off Rocky Lane, along Chester Street containing a small parade of shops including a Post Office. Most of the commercial properties in the area tend to back onto the Birmingham and Fazeley Canal and as a result it is largely invisible and an under-utilized asset.

**7.93** The most dominant section of the route is adjacent to Salford Park where the road way expands to 6-lanes at one point to allow 2-lanes to feed directly into Cuckoo Road, Nechells and towards Star City.

**7.94** Improvement of the road access to and from the motorway and within the area is crucial to realising the full potential of the area. Some improvements have already been carried out such as Cuckoo Road/Lichfield Road and Thimble Mill Lane. Further improvements to Lichfield Road and Salford Circus will be required to serve the Regional Investment Site.

### Implementation/Delivery

**7.95** The City Council will work with the Highways Agency/landowners/ developers and other organisations using all appropriate mechanisms to deliver major infrastructure requirements and public realm improvements, including the use of Section 106 agreements.

## NW11
## Mere Green Centre

### Introduction

**7.96** Mere Green is a centre located close to Sutton Park, comprising a range of independent shops, services and community facilities. The centre has potential for new investment.

## NW11 • Mere Green Centre

The growth and development of Mere Green Centre will be encouraged in line with the levels of growth identified in Policy SP18.

An opportunity site within the centre exists at the former 'Spring' development site (1.2ha) located at the junction of Lichfield Road/Mere Green Road. A retail-led mixed use development will be supported on this site.

### Supporting Information

**7.97** According to the Retail Needs Assessment, Mere Green is a generally attractive, vibrant and stable centre. This is evidenced by the centre's healthy convenience retail offer, strong service representation, good range of specialist shops and independent retailers and high quality environment. The centre, however, lacks strong representation from multiple clothing retailers.

**7.98** The public realm in Mere Green is particularly well maintained and attractive, with planting throughout, areas of soft landscaping and several areas of public seating. This enhances the overall quality of the town centre environment.

**7.99** There are plans to develop the former 'Spring' site, as identified in Policy NW11 above, for 27 retail units, 3 restaurants, 152 apartments and a multi-deck car park. Existing shops on the site would be demolished to make way for the scheme. This redevelopment would help to attract more high profile retailers, thus boosting the comparison offer in Mere Green and addressing some of the aforementioned weaknesses in terms of representation from multiple clothing retailers.

**7.100** Outside, but on the edge of the centre, the former TRW site would also be suitable for mixed uses, including residential, leisure or employment.

### Implementation/ Delivery

**7.101** The Council has prepared a Local Centres Strategy to guide its regeneration activities in relation to centres, and this is supported by a regularly updated Local Centres Programme, which sets out priorities for action. The Council will continue to work with others to deliver improvements to centres, including local traders.

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# North and West Proposals Map

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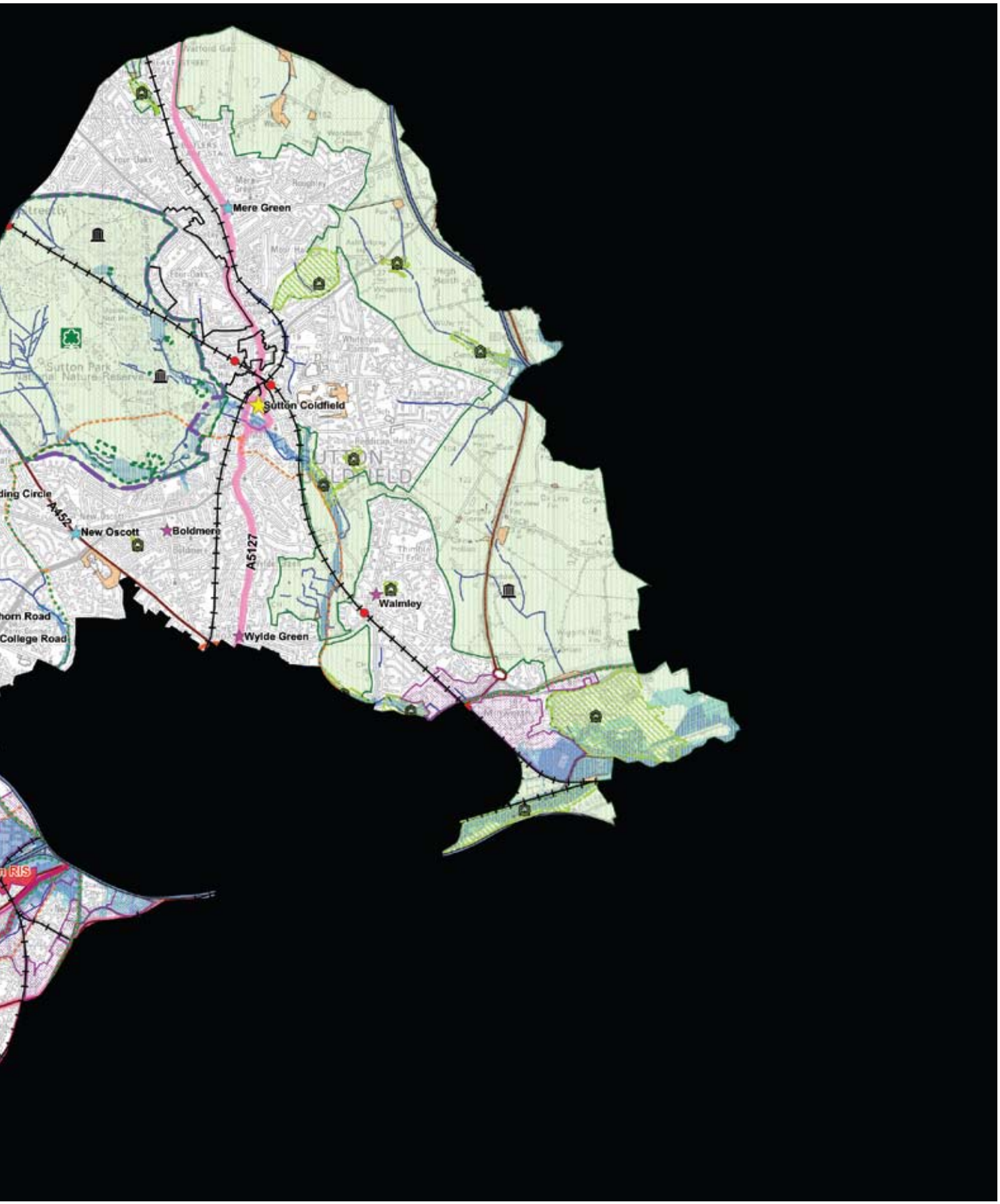
Mere Green
Sutton Coldfield
New Oscott
Boldmere
A5127
Walmley
Wylde Green
College Road
A452

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# East Birmingham

8

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## Context

**8.1** The East area extends from the edge of the city centre out to the boundary with Solihull MBC and northwards to Sutton Coldfield. It includes Erdington (in part), Hodge Hill, Yardley, Hall Green (in part) and a small section of the Nechells ward. There are 3 identifiable corridors, A38 North (Erdington), the central Eastern Corridor and A34 South (Sparkbrook).

**8.2** Overall the area has a population of 350,000 with varying social and economic conditions. The inner wards are characterised by significant BME communities as well as a relatively young population profile and rising birth rates. The outer suburbs comprise a more longer established population, including in places a local population that is significantly ageing. Across the area there are neighbourhoods where worklessness rates are above the city average.

**8.3** Many of the local neighbourhoods have their own distinct character, often centred on local centres that contain many social, cultural, religious, educational and community facilities that reflect and serve local needs. The larger centres provide services and shopping facilities for a wider catchment area, however, some centres are poor in terms of the facilities offered and their environment. There are also neighbourhoods within the outer eastern suburbs that are poorly served in terms of range of shops and local services.

**8.4** 130,000 households occupy a broad range of tenure, house size and property condition. Traditional terraces make up most of the inner areas, whilst large post war municipal and private estates dominate the central and eastern parts of the area. Most of the current housing stock was built by the 1950s, and regeneration activity has largely focussed on unfit housing and the remodelling of municipal estates.

**8.5** The area supports a network of open space including traditional Victorian Parks at Small Heath and Washwood Heath and Pype Hayes Park in Erdington, as well as many smaller parks, recreation grounds, playing fields and play facilities. The Cole Valley provides a significant linear open space and focus for both leisure and wildlife. There are a number of leisure facilities within

the area including golf courses at Pype Hayes in Erdington and at Hatchford Brook adjacent to the airport.

**8.6** Whilst the area is predominantly residential, there are important concentrations of traditional industrial areas of manufacturing. Extending north east, the Heartlands Industrial Area and the A38 Corridor contains some significant employers and sites with opportunities for new investment. To the south east of the area, Tyseley has experienced on-going regeneration of industrial sites and property. Within the central area, the only significant employment areas are at Heartlands Hospital and the Garretts Green Industrial Estate close to the airport.

**8.7** Important transport corridors include radial routes A5127/ A38 through Erdington, the A47 Heartlands Parkway through Washwood Heath, the A45 Coventry Road, the A41 Corridor to Solihull (which is the subject of a 'Smart Route' pilot study) and the A34 South/Stratford Road linking the area to the Airport/NEC and the M6/M42/M40 motorways. The M6 motorway also runs through the area although the only junctions are located at the edges of the area (at Spaghetti Junction in the west and Castle Bromwich in the east). Orbital routes are more limited although the Ring Road and the Outer Circle do run through the area and there are issues with accessibility for certain areas.

**8.8** Important rail routes pass through the Eastern Growth Corridor, which incorporate a number of local stations with significant potential for increased use, while the Cross City line passes through Erdington. The re-opening of the Camp Hill rail line to passenger services is proposed between Kings Norton/Tamworth and Bordesley and will provide a connection into Moor Street Station via new 'chords' at Bordesley. As part of the proposal, new passenger stations are proposed at Bromford and at Castle Vale. There are also proposals for rapid transit routes along the A45 and through the Central Eastern Corridor (following in part the line of the No.97 bus route) as well as the potential for High Speed 2 rail services to pass through the area in the longer term.

**8.9** Birmingham Airport, located just outside the city boundary in Solihull MBC, is a major international gateway into Birmingham. The extension of the runway will open up a wider range of direct long haul destinations and secure significant economic benefits for the city and wider region. The Airport's Public Safety Zone and safeguarding requirements as well as aircraft noise affect parts of East Birmingham. The City Council also supports surface access improvements to the Airport.

**8.10** Over the last 3 decades the area has seen economic restructuring from traditional manufacturing to a wider range and number of service sector jobs, although a significant and important range of industrial areas and sites remain. These continue to provide local and citywide employment opportunities. The East area is well placed between the economic hubs of the city centre and the Airport/ NEC/M42 for growth. Economic growth is also proposed along the A38 North and A34 South corridors together with housing growth, broadening the housing offer in the Eastern Corridor and structured around a network of reinvigorated centres.

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**Key Objectives**

**8.11** The key objectives for the East over the plan period are:

- To realise the potential of the strategic location of the area, and to promote economic growth of the key corridors.

- To promote the remodelling of housing and marginal industrial areas, broadening the housing offer and acting as the catalyst for change in the Eastern Corridor.

- As part of this concept, to provide opportunities for new housing development, including the development of new Sustainable Urban Neighbourhoods at Bordesley Park, Stechford, Shard End and the Meadway as well as new housing initiatives within Erdington; to ensure that this is supported by appropriate infrastructure, including schools.

- To support the network of centres: in particular to promote a new district centre at the Meadway (involving the potential reconfiguration or redevelopment of the existing Poolway Shopping Centre) and support further investment in significant centres within the area including Alum Rock Road, Coventry Road, Small Heath, Erdington, Acocks Green and the Balti Triangle.

- To promote the more effective use of the green infrastructure network in the area, and improve its quality, in particular the Cole Valley.

- To support the provision of rapid transit links through the area and to support the re-opening of the Camp Hill rail line to passenger services. To address the implications of the possible development of the High Speed 2 rail-link through the East area.

- To protect and promote new investment in the core employment areas and maximise employment opportunities for the local communities.

## E1
## East - Overall Level of Development

**Introduction**

**8.12** East Birmingham will provide a significant focus for development and regeneration during the life of the Core Strategy. Key areas of activity will include Bordesley Park, Stechford, the Meadway, Shard End and Erdington/Lyndhurst as well as a number of other, often smaller, sites and areas, which will all provide a contribution towards housing and related growth.

**8.13** The protection and improvement of key industrial areas will help to safeguard existing, and promote new, employment opportunities. The Meadway provides the largest new opportunity for retail and associated development as one of the 3 proposed new district centres across the city.

**E1 • East - Overall Level of Development**

Policy SP2 sets out overall levels of growth for Birmingham. The contribution of the East to this will be as follows:

- 7,600 additional dwellings. This will include the following:
  - Bordesley Park 250 dwellings.
  - Stechford 400 dwellings.
  - Meadway 500 dwellings.
  - Shard End 250 dwellings.
  - Former Yardley Sewage Works 350 dwellings.
  - Lyndhurst 300 dwellings.
- The following core employment areas will be protected:
  - Heartlands.
  - Bromford.
  - Tyseley.
  - Garretts Green.
- Meadway centre - around 12,500 sq.m. (gross) of comparison retail floorspace by 2021 and a further 12,500 sq.m. (gross) by 2026, and 10,000 sq.m. of office floorspace.
- In order to support this, development improved accessibility to the area will also be supported, including the re-opening of the Camp Hill rail line to passenger services, a Metro link along Coventry Road, and a rapid transit link through the heart of the Eastern Corridor.

**Supporting Information**

**8.14** The scale of growth proposed in this policy reflects the strategy set in the city-wide section.

**8.15** In addition to the housing locations specifically identified here, and those also identified in the SHLAA, the Council will support further housing proposals on brownfield sites, providing that these are consistent with other policies contained within this Strategy.

**8.16** Opportunities to create additional employment sites are likely to be more limited, but will also be supported if they arise.

**8.17** Proposals for additional retail, office and leisure development will also be supported where they are consistent with policies SP18 and 19.

**Implementation/Delivery**

**8.18** Details on the implementation/ delivery of the proposals specifically referred to in the policy are set out in subsequent policies within this section.

**8.19** The SHLAA and 2010 Employment Land Review provide details of potential and committed sites for housing and employment development.

**8.20** The Council will work with Centro, Network Rail and other transport providers to secure transport improvements within the area.

**8.21** Both the SHLAA and the Employment Land Review will be regularly revised and updated.

## E2 Tyseley

**Introduction**

**8.22** Tyseley is one of Birmingham's main industrial areas. The presence of the Tyseley Energy Recovery Facility makes it a particularly attractive location for environmental and energy recovery based industries.

## E2 • Tyseley

Tyseley will be promoted as an Environmental Enterprise District and a focus for the location of new high growth businesses centred on environmental technologies and energy recovery. This will include the following:

- Promotion of investment in property and services to meet the needs of existing and future businesses.
- Provision of a range of new and redeveloped employment sites and premises.
- Upgrading the physical infrastructure and environment within the area, including addressing issues of access and localised congestion.
- Enhancement of the environment, including access and linkages to, the Grand Union Canal and the River Cole Corridor.

### Supporting Information

**8.23** Tyseley is bounded by the River Cole, Coventry Road, Waterloo Road, Stockfield Road and the Birmingham to London (Marylebone) Railway Line and is a predominately inter-war industrial area with interspersed pockets of residential properties. The area is home to the Tyseley Energy Recovery Facility (a key part of the city's energy recovery and waste infrastructure) and is considered to have potential for attracting environmental technology industries.

**8.24** The area has an historic estate pattern and infrastructure that, although subject to piecemeal economic restructuring over the years, is generally no longer suitable for new business needs. A general lack of investment in property, together with a poor quality physical environment and concerns over transport accessibility (for example access to the south is via a weight restricted bridge at Tyseley Hill) has resulted in an unattractive economic offer for business. This negative image is compounded by a mix of disparate uses (including scrapyards and open storage), empty and under-utilised properties and traffic congestion at key pinchpoints. Completion of the Battery Way access link road between Warwick Road and Reddings Lane is also necessary to relieve the Weston Lane area.

**8.25** However the area does have potential and has been recognised as a key focus for investment by both the City Council and Advantage West Midlands. A study into the potential for a Tyseley Resource Recovery/Environmental Enterprise District highlighted that there is a need to exploit opportunities around environmental industries and their agglomeration; utilising existing business waste streams and power generation through the need to respond to carbon reduction in industrial and business activities and to capitalise on the energy capture/sharing potential associated with the Tyseley Energy Recovery Facility as well as the possible inclusion of Tyseley within a potential Low Carbon Economic Area. In this regard, there are a number of significant opportunity sites within the area including Webster and Horsfall, Tyseley Wharf, Hay Hall Yards and Kings Road Depot.

### Implementation/Delivery

**8.26** The Annual Monitoring reports will help manage the employment land portfolio, and the Development Management process will be used to protect land in employment uses.

**8.27** The City Council will work with a variety of partners, including site owners, to maximise the potential within the area offered by environmental technologies and energy recovery.

**8.28** There will be joint working with local businesses and owners to encourage the use and development of land and premises, including joint exploration of issues which may present obstacles to development such as infrastructure or ground conditions. The City Council will deliver a range of environmental and infrastructure improvements across the area. The extent of City Council land ownership will help the delivery of projects, and bids for European Community funding are being made in support of infrastructure projects.

# E3
# A34 South/A41 Corridor

## Introduction

**8.29** The A34 South/A41 Corridor is based on two important arterial routes into the city centre from the south east providing a gateway to Birmingham from Solihull and the M42 corridor. It incorporates a number of centres including Sparkhill, Sparkbrook, Ladypool Road, Springfield and Hall Green.

**E3 • A34 South//A41 Corridor**

The key objectives for the corridor will be:

- To promote the economic regeneration of the corridor.
- To create a high quality environment at the centres within the corridor that will encourage, retain and develop the growth of the local enterprise of these areas and create development opportunities for private investment.
- To upgrade the physical infrastructure and environment within the area, including addressing issues of access and localised congestion.
- To promote the further development of the Balti Triangle as a significant visitor destination.
- To improve accessibility and parking within the centres and the adjacent residential areas.
- To improve environmental conditions within the local area, revitalise existing buildings and bring vacant sites and buildings back into productive use.

## Supporting Information

**8.30** Stratford Road is an important route between the city centre and Solihull although a number of the local centres suffer from a poor quality environment, localised traffic congestion and a number of vacant and under-utilised buildings. There is a need to manage traffic demand and congestion in Stratford Road Local Centre, for example at the junction with Highgate Road, as well as improve facilities for pedestrians and public transport. Improvements to this junction are planned, while those for Stratford Road/School Road are underway.

**8.31** The Balti Triangle refers to the area focused on the linear centres of Stratford Road, Stoney Lane and Ladypool Road. These traditional centres each provide an important retail, business and community focus for the immediate residential areas of Sparkhill and parts of Sparkbrook, Balsall Heath and Moseley, as well as for a wider catchment area. The centres provide local and specialist provision of a wide range of goods and services, with particular emphasis on Asian food, clothing and jewellery. It is the local restaurant trade, however, that gives the area its unique characteristic, drawing visitors from across the city, West Midlands and beyond. Following significant damage to properties during the 2005 tornado, a regeneration strategy has helped fund reconstruction and improvements to the area - particularly Ladypool Road, which was worst affected. This included a successful promotion and marketing campaign to increase footfall in the area. Ongoing work will be targeted at further enhancing the fabric and supporting the business environment of the area. This approach is also being extended to the Stratford Road to halt economic decline and regenerate the local centre.

**8.32** Springfield and Hall Green are further linear centres located along the A41 Stratford Road. Both provide important local facilities and opportunities for further investment and improvement. Hall Green is also the location for one of South Birmingham College's main campuses as well as Hall Green Greyhound Stadium, and although located within the South area is incorporated within this policy as the majority of the A34 South corridor falls within the East area.

**8.33** Acocks Green is an important local centre on the A41 which is covered by Policy E4. Moseley Road, which is emerging as a centre for performance art and related activity and has the potential to be a creative corridor, is located within the East area but is addressed within the policy for the A435 Alcester Corridor (Policy S13) as the majority of that corridor is located within the South area.

**8.34** Further background information can be found in the A34/A41 corridor framework.

### Implementation/Delivery

**8.35** The Council will work with all partners including owners, businesses, residents, potential developers, agencies etc to secure improvements to the business and physical environment of the corridors. This will include existing capital programmes relating to the delivery of grants to business premises and potential future European funding. A number of key sites are being targeted in terms of the bringing forward of development proposals.

**8.36** There will be promotion and marketing of development opportunities, building upon specific area strengths and specialisms.

## E4
## Acocks Green

### Introduction

**8.37** Acocks Green is located on the A41 and is an important local centre with opportunities for growth. To the south of Acocks Green, there is an industrial area adjacent to Spring Road rail station where an important local employer, Aero Engine Controls (AEC), is located.

**E4 • Acocks Green**

The key objectives for Acocks Green are:

- To encourage the evolution of the centre in accordance with local need. This would include both the consideration of opportunities for potential growth and the enhancement of gateways into the centre, particularly the 'Green'.
- To complement the emerging proposals under the A41 'Smart Route' pilot study.
- To improve accessibility and parking within the local centre and the adjacent residential areas.
- To improve environmental conditions within the local area, revitalise existing buildings and bring vacant sites and buildings back into productive use.

The Shaftmoor Lane/Spring Road industrial area is located to the south of Acocks Green and contains Aero Engine Controls (AEC) an important local employer. It is identified as a core employment area (SP12). The AEC facility is adjoined by the former Denso site (5ha) which provides an important opportunity within the 'Good Urban' industrial land market to accommodate new industrial investment or support the expansion of existing businesses.

### Supporting Information

**8.38** Acocks Green is an important local centre located on the A41, a radial route into the city centre from Warwick via Solihull. This includes a number of medium-sized supermarkets and a variety of national multiples. Although primarily a linear shopping centre it retains a focus at the junction of Warwick Road (A41), Westley Road, Shirley Road and Dudley Park Road, which is known as 'The Green' by local people and forms the major gateway into the centre. The local centre is surrounded by well established residential areas and is close to Acocks Green Rail Station.

**8.39** Warwick Road (A41) has been designated as a 'Smart Route' pilot initiative by the City Council, Solihull Metropolitan Borough Council and Centro who are working in partnership to develop a series of transportation improvements and co-ordinate network management for all users of the A41 Warwick Road corridor. The vision established for the Pilot Study is to develop a corridor where:

- The wide range of people and businesses who need to use the route, whether walking, cycling, using the bus, driving delivery and service vehicles or cars, can do so safely and conveniently when they want to.

- The route supports the local economy, housing and regeneration in the area.
- The use of public transport, walking and cycling is commonplace.
- The centres along the route are vibrant, convenient, attractive and safe.
- The adverse impacts of the route are considered and minimised i.e. noise pollution, air quality, severance etc.
- The route provides an attractive gateway to the urban areas i.e. Birmingham and Solihull.

**8.40** Aero Engine Controls (AEC) is located on Spring Road to the south of the local centre and is an important employer within both the city and the aviation industrial sector as a whole. The company is a joint venture between Rolls Royce and Goodrich.

### Implementation/Delivery

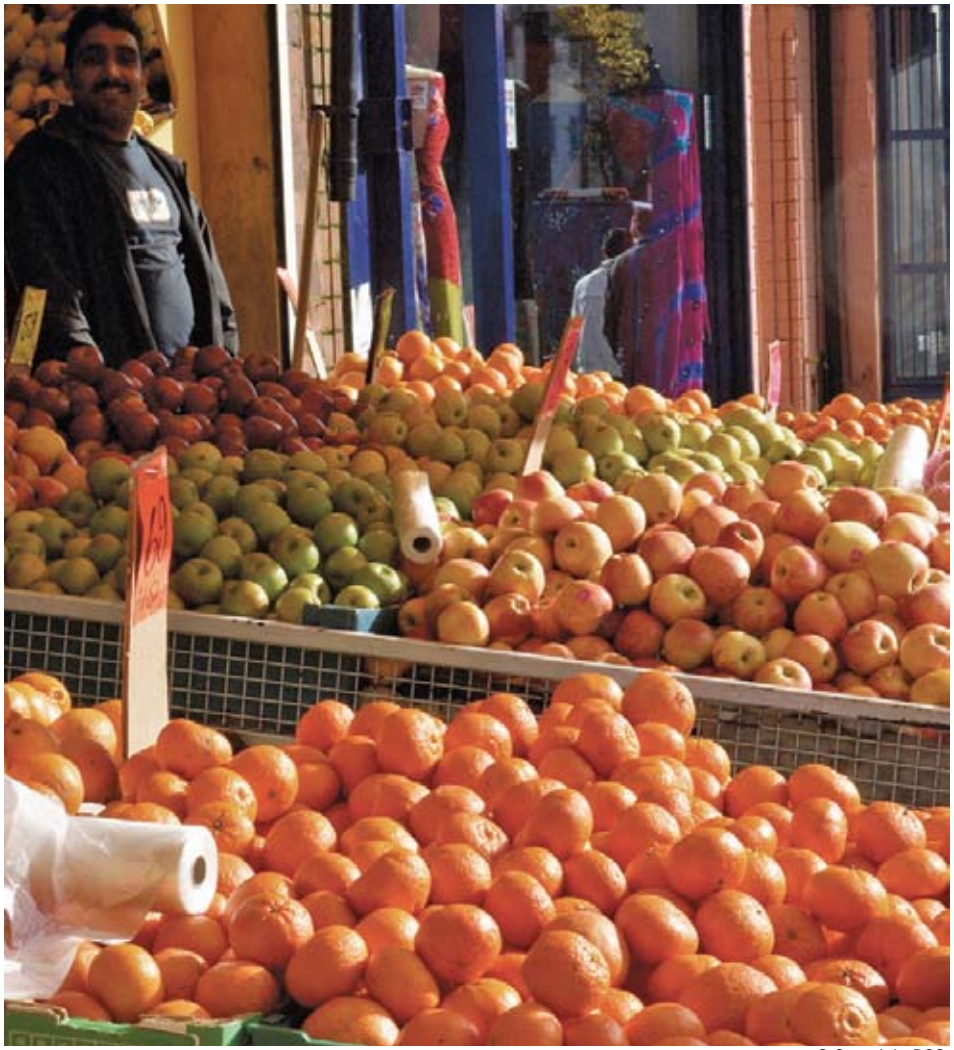
**8.41** The Council will work with all partners including owners, businesses, residents, potential developers, agencies etc to secure improvements to the business and physical environment of the Acocks Green local centre. A vision for Acocks Green has been produced elements of which are being implemented through the A41 Smart Route initiative. Guidance will be produced as necessary for the Acocks Green local centre which will complement and support emerging proposals under the A41 Smart Route pilot study.

**8.42** The City Council will work with occupiers in the Shaftmoor Lane/ Spring Road industrial area and consider the use of its compulsory purchase powers if appropriate to facilitate new industrial development opportunities.

## E5
## A45 Coventry Road

### Introduction

**8.43** The A45 corridor comprises Coventry Road and the Small Heath Highway. The corridor runs from the city centre out to the Airport and NEC, not only linking a number of important centres, but also forming a principal element of the city's international gateway via the airport. This makes it one of the most significant corridors in Birmingham.



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## E5 • A45 Coventry Road

The A45 will be developed as a major gateway to the city centre, with potential for significant commercial development. Key objectives will be to:

- Support the Centres along the A45 corridor - including the efficient use of sites and premises, and ensuring that they can evolve in line with local needs, whilst also maintaining local character. There will be a particular emphasis on improving the quality of Sheldon, the Swan Yardley and Small Heath.
- Support the location of facilities and services within centres along the corridor that would complement the A45 as a major international gateway into the city - including hotels, leisure and community uses.
- Promote high quality design along the corridor and at sites and locations that are particularly visible.
- Improve the public realm along the corridor including opportunities for branding.
- Promote the A45 as a 'green' corridor in terms of the encouragement of environmental industries (particularly within the Tyseley Environmental Enterprise District (Policy E2)), support for public transport including rapid transit, linkages into adjacent areas of open space, the quality of the public realm and the introduction of 'green' infrastructure such as charging points for electric vehicles.

There are a number of key destinations along the A45 corridor, including St Andrews Football Stadium, the Ackers, Small Heath Leisure Centre and Small Heath (Victoria) Park. The development and growth of these facilities will be encouraged within the context of local needs and local circumstances.

### Supporting Information

**8.44** Important centres along the A45 Corridor include Small Heath, which is covered in more detail under Policy E7, Hay Mills, the Swan Yardley and Sheldon. Many of these are linear centres providing shops, services and other facilities that reflect the residential areas that they individually serve. Small Heath centre is a district centre that is categorised as stable and incorporates many BME shops and facilities. Comprising many older buildings, but also some more recent properties of poor design, it provides a number of opportunities for investment and improvement, although congestion is a major issue. Adjoining roads comprise residential, industrial and community uses, which also provide some development opportunities. There are also a number of underused backland sites that have potential for more effective use. Hay Mills centre runs principally along the northern side of Coventry Road but is showing signs of decline. It is recognised as a small neighbourhood centre categorised as being weak, and includes a number of vacant properties. The former Plough and Harrow Public House provides development opportunity at an important location at the entrance to the centre.

**8.45** The Swan, also a district centre, is subject to major redevelopment proposals that will provide a new foodstore and related retail development and improvements to the A4040 Church Road. This will incorporate a number of wider regeneration benefits including an improved physical environment, enhanced public open space and the creation of new jobs. Sheldon, a district centre recognised as being strong, provides more modern retail and office facilities and some improvement works at the Wells Green centre have been carried out. A number of buildings and sites here (for example the current offices of Severn Trent Water) present important investment and development opportunities - often at very visible and accessible locations.

**8.46** The corridor is a major transport route - including for public transport - with important route intersections at Small Heath and the Swan. The corridor has also been identified for a future rapid transit (Metro) route linking the city centre with the airport. The potential provision of Metro will contribute to the attractiveness of the centres and the locations of metro stops and interchange points will enhance development and investment opportunities at a number of locations. There are opportunities for physical enhancements along the A45, which could include buildings, sites and public realm.

**8.47** The corridor provides a wide range of jobs and significant economic activity, and the various centres are well placed to serve proposed population growth within the Eastern Corridor and in connection with potential economic benefits relating to expansion at the airport.

**8.48** More detailed background information can be found in the A45 Corridor Study.

### Implementation/Delivery

**8.49** Opportunities for further investment in centres will be progressed through the preparation of the Bordesley Park Area Action Plan and the A45 Corridor Implementation Strategy. These will identify vacancies, additional development sites and allow joint working with land owners, businesses and the local community.

**8.50** Additional local planning and/or marketing guidance will be prepared as necessary to facilitate the bringing forward of development opportunities and encouragement will be given to the marketing of sites. The use of compulsory purchase powers may be considered to help land assembly in order to deliver development proposals.

**8.51** There will be joint working with other agencies, particularly Centro and other transport providers, to deliver the key transport proposals.

## E6
## Bordesley Park SUN

### Introduction

**8.52** The Bordesley Park area incorporates the residential and industrial areas to the east of Birmingham city centre and has the potential to be developed as a Sustainable Urban Neighbourhood (SUN), around the Wheels Park site and environs. This will have the effect of transforming a part of the city which is currently difficult to access and is lacking in investment, despite its close proximity to the city centre.

### E6 • Bordesley Park SUN

An Area Action Plan will be prepared for the Bordesley Park area. The Area Action Plan (AAP) will:

- Promote a leisure and employment led mixed use development of the Wheels site and environs.
- Improve access into and out of the area and enhance pedestrian connectivity with the city centre.
- Support the growth of existing businesses and create the conditions to attract new businesses and jobs to the area.
- Enhance the quantity and quality of housing in the area.
- Improve the quality of the local environment and enhance the public realm.
- Support the provision of facilities to benefit young people.

These proposals will include the development of at least 250 new dwellings.

The ongoing development of services and facilities at Heartlands Hospital (located just outside the AAP area) will be supported. In particular the use of the former Belchers Lane Playing Fields by the hospital to contribute to the delivery of services will be promoted. This could include additional patient, staff and support facilities through to research and development. Any proposals will be required to protect the amenities of the adjoining Ideal Village Conservation Area and secure appropriate compensatory community benefits for any loss of the former playing fields, which could include improvements to other local recreation facilities as well as the nearby Cole Valley.

**Supporting Information**

**8.53** The area is bounded by Alum Rock Road Local Centre to the north and the Small Heath Highway to the south. An Area Action Plan is to be prepared for the area that will provide a development framework for its regeneration.

**8.54** The Wheels site and surrounding environs is the major opportunity for transformational change in the area and provides the potential for leisure and employment led mixed use development that is integrated with the adjoining areas of Saltley, Bordesley and Small Heath. Adderley Park Rail Station and the potential for a Rapid Transit Route along the Eastern Growth Corridor present the opportunity to enhance public transport access to the area.

**8.55** The AAP will be a key means for delivering local regeneration benefits to help address issues of deprivation and worklessness in these neighbourhoods.

**8.56** There are issues with regard to land contamination (the Wheels site is a former landfill site) and infrastructure (mainly transport and access) that will need to be addressed as proposals for the area come forward. The AAP will provide the vision for the future of the area and set out a framework to guide developers and decision-makers on the form and content of development. The City Council may consider the use of its compulsory purchase powers to help deliver the regeneration of the area.

**8.57** St Andrews Stadium, the home of Birmingham City Football Club, is a major leisure attraction located at the heart of the AAP area. The AAP will address the issues resulting from this use for the surrounding area including the implications of any potential stadium expansion.

**8.58** Heartlands Hospital is one of the region's major health facilities and is located just outside the AAP boundary but within the wider Study Area established for the AAP and is the main hospital serving residents living within the area. The hospital has undergone significant redevelopment over the last decade including the relocation of clinical facilities from the nearby former Yardley Green Hospital site. The development of services and accommodation at the hospital continues, providing an important part of the health service infrastructure for the city. Adjoining land at the former Belchers Lane Playing Fields has specifically been identified to provide for the site's expansion and growth. A number of health trusts retain a presence on the Yardley Green site, and the further development of health related services on this site would be encouraged.

**8.59** The Camp Hill rail line runs through the AAP area and it is proposed that the line is re-opened to passenger services between Kings Norton and Bordesley and between Bordesley and Tamworth. A connection into Moor Street Station will be provided within the AAP area via new 'chords' at Bordesley.

**8.60** More detailed information can be found in the evidence base for the Bordesley Park AAP.

**Implementation/Delivery**

**8.61** The City Council will lead the preparation of the Area Action Plan in cooperation with a wide range of partners, agencies, and the local community.

**8.62** As well as setting out land use proposals, the plan will address viability issues, including issues associated with infrastructure and ground conditions.

**8.63** The Council will work with potential developers in bringing forward development proposals across the whole area.

**8.64** The use of compulsory purchase powers may be considered to facilitate land assembly necessary to deliver development proposals.

## E7
## Small Heath Centre

**Introduction**

**8.65** Small Heath is an important local centre within the A45 corridor. The centre and the area around it have opportunities for improvement and new investment.

## E7 • Small Heath Centre

Proposals to improve the vitality and viability of Small Heath centre will be supported. This will include:

- Consideration of opportunities for potential growth and the enhancement of the gateways into the centre.
- Making more efficient use of existing land and property within the centre including upper floors and back land sites where appropriate.
- Preserving and enhancing the centre's better quality and historic buildings and supporting the improvement of the poorer quality premises.
- Support for the rich variety of community uses and buildings including their appropriate expansion where required and possible.
- Improvements to accessibility, congestion and parking and promoting more sustainable solutions of travel.
- Improvements to the environment and public realm and building design, acknowledging the positive aspects of existing local character. This will include protecting and enhancing the residential environments of adjoining streets as well as promoting enhancements to Small Heath (Victoria) Park and enhanced connections between the Park and the surrounding residential areas.

### Supporting Information

**8.66** The Small Heath centre stretches along the Coventry Road from St Andrews to Small Heath (Victoria) Park. It is an important local centre that is mainly linear in form, although a number of radiating streets also provide complementary uses and facilities. The centre is categorised as stable and it reflects the diverse nature of the local community, including many businesses and facilities that serve the BME population. The centre hosts a range of specialist shops and services. There are a number of facilities that generate significant visits, including St Andrews Retail Park, St Andrews Football Stadium, various religious and education buildings, Small Heath School, library and leisure centre and Small Heath (Victoria) Park. A new primary care facility will be developed at Coventry Road/Wright Street.

**8.67** Many of the adjoining streets comprise older terraces and other housing built at the beginning of the last century. Many of these streets provide good quality residential environments.

**8.68** The local centre also lies within the boundary of the Bordesley Park Area Action Plan (Policy E6).

### Implementation/Delivery

**8.69** Opportunities for further investment in the Small Heath centre will be progressed through the preparation of the Bordesley Park Area Action Plan. This will identify additional development potential and encourage joint working with land owners, businesses and the local community.

**8.70** Additional local planning and/or marketing guidance will be prepared as necessary to facilitate the bringing forward of development opportunities. Encouragement will be given to the marketing of sites. The use of compulsory purchase powers may be considered when and if appropriate to help land assembly to deliver development proposals.

## E8
## Alum Rock Centre

### Introduction

**8.71** Alum Rock Road is also an important local centre. There are significant pressures for growth and investment in the centre arising from the growing population within its catchment.

## E8 • Alum Rock Centre

Proposals for additional retail and other centre-related uses within or immediately adjoining Alum Rock centre (but not within adjacent Core Employment Area) will be supported. In particular the City Council will seek to:

- Support the growth of the centre - opportunities are limited but exist within and to the east of the centre including the site of the former Leyland Club. Proposals must be appropriate in scale and of good design as well as integrated with the existing local centre.
- Maximise employment and training opportunities within the centre.
- Further address transportation issues including parking, congestion and convenient access by public transport.
- Promote the efficient use of existing sites and buildings, including upper floors and back land sites.
- Promote improvements to the fabric of the centre including environmental enhancements.
- Support the residential redevelopment of nearby clearance and other sites and the development of community facilities, where appropriate, to serve the area. This will include training and education facilities.

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### Supporting Information

**8.72** Alum Rock Road is the principal local centre serving Saltley and Washwood Heath. Mainly linear in form, it comprises traditional terraced shops with some modern infill and community uses, and caters for the largely Asian local community, but also attracts visitors from wider afield. The centre has specialisms in fashion and textiles. Opportunities for expansion are limited but the centre offers scope for appropriate new development and enhancement, building upon its specialist functions and role as a community focus. The population of the surrounding area is increasing and there are requirements for expanded and new community facilities. Measures have been taken to relieve traffic congestion within the centre, including the provision of off road car parking, and further initiatives are required. The centre is located within the boundary of the Bordesley Park AAP (Policy E7).

**8.73** The centre adjoins the Saltley Business Park which is identified as a Core Employment Area. Proposals for retail or centre-related activity within the business park would conflict with the employment policies of this strategy and will not be supported.

**8.74** Further information is available in the evidence base for the Bordesley Park AAP.

### Implementation/Delivery

**8.75** Opportunities for further investment in the centre will be progressed through the preparation of the Bordesley Park Area Action

Plan and the Washwood Heath Regeneration Framework. These will identify additional development opportunities and allow joint working with land owners, businesses, agencies and the local community. Opportunities will also be explored to market and promote the specialist and niche attractions of the centre on a wider scale.

**8.76** Additional local planning and/or marketing guidance will be prepared as necessary to facilitate the bringing forward of development opportunities. Encouragement will be given to the marketing of sites. The use of compulsory purchase powers may also be considered to facilitate land assembly to deliver development proposals.

## E9
## Stechford SUN

### Introduction

**8.77** Stechford is a mixed residential, commercial and retail area in an accessible location on the Outer Circle Route (A4040) and on the Birmingham - London (West Coast) rail line and has the potential to be developed as a Sustainable Urban Neighbourhood within the Eastern Corridor in line with Policy SP4.

**E9 • Stechford SUN**

Stechford will be promoted as a focus for new residential development including the redevelopment of the former Bulls Head Allotment Gardens and potentially in the longer term the industrial/commercial area to the south of Stechford Bridge. This will form the heart of a new SUN. The development of the SUN will also include:

- The promotion and improvement of Stechford centre in continuing to meet the retail, service and community needs of the local area.
- Environmental improvements and enhanced access to the River Cole Linear Open Space.
- Improved accessibility by all means of transport including enhanced pedestrian linkages and connectivity to Stechford Rail Station and the local centre.
- A resolution to the transportation and congestion issues within the area including the junction of Station Road, Flaxley Road and Iron Lane and the bridge over the River Cole.

There is potential for up to 400 new dwellings to be provided.

### Supporting Information

**8.78** The area is well served by both bus and rail services with Stechford Rail Station providing local rail services to Wolverhampton, Birmingham city centre and Coventry. There is a mixture of residential, industrial and retail (including Stechford Retail Park) uses in the area. Given its public transport accessibility, there is the potential for Stechford to be the focus for new residential growth. The stations itself has poor access for those with mobility difficulties, so improvements will be supported.

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

**8.80** A Supplementary Planning Document will be produced to guide future development in the area.

### Implementation/Delivery

**8.81** There will be a full assessment of commercial, residential and other development opportunities through the SHLAA process and preparation of feasibility studies.

**8.82** The Council will work with all partners to bring sites forward for development, including preparing

additional planning/marketing guidance where necessary and appropriate.

**8.83** A Supplementary Planning Document will be prepared to consider and guide future development within the area.

## E10
## Shard End SUN

### Introduction

**8.84** The Shard End area includes an established residential neighbourhood around a small local centre. It presents an opportunity for redevelopment in line with the SUN proposals in Policy SP4.

**8.86** The current centre is an outdated development with vacant maisonettes above, a poorly located library with flats above as well as adjoining walk-up flats in poor condition. The City Council has progressed proposals for the redevelopment of the centre over a number of years.

**8.87** Shard End Feasibility Study undertaken in April 2006 by BCC and Urban Initiatives, established principles of redevelopment for the area following extensive local consultation. This included the need to remodel the local centre and housing stock and address the setting of All Saints Church, as well as environmental and social issues.

**E10 • Shard End SUN**

It is proposed to redevelop Shard End local centre to create an Urban Village that will provide a range of new housing opportunities, a new local centre, and community facilities within an improved local environment that is safe and accessible. Improved pedestrian routes will be created through the centre, improving linkages with nearby facilities.

This will form the heart of a new SUN incorporating existing housing in the area. The potential for the redevelopment of further unpopular housing stock will be considered as well as the more efficient and effective use of existing land and buildings where practical.

### Supporting Information

**8.85** The City Council is committed to improving the city's housing stock, centres and community facilities, as well as promoting new development opportunities that will accommodate the growth of the city. Shard End provides a key opportunity to deliver development that will secure an urban village centre and transform the facilities and image of the area, attracting further investment and resources.

**8.88** The Eastern Corridor Prospectus (BCC, Solihull MBC, ECOTEC, Llewelyn Davies Yeang January 2007) identifies strategic and local housing issues in the Eastern Corridor and maps key approaches including remodelling of key housing areas as a catalyst for change, diversification of the housing stock, provision of new housing to broaden the social and economic base and the provision of a hierarchy of reinvigorated centres.

**8.89** As a result, in May 2010, planning approval was granted for the redevelopment of Shard End Crescent and the adjoining maisonettes to provide a new local centre, library and 191 new houses and flats.

### Implementation/Delivery

**8.90** The City Council will continue to work with development and funding partners to deliver regeneration proposals for Shard End - including the provision of the new local centre and housing.

**8.91** Additional housing opportunities will be identified through the SHLAA process, and an ongoing review of existing stock and development opportunities.

**8.92** There will be full assessment of potential constraints to development and strategies formalised with relevant parties to overcome development barriers.

## E11
## Yardley Sewage Works

### Introduction

**8.93** This former sewage works site, located within the Cole Valley and the Green Belt. Access to it is difficult and it has little amenity or open space value. The site has potential for residential development which would both contribute to the transformation of the Eastern Corridor, and complement the Shard End SUN (see Policy E10) as well as facilitating improvements to the extensive remaining open space in the area.

## E11 • Yardley Sewage Works

It is proposed that the former Yardley Sewage Works site be developed for housing. The development will be expected to:

- Provide a high quality new housing environment that will ensure wider housing choice within the Shard End area. This will include broader housing opportunities and associated community facilities.
- Enhance the Cole Valley both on the site with improved access, amenity and landscaping and along the wider corridor - improving the offer of the Valley in terms of leisure, recreation, education and nature conservation.
- Enhance community facilities both on and off site, with scope for the use of planning obligations in connection with development proposals.

### Supporting Information

**8.94** This site forms part of the former Yardley Sewage Works - which was operational from approximately 1900 to the 1970s. Following decommissioning, a major part of the site was used for the landfill of demolition and construction waste and now comprises a generally featureless area to the south of the River Cole. Although included within the Green Belt as part of the Cole Valley Green Wedge and linear open space, the site currently has restricted access and limited environmental, recreational or nature conservation value. Principal sporting and recreational sites are located elsewhere in the Cole Valley corridor and are more accessible by local communities.

**8.95** A full investigation of ground conditions and potential contamination will determine the development potential of the site.

**8.96** The site provides the opportunity to facilitate both the delivery of a new residential area that will help address the unique local regeneration issues (in terms of the diversification and widening of choice within the local housing stock) as well as securing significant environmental works to the Cole Valley that will transform the amenity value of the site along with the access to it and the range of facilities available to the immediate and wider community. The River Cole road bridge at Cole Hall Lane is to be upgraded to facilitate regeneration opportunities in this area and to encourage better public transport services.

**8.97** Redevelopment has delivered a high degree of social and affordable housing to meet immediate rehousing requirements in this area. The former sewage works provides a much larger development opportunity that can deliver a broader range of accommodation that will further improve the attractiveness of the housing offer and regeneration potential of the area. Development would also assist in urban regeneration by providing new housing in a sustainable location that would have beneficial links with surrounding development, including enhanced and improved centres at Meadway and Shard End Crescent, and existing smaller centres such as Glebe Farm.

**8.98** Although the site lies within the Green Belt, the development would not impact adversely on any of the key purposes of the Green Belt as set out in PPS2.

**8.99** Established in 1985 in partnership between Birmingham CC, Solihull MBC, English Nature and West Midlands Wildlife Trusts, the Kingfisher Country Park promotes the environmental and nature conservation aspects of the Cole Valley. However, the project has not secured works to all areas of the linear open space, including the former sewage works, for which there have not been any environmental or maintenance strategies have been developed.

**8.100** Development would secure opportunities for improvement of access to the heart of the Cole Valley for surrounding communities; opportunities to improve facilities within the wider area as part of the delivery of new residential development; and the retention and further enhancement of the most attractive aspects of the Valley.

### Implementation/Delivery

**8.101** The details of development will be determined through local consultation, the carrying out of further site investigations and the assessment, costing and consideration of the viability of any necessary remediation/reclamation

strategy. Joint working with partner agencies such as the Homes and Communities Agency will include consideration of site investigations and any necessary mitigation measures.

**8.102** Detailed development guidance will be prepared as necessary to assist any site marketing.

**8.103** Green Belt and open space issues are to be addressed as further proposals develop, including the scope for compensatory measures such as enhancement of the environment, wider community facilities and accessibility of the wider country park.

## E12
## Meadway SUN

### Introduction

**8.104** The Meadway area comprises a mainly municipal housing area, focused on a local centre with a poor environment and by current standards a limited shopping offer. The neighbourhood also includes an extensive but poor quality area of open space. It provides an opportunity for a redevelopment of significant scale to create a new SUN in line with SP4 and to complement the proposals for a new District Centre at the Meadway (Policy E13).

**E12 • Meadway SUN**

A new sustainable urban neighbourhood will be created at the Meadway. This will include :

- Redevelopment of the Meadway flats to provide a range of housing types, and which will deliver the reconfiguration and enhancement of the adjoining Kent's Moat Recreation Ground.
- The development of a new District Shopping Centre incorporating the redevelopment or remodelling of the existing Poolway Shopping Centre (Policy E13).
- Other housing opportunities at a number of locations including the Chestnuts Estate and the former Sheldon Heath Playing Fields.
- The potential for the redevelopment of further unpopular housing stock as well as the more efficient and effective use of existing land and buildings where practical and particularly at locations that are close to the local centre, accessible by public transport and on or close to main transport corridors.
- Improvements to Lea Hall station, and the pedestrian links from the station to the centre and adjoining residential areas.

Detailed proposals for this area will be developed through the production of further planning guidance for the area. These proposals will include provision for a rapid transit link through the area from the city centre to the Airport/NEC.

It is proposed that up to 500 new dwellings could be provided.

### Supporting Information

**8.105** The Meadway/Poolway is a focus for regeneration that comprises the clearance and redevelopment of unpopular and problematic housing stock, the development of an extra care elderly persons village, and proposals for development at the local centre itself. The Meadway is also the focus for a pilot project under the Government's Total Place Initiative to better co-ordinate and direct public services and investment in the local community.

**8.106** The wider residential area provides opportunities for further housing development particularly given the proximity of Lea Hall rail station and the proposals for a Rapid Transit Route to serve the Eastern Corridor.

**8.107** Centro's Public Transport Prospectus proposes a Bus Rapid Transit option for the Meadway corridor implemented after 2014. The proposal is referred to in the Region's funding priorities as part of the East Birmingham/North Solihull Mobility and Access Project.

### Implementation/Delivery

**8.108** The extent of potential development will be determined through ongoing working with development partners, including the Homes and Communities Agency and the local community. Further planning guidance will be produced for the area and development opportunities will be marketed with the benefit of briefs/development guidance.

**8.109** Additional housing opportunities will be explored through ongoing stock review and the revision of the SHLAA.

**8.110** Implementation of the transport proposals will be linked to the housing regeneration for the more modest measures and local transport funding for the rapid transit initiative.

## E13
## Meadway Centre

### Introduction

**8.111** There is a lack of quality retail facilities in East Birmingham. In line with policies SP17 and SP18, there is potential to overcome this by creating a new district centre at the Meadway. This will form part of the Meadway SUN (see Policy E12).

### E13 • Meadway Centre

It is proposed to improve the scale and range of retail, service and community facilities at the Meadway Centre (Poolway) to create a new focus for the surrounding community. The centre could accommodate additional comparison floorspace in line with Policy SP18 and an enhanced convenience retail offer.

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

A review of the provision and range of services and community facilities will be undertaken - including the potential for the delivery of a fuller range of City Council and other agency services from the centre.

Improvements to accessibility by all modes of travel will be promoted including enhancement of parking and bus waiting facilities as well as linkages, especially pedestrian, between the centre and Lea Hall Rail Station and potentially a service by a rapid transit route from the city centre to the airport.

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

More detailed proposals will be contained within further planning guidance to be produced for the area.

### Supporting Information

**8.112** The regeneration of the Meadway local centre (currently focused on the existing Poolway Shopping Centre) reflects the City Council's commitment to the enhancement of centres, and in maintaining a network of centres that meets the needs of the local communities they serve. The Meadway has been identified as one of 3 potential strategic centres across the city that could be expanded to serve population growth, and which could respond to an identified gap in local retail and services provision.

**8.113** The current Poolway Shopping Centre was built in the 1960s and represents a typical retail precinct of that period. It provides a mainly inward facing pedestrian shopping environment and public square with flats above. Visitor parking is to the side of the centre

with some community uses fronting the Meadway itself. The centre at present provides for a very local catchment, but has great potential to serve a much wider population.

**8.114** A CBRE study of Meadway Centre (2006) considered regeneration opportunities for the centre, concluding that there was considerable scope for improvement and potential expansion, but with developer interest being more likely as a result of housing led regeneration of the area.

**8.115** The City Council's Business Transformation programme is reviewing the delivery of services across the city, including the portfolio of current buildings and offices. The Meadway has been identified as a potential District Hub to serve the constituency with joint working alongside partner organisations.

**8.116** The Eastern Corridor Prospectus (BCC, Solihull MBC, ECOTEC, Llewelyn Davies Yeang January 2007) identifies strategic and local housing issues in the Eastern Corridor and maps key approaches including remodelling of housing areas as a catalyst for change, diversification of the housing stock, provision of new housing to broaden the social and economic base and the provision of a hierarchy of reinvigorated centres.

### Implementation/Delivery

**8.117** The scale of the new centre will be determined through further feasibility assessment, market testing and consultation with relevant parties.

**8.118** Further planning guidance will be produced for the area and development opportunities will be marketed with the benefit of briefs/guidance as necessary. The use of compulsory purchase powers may be considered to facilitate any necessary land assembly.

**8.119** Improvements to Kent's Moat Recreation Ground and the public realm will be secured through planning obligations.

## E14 Heartlands Industrial Area

### Introduction

**8.120** This area comprises a significant belt of industrial land between the Birmingham - Derby rail line and the residential areas of North Saltley and Washwood Heath. This is one of the largest concentrations of industrial activity in Birmingham with significant potential for new investment.

**E14 • Heartlands Industrial Area**

The refurbishment or redevelopment of land and buildings within the Heartlands Industrial Area for B1b, B1c, B2 and B8 uses will be encouraged.

Improvements to the transport infrastructure will be encouraged to improve access, reduce congestion and reduce conflict with adjacent residential areas. In particular the movement of freight and goods by rail will be encouraged.

The construction of a new road link from Heartlands Parkway to improve access to the area will be promoted.

The retention and enhancement of the Warren Road SLINC should be integral to any proposals for the Alstom site.

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**Supporting Information**

**8.121** There are 4 major blocks of land in this area which provide strategic employment opportunities:

- Saltley Business Park occupies a 20 hectare site and provides just over 100,000 sq.m. of industrial, warehouse and office floor space in 23 units. The majority of buildings on site are over 30 years old and there are a number of vacant units within the Business Park. The opportunity therefore exists for redevelopment and/or refurbishment to regenerate the Business Park for industrial and employment uses.

- The former Alstom works is a major brownfield site of 21.35 hectares that offers a rail connection on to the Strategic Freight Network. Outline planning permission has been granted for general industry and warehousing (B1c, B2 and B8 uses) with the major access from Heartlands Spine Road (A47). The south west corner of the site is part of the Warren Road Site of Local Importance for Nature Conservation (SLINC).

- The former LDV site of 23 hectares provides the opportunity for the continuation of industrial uses on the site either through the continuation of vehicle manufacturing or redevelopment for alternative industrial uses. Access is currently off Common Lane but is in need of improvement.

- Heartlands Central has been partly developed by Business Post and planning permission for the industrial use of land off Wolseley Drive has been granted.

**8.122** Access to all 4 areas has been poor resulting in congestion and vehicular/residential conflict. Heartlands Parkway has helped to alleviate some of these problems but there are still issues with congestion at Bromford Gate. There is the potential to provide a new link between the Heartlands Parkway and industrial sites which should further reduce congestion in the residential area.

**8.123** The Government's High Speed 2 proposals do identify the area as the potential site of a maintenance depot to serve the proposed new railway line and associated rolling stock. These proposals incorporate the reconfiguration of the Bromford Gate gyratory to the south.

**Implementation/Delivery**

**8.124** Annual monitoring reports will help manage the employment land portfolio. The Development Management process will be used to help protect sites in employment use.

**8.125** The City Council will work with all partners to overcome obstacles to development including infrastructure and ground condition problems. Joint working with the private sector will enable a number of major sites to be brought forward for employment use.

**8.126** Additional guidance is to be provided through the proposed Bordesley Park AAP and Washwood Heath Regeneration Framework.

**8.127** There will be a full review of land use implications arising from the current High Speed 2 proposals.

## E15
## Bromford Housing Estate

### Introduction

**8.128** The Bromford Housing estate is an area with potential for significant change to provide new development opportunities while at the same time overcoming problems of poor residential environments.

**E15 • Bromford Housing Estate**

Within the remaining residential areas of the Bromford Housing estate the emphasis will be on the improvement of the housing stock, environment and local amenities including the provision of enhanced community facilities.

The future of land to the east of the estate, where significant clearance of housing has taken place, will be reviewed. Within this area consideration will be given to alternative uses, including potential employment uses, for sites that are not suited for residential redevelopment.

Any proposals will need to take account of the implications for the area of the possible development of High Speed 2.

### Supporting information

**8.129** The Bromford Housing estate is located both sides of Bromford Drive, just to the south of the M6/River Tame. The estate was developed during the 1960s and 1970s and comprises many typical forms of housing and design layouts of that time, including both low rise and multi-storey stock. Some of these forms of accommodation are now less suited to current needs and a number of the residential tower blocks have been demolished or are currently vacant.

**8.130** There are a number of amenity and environmental issues associated with the elevated M6, the limited range and quality of community facilities and the condition of some of the housing stock and type of estate layout. There is a need to respond to these local issues as well as consider the scope to promote new development and investment. The High Speed 2 rail line is proposed to run under the elevated M6 motorway in this area, which would require the rerouting of the River Tame further southwards towards the estate.

### Implementation/Delivery

**8.131** New housing development opportunities will be identified through stock assessments and the review of the SHLAA.

**8.132** An assessment of the opportunities of the proposed route of HS2 will be undertaken including maintenance facilities.

**8.133** Retail needs will be assessed in line with the Local Centres Strategy.

**8.134** Further detailed planning and development guidance will be prepared as necessary to facilitate development opportunities.

## E16
## A38 (North) Corridor

### Introduction

**8.135** The A38 (North) corridor incorporating the Bromford Industrial Area is one of the city's major areas of manufacturing and business activity, providing many local jobs. The corridor includes key transport routes into the city, including the A38 itself, Fort Parkway and the Birmingham - Tamworth rail line. The corridor also contains a number of sites and premises with potential for development and investment - many of these being on important road frontages.

## E16 • A38 (North) Corridor

The A38 (North) Corridor will be promoted as a key business and employment area, ensuring the protection of employment land, in accordance with Policies SP12 and SP16. Key objectives will be:

- To promote further business growth within the corridor to provide additional employment and training opportunities, building upon the area's strengths as a location not only for precision engineering, but also for more mainstream manufacturing and distribution.
- To promote the more efficient use of existing sites and premises, including physical refurbishment and bringing vacant sites back into use - particularly along the main transport corridors through the area and within the Bromford Industrial Area.
- To consider the implications and opportunities arising from the proposals for High Speed 2 - particularly where the proposed route incorporates potential alterations to existing main road junctions such as the Bromford Gate gyratory.
- To support the provision of and improved access to proposed new passenger rail stations on the Birmingham - Tamworth rail line at locations which are currently planned for Bromford and Castle Vale.
- To support the ongoing delivery of housing and area regeneration at Castle Vale and across other housing areas along the corridor.
- To promote the environmental and recreational opportunities presented by the Birmingham and Fazeley canal.

### Supporting Information

**8.136** The A38 (North) stretches from Salford Circus and includes parts of Tyburn Road and Kingsbury Road, but the wider corridor also includes the Heartlands Parkway and the Birmingham - Tamworth rail line. The northern part of the corridor which includes Midpoint Park and the Minworth industrial area is located within the North and West area.

**8.137** The area is one of the city's largest and most important industrial areas - providing a wide range of industrial and business accommodation and jobs. There is a large number of major employers, including some with a global reputation, such as Jaguar. The area supports a large manufacturing sector, but is also important for warehousing and distribution uses. The Fort Dunlop building is an example of successful regeneration which has delivered new business and hotel accommodation.

**8.138** The A38 provides one of the principal routes to the north east of the city and to Tamworth/Lichfield and the M42/M6/M6 Toll and accessibility to the industrial areas is excellent.

### Implementation/Delivery

**8.139** Protection of the industrial land supply/core employment land will be achieved through the Development Management process and the preparation of annual monitoring reports on the industrial land portfolio.

**8.140** The City Council will work with land owners, the private sector and other partners to retain existing businesses within the area, as well as in the promotion of new industrial development opportunities.

**8.141** Assistance where possible will be given to encourage the reuse of vacant property, and the environmental enhancement of the area. This will include help with bringing forward development opportunities, marketing and land assembly.

**8.142** Joint working with strategic partners will take place regarding the delivery of High Speed 2, as well as the review of any implications arising from the implementation of the scheme. The City Council will work with Centro and other partners to introduce local passenger services on the Birmingham - Tamworth rail line, and if justified the Sutton Park line.

## E17
## Erdington Centre

### Introduction

**8.143** Erdington is a large suburban shopping centre providing a wide range of shops and other services at the heart of the Erdington community. There is scope for further improvements within the centre, where vacancy rates are currently high and the public realm is of relatively poor quality.

**E17 • Erdington Centre**

Proposals to improve the vitality of Erdington centre will be promoted. These will include:

- Traffic management measures (including enhanced parking and services) and comprehensive public realm works to improve the pedestrian shopping environment and increase the vitality of the centre.
- The redevelopment of the Colliers site (1.8ha) to the north of the centre for town centre related uses which will complement and strengthen the centre. This will require the implementation of measures to improve the pedestrian linkages and connectivity between the site and the centre.
- Opportunities to improve the shopping offer within the centre will be explored, together with measures to reduce the vacancy rate.

### Supporting Information

**8.144** Erdington is typical of many traditional high street centres which grew up along arterial roads at the turn of the century following the rapid expansion of Birmingham's suburbs. Erdington was the dominant centre in North West Birmingham until the 1970s, when its position has been challenged by a number of developments such as the One Stop Shopping Centre at Perry Barr, the Fort Retail Park and Sutton Coldfield Town Centre. As a consequence, Erdington has seen a significant decline in retail floorspace since the mid 1980s. The vacancy rate, as measured by the proportion of total retail and service units is also notably higher than the UK average vacancy rate. Despite this the centre still provides a wide range of both convenience and comparison goods and community facilities.

**8.145** Erdington Centre benefits from good public transport links, with a train station and a comprehensive bus service connecting Erdington to the city centre and surrounding centres within the city region. However the busy A5127 Sutton New Road which runs adjacent to the town centre, detracts from the overall quality of the town centre environment with central reservation parking.

**8.146** Despite the implementation of public realm improvements, there is still considerable scope for enhancement of the centre. Immediately to the north, the Colliers site is anticipated to come forward for redevelopment in the near future. The site provides an opportunity to attract new investment to the area which could strengthen the centre and improve its links with the nearby Lyndhurst neighbourhood (Policy E18).

**8.147** A Supplementary Planning Document will be produced to guide future development in the area.

### Implementation/Delivery

**8.148** Opportunities for further investment in the centre will be progressed through the preparation of a Supplementary Planning

Document to provide guidance for the future development of the local centre, including the potential future development of the Colliers site.

**8.149** The City Council will work with land owners, businesses, agencies and the local community to develop proposals for the centre including improvements to the pedestrian environment and the public realm. Opportunities will also be explored to market and promote the attractions of the centre on a wider scale.

**8.150** Additional local planning and/or marketing guidance will be prepared as necessary to facilitate the bringing forward of development opportunities. The use of compulsory purchase powers may be considered to facilitate land assembly to deliver development proposals.

## E18 Lyndhurst

### Introduction

**8.151** The redevelopment of the Lyndhurst estate provides an opportunity to deliver a much improved residential neighbourhood with an increased number of houses in a sustainable location close to Erdington centre. The proposals for the Lyndhurst estate form part of a wider initiative to improve housing within Erdington together with further housing sites at the Pitts Farm estate and on former allotments at Court Lane (proposals for a Housing Private Finance Initiative are being advanced).

**E18 • Lyndhurst**

- The Lyndhurst Estate will be redeveloped to provide up to 300 new dwellings within a mix of housing types for outright sale, shared ownership and council rent.
- The re-provision of existing community facilities and improved public open space along with improvements to the existing tower blocks will offer the opportunity for the creation of a distinctive neighbourhood which is able to meet the range of local need.

Informal development guidance has been prepared to support the redevelopment of the Lyndhurst estate. The proposals will be complemented by further residential development on the Pitts Farm estate and at Court Lane.

### Supporting Information

**8.152** Approximately 7km from Birmingham city centre and fronting the A5127 Sutton New Road, this site is north of Erdington Town Centre and adjoins Wylde Green local centre. The majority of the 4.17 hectare site is in Birmingham City Council ownership.

**8.153** In 2003, Cabinet approved the clearance of 227 medium rise maisonettes on the estate to facilitate its comprehensive redevelopment. Since the original approval was received, the City Council has successfully implemented a clearance and demolition programme and only a small number of households are left to re-house. The future of the swathe of land formerly affected by the Highway Improvement Line on Sutton Road has also been clarified, resulting in considerable land at the south of the estate being released for development.

**8.154** Significant consultation has been carried out with residents to develop a feasibility plan for

### Implementation/Delivery

**8.155** The proposals for the Lyndhurst estate form part of a wider initiative to improve housing within Erdington together with further housing sites at the Pitts Farm estate and former allotments at Court Lane. Proposals for a Housing Private Finance Initiative are being advanced with the Homes and Communities Agency and the Outline Business Case has been prepared.

**8.156** An outline planning application has been submitted for the redevelopment of the Lyndhurst Estate and the City Council may use its compulsory purchase powers to facilitate the redevelopment of the estate.

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# East Proposals Map

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ndhurst Estate
Short Heath
A452
Erdington
Kingsbury Road
Tyburn Road
Castle Vale
A47
Timberley
Shard End
Shard End
Ward End
Fox & Goose
Yardley Sewage Works
Pelham
Glebe Farm
Stechford
Stechford
Lea Village
Bordesley Green
Meadway
(Growth Point)
Meadway
Yew Tree
The Radleys
Hay Mills
Swan Shopping Centre
A45
Tyseley
Sheldon
Acock's Green
Olton Boulevard

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# South Birmingham

9

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## Context

**9.1** South Birmingham comprises Edgbaston, Northfield, Selly Oak and parts of Hall Green constituencies sharing boundaries with Sandwell, Dudley, Solihull, and Bromsgrove Districts. It is largely residential, with a network of centres such as Kings Heath, Northfield and Selly Oak and major development opportunities at Longbridge and Selly Oak. Parts of the area are affluent and support a number of successful mature suburbs, while others suffer from low economic activity.

**9.2** In recent years, there has been a shift away from the manufacturing sector with the health services sector and the University of Birmingham becoming the largest 2 employers. Manufacturing based employment is now mainly limited to locations such as Cadbury at Bournville and small business parks such as Kings Norton, Quinton and Woodgate and other smaller employment sites. The establishment of the Central Technology Belt (CTB) along the A38 Corridor is seeking to develop employment in the high technology sector. There is a continued need for economic diversification and there are opportunities for growth in business, high technology, education, health and leisure. There is also a need for more local employment opportunities to serve parts of the area that have relatively poor access to employment sites.

**9.3** Several of the city's major tourist attractions and sports facilities lie in South Birmingham, including the Midlands Art Centre, Cadbury World, Warwickshire County Cricket Ground, Moseley RFC, Birmingham Botanical Gardens and the Barber Institute of Fine Arts.

**9.4** South Birmingham has been the focus of significant private sector led housing schemes including Monyhull and Great Park, and housing regeneration initiatives on Council estates such as Ley Hill, Brandwood End and Shenley. There are a number opportunities for further major housing development including Druids Heath, Kings Norton, Egg Hill, Selly Oak, and at Longbridge.

**9.5** A number of district and neighbourhood centres are the focus for retailing and services as well as local cultural, social, religious and community facilities. Whilst many are thriving and have benefited from investment, others such as Stirchley, Edgbaston and Selly Oak are poor in terms of facilities offered and their environmental quality.

**9.6** The area has good road transport links, providing connections into the city centre and out to the M5 and M42 motorways. On the A38, Northfield Relief Road opened in 2007 and major sections of the Selly Oak New Road are scheduled for completion in 2011. Parts of the area are well served by rail, and bus priority routes are or have been developed along radial routes (A456 Hagley Road, A38 Bristol Road, A441 Pershore Road, A435 Alcester Road and the A34 Stratford Road) and the orbital Outer Circle route.

**9.7** South Birmingham has influences beyond the city boundary into Worcestershire, most notably in the Longbridge area, where redevelopment sites cross the city boundary and the Longbridge Area Action Plan has been prepared and adopted jointly with Bromsgrove District Council. The area's influence is also felt in a southerly direction along the radial routes towards the M42, westwards into Sandwell along the A456 near Bearwood, and northwards into the city centre at Edgbaston/Five Ways.

**9.8** Much of the area has an attractive built environment including numerous Conservation Areas. Other assets include waterways such as the Rivers Rea and Cole, and the Worcester and Birmingham and Stratford upon Avon canals, which provide around 50 km of rivers and canals and water features including Bartley and Lifford Reservoirs. Elsewhere, significant green open spaces such as Woodgate Valley Country Park, Cannon Hill Park, Kings Heath Park, Highbury, and various golf courses contribute to a green, open and attractive environment for living and working.

**Key Objectives**

**9.9** The key objectives for the South are:

- To provide opportunities for new housing development, including the development of new Sustainable Urban Neighbourhoods at Longbridge, Kings Norton Three Estates and Druids Heath.
- To diversify the area's economy by providing employment land in appropriate locations including the Regional Investment Site at Longbridge, through the promotion of the Central Technology Belt, and by protecting and improving the quality of Core Employment Areas and encouraging investment in other employment generating uses.
- To protect, support and enhance the existing network of centres in the area, including the development of a new local centre at Longbridge and the promotion of growth at Selly Oak.
- To enhance the quality of the Green Infrastructure network within the area.
- To take advantage of the growth opportunities provided by transport corridors, notably the Hagley Road, Pershore Road and Alcester Road corridors as well as the (A38) Central Technology Belt.
- To maintain the character of the important mature suburban areas in Harborne, Hall Green, Kings Heath, Moseley and Edgbaston.
- To improve the quality of existing residential environments, particularly but not only in Druids Heath, Kings Norton and Northfield.
- To enhance transportation facilities through the completion of the Selly Oak New Road, improved east-west highway links, and public transport investment including the upgrading of the rail network. Specifically it is proposed to improve railway services through the opening of new stations at Hazelwell, Kings Heath and Moseley.
- To support the University and hospitals as major employers and encourage emerging technologies linked to these facilities.

## S1
## South - Overall Level of Development

**Introduction**

**9.10** South Birmingham will be a major contributor to the city's Growth Agenda in respect of housing and the economy. Key opportunities exist at Longbridge, Selly Oak, Kings Norton Three Estates, Druids Heath and North Worcestershire Golf Course for housing and economic growth.

## S1 • South - Overall Level of Development

Policy SP2 sets out overall levels of growth for Birmingham. The contribution of the South to this will be as follows:

- 12,000 additional dwellings. This will include:
  - Longbridge SUN; around 1600 (including 700 in Bromsgrove).
  - Druids Heath; around 500.
  - Selly Oak; around 1,000.
  - Edgbaston/Pershore Road; around 250.
  - Kings Norton SUN; around 500.
  - North Worcestershire Golf Course; around 800.
- New employment land, including:
  - Longbridge; (including the 25ha Regional Investment Site).
  - Druids Heath; minimum 5ha.
  - Pebble Mill; about 5ha.
  - Selly Oak; about 3ha.
- In addition, Core Employment Areas will be protected for employment purposes including:
  - Cadbury.
  - Woodgate Business Park.
  - Kings Norton Business Park.
- Around 20,000 sq.m. (gross) of additional comparison retail floorspace at Selly Oak by 2026.
- A new local centre at Longbridge in line with the Longbridge Area Action Plan

### Supporting Information

**9.11** The scale of growth proposed in this policy reflects the strategy set out in the city-wide section.

**9.12** In addition to the housing locations specifically identified here, the Council will support further housing proposals on brownfield sites, providing that these are consistent with other policies contained within this Strategy.

**9.13** Opportunities to create additional employment sites are likely to be more limited, but will also be supported if they arise.

**9.14** Proposals for additional retail, office and leisure development will also be supported where they are consistent with policies SP18 and SP19.

### Implementation/Delivery

**9.15** Details on the implementation/ delivery of the proposals specifically referred to in the policy are set out in subsequent policies within this section.

**9.16** The SHLAA and 2010 Employment Land Review provides details of potential and committed sites for housing and employment development.

**9.17** Both the SHLAA and the Employment Land Review will be regularly revised and updated.

## S2
## A456 Hagley Road Corridor including Edgbaston Centre

### Introduction

**9.18** The A456 Hagley Road is one of the main gateways into the city centre to the west, from Bearwood, Halesowen, Stourbridge, Dudley, Wolverhampton and from Junction 3 of the M5.

## S2 • Hagley Road Corridor including Edgbaston Centre

The Hagley Road corridor will be developed as a major gateway to the city centre, with the potential for significant mixed use and commercial development set within a high quality public realm. Key objectives will be to:

- Promote a mix of residential, hotel and office uses on the A456 frontages.
- Support retail, leisure, office and mixed use at Edgbaston centre.
- Promote office, medical/healthcare and residential uses in the vicinity of Edgbaston centre.
- Promote Edgbaston centre through development of new buildings at key locations.
- Enhance environment/public realm and access in particular within and on the approaches to Edgbaston centre, along the corridor and at Five Ways rail station and the canal.
- Encourage further investment in and use of public transport, as well as walking and cycling.
- Support and enhance facilities at the Birmingham Botanical Gardens.

All development should promote high quality design and take account of the many Conservation Areas, Listed Buildings and the character of the corridor.

### Supporting Information

**9.19** Hagley Road is a major commercial artery in the city containing a high proportion of the city's office and hotel stock.

**9.20** Edgbaston centre lies at the eastern end of the A456 Corridor. It is an important location, at the junction of the A456 and Ring Road at Five Ways Island. It acts as a gateway to the city centre to the east.

**9.21** The redevelopment of the former Edgbaston Shopping Centre (to the west of Five Ways) will provide the impetus needed to help reverse the current decline of the centre. However, further investment in the centre for retail, mixed use, leisure and office developments will be encouraged to strengthen its retail and commercial function and overall viability. Achieving high quality of design will be particularly important in this location.

**9.22** There are also opportunities for public realm improvements including improvements to the pedestrian environment at Five Ways Island and its approaches along Harborne and Calthorpe Roads and at the Five Ways rail station (and adjacent canal).

**9.23** The A456 Hagley Road is one of the main gateways and a strategic transport route into the city from the west, which links the city centre with the motorway network and areas to the west of the city. Maintaining and supporting its role as a high capacity transport route with good quality public transport access will be important.

**9.24** The wider Edgbaston area is a focus for office uses and further investment to improve the local environment, whilst protecting the areas unique character will be encouraged. Residential uses (including student and elderly persons accommodation), and where appropriate offices and healthcare. Medical uses will be encouraged.

**9.25** There is significant potential for further development and improvement along the A456 corridor on sites such as Calthorpe Gate, the Greenfield Crescent area and other sites in the vicinity of Edgbaston centre. Further high quality investment for residential uses, and in some locations offices and hotel uses, will be encouraged.

**9.26** Development should encourage renewed investment in the Botanical Gardens and wider area, ensuring sporting, leisure, educational and residential needs are met, whilst protecting the unique character of the conservation area.

### Implementation/Delivery

**9.27** The City Council will work with the private sector including major landowners (and in particular Calthorpe Estates) to deliver this policy.

**9.28** Section 106/CIL will be used to deliver major environmental/public realm improvements.

## S3
## A38 Bristol Road Corridor

### Introduction

**9.29** The A38 Bristol Road is the main route from the city centre to the M5 and the south west. Along the corridor lie a number of the city's strategically important locations, such as the University of Birmingham, Pebble Mill, Selly Oak and Northfield centres, and Longbridge.

**S3 • Bristol Road Corridor**

The A38 Bristol Road Corridor will be promoted as a key development corridor linking the city centre to the south west. The main objectives of the corridor will be to:

- Support the CTB through the development of the Pebble Mill, Longbridge Regional Investment site and sites at Selly Oak for high technology uses in accordance with Policy SP14.
- Promote strategic development locations at Selly Oak, Northfield and Longbridge as focal points along the corridor, in accordance with policies S5-S7.
- Encourage the development of other sites in the corridor for educational facilities, institutional uses and residential uses.
- Encourage further investment in and use of public transport, as well as walking and cycling.
- Promote high quality design and take account of the character of the corridor with many buildings set in landscaped grounds and open space.
- Protect and improve the environment and public realm of the corridor.

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### Supporting Information

**9.30** The A38 Bristol Road is one of the main gateways and a strategic transport route into the city from the south, and links the city to the motorway network. Maintaining and supporting its role as a high capacity transport route with good quality public transport access will be important to the success of the Birmingham-Worcestershire Central Technology Belt (CTB) strategy and to ensuring adequate access for major users along the corridor including the new Queen Elizabeth hospital, and major employers such as Cadbury.

**9.31** The A38 is part of the CTB, which promotes the concept of cluster developments closely linked to the Region's research

and development capabilities and advanced technologies. Sites will be protected for high technology uses to assist diversification of the economy, recognising that this is a long term strategy. On Pebble Mill and sites within Selly Oak, medical and health facilities which contribute to the objectives of the CTB by promoting research and development and links with the universities and hospitals will also be supported.

**9.32** Further details of the Longbridge RIS are set out in Policy S7 and, for Selly Oak, in Policy S5.

### Implementation/Delivery

**9.33** The City Council will work with private sector developers including major landowners to deliver this policy.

**9.34** Section 106/CIL will be used to deliver major environmental/public realm improvements.

**9.35** The Council will also work with Centro and operators to deliver transport improvements in the corridor.

## S4 Edgbaston Mill/WCCC (Warwickshire County Cricket Club)

### Introduction

**9.36** Edgbaston cricket ground is one of the country's major sporting and leisure venues (see Policy SP22). Continued investment in the facilities at Edgbaston is essential for it to retain its status.

**S4 • Edgbaston Mill/WCCC (Warwickshire County Cricket Club)**

The Warwickshire County Cricket Ground and surrounding area at Edgbaston Mill will be promoted as a strategically important location for leisure and mixed use development, particularly in connection with maintaining Birmingham's international sporting status. Proposals which maintain and enhance this position will be encouraged including measures to reduce parking problems in the surrounding area.

### Supporting Information

**9.37** The internationally significant Warwickshire County Cricket ground is 3km from the city centre, situated on Edgbaston Road near the junction with the A441 Pershore Road.

**9.38** Significant investment at the cricket ground is required to retain its international status, secure existing jobs and provide further employment opportunities. Redevelopment of a number of the stands and the pavilion at the southern end of the cricket ground is proposed with new spectator seating, player, media and visitor facilities, a museum and library, a club shop and offices, conference and banquet facilities, as well as an associated mixed use development (residential, offices, 13,900 sq.m. gross hotel, retail, restaurant/café, pubs/bars, leisure and créche) fronting Pershore Road.

### Implementation/Delivery

**9.39** Improvements to the cricket ground and other developments in the area will be undertaken primarily through private sector investment. The City Council may use its Compulsory Purchase powers to facilitate the development.

# S5
# Selly Oak and South Edgbaston

### Introduction

**9.40** Selly Oak centre is a strategically important location on the A38 corridor, in the south west of the city. The wider area includes Queen Elizabeth Hospital and University of Birmingham in South Edgbaston and residential areas either side of Bristol Road. It has considerable potential for growth.

## S5 • Selly Oak and South Edgbaston

The Selly Oak area will be promoted for major mixed use development. This will include the following:

- The role, function and importance of Selly Oak Centre (No.2 on the following plan) will be promoted and enhanced in accordance with Policy SP18. The centre will be a focus for new development including retail, leisure and offices. The centre has capacity for up to 20,000 sq.m. (gross) of comparison retail floorspace, and up to 25,000 sq.m. of office floorspace. Mixed use schemes that make a positive contribution to the diversity, vitality, viability and accessibility of the centre will be encouraged. All development should have a focus on high quality design creating a real sense of place with improvements to the quality of the public realm and natural environment and be well integrated with the centre.

- Selly Oak New Road (No.6 on the following plan) will be completed, performing an important function in moving traffic in and out of the city along the A38, and providing access to the Birmingham Battery Site and the new Queen Elizabeth Hospital. Once the road is complete, the quality of the environment and public transport accessibility in the district centre will be improved.

- The University of Birmingham (No.1 on the following plan) will remain a major centre of higher education, research and development, and supporting activities. Proposals that maintain and enhance the university's facilities will be encouraged.

- The area will remain a major focus for medical facilities and developments, centred on the new Queen Elizabeth Hospital. Proposals that support the new and existing hospitals and associated facilities will be encouraged.

- The area will be an important location for high technology uses that support the A38 CTB corridor. The Birmingham Battery site will include high technology uses - particularly those related to the university and hospital and there are further opportunities for research and development uses adjacent to the University Hospital. Medical and health facilities which contribute to the objectives of the CTB by promoting economic diversification, research and development and links to the universities will also be supported.

- Investment will be encouraged in order to improve the quality and variety of residential accommodation and the residential environment and supporting services will be improved to make Selly Oak/Bournbrook an attractive, balanced and sustainable residential community, supporting the city's growth agenda and graduate retention.

*continued...*

## S5 • Selly Oak and South Edgbaston (continued)

Within the Selly Oak/South Edgbaston area there are several important development opportunities:

- Elliott Road/The Dingle (No.4 on the following plan), off Bristol Road is suitable for a landmark mixed-use development including retail and residential uses to provide a strong pivotal link between the traditional shopping centre at Selly Oak and the Birmingham Battery site.
- The existing Selly Oak Hospital site (No.3 on the following plan) should be redeveloped for mixed uses, including residential with associated open space, leisure, community and health related uses.
- Land adjacent to the Queen Elizabeth hospital and University of Birmingham is suitable for health, educational and high technology and employment uses.
- The Birmingham Battery site and the site of the existing Sainsbury supermarket (No.5 on the following plan), will be suitable for mixed uses. This will include a replacement supermarket, additional comparison retail, offices and a site for high technology development.

All new development will be subject to the need to secure completion of the Selly Oak New Road, and environmental and public transport improvements and other appropriate community infrastructure.

### Supporting Information

**9.41** Selly Oak centre straddles the Bristol Road, and contains retail warehousing, a superstore and numerous smaller shops, many providing for the needs of the local student population. However the centre is in need of improvement particularly the quality of the environment and public realm and the overall vitality of the centre. The area has already seen significant investment including the new Queen Elizabeth Hospital, investment in the university campus and commencement of the Selly Oak New Road. However further extensive areas of underused land and buildings are likely to come forward for development including surplus hospital sites.

**9.42** Over the plan period, Selly Oak and South Edgbaston will therefore be a key focus for further new development, and several strategic development opportunities will further help to transform the area. Selly Oak is well placed to deliver more employment, retail and office development, and continue as a regionally important location for healthcare and learning. The aims are to maximise the potential of this sustainable location as a centre for local and regional facilities, as well as being a thriving residential area, and to ensure that the area benefits from significant spin off benefits from new development.

**9.43** Selly Oak centre is identified as a district centre with potential for growth in Policy SP18. The large mixed-use scheme for the Birmingham Battery site in the development pipeline will significantly improve the quality of the retail offer in Selly Oak and deliver the step change needed to reverse the decline of the centre. Other opportunities in the centre include The Dingle.

**9.44** Investment in the university will be encouraged to maintain its role as one of the premier educational establishments in the country. Further investment in public realm improvements and improvements to traffic management and car parking will also be encouraged.

**9.45** The new Queen Elizabeth Hospital is a facility of both regional and national importance and developments that support and enhance healthcare facilities will be encouraged.

**9.46** The area is a key location on the CTB and due to its proximity to the university and hospital, it provides opportunities for high technology uses related to the medical and related sectors. Birmingham Research Park has been successful in attracting new and developing companies working with the university in research and development. Tenants are involved in activities such as biotechnology, medical diagnostics and scientific instruments. The vacant land at

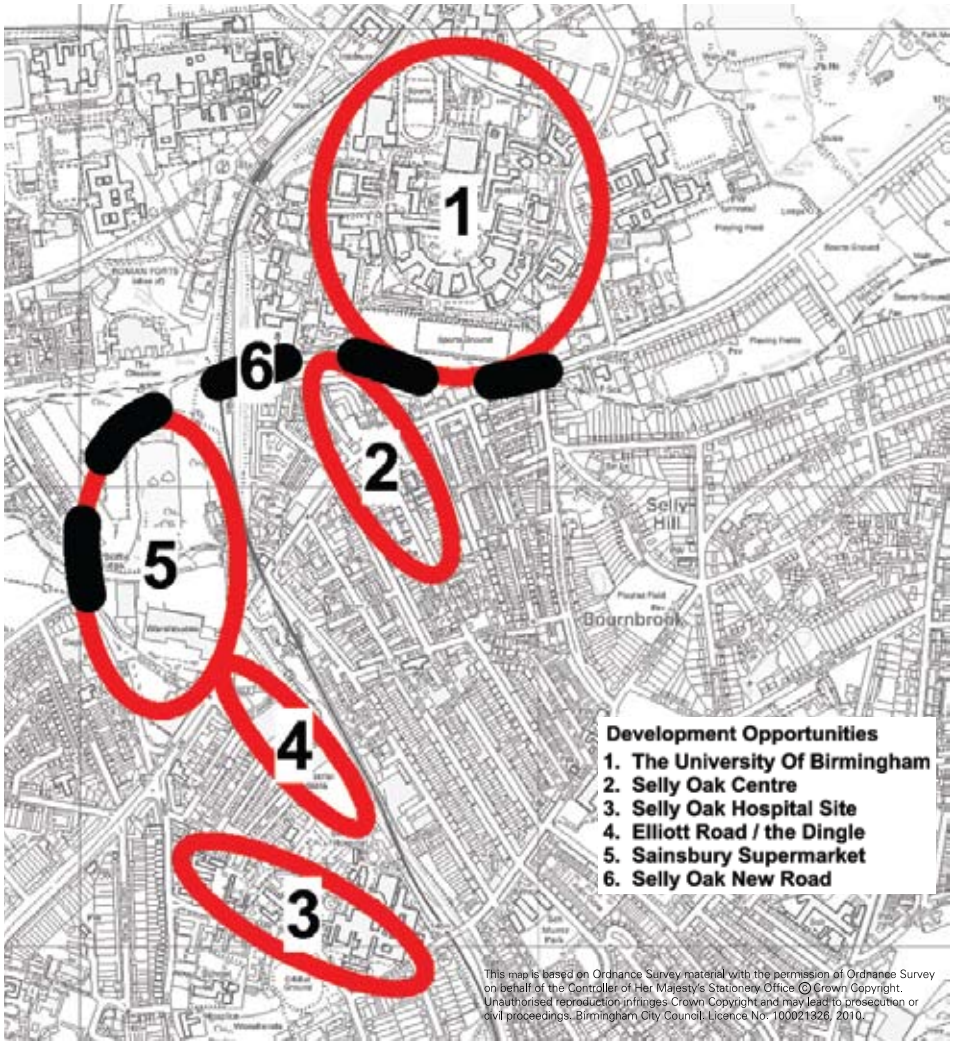
the Birmingham Battery site, the surplus land at the Queen Elizabeth Hospital site around Hospital Drive and surplus/underused land at the university around Vincent Drive/Pritchatts Road provide opportunities for high technology uses.

**9.47** As well as employment in the high technology sector, there is significant scope for further job creation in office, education and healthcare sectors as well as retail and service jobs. The area is therefore expected to make a significant contribution to the city's needs for new employment.

**9.48** The Selly Oak hospital site provides an opportunity for an exemplar residential environment. The new mixed-use developments on the Birmingham Battery site and at Elliott Road will also provide residential opportunities. The Selly Oak area is expected to deliver around 1,000 new dwelling units.

**9.49** There is potential for developments to showcase high standards of sustainability, and design to deliver high quality new places and spaces and to maximise the area's historic and environmental assets. Completion of the Selly Oak New Road improvements to the public realm and the environmental quality of the area, including the public realm in Selly Oak centre will also be important.

**9.50** There is a need to ensure that local residential areas provide a balanced mixed community with improved local services and facilities to serve the area. There is also a need to ensure that the provision of student accommodation does not adversely impact on the local community, in accordance with Policy SP28.




### Implementation/Delivery

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

**9.52** Section 106/CIL will be used to deliver major environmental/ public realm improvements. Developments on key sites will be informed by informal planning guidance and master plans prepared in consultation with stakeholders.

## S6 Northfield

### Introduction

**9.53** Northfield is one of the city's largest centres and is a busy focal point on the A38 Bristol Road, providing shops, local services, leisure, education and community facilities. There is potential for further growth and investment in the centre.

## S6 • Northfield

Opportunities for development or redevelopment which will strengthen the vitality and viability of Northfield centre will be supported including:

- Convenience retail.
- Comparison retail (maximum additional 10,000 sq.m. gross).
- Small scale leisure.
- Offices (up to 5,000 sq.m. gross).
- Community use.

Schemes with mixed uses - including retail on the ground floor with offices and residential above - will be encouraged.

Developments should make a positive contribution to the diversity, vitality and viability of the centre and address the High Street.

### Supporting Information

**9.54** Northfield is a strategically important location in the south west of the city. It is one of a number of important centres on the A38 corridor, together with Longbridge and Selly Oak. These centres perform complementary roles, with Northfield acting as a significant traditional district centre. The centre is generally vibrant, has a good environment and is easily accessible. It is expected that this will continue, with opportunities for improvement being brought forward to reinforce Northfield's role.

**9.55** A Local Action Plan covering the centre and immediate surrounding area was adopted as Supplementary Planning Guidance (SPG) in 2000 to guide and manage change. Many of the aspirations of the LAP have now come to fruition, including the relief road, which has brought major benefits in removing traffic from the centre and enabling environmental improvements and traffic management measures.

**9.56** A new generation of possibilities for retail, leisure and office development are emerging, supported by residential and office opportunities, and the overall desire to see high quality redevelopment and growth remains. Redevelopment of the Northfield Centre (formerly the Grosvenor Centre) and the assembly of sites within the centre (including sites on the west side of the High Street) to retail or office uses with residential above fronting the High Street will be supported.

### Implementation/Delivery

**9.57** The City Council will work with the private sector including key landowners and other stakeholders.

**9.58** Section 106/CIL will be used to deliver major environmental/public realm improvements. Development will be informed by existing and proposed planning and design guidance prepared in consultation with stakeholders.

**9.59** The City Council may be prepared to use its compulsory purchase assist site assembly.

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## S7
## Longbridge SUN

### Introduction

**9.60** Following the closure of the MG Rover plant at Longbridge in 2005, the Council prepared the Longbridge Area Action Plan (LAAP) to guide the redevelopment of this strategically important brownfield site on the southern edge of the city.

**S7 • Longbridge SUN**

The former MG Rover plant at Longbridge will be redeveloped as a Sustainable Urban Neighbourhood in line with the Longbridge Area Action Plan, which was adopted in April 2009. The area covered by the AAP is shown on the Proposals Map.

### Supporting Information

**9.61** The LAAP was adopted in April 2009. It extends across the city boundary into Bromsgrove District. It provides a 15-20 year framework for the comprehensive regeneration and development of the area.

**9.62** The overall aims are to create an urban eco-centre - delivering 10,000 jobs and a minimum of 1450 new homes. It will include a Regional Investment Site (RIS), a new local centre, new education facilities, retailing, leisure, community and recreation uses all underpinned by quality public transport facilities and highway infrastructure including improvements to Bristol Road South and Longbridge Lane.

**9.63** The RIS will be a high quality site intended to encourage the diversification and modernisation of the Region's economy and support the A38 CTB. This 25 hectare site will include:

- A technology park of at least 15 hectares to provide a minimum of 100,000 sq.m. of research and development, light and general industry to support the objectives of the RIS.
- A maximum of 25,000 sq.m. of B1a offices for firms that complement and support the high technology sector and objectives of the RIS.
- A maximum of 10,000 sq.m. of services and amenities primarily for staff and businesses.

**9.64** The new local centre will provide a new heart for the community and address the need to improve the quantity and quality of retail provision in the area. It will contain a wide range and mix of uses in a high quality development that demonstrates the very best in design and sustainable development. It will comprise retail (up to 13,500 sq.m.) services, leisure uses (up to 5,000 sq.m.), educational, heritage and community uses, offices (up to 10,000 sq.m.) and other commercial uses. In addition, the centre will accommodate approximately 400 dwellings.

**9.65** The site will also accommodate a new campus for Bournville College.

**9.66** Further background information can be found in the Longbridge Area Action Plan, April 2009 and the evidence base which supports it.

### Implementation/Delivery

**9.67** The City Council will work with the private sector including key landowners to deliver these proposals, including a Regional Grant Fund application.

**9.68** The Longbridge Infrastructure Tariff will be required to deliver major community infrastructure improvements and to ensure sustainable development, including public transport improvements, education facilities, and other facilities to serve the development and mitigate the impact of the development.

**9.69** Section 106 agreements will secure affordable housing, open space and community facilities.

**9.70** Public sector funding programmes will assist delivery of major transport infrastructure and affordable housing including HCA grant, RIF funding, and possible ADZ funding.

## S8
## North Worcestershire Golf Course

### Introduction

**9.71** North Worcestershire Golf Course occupies a 32 hectare site off Frankley Beeches Road. The club has indicated they have aspirations to relocate and are seeking an alternative site in Worcestershire.

**S8 • North Worcestershire Golf Course**

The site is considered to be suitable for residential development and appropriate complementary uses with at least 10ha laid out as publicly accessible open space. Development will be subject to protection of trees and habitats.

Around 800 new dwellings could be provided.

### Supporting Information

**9.72** The club's proposed move provides an opportunity to meet the city's strategic housing needs. Relocation to a new site will enable the club to develop its facilities and secure a competitive future. The site is suitable for a mix of residential, public open space uses and community and local education uses.

**9.73** The location and character of the site make it suitable for the development of larger dwellings.

**9.74** The site is currently private with no general public access. There is therefore also potential to improve provision of public open space in this area.

### Implementation/Delivery

**9.75** The City Council will work with the private sector including key landowners and other stakeholders.

**9.76** Section 106/CIL will be used to deliver major environmental/public realm improvements. Development will be guided by informal planning and design guidance prepared in consultation with stakeholders.

## S9
## A441 Pershore Road Corridor

### Introduction

**9.77** The A441 links the city centre to the M42 and Redditch further to the south. This route connects the centres of Stirchley and Cotteridge to the city. There are also several important development opportunities in this corridor including Kings Norton Three Estates (a key housing development), on the Birmingham-Worcestershire border.

## S9 • A441 Pershore Road Corridor

The main objectives for this corridor are:

- Maintain, enhance and encourage development in the centres along the corridor, at Stirchley (see Policy S10), Kings Norton and Cotteridge.
- Encourage further investment in and use of public transport, as well as walking and cycling, with the A441 being promoted as a low carbon corridor.
- Protect and improve the environment and public realm of the corridor.
- Promote strategic development locations at Edgbaston Road/Pershore Road, Kings Norton Three Estates and Stirchley.
- Support retention of core employment areas e.g. Kings Norton Business Park.

### Supporting Information

**9.78** The A441 parallels the course of the River Rea from the city centre to its crossing point south of Cotteridge where the river turns west towards Longbridge. This river corridor has significant nature conservation value and the Rea Valley Millennium Cycle Route, part of the strategic cycle network, also follows the path of the river.

**9.79** The A441 is congested at times, and there are opportunities to improve both public transport and the environment in the longer term. In particular the A441 is proposed as a low carbon corridor/smart route.

**9.80** Cotteridge is a relatively small centre in terms of size but occupies an important and accessible location at the junction of the A441, the A4040 Outer Circle, and Kings Norton Station on the Cross City railway line. As such, it is a busy centre for convenience shopping, serving a wide catchment area. It also benefits from the proximity of the industrial estates/business parks to the south, which are identified as Core Employment Areas. There are, however, parking issues, with a limited number of on and off road parking spaces, and improvements to car parking provision in the area will be supported.

**9.81** Stirchley centre also lies within the corridor. This centre has suffered from long-term lack of investment, but has opportunities for development. These issues are addressed in Policy S10. Other development opportunities include Pershore Road/Edgbaston Road, Policy S9, Kings Norton SUN, Policy S11 and housing sites around Calthorpe/Balsall Heath Park.

### Implementation/Delivery

**9.82** The City Council will work with private sector developers including major landowners such as the University to deliver this policy.

**9.83** Section 106/CIL will be used to deliver major environmental/public realm improvements.

**9.84** The Council will also work with Centro to deliver transport improvements in the corridor.

## S10
## Stirchley Centre and Adjoining Area

### Introduction

**9.85** Stirchley is one of the city's key centres. The centre and surroundings have suffered from a lack of investment for many years, and present an unrealised opportunity for development.

## S10 • Stirchley Centre and Adjoining Area

Redevelopment and regeneration in Stirchley centre will be supported in order to secure the future of the centre in accordance with Policy SP18 and enhance its vitality and viability. As part of this process opportunities should be taken to enhance the quality and quantity of retail provision and to diversify the centre by introducing other uses such as offices, leisure, residential, community, and other mixed uses.

Additional comparison and convenience floorspace will be encouraged within the centre along with complementary services, offices, leisure and community uses.

All development within and adjoining the centre should be integrated with the centre and should make a positive contribution to its diversity, vitality and viability.

Within and adjoining the centre, there are several important development opportunities.

These include:

- Hazelwell Lane.
- Part of the former Arvin Meritor site.

Development should seek to consolidate the retail area into a more viable retail core and assist the regeneration of the centre. Outside the core encouragement will be given to conversion and redevelopment for high quality residential, office and non retail uses.

There are opportunities for new housing at Ten Acres to the north of the centre, with planned junction improvements at Dogpool Lane.

All development will have a focus on high quality design, creating a real sense of place with focus on improvements to the quality of the public realm - including new focal points/public spaces - and the quality of the natural environment - including the canal and river.

### Supporting Information

**9.86** Once a thriving shopping area, this linear centre has many premises unsuited to modern use and is in need of major investment to combat a high void rate and general neglect. In particular, it is in need of improvements to address issues such as poor diversity of uses and multiple retailer representation, high vacancy rates and poor public realm. Also the centre is in need of consolidation to secure a more compact and attractive shopping area.

**9.87** Several sites in Stirchley provide the opportunity to secure regeneration, investment and rationalisation of the centre and adjoining areas. These include:

- The site at Hazelwell Lane which been identified for retail/mixed use development.
- Towards the southern end of the centre the former Arvin Meritor site (2.7 hectares) provides an opportunity for either significant employment use or mixed uses, with the introduction of an active frontage onto Pershore Road to assist the regeneration of Stirchley.

**9.88** Either side of the canal are a number of industrial buildings (some underused or vacant). Investment in this area is encouraged and further policies will be set out in the SPD to identify those sites which should remain in employment use.

**9.89** Smaller sites at Ten Acres are suitable primarily for housing.

### Implementation/Delivery

**9.90** A supplementary planning document will be prepared for Stirchley to provide detailed guidance for future development and replace the Stirchley Framework and development briefs.

**9.91** The City Council will work with the private sector including key landowners and other stakeholders and Centro on a smart route enhancement.

**9.92** Section 106/CIL will be used to deliver major environmental/public realm improvements.

**9.93** The City Council may be prepared to use its compulsory purchase powers to assist site assembly.

## S11
## Kings Norton Three Estates SUN

### Introduction

**9.94** The Three Estates of Primrose, Pool Farm and Hawkesley are situated on the southern boundary of the city covering an area of approximately 159 hectares. They consist of a mixture of post-war terraced and high-rise housing built by the City Council between the 1950's and the 1970's. The area is a priority for improvement and redevelopment in line with Policy SP4.

### Supporting Information

**9.95** The Kings Norton Planning Framework (adopted in March 2010) sets out proposals to create a place of choice for existing and future residents.

These include:

- The phased demolition of some 800-900 properties of mixed tenure.
- Approx 50% affordable housing to ensure no reduction in the number of affordable housing units as a result of the scheme.
- The creation of approximately 1,400 new dwellings for rent, shared ownership and private sale (a net gain of around 500 units).
- A new supermarket of up to 4,000 sq.m. gross and local shops adjacent to Redditch Road.
- Replacement of the Fold in a new retail parade.
- A community/youth facility.
- New and improved open spaces and improvements to the public realm.
- A network of new roads, pedestrian routes and public transport improvements to serve the development and improve access to employment sites in the wider area.

**9.96** The area also needs to form an exemplary high quality housing settlement in accordance with Policy SP4.

### Implementation/Delivery

**9.97** A delivery strategy has been prepared. The Council is likely to seek to procure a development partner and ensure the partnership is secured through a development agreement. This will allow cross subsidy between various phases of the development and ensure that the full range of infrastructure and affordable housing etc can be secured.

**9.98** The Development Partnership will continue to work with local residents throughout the redevelopment process.

**9.99** The City Council may be prepared to use its compulsory purchase powers to assist site assembly.

**9.100** Other funding and delivery mechanisms include HCA, Birmingham Municipal Housing Trust and Pension Fund Delivery mechanisms.

**S11 • Kings Norton Three Estates SUN**

Within the Three Estates, a major redevelopment project is proposed to create a Sustainable Urban Neighbourhood and deliver long-term social, economic, physical and environmental improvements in accordance with the adopted Kings Norton Planning Framework.

This will include:

- Redevelopment of significant areas of Primrose and Pool Farm estates with replacement housing.
- A new supermarket and local shops on the Redditch Road and new shopping facilities at Shannon Road to replace the Fold.
- Supporting facilities and infrastructure improvements, including new and improved open spaces, environmental improvements, new community and youth facilities and new and improved transport infrastructure.

Around 500 (net) new dwellings will be provided.

# S12
# A435 Alcester Road Corridor

## Introduction

**9.101** The A435 Corridor is a primary route stretching from the city centre to Maypole local centre, and linking to the motorway network in the south of the city. It contains main shopping centres at Balsall Heath, Moseley, Kings Heath and Maypole.

local arts scene of Moseley Village. It also contains a neighbourhood centre at Balsall Heath.

**9.103** Moseley Road/Balsall Heath has a number of vacant and under-utilised buildings some of which are listed buildings, as well as a physical environment that is in need of improvement. These offer opportunities for refurbishment and new investment. Encouragement will be given to developments that include studios, workshops, performing spaces etc.

### S12 • A435 Alcester Road Corridor

The main objectives for this corridor are:

- Maintain and enhance Balsall Heath, Moseley, Kings Heath and Maypole (see Policy S13) as important centres along the corridor.
- Promote Moseley Road, Balsall Heath as a focus for growth in the creative and performance arts industries. Encouragement will be given to developments which bring back into use a number of vacant and under-utilised historic buildings.
- Encourage further investment in traffic management and use of public transport, as well as walking and cycling.
- Protect and improve the environment, public realm and leisure uses along the corridor.
- Promote a new marina development at Millpool Hill.
- Promote strategic development locations including Druids Heath SUN with a new employment site (Policy S13).

## Supporting Information

### Balsall Heath/Moseley Road

**9.102** Moseley Road is emerging as a centre for performance art and related activity and has the potential to be a creative corridor linking the cultural and media quarter of Digbeth in the city centre to the

### Moseley Centre

**9.104** A Supplementary Planning Document is being prepared to update the policies for the area. The emerging SPD will serve as a framework to guide future development in Moseley centre and the surrounding area.

### Kings Heath

**9.105** This linear district centre 5km south of the city centre stretches for approximately 1km along the length of the A435 Alcester Road, from Valentine Road in the north to Mossfield Road in the south. Kings Heath is currently a thriving centre.

**9.106** The area would benefit from number of high quality redevelopment schemes and environmental improvements to maintain and enhance its viability while preserving the local character.

**9.107** Kings Heath Local Action Plan was adopted as SPD in January 2006.

### Millpool Hill

**9.108** The location offers an opportunity to provide a new marina, new and improved public open space, facilitated by a modest residential scheme.

## Implementation/Delivery

**9.109** The City Council will work with private sector developers, local traders associations, the Business Improvement District, community groups and landowners to deliver this policy.

**9.110** Section 106/CIL will be used to deliver major environmental/ public realm improvements.

**9.111** The Council will also work with Centro to deliver transport improvements in the corridor.

**9.112** Planning guidance will be prepared as necessary.

**9.113** Bids are being made for European Regional Development Funding.

## S13
## Druids Heath SUN and Maypole

### Introduction

**9.114** Maypole local centre is on the southern boundary of the city on Alcester Road South approximately 9km from the city centre.

**9.115** The adjoining Druids Heath Estate presents opportunities for improvement to create a SUN in line with Policy SP4.

### Supporting Information

**9.116** Maypole Centre has recently seen significant improvements in its physical environment and retail offer, including major new foodstores, other retail and hotel development, and an environmental enhancement scheme. The redevelopment/renewal of the adjoining Druids Heath estate provides an opportunity to increase the size of the centre.

**9.117** Predominantly a residential area, Druids Heath comprises a mixture of low rise and high-rise buildings, the majority of which were erected by the City Council. The area is in need of major redevelopment/renewal to improve the 'quality of place' and regenerate the residential, environmental, social and economic fabric.

**9.118** Comprehensive renewal and redevelopment is needed to provide new and improved dwellings, open space, education and community facilities.

**9.119** A key feature of the A435 is the limited access to local employment and a new site is proposed to provide improved opportunities within the area.

### Implementation/Delivery

**9.120** The City Council may be prepared to use its compulsory purchase powers to assist site assembly.

**9.121** Other funding and delivery mechanisms include HCA, Birmingham Municipal Housing Trust and Pension Fund Delivery mechanisms.

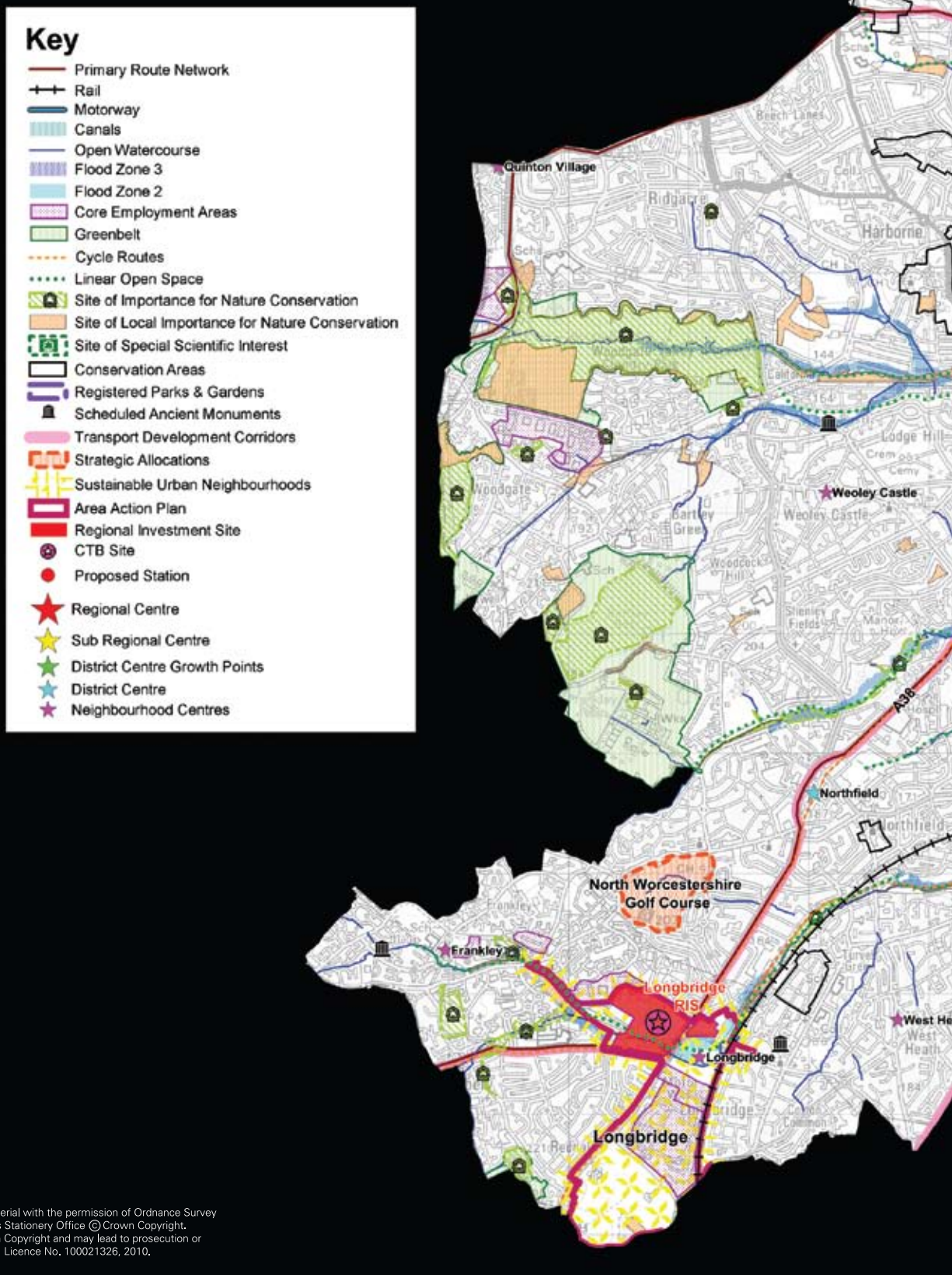
**9.122** Planning guidance will be prepared as necessary.

### S13 • Druids Heath SUN and Maypole

The Druids Heath Estate will be the focus of selective redevelopment and renewal to create a Sustainable Urban Neighbourhood, and deliver long-term social, economic and environmental improvements. This will include:

- New housing of approx 500 dwellings.
- New and improved school facilities.
- New and improved open spaces.
- New and improved shopping and community facilities, including a strengthened Maypole centre through the release of land on the western side of the centre for additional retail, employment and leisure uses. Further environmental, public realm and access improvements within and on the approaches to the centre will be encouraged.
- High quality public transport, improved highway connections and improved pedestrian and cycle connectivity within the area and with surrounding areas.
- An employment site of at least 5ha.
- Improved east-west links, including public transport service improvements where justified.

# South Proposals Map

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A456
Ivy Bush
Harborne
QE / University
Edgbaston Mill/
WCCC
Pebble Mill
Birmingham
Battery
Selly Oak
(Growth Point)
Selly Oak
Moseley
King's Heath
A435
A34
Hall Green
Highfield Road
Robin Hood
Stirchley
A441
Cotteridge
Yardley Wood
King's Norton
Green
Druids Heath
Maypole
Kings Norton
3 Estates

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# Implementation

10

## I1
## Implementation

### Introduction

**10.1** An outline for the anticipated mechanism for implementing each of the policies contained in this Strategy is provided under each policy heading. This policy summarises the key approaches which the Council will utilise in implementing the strategy.

**I1 • Implementation**

The City Council will aim to make use of all appropriate mechanisms for implementing this Strategy. It is envisaged that the key implementation mechanisms will be:

- Use of Government grants, European funding or prudential borrowing.
- Working in partnership with other statutory delivery agencies (e.g. Centro, the Environment Agency, the Homes and Communities Agency, the water companies etc) to ensure that essential infrastructure is provided.
- Working in partnership with landowners/developers and other private sector organisations to secure deliverable development proposals.
- Preparation of Area Action Plans, Supplementary Planning Documents and other more detailed frameworks to provide a context for delivery.
- Application of the Development Management and other regulatory functions.
- Use of the Council's Compulsory Purchase powers to assist with site assembly where appropriate.
- Use of Section 106 agreements to secure affordable housing and other benefits (such as local employment).
- Use of tariff-based systems for infrastructure delivery where appropriate, and in line with current statutory regulations.
- Use of other funding sources including development incentives and other initiatives such as tax incremental finance.
- Pro-active use of the City Council's land holdings to assist delivery.

In addition to the above, the Council will produce and keep up to date, an infrastructure delivery plan.

**Supporting Information**

**10.2** Responsibility for the delivery of the policies contained in this Strategy does not rest solely with the City Council. It will also require the combined efforts - and investment - of a range of other organisations, both public and private.

**10.3** A key element will be the Council's ability to attract private sector investment to Birmingham. The Council will take a proactive and constructive approach to potential investors. It is a reality that, in the aftermath of the credit crunch, there are likely to be particular challenges in achieving this and some aspects of the property market (for example city centre apartments) may take a considerable time to recover. The pace of recovery of the national economy is outside the City Council's control - but the Council will take a positive approach to the promotion of Birmingham, for example, through the Big City Plan and the Area Investment Prospectuses, to ensure that the city is best placed to take advantage of improved economic conditions whenever they arrive.

**10.4** There will also be a need for public sector investment in new and improved infrastructure. Resources to support the provision of this are also likely to be in short supply over the next few years as a result of expected reductions in public sector expenditure. However the City Council will seek to maximise the benefits to Birmingham from the expenditure available. In particular, the Council will aim to make constructive use of any grants which may be available to support housing delivery and other forms of development. One aspect of this may be the need to use this resource to support the development planning and management process itself.

**10.5** The City Council has extensive landholdings within Birmingham and will seek to use these to take forward the strategy, whether through development promotion or through the protection and improvement of environmental assets. The Council may also be prepared to make use of its Compulsory Purchase powers to help assemble development sites where circumstances justify this.

**10.6** The preparation of more detailed plans to guide delivery in areas of change has proved to be successful in the past and will continue. Wherever possible the Council will aim to make use of Supplementary Planning Documents rather than Area Action Plans, because of their greater flexibility, lower cost, and speed of completion. Development Management will inevitably remain an important delivery mechanism.

**10.7** Finally, the Council will continue to make the best possible use of Section 106 agreements and tariff-based systems for assisting in infrastructure delivery. At present there is considerable uncertainty over the future shape of such processes, and so further guidance on this will be provided in the form of a Supplementary Planning Document when the situation becomes clearer.

## I2 Development Management

**Introduction**

**10.8** Development Management is a positive approach to shaping, considering, determining and delivering development. It aims to ensure that development is consistent with the strategic policies of the City Council and other national and local policy objectives.

**10.9** Although all the Core Strategy policies and objectives will be implemented at least in part through the development management process, it is essential all policies are considered when determining planning applications. This policy seeks to pull together and summarise key development management issues and others that may not be fully addressed by other specific policies. The criteria below seek to ensure all development is sustainable and makes a positive contribution to the city. The City Council is required by legislation to have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Developments must therefore comply with, and not prevent the implementation of, other policies in the Local Development Scheme and saved Birmingham Plan (UDP) Chapter 8 policies.

## I2 • Development Management

All development will be considered against the following criteria. Where appropriate development should:

### Local Areas and Neighbourhoods

- Support the regeneration of the area and the creation of sustainable urban neighbourhoods.
- Maximise the wider benefits of the development for the local community.
- Encourage comprehensive development of adjoining sites or the local area.
- Encourage a variety of uses so that there is no over concentration of any particular land-use that would have an unacceptable impact on the amenity or character of the area.
- Protect the amenity of adjoining land users.
- Encourage community involvement in the development of local areas.

Relevant Core Strategy policies specific to local areas and neighbourhoods include SP4, SP12, SP15, SP16 and SP26.

### Accessibility and Highway Safety

- Minimise the need to travel and have good access to a range of facilities in respect of housing and employment provision.
- Be accessible by different means of transport including walking, cycling and public transport.
- Ensure the safety and effective operation of the highway network including traffic generation, access, parking and servicing.

Relevant other Core Strategy policies specific to accessibility and highway safety include SP30, SP33, SP34, SP35, SP36, SP38, SP39, SP40 and SP41.

### Sustainability and Climate Change

- Minimise use of primary resources including water resources, promote water recycling and minimise the creation of waste.
- Minimise greenhouse gas emissions and reduce the city's carbon footprint.

Relevant other Core Strategy policies specific to sustainability and climate change include SP5, SP6, SP7, SP9, SP29, SP35, SP42 and SP44.

*continued...*

## I2 • Development Management (continued)

### Environmental Impact

- Minimise the impact on the following resources: agricultural, cultural, ecological, public open space, recreational and landscape features and heritage assets.
- Minimise the impact on water, soil and air quality.
- Protect and enhance the use of existing infrastructure, including energy, drainage, flood defences, telecommunications, television reception and broadcasting and water supply.
- Ensure the safe and effective operation of Birmingham International Airport.
- Provide appropriate mitigation of significant negative impacts of development which maximises benefits for the wider community.
- Protect and enhance the local character of an area in respect of topography, street patterns, building lines, boundary treatment, views, skyline, open spaces, landscape, scale and massing, and heritage assets.

Relevant other Core Strategy policies specific to impact include SP3, SP4, SP6, SP7, SP10, SP11, SP25, SP37, SP48, SP49 and SP50.

### Health

- Encourage healthy lifestyles and not result in unacceptable risk to the health and wellbeing of the public.

Relevant other Core Strategy policies SP11, SP25, SP45, SP46 and SP47.

### Local Economic Benefits

The City Council will use its powers to ensure that all appropriate development provides employment and training opportunities for local people and supply-chain opportunities for local businesses as a means of delivering social progress and ensuring that development contributes to the delivery of its sustainable Community Strategy and its commitment to reduce social exclusion.

*continued....*

## I2 • Development Management (continued)

### Social Inclusion and Community Cohesion

- Promote equality of opportunity including in terms of race, gender, disability, sexual orientation, religion/belief and age.
- Promote community cohesion.

Relevant other Core Strategy policies specific to health include SP27, SP28, SP29, SP30 SP45, SP47 and SP52.

Development Management will take account of all relevant policies when considering development proposals.

### Supporting Information

**10.10** Development Management, as a framework for local planning authorities to manage the development process, is supported by the Government's response to the Killian Pretty Review and a recent draft Planning Policy Statement on Development Management.

### Implementation/Delivery

**10.11** The Development Management process will be used to assess applications against the above criteria and ensure the satisfactory implementation of approved developments through the enforcement process where necessary. Developments should make full provision for any management and ongoing maintenance implications. Mitigation measures may also be required to offset any negative impacts and where appropriate, conditions and/or planning obligations will be used to offset them and secure a satisfactory development.

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# 11 Monitoring

**11.1** The Council will measure the performance of the Core Strategy by assessing how effective its policies and proposals are in delivering the plan's vision and objectives.

**11.2** The main mechanism for reporting on Core Strategy performance will be the Annual Monitoring Report (AMR). The Planning and Compulsory Purchase Act 2004 requires local planning authorities to produce an AMR every year, providing an assessment of the implementation of the Local Development Scheme, and the extent to which policies and proposals in local development documents are being successfully implemented.

**11.3** The AMR will also identify actions that need to be taken to rectify any issues raised through the monitoring process. This could include actions needed, either by the Local Authority or its partners, to improve delivery. Alternatively, it might identify a need for a partial or full review of one of the Development Plan Documents.

**11.4** The following is a list of the key indicators currently monitored in relation to the city-wide policies:

**Climate Change and Sustainability**

SP7 - Number of new homes meeting Code for Sustainable Homes Level 6 and commercial developments meeting BREEAM Standard Excellent.

SP8 - Number of new homes connected to a Combined Heat and Power Scheme.

**Employment and Centres**

SP12 - Loss of Core Employment Areas to non-employment uses.

SP13 - Development on Regional Investment Sites.

SP14 - Development on sites within the Central Technology Belt.

SP15 - New employment development and the supply of employment land as compared to minimum reservoir targets.

SP18 - Total amount of floorspace for town centres uses.

SP18 - Town centre uses over 1,000 sq. m. within a centre.

**Housing**

SP23 - Net additional dwellings.

SP24 - A 5 and 10 year supply of housing.

SP27 - Gross Affordable Housing Completions.

SP29 - Net Additional Pitches (Gypsies and travellers).

**Connectivity**

SP33 - Percentage of trips by public transport into the city centre.

SP36 - Percentage of new residential development with access to a range of services including a 15 minute walk from the nearest GP and local shops, 10 minute walk from a primary school and 20 minute walk from a secondary school.

**Waste**

SP42 - Reduction in the amount of waste sent to landfill.

SP43 - Development of new waste management facilities.

**Quality of life**

P45 - Net loss/gain in the amount of public open space and public and private playing fields.

SP45 - Percentage of new dwelling completions within reasonable walking distance of public open space.

SP49 - Change in areas and populations of biodiversity importance, including change in priority habitats and species (by type) and change in areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance.

# Glossary

| | |
|---|---|
| AAP | Area Action Plan |
| ADZ | Accelerated Development Zone |
| AEC | Aero Engine Controls |
| AD | Anaerobic Digestion |
| AMR | Annual Monitoring Report |
| AQMA | Air Quality Management Area |
| AQAP | Air Quality Action Plan |
| BCC | Birmingham City Council |
| BREEAM | Building Research Establishment Environmental assessment |
| BME | Black and Minority Ethnic |
| BUCCANEER | Birmingham Urban Climate Change Adaption with Neighbourhood Assessments of Environmental Risk |
| BWCS | Birmingham Waste Capacity Study |
| CHP | Combined Heat and Power |
| CIL | Community Infrastructure Levy |
| CLG | Communities and Local Government |
| $CO^2$ | Carbon Dioxide |
| CTB | Central Technology Belt |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DPD | Development Planning Document |
| DtT | Department for Transport |
| EAT | Economic Assessment Tool |
| EED | Environmental Enterprise District |
| EfW | Energy from Waste |
| END | Environmental Noise Directive |
| FRA | Flood Risk Assessment |
| GTAA | Gypsy and Traveller Accommodation Assessment |
| Ha | Hectare |
| HCA | Homes and Communities Agency |
| HS2 | High Speed 2 |
| ICC | International Convention Centre |
| ICT | Information and Digital Communications |
| ITS | Intelligent Transport System |
| LBAP | Biodiversity Action Plan for Birmingham and the Black Country |
| LNR | Local Nature Reserve |
| LTP | Local Transport Plan |
| MRF | Material Recycling Facilities |
| NEC | National Exhibition Centre |
| NHS | National Health Service |

| | |
|---|---|
| NNR | National Nature Reserve |
| NO2 | Nitrogen Dioxide |
| ONS | Office of National Statistics |
| PM10 | Particulate Matter |
| PPG | Planning Policy Guidance |
| PPS | Planning Policy Statement |
| REP | Repertory Theatre |
| RIF | Regional Infrastructure Fund |
| RIS | Regional Investment Site |
| ROWIP | Rights of Way Improvement Plan |
| RPG11 | Regional Planning Guidance 11 |
| RSS | Regional Spatial Strategy |
| SA | Sustainability Appraisal |
| SFRA | Strategic Flood Risk Assessment |
| SHLAA | Strategic Housing Land Availability Assessment |
| SHMA | Strategic Housing Market Assessment |
| SINC | Site of Importance for Nature Conservation |
| SLINC | Site of Local Importance for Nature Conservation |
| SMART | Carbon Reduction Technology Model |
| SMURF | Sustainable Management of Urban River Floodplain |
| SP | Strategic Policy |
| SPD | Supplementary Planning Document |
| SPG | Supplementary Planning Guidance |
| SSSI | Site of Special Scientific Significance for Nature Conservation |
| SUDS | Sustainable Urban Drainage |
| SUN | Sustainable Urban Neighbourhood |
| Sq.m. | Square metres |
| UDP | Unitary Development Plan |
| UTC | Urban Traffic Control |
| UTMC | Urban Traffic Management and Control |
| WPA | Waste Planning Authority |
| WMRSS | West Midlands Regional Spatial Strategy |

# Contact

Planning Strategy
PO Box 14439
1 Lancaster Circus
Birmingham
B2 2JE

E-mail: planningstrategy@birmingham.gov.uk

Telephone: (0121) 303 3734

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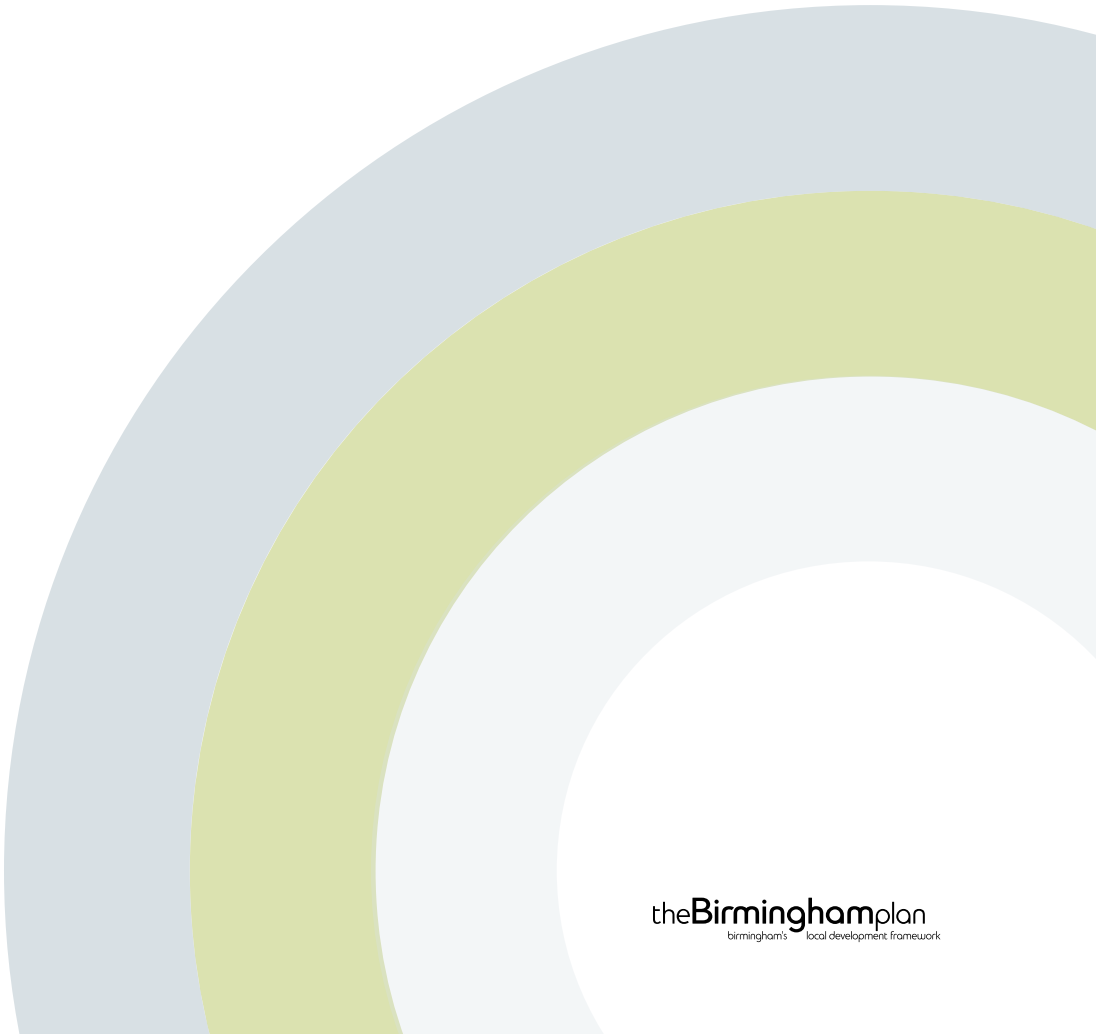
## NOTES



theBirminghamplan
birmingham's local development framework

DEVSTRAT/10/270/A/1K/1210

# Birmingham Core Strategy 2026

A plan for sustainable growth

Consultation Draft • December 2010

theBirminghamplan
birmingham's local development framework