

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

Revision no: 3

Birmingham City Council

Rea Valley Urban Quarter
20 April 2023



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Client name: Birmingham City Council

Project name: Rea Valley Urban Quarter

Revision no: 3

Project no: B2309522

Date: 20 April 2023

Project manager: Angela Sims

Doc status: Final Draft

Prepared by: Various

File name: RVUQ Desktop Study Report_210423

Document history and status

| Revision | Date | Description | Author | Checked | Reviewed | Approved |
|----------|------------|------------------------------------|--------|---------|----------|----------|
| 1 | Nov 2022 | First draft for client comments | RM | GW | GW | AS |
| 2 | March 2023 | Final draft incorporating comments | AM | GW | GW | AS |
| 3 | April 2023 | Final draft incorporating comments | AM | GW | GW | AS |

Distribution of copies

| Revision | Issue approved | Date issued | Issued to | Comments |
|----------|----------------|-------------|--|------------------------------------|
| 1 | Nov 2022 | 01.11.22 | Tim Brown (BCC) and Rebecca Clarke (BCC) | First draft for client comments |
| 2 | March 2023 | 16.3.23 | Tim Brown (BCC) and Rebecca Clarke (BCC) | Final draft incorporating comments |
| 3 | April 2023 | 20.04.2023 | Tim Brown (BCC) and Rebecca Clarke (BCC) | Final draft incorporating comments |



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1. Introduction

Birmingham City Council (BCC) have commissioned Jacobs to prepare a delivery plan that will support the implementation of development proposals and broader opportunities identified in the Rea Valley Urban Quarter Supplementary Planning Document (SPD) adopted in October 2020.

The Rea Valley Urban Quarter (RVUQ) is located to the east of Birmingham City Centre, along the River Rea encompassing the mixed use neighbourhoods of Highgate and Digbeth. The landscape is urban and includes industrial, residential and other commercial uses, with the River Rea running through the heart of the area. The study area for the RVUQ is illustrated below:

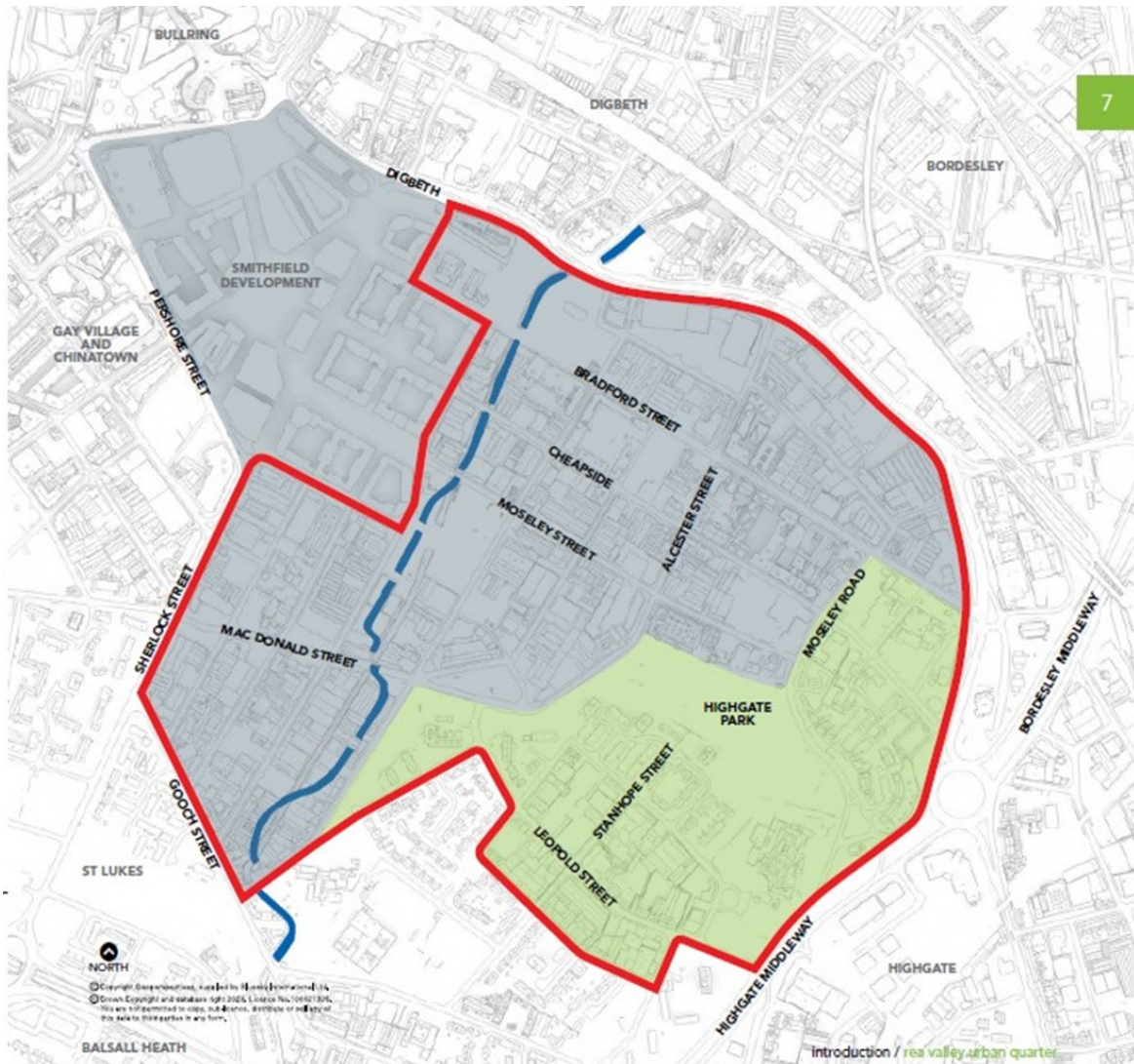


Figure 1.1. Study Area for Rea Valley Urban Quarter SPD Delivery Plan

The commission aims to identify opportunities in helping to deliver the vision within the SPD and explore its strategic drivers and stakeholders' priorities in order to provide a comprehensive framework for delivery. As stated in the SPD:

'The Rea Valley Urban Quarter is the next chapter in the story of Birmingham's regeneration, capitalising on the growth to be brought about by the proposed Birmingham Smithfield development. The vision is for sustainable, well connected, liveable mixed-use neighbourhoods, providing high quality residential environments alongside employment opportunities, local services and open space.'

This report forms the first part of the delivery plan for the SPD. The purpose of this report is to set out the findings of the interactive workshop with agreed stakeholders/core partners and the client team held on 12th October 2022. The workshop identified four key strategic themes that were the focus of the workshop. These comprise:

- Blue and Green Infrastructure;
- Public Transport and Mobility;
- Placemaking and Social Infrastructure; and
- Funding and Governance.

1.1 Key Strategic Drivers

The vision and focus of the SPD are strongly underpinned by the strategic vision and strategy set out in the Birmingham Development Plan 2017-2031, as the adopted development plan for Birmingham, and the Rea Valley Urban Quarter SPD. These documents and the other relevant documents which have helped inform the Delivery Plan are summarised in the baseline review within Section 2 of this report.

1.2 Key Stakeholders

The following organisations were invited to and attended the Stakeholder Engagement Workshop in October 2022:

- Birmingham City Council (BCC);
- Arcadis;
- Severn Trent Water;
- Transport for West Midlands (TFWM);
- West Midlands Combined Authority (WMCA); and
- Glancy Nicholls Architects Ltd.
- Environment Agency (EA)*

As key representatives from the Environment Agency could not be present in the online workshop a follow-up session was organised to discuss plans for integrated blue and green infrastructure network and the role of EA in regulating the same.

2. Stakeholder Workshop

2.1 Introduction

An interactive workshop with agreed stakeholders/core partners and the client team was held online on Wednesday 12th October 2022. The workshop focused on those stakeholders considered to be influential to future delivery, with wider stakeholder engagement to be developed throughout future delivery stages (see Table 1-1 for a full list of attendees). The aim of the workshop was to engage with a wider audience of stakeholders who could potentially play a role in delivering upon the objectives in the RVUQ SPD and to build upon the significant engagement undertaken for the SPD itself. The workshop would also help to focus development of the delivery plan whilst ensuring that the driving themes and principles continue to be recognised.

ESG (Environmental, Social and Governance) is used today by investors when appraising an opportunity, and as such each theme forms a useful lens to identify and assess the full breadth of constraints and opportunities, looking to identify synergies for sustainable, integrated interventions over short, medium and long-term periods. These three lenses were used initially as an enabler to work with BCC to map out the challenges and opportunities in the delivery of the SPD from various perspectives. They are also a step towards capturing measurements and relevant indicators that could translate to an ESG framework.

A mural board was prepared to summarise and discuss the preliminary findings and prioritise topics to be discussed on the workshop. The ideas in the virtual discussion board were grouped under the following themes under each of the pillars – Environmental, Social and Governance:

- Landscape and Urban Design
- Land Assembly
- Town Planning
- Environment and Ecology
- Water Management
- Stakeholder Engagement
- Funding and Finance
- Mobility

We also grouped precedent examples taken from discussions with BCC as reference points on how other cities globally are tackling the same challenges.

The above discussion points, together with inputs received from the SMEs and led to the identification of the following 3 discussion areas to inform break-out sessions during the workshop:

- Green and blue infrastructure
- Mobility and connectivity; and
- Placemaking and social infrastructure

As the topics of funding, governance, stakeholder engagement and phasing were cutting across and key to all the above themes, it was decided that a focused session on the same would form a part of each breakout room discussion.

2.1.1 Online Questionnaire

Prior to the workshop, an online form requesting input from attendees was sent out. This asked each attendee to identify what they thought were the three main priorities for each theme (green and blue infrastructure, mobility and connectivity and placemaking and social infrastructure). In total 9 responses were received.

The online form and the responses received are included in **Appendix B** and have been summarised in Section 3.1.1.1 below.

2.1.1.1 Summary of Responses

Responses included the following themes:

Green and Blue Infrastructure:

- Naturalisation of the River Rea (including proposing an easement distance from each bank of the river to allow room for riparian habitat creation and soft frontages).
- Water quality – to improve the water (as this will now be visible) as well as opening up the river for access to the public (providing amenity/leisure benefits). To make sure the water quality status is maintained to the highest quality standards.
- Increasing the amount of open space for the local community to use (providing amenity and activities).
- Concerns with managing/maintaining the area – producing an engagement plan/
- Concerns raised regards to funding.
- Securing developer buy-in.
- Reducing flood risk (flood storage?) and maintenance of sound flood control measures.

Placemaking and Social Infrastructure

Responses included the following themes:

- A higher quantity of varied and rich public open space, incorporating green/blue infrastructure which can be accessed easily for benefits to residents, local stakeholders and wildlife.
- Sensitive development which adds value to the area.
- 15-minute city and Healthy Living Zone principles.
- Securing developer buy in to the scheme.
- A wider as well as naturalised river to act as public amenity.
- Building a mixed-use urban fabric that focuses on the river with active frontages and opportunities for employment and recreation.

Mobility and Connectivity

Responses included the following themes:

- Making linkages fully accessible for all citizens, particularly those with movement-related disabilities.
- Provision of mobility hubs in line with the TfWM initiative.
- Active corridors along river frontage for cycling and walking.
- Fixing some of the biggest connectivity problems - investing in new bridges and improved junctions.
- Providing more sustainable transport.
- Priority bus lanes where possible, fare incentivisation and ensuring a timely service.

2.2 Workshop Attendees

Attendees of the workshop that was held on the 12th October 2022 were made up of the following key stakeholders/core partners:

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- Birmingham City Council (BCC);
- Arcadis;
- Canal & River Trust;
- Severn Trent;
- Transport for West Midlands;
- West Midlands Combined Authority (WMCA); and
- Glancy Nicholls Architects Ltd.

As key stakeholders from the Environment Agency (EA) could not be present in the online workshop a follow up session was organised to discuss plans for integrated blue and green infrastructure network and the role of EA in regulating the same.

The stakeholders were split into separate breakout rooms, depending on their background. Attendees for each breakout room are detailed in Tables 3-1 to 3-3 below.

Table 2-1: Breakout Room 1 - Green and Blue Infrastructure

| No. | Name | Organisation |
|-----|-------------------|--------------------|
| 1 | Tim Smith | Severn Trent |
| 2 | Sangeetha Viswan | Environment Agency |
| 3 | Noreen Nargas | Environment Agency |
| 4 | Laurence Hau | Environment Agency |
| 5 | Andrew Richardson | Environment Agency |
| 6 | Adam Noon | Environment Agency |
| 7 | Sarah Potheary | Environment Agency |
| 8 | Matthew Smith | Environment Agency |
| 9 | Ailith Rutt | Canal River Trust |
| 10 | Brandon Fey | Arcadis |
| 11 | Andrew Lindop | BCC |
| 12 | Robert Churn | BCC |
| 13 | Hannah Hogan | BCC |
| 14 | Nicholas Jackson | BCC |
| 15 | Simon Needle | BCC |
| 16 | Rebecca Clarke | BCC |
| 17 | Andrew Lee | Jacobs |
| 18 | Emma Content | Jacobs |
| 19 | Roberta Millar | Jacobs |

Table 2-2: Breakout Room 2 - Placemaking and Social Infrastructure

| No. | Name | Organisation |
|-----|------------------------------------|---------------------------------|
| 1 | Chung Leanne | Severn Trent |
| 2 | Sammias Ng | Prior and Partners |
| 3 | Southam, Claire | Jacobs |
| 4 | Matthew Pullan | BCC |
| 5 | Sarah Scannell | BCC |
| 6 | John Killock | BCC |
| 7 | Kerry Billington | BGSLEP |
| 8 | GNAmeetingroom2@glancynicholls.com | Glancy Nicholls Architects Ltd. |
| 9 | Andrew Fuller | BCC |

| No. | Name | Organisation |
|-----|----------------|--------------|
| 10 | Alison Squires | Avison Young |
| 11 | Uyen-Phan Han | BCC |
| 12 | Matthew Hill | Arcadis |
| 13 | Claire Southam | Jacobs |
| 14 | George Wade | Jacobs |
| 15 | Timothy Brown | BCC |

Table 2-3: Breakout Room 3 - Transport Planning

| No. | Name | Organisation |
|-----|------------------|--------------|
| 1 | Kirstie Blakeman | WMCA |
| 2 | Paul Cobain | TFWM |
| 3 | Emily Perry | TFWM |
| 4 | Mel Jones | BCC |
| 5 | Helen Davies | TFWM |
| 6 | Warren Bellamy | BCC |
| 7 | Rachel Telfer | BCC |
| 8 | Gary Woodward | BCC |
| 9 | Iqbal Haleemah | BCC |
| 10 | Nick Guy | BCC |
| 11 | Arushi Malhotra | Jacobs |
| 12 | Goktug Tenekeci | Jacobs |
| 13 | Gary Wilson | Jacobs |

2.3 Workshop Agenda

The structure of the Stakeholder Workshop is illustrated in Figure 1-1.

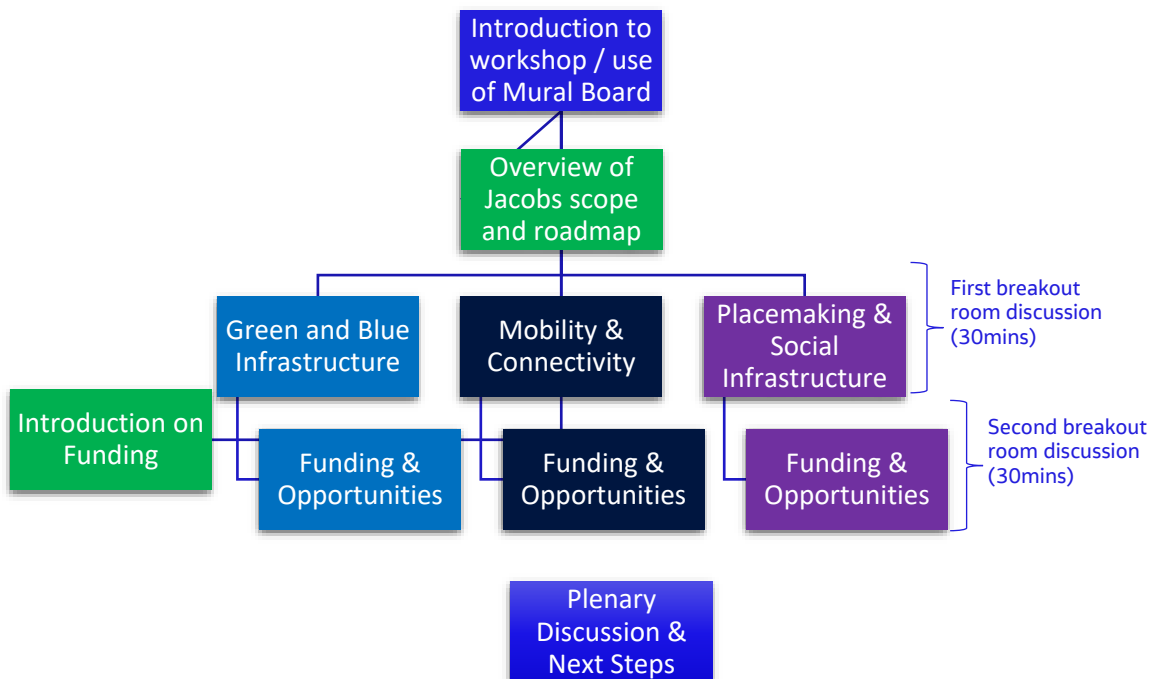


Figure 1-1: Structure of the Stakeholder Workshop

Breakout rooms for the 3 key themes during the workshop included two sessions focussed on the following:

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- **Session 1** – Opportunities and constraints
- **Session 2** – Funding, delivery, and phasing

The breakout rooms were led by Jacobs and involved presenting key diagrams from the SPD and questions in order to encourage discussion with the Stakeholders. These are detailed further in Section 4.4 and the workshop presentation is shown in **Appendix B**.

The Mural Board was shared with attendees prior to the workshop and was used as a tool to allow the session to be interactive where attendees could contribute ideas in the form of post-it notes onto the slides for each discussion. An illustration of the Mural Board after the stakeholder workshop is included in **Appendix C**.

2.4 Key Themes

This section of the report focuses on the outcomes of discussions during the workshop. These have been split into the key themes that were the focus of the three separate breakout rooms during the meeting.

2.4.1 Green and Blue Infrastructure

Session 1: discussion led by Jacobs with stakeholders focusing on the constraints and opportunities that are associated with the RVUQ study area.

Introduction from Jacobs team:

“Thanks for coming and for giving us the benefit of your knowledge and experience. We are here to get your input into realising BCC’s great vision for the Blue/Green Infrastructure for the Rea Valley Urban Quarter as set out in the SPD.

I am focusing on the Green infrastructure and how we can prioritise and deliver as much high quality green space as possible for this urban regeneration scheme, particularly around the streets and the river. It’s not limited to these interventions, we are also looking to prioritise GI interventions around the developments themselves including green roofs, green walls and communal gardens, but these aspects of the scheme are possibly the most challenging to deliver.

Much of the SPD vision for the area hinges on the ‘Big Moves’ of the Rea Transformation and the Park Link – proposed to be the first SuDS street in Birmingham connecting Smithfield Park to Highgate Park.

These big moves aim to ‘offer a unique waterside development in the heart of the city, meeting the demands of urban living and climate change’

In terms of the current baseline for RVUQ, access to open space/nature is very limited. There are no verges, or street trees and the only open space is Highgate Park. The Bordesley and Highgate ward was ranked in the 10% most deprived wards nationally and environmental imbalance adds to this deprivation. The SPD Green/Blue vision would increase and improve access to nature for this community and future communities.

Some challenges however that we face to realising this vision are:

- Urban Environment is highly constrained
- Development is coming forward already
- Multiple landownership issues
- Climate change – ‘The unknown’

Even though land space is at a premium and is needed for many functions, including active travel, water management and treatment and ecology, we know that a multifunctional Green/Blue urban landscape that incorporates all these layers is not only possible but is an essential solution.”

Andy Lee Intro points:

The RVUQ is at risk from surface water flooding, which will get worse due to climate change. In the future, if the area does not change, there will likely be an increase in flood levels and frequency, more frequent CSO discharges impacting on water quality.

The River Rea is an urban, flashy catchment which means that predicting when flooding will occur is challenging, as it is often unpredictable. This is exacerbated by the dense urban development in the area. Future developments will further impact flood risk, creating a conflict regarding how flood risk is managed in the future.

There has been a shift in recent years, moving away from 'hard' engineered landscapes, to providing more natural and sustainable solutions, such as SuDS. These solutions typically aim to make more use of the natural environment, increasing water retention and infiltration, but can also have multiple wider benefits. Furthermore, within the river channel, there is the aim to move away from the existing brick lined culverted channel to a more natural watercourse.

Briefly outline the challenges that were faced on the River Derwent through Derby (larger scale), but this led to Our City, Our River initiative and set the tone for future flood risk management and regeneration of the city centre as accessible space

The questions asked of stakeholders during the first Blue/Green breakout session were:

- How can we build better climate resilient adaptable neighbourhoods and strengthen connections to other blue/green infrastructure?
- What is fundamental to achieving high quality connected blue/green space?
- How do we ensure sufficient space is reserved to make green/blue space functional, adaptable, and connected?

Responses were as follows:

Constraints

- Limits on what we can do because of nature of the channel.
- Maximise space for the river and floodplain – not just an 8m buffer.
- CSOs need to be addressed. Naturalised river should be free of foul waste - water quality enhancement imperative to public interface.
- Limitations from maintenance point of view – other areas to make compromises.
- Along length of river corridor – different, yet specific treatments are required based on what is coming in at that point. Creating a design code for a typical cross-section would not be feasible – as this will vary.
- Piecemeal development along the Rea makes it hard to join up different developer's ability and willingness to fully deliver the vision of the SPD.
- Overcome the following: perceived costs of managing Nature Based Solutions, lack of training / skills to manage Nature Based Solutions.
- Surface water flooding is the only flooding recorded in last 20 years. Upstream storage doesn't address all forms of flooding - most frequent flooding is surface water flooding and sewer flooding - without addressing all these issues the community will still be at flood risk!

Opportunities

- Using planting schemes to give connected green corridors (e.g. riverside native species and linear orchard/edible species and plants for pollinators).
- Give space for the river.
- Opening up the river.

- Make sure that climate change adaptation is embedded into every element of the design.
- Environment of wider benefits – biodiversity net gains.
- Enhancing connection to nature / water, aspirations to increase wildlife corridors and nature-based solution designs. Steppingstones areas for species and habitats – creating these to link areas.
- We need to safeguard land for future surface water management schemes – SuDS and fluvial flooding.
- Multiple interventions rather than fewer / single attenuation tanks. Attenuation in green roofs / podium spaces, rain gardens, tree pits – linked together permavoid type storage with wicking membrane.
- Health and wellbeing linked to green spaces and infrastructure – healthier city.
- With limited private green spaces, there needs to be provision of community green spaces to ensure access to nature and ecosystem services.
- Using ambitious statutory policy that has been robustly tested viability-wise – i.e. use the design guide SPD.
- Manage water at source and manage level of discharge. Protect water quality and quantity through good design – SuDs etc. Moseley Street – LLFA led SuDs street.
- Opportunity to explore if / how plans can reduce surface water discharge to combine sewers and therefore contribute to reducing the number of times CSOs / Storms overflows operate. We are developing plans to reduce CSO / overflow discharges (Severn Trent)
- Making G/B corridors accessible and useable as corridors for human movement, including space, wayfinding, security etc.
- Push on developers – green roofs, water gardens, SuDS, most ecological and water benefits created.
- GI increases dwell time in areas e.g. shopping centre - data (having green infrastructure in place).
- Promote blue/green roofs in Flood Zone 2 and 3 areas.
- Considering connections/links beyond as well as within the quarter.
- Opportunities to explore surface water separation in the surrounding areas to maximise flood risk management across the catchment.
- Linking high quality green infrastructure to higher property values to illustrate the return for investors.
- Network of greener pedestrian/cycle routes throughout the city/area.
- Key things to promote – controlling flood risk with implementation of SuDS. Best way to reduce risk is to stop loading sewer network and therefore the river sewage outflows. Intensification of industrial usage – pushing hard on surface water discharge rates. Increase risks of sewage overflows.
- Understanding there's not one solution – sometimes hard landscaping / sometimes soft landscaping is more appropriate. Situational.
- Access to river - steps into watercourses to allow people to enjoy the watercourse.
- South-east of the area containing Highgate Park has been earmarked for expansion of the park in long term and will serve to reduce the urban heat sink and will be needed for increased population.
- Open green space is important for many functions and purposes. Recreational activities should not be forgotten when allocating land for flood attenuation.
- Break down visual, actual and perceived barriers between the public realm and the river and embed works to the river in development schemes.

- In addition to the Rea need to consider other wetland habitats within the flood plain, including swales, ponds, ephemeral pools, reedbeds etc.
- Re-imagining the River Rea is a phased approach to driving economic growth and resilience, unlocking the development potential of Birmingham City Centre and adapting to climate change through the delivery of flood risk management infrastructure. The projects aim and objectives are to:
 - Reduce Flood Risk
 - Make Financial Decisions that Work for Communities and Partners
 - Support and Improve the Natural and Built Environment
 - Support Sustainable Economic Growth and a Green Recovery
 - Deliver Improvements to Long Term Sustainability

Examples / case studies

- Our City Our River unlocked opportunities for flood risk management and regeneration along the River Derwent through Derby.
- Success of Pollinations - it was a huge 'Green' visitor attraction in the city!
- We are delivering a large catchment wide SuDS retrofit project in Mansfield between 2022 and 2025. Up to c £80m of investment. Opportunity to share learning and apply to SuDS retrofit here (Severn Trent).
- Greening and naturalising the river in Longbridge worked well.
- Led by the EA, working with partners, the Bourn & Lower Rea scheme will enable flood risk constrained sites to be brought forward for development, ensuring clean, inclusive and resilient economic growth for current and future communities and business. It will fully enable Birmingham City Council's Rea Valley Urban Quarter (RVUQ) Supplementary Planning Document (SPD) aspirations, which will see the River Rea opened up and placed at the centre of a blue green infrastructure network, promoting wildlife, bio-diversity and amenity value and providing improved infrastructure. It requires intensive partnership working and additional funding.
- The Lower Rea Scheme tackles and mitigates the effects of flooding and climate change, building on the area's strong innovation infrastructure, through delivery of a catchment wide management approach to flood risk, incorporating nature based solutions and building community resilience. Encourages partnership opportunity to strive for Net Zero targets (WM2041 Plan)
- Dandara - planning and opening quarter up. Aspirational. Hopefully gains momentum - pilot for city centre for corridor.
- Dandara development is a great example of G/B infrastructure - keeping that consistent approach along the corridor is vital.
- The Lower Rea scheme; Unlocks space for Blue and Green infrastructure, wildlife corridors and trees and hedgerows – a key ambition of the West Midlands Natural Capital Plan 2021-2026. Supports and contributes towards West Midlands National Park aims and objectives.
- The Lower Rea flood risk scheme, in addition to better protecting existing homes and commercial premises, offers an opportunity to reduce flood risk in the City Centre itself. In so doing, the project will help to facilitate the re-development/transformation of the Digbeth area as part of the RVUQ SPD. As well as promoting growth and job creation, this re-generation will enable the development of more resilient communities, promoting green infrastructure that centres on health and wellbeing whilst re-naturalising the River Rea channel to become a focal point for the city.
- An agreed approach / statement of common ground amongst stakeholders building upon the SPD and EA Rea Landscape Vision, to set the design criteria for development looking at a more holistic, catchment approach, making space for the River Rea.

- Multi organisational statements of common ground for developers where we set out a joint approach to securing environmental enhancement that is not reduced by an organisation.
- Easements should be supported by all organisations to reflect the aspirations of the SPD.
- Working in partnership and in tandem with all stakeholders. Ensure that ALL are involved in planning process and that comments are given and taken into account.
- There are major trunk sewers running either side of the River Rea in this area. We also have key sewerage infrastructure at the junction of Charles Henry Street / McDonald Street / Alcester Road. Earlier discussions / feasibility required to ensure this key drainage infrastructure does not compromise the ambition to achieve high quality connected blue green space.
- Partnership projects with STW to reduce sewer flooding and CSOs. Retrofitting SuDs to reduce flows to the sewers and then to the River - a beneficial catchment solution that has multifunctional benefits for climate change adaptation.
- Partner working to promote investment opportunities and identify mechanisms in order the secure £10m contributions required towards flood risk infrastructure (Bourn & Lower Rea scheme) which is integral to unlocking key outcomes (as listed in other post it notes).
- Numerous and large surface water sewer outfalls into the Rea in this location. These SWS take a lot of runoff from highways, picking up urban pollutants associated. Ideally these issues should be carefully considered as urban pollutants may compromise ambition to achieve high quality blue green space. Could this be addressed with a joined up highways strategy? (Severn Trent).

Modelling

- Modelling. A reliable model to ensure what is constructed is resilient in even the worst future scenarios. Ensure that the base model is accurate, and we are aware of its limitations.

Policy

- BDP review - Should Policy TP6 be updated to require a minimum 20m easement to rivers - its more than just maintenance and flood risk!
- Incorporating EA led Rea Landscape Vision into policy. It's a holistic master plan with ecology, flood risk and amenity opportunities clearly set out as case studies with two focussing on RVUQ site.
- Strong policy to allow the Environment Agency a policy 'hook' to object to development that doesn't meet the wider ambition and making space for water.
- Ensuring that River easements are considered for both windfall and expected development.
- Stewardship and Maintenance
- Critical to the success of any of the designs and to ensure the functioning and legacy of the river will be stewardship and maintenance.
- EA should engage with landowners about the current issues with the canalised channel!
- Think about maintenance. Include a detailed maintenance plan with clear ownership.
- Consider level changes and how people change levels.
- Planning considerations
- Planning consultees need to be involved, even if falls outside their normal range of comments.
- Stronger planning conditions related to climate change and adaptation.
- 2 years ago, discussions on naturalisation of river Rea. Narrows down to minimum 8m for flood risk purposes - one of arguments with a developer to increase river corridor otherwise trying to improve river corridor but not able to help green infrastructure.

- Consolidate ownership through CPO - why not a public-led joint venture?
- Set a design code to provide clear standards for green and blue infrastructure.
- Using water to sustain soft landscape - crossover with others. Justification for link.
- Clearer S106 and CIL contributions.
- S106 agreements to develop green corridor networks - full details of the funding gap to be provided by different organisations so that future contributions could be provided.
- Useful to get feedback from Pollinations to understand how many people it attracted and the impact it had on local businesses so that we can give developers the data on economic benefits of installing the high quality green and blue infrastructure.

Session 2: discussion led by Jacobs with stakeholders focusing on the funding requirements/opportunities and delivery of developing of the RVUQ study area.

The questions asked of stakeholders during the second Blue/Green breakout session were:

- How do we influence and aid development to maximise quality and the future-proofing opportunity of the River Rea Park? Multiagency partnership? Particular delivery model/design code/minimum standards?
- UK Government will fund projects in the River Rea catchment to reduce flooding to existing properties, but this will only go so far. How do we best use this investment as a catalyst to maximise opportunities along the river through the RVUQ?
- How do we ensure management systems are put in to ensure continued functionality?

Responses were as follows:

Delivery

- Deliver through multiagency partnership.
- Pulling together a multiagency cohesive design code/brochure with specific input from specialists (EA, STW, BCC etc) looking at delivering climate adaptation for the RVUQ with a delivery and funding plan that will set out clearly the expectations to all developers. The code could become policy as with the SPD.
- Having a clear vision - SPD – Strong policy – Cohesive Design Code - enables planning management to incorporate works within developments as they come along which is potentially easiest path to delivery.
- Masterplan developed for the river corridor that sets the tone, that looks at specific needs along the river through the quarter and demonstrates the high-quality treatment.
- Severn Trent - work on Suds retrofit and slowing the flow now to combine sewers. Further conversations of proposals in the short-term. Pilot in Mansfield - retrofit suds across all of area to 2025 (large scale investment) to build evidence base for wide catchment-based approach with AMP cycles. Hopefully steer catchment strategies in the future. Use info from this to inform plans onto 2050. What can we do to manage surface water in the area - opportunities to collaborate if it aligns with plans. Short-term and long-term consideration needed.
- Looking at longer term partnership with National Trust who are keen to support BCC to deliver green/blue interventions and develop links between parks and streets etc. to connect city - initial model with potential to take further through city. May support / pull in funding.
- Ensuring one organisation doesn't undermine another.
- Long-term connectivity to link to further in the Midlands - sponge cities?
- Design code - multi organisation expectations.

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- Cohesive design code with people with expertise - multi-agency? Delivery climate change adaptation that's more than just working individually with developers. Looking at wider catchment. Sets out expectations to developers.
- Exemplar for developers - gold standard and silver standard.
- Opportunities for sums of money to be leveraged out of development may diminish in the short to medium term due to viability challenges
- Community education and engagement, community led approach. Increased density here - giving back to community groups who feel ownership critical (BCC won't be able to do this all).
- Perpetuity models - opportunities for this.
- Should BCC set up a green spaces management company?
- What impact does flood storage two miles away actually have in the SPD area - must be quantified can the EA demonstrate this? Flood extents reduced, less outfall surcharging.

Funding

- Combining funding.
- CIL can't be used for mitigating a particular development but could go to wider community initiatives
- Developer contributions and linking into funding streams.
- 15yr+ commuted maintenance sums create viability issues for developers that need challenging.
- Need to look at different funding models that would allow GI and blue infrastructure to be funded in perpetuity. Service charge models may need to be explored linked to new development but also a consideration as to how GI can be retrofitted into the existing environment where delivery and on-going maintenance cannot be tied to new development.
- Be flexible. current financial climate is making delivery ever more difficult - need to be creative in solutions but not lose sight of the objective.
- Is the upstream storage integral to delivery? Its not fully funded, and isn't a barrier to developments getting planning permission? How will it be funded given many sites have secured planning permission anyway.
- A strategic partnership board has been set up by BCC to support development of a viable funding plan which may consider a blend including CIL, levelling up funds, loan to value approaches linked to private development and other strategic funding opportunities.
- Ofwat breakthrough 3 funding streams scope for RVUQ applications.

Maintenance

- Will the current channel fail? Riparian maintenance is not being enforced.
- 15 years + commuted maintenance contributions from developers bump up against viability assessments. 30 or 60 years often fail the assessment.
- Ongoing maintenance with green space - asking for 15yrs maintenance contributions.
- What happens after maintenance - ongoing contributions? Look at different models for perpetuity. Can we use similar models for maintenance of SuDs etc.
- Taking on features as drainage assets (rain gardens etc.) forever - trial in Mansfield. Additional funding from green recovery. What could this look like if we look after these?
- Service charging creates local tensions where residents feel they are paying twice through Council tax and don't have exclusive access.

- Large scale developments can look at estate management models to maintenance. Generally paid for as a service charge on the estate.

Examples / Case Studies:

- Colmore Business District 'go green initiative' want to create better environment.
- BCC Victoria Square hosted pollination - cultural element, but to encourage people. If we build it, then people will enjoy it. How much more money they will make by attracting people - help to influence planning applications more efficiently.
- We are looking for opportunities for multi-agency partnerships to better manage surface water to reduce flood risk from sewers and CSO operation. We are outlining high level strategies in DWMPs (draft published. Final DWMPs to be published in March 2023). We are seeking funding to develop and deliver these strategies. Potential opportunity to co-fund surface water management / BGI work if it aligns with our DWMP. (Severn Trent).
- <https://www.severntrent.com/about-us/our-plans/> - Can we align delivery of our DWMP ambitions with the SPD delivery, in terms of surface water management? (Severn Trent).
- Maintenance of SuDs and water quality interventions needs appropriate funding.
- Severn Trent pilot in Mansfield (to 2025): <https://www.stwater.co.uk/wonderful-on-tap/green-recovery/mansfield-sustainable-flood-resilience/> - We will be owning and maintain some of the SUDS we are installing. Partnership with local authority. Pilot approach but will consider implications / learning to apply elsewhere?
- Sidmouth – amphitheatre (Jacobs involvement). Takes surface water and stores in extreme events. Area for cultural events - has dual function.
- The Bourn & Lower Rea flood risk management scheme would facilitate new development through reducing flood risk to over 38 hectares of development land, currently constrained by planning policy. This would enable infrastructure to accelerate the delivery of up to 10,000 new homes through the SPD area.
- Initial development of the flood risk scheme is being led by the EA, however there is a need from strategic partners to be able to provide significant investment into the project as the scheme develops to unlock the ambitions and key outcomes to support sustainable growth and enhance blue / green infrastructure.
- EA supported Dandara scheme river design below it being below their River Rea vision, and the SPD vision?
- <https://www.reacatchmentpartnership.co.uk/>

2.4.2 Placemaking and Social Infrastructure

Focus on broader initiatives across the city, land use, fragmented ownership, moving industrial units and opportunities to link to Cheapside.

Session 1: discussion led by Jacobs and Avison Young with stakeholders on the strategic view across the city and the RVUQ's part in that, existing and upcoming local policy and design guidance documents as well as central government initiatives.

How can we ensure consistency and cohesion in placemaking across the RVUQ? Would a Design Code help in strengthening the vision?

Design Guide

- Coming forward currently to add weight to discussions on design quality and planning applications.

- How can it align with the local plan review?

Local Plan

- Issues and options are coming forward, an interim period and opportunity to strategically review the RVUQ SPD, alongside other sites coming forward across Birmingham and the OFCP work.
- Central government guidance on design codes is unclear although they are advocates for this approach to tackling placemaking and coherent planning issues.
- Opportunity to get ahead of the curve and secure aspects to SPD as HS2 is delivered.
- A design code would have to sit outside of the local plan as an SPD.
- Can the local plan encourage more diversity of character and celebrate each part of Birmingham?
- Evidence on better delivery of the SPD's ambitions would be welcomed to inform discussions.

Green Blue Infrastructure and Placemaking

- The EA consider the river in its wider form, how can we focus on the opportunities within the city centre?
- The Moseley Street green corridor is impossible to deliver and is required as backbone to the masterplan.
- Green connectivity through area difficult to capture with developers- not able to enforce delivery.
- How can we ensure provision of adequate and quality social infrastructure across the phases of the development without unit/floorspace numbers?
- The south-eastern corner of the RVUQ has already established social infrastructure in place, could this be reinforced and used as anchor for the masterplan?
- Better connectivity via active travel and public transport should link to existing social infrastructure to the south and southeast and join up with plans being progressed by Arcadis.

Session 2: discussion led by Jacobs and Avison Young with stakeholders focussed on central government plans for funding and delivery of regeneration plans, land ownership and BCC's role in delivery and opportunities for quick wins and meanwhile uses to establish the RVUQ.

How can we tackle the challenges arising due to fragmented land ownership in the development?

BCC land ownership and role in delivery

- BCC has a role as planning authority but also as regeneration catalyst.
- BCC a majority landowner, but it is mostly located around Highgate Park with many tenants with right to buy, but are there quick wins on BCC land?
- Future estate regeneration should be planned in tandem with the broader RVUQ.

How should we deal with existing businesses on site?

- Can BCC work with tenants?
- The local plan review offers a chance to consider land use designation.
- CPO options to be considered in order to deliver vital aspects of the SPD and neighbourhoods with less developer interest.
- Insufficient good quality land in Birmingham city centre, BCC Land ownership needs to be looked at strategically across city, are there opportunities for land swaps to relocate some uses? There is a need for a more diverse mix of employment uses on the site as well as housing.

- There are some emerging uses on the site such as makers yards, creative light industrial as well as the Charles Henry Centre that should be preserved as part of a future plan.

Opportunity for development

- The river should offer opportunity to developers alongside locality to city centre and HS2.
- Developers have come forward and communicated their challenges in viability in delivering high-quality re-naturalisation of the river as well as other green blue infrastructure, this explains the slowness in certain developments progressing.
- The likely direction of the economic climate may worsen the problem.

Central Government Funding

- Changes proposed by Levelling up and Regeneration Bill and forthcoming Planning and infrastructure Bill relating to CPO, proposed Development Corporations, Investment zones, 'supplementary plans', disposal of surplus public sector land and reinvestment in public services.
- Rea Valley is not being put forward for Investment Zone status under the new Growth Plan.
- Decline in funding for planning departments of 40% since 2012.
- Cross agency funding and collaboration needed as well as public/private.
- The Bourn & Lower Rea flood risk management scheme would facilitate new development through reducing flood risk to over 38 hectares of development land, currently constrained by planning policy. This would enable infrastructure to accelerate the delivery of up to 10,000 new homes through the SPD area.

Could we develop a placemaking strategy with micro projects that engages the community and acts as catalyst for development?

- OFCP has a focus on community use and 15-minute neighbourhood (e.g. Mosque project).
- Meanwhile uses happen frequently across the city already, e.g. fairs, pop ups, Custard Factory. These are encouraged by BCC and can be used as identity locally to Digbeth.
- What is Smithfield meanwhile strategy and how can RVUQ link to that?
- BCC projects have an obligation to build in social value and meanwhile uses can emphasise that, developers should also have an obligation for this e.g. Peddimore.
- Can the local plan review include any policy relating to meanwhile uses to help as catalyst?

2.4.3 Mobility and Connectivity

Session 1: discussion led by Jacobs with stakeholders focusing on the challenges and opportunities - Activating the RVUQ. Focus on mobility / connectivity and opportunities on how to deliver sustainable travel links).

Introduction

A policy led approach specifies the need to priorities people over cars, creating streets and places for people, a safe environment and solutions compliant with Carbon Neutral target by 2030 (Route to Zero).

BTP stated that transport improvements to support the strategy and ensure the city has world class transport network supporting new and modern life for expanding jobs, housing and education through continued inward investment.

The Birmingham Mobility Action Plan has identified the strategy to focus on:

- City centre connectivity
- Improve strategic connectivity
- Connected communities

The SPD for RVUQ specified:

- The connectivity with sustainable transport: mode agnostic.
- Streets and places for people: walking and cycling.
- Public transport provision with bus, SPRINT progressing through the identified high-street, and expanding metro network.
- Parking not dominating the environment and streets and places are prioritised for people over cars.
- The challenges for funding and delivery, phasing of delivery in line with the land assembly and appraising needs and scheme benefits to achieve successful Business case for funding.

Session 1: Challenges and Opportunities

The questions asked during the first session included:

- What are the considered key transport challenges for connectivity.
- What are the opportunities for improved public transport and how can it be delivered.
- What are the considerations for objectives to guide a modal-shift towards sustainable transport which is safe and reliable.
- What are the considerations for active travel opportunities and how can it be delivered?
- What are the considerations for on and off-street parking arrangements.
- How do you think we should mitigate the residual traffic impact.

There have been an extensive discussion and contribution to the opportunities and challenges for the RVUQ. These are set out as follows as direct quotes/messages attendees have provided:

Opportunities

- RVUQ site is well connected
 - There is potential to create a 15-minute neighbourhood here.
 - Sprint metro is good for airport connectivity, new street.
 - Mode agnostic - this is a transit corridor already.
- How to encourage active travel modes
 - Pedestrian priority street is very positive and well placed central to site. Good opportunity to make this neighbourhood more inclusive, incorporating accessibility. E.g., additional space for wheelchair users or disabled cyclists.
 - The site does not necessary need segregated infrastructure for active modes, need a "go anywhere" approach for active travel. There is potential to create a self-contained neighbourhood and destination. The focus should be on reducing vehicular traffic, speed and volume.
 - There needs to be a focus on filtering down traffic in network, as emphasised in the OFCP too.
 - The site consists of lots of little streets, don't need dedicate infrastructure. Got funding for contraflow cycling way - opportunity built in.

- If we don't have kerb site parking or loading activity dominating streets then all space is conducive for active travel.
- Site fairly central to lots of cycling routes - important to ensure good access to these routes to encourage usage. E.g. lots of available parking for residents and consideration of journeys to main corridors.
- Strategic wider connectivity opportunities
 - Wider connectivity is required for access to key businesses, the Knowledge quarter, education sites and high streets
 - Connectivity is needed to Digbeth, Highgate & Bordesley areas for local services etc.
 - East west corridor and sprint metro - connect to extended network.
 - Reconfigure the road network on LTN principles.
- Travel Behaviour:
 - Good opportunity to build on our ATF3 Contraflow trials and change travel behaviour in the pre-development stage.

Challenges

- Need for Integration
 - There is a strong need for integration of placemaking and phasing of transport related interventions. A lot going on in the wider area - HS2, knowledge quarter - challenge to integrate.
 - Interface with city centre segments project.
 - Walkable from city centre but under-developed and vacant sites.
 - Good first and last mile connectivity is needed.
 - Consideration of the West Midlands Local Transport Plan.
- Parking
 - New developments need to have off-street parking servicing so that loading etc. don't dominate public spaces.
- Freight consolidation
 - Land use - changing nature over delivery. some uses have a lot of freight (HGV/LGV).
 - How can freight activity be controlled and reduced during certain times
 - Industrial businesses - how much to stay and how does that interface with living, Example - segments project why businesses here?
- Topographical issues & physical conditions.
 - Challenges due to the terrain impact active travel modes
 - Be inclusive in design, considering the needs of all people - including young, older people, disabled groups etc. We need to Consult with right people.

Session 2: Appraisal, Funding and Delivery

The questions asked during the first session included:

- How do we go about options development?
- How do we go about funding and delivery?

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- What are the challenges in phased delivery?
- What are the appraisal requirements?

Session 2: discussion led by Jacobs with stakeholders focusing on the appraisal, funding requirements and delivery. The session continued from earlier session one, focused on building on the opportunities and challenges from appraisal, funding and delivery perspective of mobility and connectivity. These are set out as follows as direct quotes/messages attendees have provided:

Appraisal

- Strategic business case:
 - A roadmap and a strategic guide could be useful as it would provide a foundation for future business cases and influences the programme.
 - This may help in overcoming the challenges around competitive funding processes that have short turnarounds.
- Integration with neighbouring developments and network:
 - Every zone has own development activity going – bids for RVUQ could incorporate neighbouring developing opportunities and look at interface and interlinkages
 - We should be looking at business cases of other projects and explore how developments around RVUQ fit into business cases. However, there is a risk attached to this approach as other areas have their demands too and we need to be realistic and practical.
 - Interventions should not be viewed in isolation, there is a need to consider linkages with other development frameworks.
 - 4 corridors TFWM is currently working on Cross-City bus and relevant to this development.

Funding requirements

- Substantial funding is required to prepare detailed business cases. Local Authority don't have much resource. Explore idea of strategic business case.
- Transport could be badged as a public good, so makes access to public funding potentially more straight forward. Public sector funding for transport is relatively easy compared to brownfield development, housing etc.
- As SPD develops - opportunity for early funding could be a key driver.
- Bus Service Improvement Plan funding and City Region Sustainable Transport Settlement funding could improve transport and connectivity, but many more.

Delivery

- ATF3 opportunities- got funding for contraflow cycling way - opportunity built in. can start changing nature of travel early on.
- TDM - prioritise and understand demand management especially at early stages. We shouldn't wait for all phases to be complete and seize early opportunities.
- Establishing Cross working group (with key stakeholder from each project) early on could be instrumental as it would facilitate collaboration early with key stakeholders and developers and help interface with large moves like the HS2, along with other things going on in neighbouring area.
- A masterplan can bring more certainty to interventions. However, small measures like cycle schemes are effective too.

The session has gone beyond focusing on appraisal, funding and delivery but also governance to recognize the need to establish a cross-working group with key stakeholders, other development frameworks (i.e.

Knowledge Quarter) and focus on already available funding to identify opportunities of early delivery for the RVUQ.

3. Risks and opportunities

The following section highlights risks and opportunities, as analysed from the feedback received from the stakeholder workshops. These have been grouped under the ESG themes – Environmental, Social and Governance:

3.1 Environmental

- Renaturalisation of River Rea into a river corridor rich in biodiversity, offering a green and blue environment that provides sustainable urban drainage and resilience to climate change, sits at the heart of the regeneration programme at RVUQ. One of the major challenges is ensuring adoption of appropriate easements and implementation of flood alleviation measures along the river corridor, in a consistent manner. As developments are already coming forward along the river corridor led by different private actors, there is a risk that open space along the river may not be adequate to deliver the multifunctional requirements of in the SPD, including water management, significant biodiversity improvements, more tree planting, active travel and social well-being space. Overall, the scheme may lack design coherence and continuity between sites, and thus Design Codes can be useful frameworks for ensuring comprehensive delivery. .
- As the site faces the risks of surface water flooding, with an increasing pressure on surface water drainage systems, it is critical that well designed nature-based solutions to intercept, slow and treat run-off through SuDS, green roofs and other green infrastructure, are implemented in a coherent manner. "A network of integrated green space running through the quarter" is also an essential component of the SPD vision. As different sites within RVUQ are developed by different stakeholders, there are risks are that the green space/public realm design will be fragmented, of varying quality, with varying materiality, thereby challenging comprehensive development.
- There is opportunity for enhancement of existing green spaces by introducing green walls, green and brown roofs, SuDS features (e.g. bioswales), pocket parks and green spaces and street tree planting. Highgate Park is an important asset and offers a great opportunity to establish an integrated network of green infrastructure, establishing links to green spaces in the neighbouring areas.

3.2 Social

Considering the development of a significant number of new homes in RVUQ and the neighbouring developments, there will be an increased demand for social infrastructure. The challenge is to ensure that these demands are anticipated correctly and met with, across the phases of the development. Public realm is critical for fostering a sense of community, and it is important that this comes forward in line with the phased development of the various neighbourhoods, in order to conceive a vibrant mixed-use development. With the ongoing BDP review process, there would be further changes to allocations, uses and conditions for developer contributions for sites like RVUQ.

There is potential to build on existing social infrastructure and strengthen the connections between sustainable urban neighbourhoods including Rea Valley, Highgate, Digbeth, Smithfield and the City Centre. Highgate Park in particular offer the opportunity to become an attractive destination and be integrated with the wider region, thereby strengthening connections for the community.

- RVUQ has an industrial heritage and is thus faced with the challenge of transitioning from an industrial to a mixed-used development while balancing the interests of the local economy. Currently, there are large number of industrial businesses on site, particularly in the Cheapside neighbourhood. This adds to the complexity and may require a framework for relocation. Interface of industry/employment/freight movement and residential uses may create amenity/access issues for residents and restrictions on noise and emissions for businesses.
- The site is rich in terms of heritage assets and bears a historic character overall. This offers a great opportunity to retain a number of attractive buildings and frontages (these include statutorily listed, locally listed and non-designated heritage assets) and work with developers to enhance these to

maintain the sense of local character in the RVUQ. This would create a unique and distinct area that would be attractive for people to visit/live.

- Owing to the scale and the long timeframe of the development, there is opportunity for engaging the local community along the phases of the development. This could take the form of community involvement in local green infrastructure interventions and SuDS schemes. This would encourage people to take ownership of the project, ensure better maintenance and enhance a sense of belonging. Interactive ways of communicating information could be explored, encouraging the local community to find out about the local environment post-construction. The council can play a key role as a regeneration catalyst by engaging the community in micro projects and meanwhile use programmes for placemaking, which would stimulate interest and activity on site. Lack of community engagement may lead to resistance from community groups and poor infrastructure outcomes.
- There is an opportunity to improve connectivity for local residents and other non-motorised users (NMU) through updates to pedestrian and cycle routes (including incorporating any links to National Cycle Route 5) and create safe environments for NMU's by tying into the Birmingham Cycling and Walking Strategy.

3.3 Governance

- Considering disparate land ownership on site, the council has the opportunity to capitalise on the council owed land and make use of CPO powers, where necessary for land assembly, and ensure comprehensive delivery.
- Due to the presence of multiple landowners and businesses on site, the RVUQ project requires a number of different stakeholders to work together to ensure its delivery. This gives the opportunity to promote partnership work and establish working groups for future projects.

4. Delivery Plan Outcomes

4.1 Funding and Governance

- Focus on partnership approach, delivery plan, ensure vision and objectives are met within reasonable timeframe - not just focused on River Rea.
- Given the baseline context for RVUQ established in Section 2 and the discussions and insights garnered from the stakeholder workshop process (Section 3), the pertinent findings that will influence the development of funding and governance recommendations for RVUQ's Delivery Roadmap can be summarised as follows:
- Establishing governance structures to support delivery of RVUQ, not least through developing a partnership approach and framework for driving delivery in RVUQ. A range of stakeholders comprising landowners (including BCC and private interests), developers (including Seven Capital, Dandara), statutory consultees (e.g. local planning and transport authorities, environment agency), public sector funding bodies (e.g. GBSLEP, WMCA), existing businesses, voluntary and community sector organisations and wider representatives of the local community will need to be brought together to ensure creation of a sustainable urban quarter anchored by the River Rea Corridor.
- Undertaking inter-related technical studies will help facilitate RVUQ's delivery by providing a clear baseline and framework for unlocking the full RVUQ vision and objectives. Specific technical studies could include:
 - Land acquisition and relocation strategy: to determine the most appropriate approach to:
 - Strategic land assembly (e.g. CPO, land pooling, joint venture/special purpose vehicles).
 - Dealing with any existing uses found in the Quarter that are potentially incompatible with the stated vision and objectives.
 - Development masterplan: updated and refined review of suitable uses and development potential at RVUQ relative to the SPD, recognising development status of major sites along the River Rea Corridor that have already had planning approval. Refresh of phasing proposals, demonstrating what are the key priority actions, what are the first moves
 - Transport masterplan: development of a detailed, integrated transport masterplan that recognises synergies with existing and committed transport schemes, neighbouring development (e.g. at Eastside) and establishes residual gaps in transport provision that must be bridged to meet the vision and objectives of RVUQ.
 - Social infrastructure audit and masterplan: recognising the scale of development scheduled in proximity to RVUQ, it would be timely to undertake a full social infrastructure audit of the locality to ensure that existing pressures on health, education and other social infrastructure is not exacerbated through development. This could also provide a starting point for strategic-level identification of appropriate developer contributions towards social infrastructure.
 - Site-wide viability study: recognising the S106 contributions currently being made by approved development in RVUQ, establish a strategic view on viability across the entire RVUQ. This will provide BCC with a reference point in S106 negotiations with developers, to ensure that planning obligations are secured to contribute to creation of a sustainable and cohesive community.
- Considering development of a 'theory of change' and wider strategic business case for investment in RVUQ, which can underpin bespoke business case development to secure funding from public sector programmes as they arise.
- Developing a comprehensive funding strategy that sets out the funding landscape for RVUQ. This strategy must consider:
 - The full range of public sector funding sources that could contribute, including the realistic scale of funding available, timing of availability and potential uses.

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- The ask of the private sector developers and landowners. This will be influenced by the site-wide viability study.
- The potential to adopt new/novel Land Value Capture techniques, including Development Auction Models, Community Premiums, retention of business rate, council tax and SDLT growth. Note that some of these mechanisms will require baseline studies and counterfactual positions to be established to ascertain growth potential.

The Delivery Roadmap needs to emphasise a proactive approach to establishing the funding and governance structures necessary for delivering RVUQ. Acknowledging that some of these activities require upfront revenue funding (e.g. undertaking of further technical studies), it may be necessary to establish some form of revenue funding contribution to be made on condition of appointment to the formal governance structures and partnerships noted in the first bullet point above.

4.2 Next Steps

The information gathered from the Stakeholder Workshop has helped inform the basis for parts 2,3 and 4. The Delivery Plan in full is set out below:

- Delivery Plan Part 1 – Stakeholder Engagement Workshop
- Delivery Plan Part 2 – Baseline Data Review
- Delivery Plan Part 3 – Framework and Action Plan for Effective Water Management
- Delivery Plan Part 4 – Delivery Roadmap.

Parts 3 and 4 have been shaped by the comments, ideas and information collated here into an action plan for water management along the River Rea corridor in the SPD area, as well as a delivery 'road map', which illustrates options and scenarios for how the SPD proposals can come forward, as well as the role which stakeholders can play to contribute to and collaborate in that process. The road map provides a framework that sets out the steps and assessments that will need to be considered to develop a fully integrated solution to regeneration across the RVUQ..

5. Baseline data sources - overall

The following list, in chronological order of issue, includes all primary policy sources, pre and post adoption of the SPD which have been variously utilised in the production of this report. Additional technical data sources have been identified within each section of this report. The electronic documents have been stored on the project's SharePoint site and thus have been available to all team members. Those documents for which no date could be sourced have been grouped at the end of the list or inserted approximately when they may reasonably have been issued.

| Document | Source | Date adopted/ approved/ issued | Description |
|--|---|---|--|
| Highgate Park Masterplan proposals | The Landscape Practice Group for Birmingham City Council | January 2007 | A proposed visual landscaping plan of Highgate Park. |
| Make Birmingham Green - Green Living Spaces Plan | Birmingham City Council | September 2013 | A vehicle through which the city can adopt a comprehensive approach to Natural Capital. |
| Southern Gateway Water Resilient Masterplan Feasibility Study | AECOM | September 2014 | AECOM proposal for the development of a Masterplan for the Southern Gateway. |
| Greater Birmingham and Solihull LEP - Black Country Local Authorities Strategic Housing Needs Study - Stage Two Report | Commissioned by the Greater Birmingham and Solihull Local Enterprise Partnership and the Black country Local Authorities. Prepared by Peter Brett Associates | November 2014 | An assessment of future housing needs across the area and options for where those needs could be met. |
| Connaught Square Planning Permission 2016/08273/PA | Applicant: Seven Capital (Connaught Square) Ltd. | Submitted 22.11.2016 Approved 13.12.2021 | Site clearance and erection of 4-28 storey buildings for 770 residential units. |
| Birmingham Development Plan | Birmingham City Council | January 2017 | Sets out a vision and strategy for the sustainable growth of the City for the period up to 2031. |
| Birmingham Design Guide Vision Document | Birmingham City Council | September 2017 | Playing an instrumental role within the diverse growth agenda by ensuring high quality places are delivered. |

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| Document | Source | Date adopted/ approved/ issued | Description |
|---|---|---|--|
| West Midlands Local Industrial Strategy | HM Government | May 2019 | Sets out the steps the West Midlands will take to drive growth and ensure economic parity across the City's population, protect the environment, invest in social infrastructure, design actions and measure progress. |
| S&K site planning permission 2019/04152/PA | Applicant: Taylor Grange Investments Ltd. | Submitted 23.05.2019 Approved 28.03.2022 | 479 new residential apartments, amenity space and retail/leisure floorspace. |
| Birmingham City Plan - Enterprise Zone Investment Plan | Birmingham City Council | May 2019 | Focus on early intervention in infrastructure to accelerate growth and unlock development to aid economic growth and job creation. |
| Birmingham Development Plan Strategic Housing Land Availability Assessment (SHLAA) | Birmingham City Council | December 2019 | The study of sites within Birmingham that have the potential to accommodate housing development. Its purpose is to provide evidence to support the Local Development Framework. |
| Emergency Birmingham Transport Plan - A low carbon, clean air recovery after COVID-19 | Birmingham City Council | May 2020 | A plan setting out the short, medium and long-term actions required to enable a low carbon, clean air recovery from Covid-19. |
| Rea Valley Urban Quarter SPD consultation Statement | Birmingham City Council | October 2020 | Detailed of the consultation carried out in respect of the Rea Valley Urban Quarter SPD. |
| Rea Valley Urban Quarter SPD | Birmingham City Council | October 2020 | Sets out a vision for the area, focusing on the transformation of the River Rea. Not part of the statutory development plan but it will be an important material consideration in determining planning applications in the area. |
| Route to Zero Draft Call to Action presentation to task force 18.11.20 | Birmingham City Council | November 2020 | Introducing priority actions that will have the largest impact in reducing carbon emissions and how they will be progressed. |

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Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| Document | Source | Date adopted/ approved/ issued | Description |
|---|-------------------------------|--------------------------------|---|
| Rea Valley Urban Quarter: Economic Development Impacts of Flood Investment | Jacobs | November 2020 | TBC |
| Birmingham Our Future City Plan (OFCP) 2040 – Shaping our City Together | Birmingham City Council | January 2021 | A blueprint document for the future of central Birmingham in relation to retail, offices, leisure, education, tourism, civic and community functions. Currently in production. |
| Lower Rea Strategic Outline Case Engagement & Funding Plan - Draft | Environment Agency | January 2021 | The Plan identifies key stakeholders, outlines how and when engagement activities should take place and considers messaging based on both perceived stakeholder requirements and EA needs. This is in relation to the Lower Rea Riverworks Project which will aim to reduce flood risk to around 250 existing homes whilst also safeguarding a significant number of commercial premises while promoting environmental and social enhancements and, the promotion of growth/job creation by removal of existing constraints to promote sustainable development. |
| Naturally Birmingham: Future Parks Accelerator – Green spaces | Birmingham City Council et al | March 2021 | Advisory and consultation document. How to embed the value of green space across the sectors of housing, health, employment and children in the wake of the Commonwealth Games. |
| Naturally Birmingham: Future Parks Accelerator – Sustainability and Transport | Birmingham City Council et al | March 2021 | Advisory and consultation document. Embedding the value of green space in developments in the context of sustainability and transport in the wake of the Commonwealth Games. |
| Naturally Birmingham: Future Parks Accelerator – Introduction and Overview | Birmingham City Council et al | March 2021 | Background and aims of the initiative. |

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| Document | Source | Date adopted/ approved/ issued | Description |
|---|--|--|--|
| Birmingham Commonwealth Games Legacy Plan | Commonwealth Sport, Birmingham City Council, HM Government, Team England, West midlands Combined Authority | March 2021 | A document highlighting the legacy ambition both for the Commonwealth Games' future and for Birmingham and surrounding areas as a result of hosting the Commonwealth Games in Birmingham in 2022. |
| Birmingham Transport Plan | Birmingham City Council | October 2021 | Outlines how the city's transport system needs to be transformed to meet the challenges of the next decade. |
| Greater Birmingham & Solihull Local Enterprise Partnership - Delivery Plan 2022-23 | Greater Birmingham & Solihull Local Enterprise Partnership | 2021 | Annual Progress and Achievement Report. |
| Warners Field planning application Land to the south of Moseley Street Southside Birmingham 2022/00135/PA | Applicant: MS(A) Nom 1 Ltd., MS (A) Nom 2 Ltd., MS (C) Nom 1 Ltd. | Submitted 24.01.2022 Currently undetermined | Mixed use development (110,892 sqm) (residential and flexible use incl. Class B2, E, F1 and F2). |
| Our Future Nature City Plan – Consultation | Birmingham City Council | February 2022 | A consultation document relating to Birmingham's natural environment and future of its parks and green spaces. |
| The Bourne and Lower Rea Flood Risk Management Scheme: Strategic Outline Business Case | Environment Agency | March 2022 | Sets out the case for investment in one of two options for a flood risk management scheme on The Bourn and River Rea in south Birmingham that aims to reduce flood risk to over 200 residential homes and 300 businesses in this part of the city. |
| Housing & Economic Development Needs Assessment – Final Report (HEDNA) | Iceni Projects Limited on behalf of Birmingham City Council | April 2022 | An assessment of Housing & Economic Development Needs in the City. |

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| Document | Source | Date adopted/ approved/ issued | Description |
|--|-----------------------------|--------------------------------|--|
| Birmingham Design Guide - Principles Document | Birmingham City Council | September 2022 | Guidance on the design of all development across Birmingham comprising of: The Design Principles Document and 5 City Manuals. |
| Conservation Statement for Birmingham, Highgate Park | Birmingham City Council | Undated | Describes the Park, threats and its future improvement. |
| Forestry Commission England - The Urban Forest | Forestry Commission England | Undated | How trees and woodlands can improve our lives in our towns and cities. |
| Green and blue infrastructure water management constraints- Environment Agency flood map for planning | National Government | Undated | A tool on the gov.uk website illustrating flood zones within the UK. |
| Birmingham Enterprise Zone (EZ), Project Pipeline Registration Submission | Environment Agency | Undated | Registration document for EZ status |
| Building resilient cities - Delivering economic and environmental transformation through the creation of Birmingham's first SuDS community | Unknown | Undated | Environment Agency flood maps and other drainage data |
| Rea Valley Regeneration Project Briefing Note: Reimagining the River Rea in Birmingham | Birmingham City Council | Undated | Key themes and outcomes document in relation to the regeneration of the River Rea |

5.1 Baseline data sources - Environment

The following technical documents have been reviewed as part of the desktop review in addition to those in section 4.1:

- Rea Valley Urban Quarter Supplementary Planning Document (SPD) (October 2020)
- Our Future City Plan (OFCP): Central Birmingham (January 2021)
- Our Future Nature City Plan (February 2022)
- The Birmingham Design Guide Supplementary Planning Document (SPD) – 5 City Manuals:
- Birmingham ID City Manual (September 2022)
- Streets and Spaces City Manual (September 2022)
- Landscape and Green Infrastructure City Manual (September 2022)
- Healthy Living and Working City Manual (September 2022)
- Efficient and Future-Ready City Manual (September 2022)
- Adopted Birmingham Development Plan (BDP) 2031 (January 2017)
- Naturally Birmingham Future Parks Accelerator Project (June 2022)
- Birmingham Urban Forest Master Plan (2021 - 2051)
- Birmingham Green Living Spaces Plan (2013)
- Route to Zero (R20) Action Plan
- West Midlands National Park Concept
- Biophilic Cities ([Biophiliccities webpage](#))
- Active Parks (The Active Wellbeing Society)
- 20-minute neighbourhoods (Sustrans, 2020)
- Wildlife Trust Birmingham and Black Country: A Green Future Strategy (2017 – 2022)

Open-source data has been gathered from a number of online sources. Key websites are listed below:

- MAGIC Maps ([Magicmap webpage](#));
- Google Maps (aerial imagery; [Googlemaps](#));
- Bing Ordnance Survey Maps ([Bigmaps](#));
- Woodland Trust Tree Map (<https://ati.woodlandtrust.org.uk/tree-search>);
- Environment Agency Flood Map for Planning (EA Flood maps);
- Environment Agency Catchment Data Explorer (EA Tool);
- Extrim Noise Map Viewer (Noise viewer tool);
- Sustrans National Cycle Network Map (<https://www.sustrans.org.uk/national-cycle-network>); and
- Department for Environment, Food and Rural Affairs AQMAs Interactive Map (DEFRA Maps).

All open-source data was retrieved on 27th September 2022 and is presumed accurate at time of writing.

5.2 Baseline data sources – Water Management

The following technical documents have been reviewed as part of the desktop review:

- Adopted Birmingham Development Plan (BDP) 2031 (January 2017)
- Birmingham Green Living Spaces Plan (2013)
- Birmingham Urban Forest (2021)
- Our Future City Plan (OFCP): Central Birmingham (January 2021)
- Our Future Nature City Plan (February 2022)
- Rea Valley Urban Quarter Supplementary Planning Document (SPD) (October 2020)
- River Rea Landscape Vision (Environment Agency, Arup - Gillespies 2022)
- The Birmingham Design Guide Supplementary Planning Document (SPD) – 5 City Manuals:
 - Landscape and Green Infrastructure City Manual (September 2022)
 - Healthy Living and Working City Manual (September 2022)
 - Efficient and Future-Ready City Manual (September 2022)
- The Bourn and Lower Rea Flood Risk Management Scheme: Strategic Outline Business Case (SOBC) (March 2022)
- Wildlife Trust Birmingham and Black Country: A Green Future Strategy (2017 – 2022)
- A Wilder Birmingham and Black Country: Our Strategy for 2022-2030

5.3 Baseline data sources – Land Assembly

The baseline position of RVUQ with respect to site assembly and CPO was established through reference to the following resources in addition to those set out in section 4.1:

- Major Landowner identification via Land Registry index mapping by AY
- Jacobs Land Ownership Plan dated - December 2022
- BCC powerpoint including various maps and plans – received by Jacobs 23 August 2022

5.4 Baseline data sources – Urban design and Landscape

Documents reviewed with respect to Landscape in addition to those listed in section 2.1:

Landscape and Green Infrastructure Manual (September 2022) - Is part of the Birmingham Design Guide and sets out a series of 'City Notes' further defining guidance on the following themes:

- Creating resilient and enduring landscape
- Protecting Birmingham's Trees
- Tree planting in new developments
- Birmingham's biodiversity and geodiversity
- Birmingham Highgate Park Landscape Masterplan (2007) - A new design for Highgate Park that improves the facilities, safety and accessibility for the community.

5.5 Pre-stakeholder Workshop Online Questionnaire

Rea Valley Urban Quarter – Key Stakeholders Workshop

The survey will take approximately 6 minutes to complete.

Jacobs have recently been appointed by Birmingham City Council to develop a Delivery Roadmap for the adopted Rea Valley Urban Quarter Supplementary Planning Document.

To support this work we are organising a workshop for key stakeholders.

Its purpose is to gather aspirations and priorities, map objectives and consider constraints and opportunities.

In order to make the workshop more efficient we would like you to answer the following questions regarding our objectives for the project.

...

Green and Blue Infrastructure

The naturalisation of the River Rea and associated green links to parks and elsewhere form a crucial part of the SPD adopted in 2020, and will act as a catalyst for the emergence of a new place.

What do you see as the **three key priorities** in the delivery of the naturalisation of the river?

1. Priority one

2. Priority two

3. Priority three

Next

Placemaking and Social Infrastructure

There are many steps towards repositioning the Rea Valley Urban Quarter from being a primarily industrial part of Birmingham to a place that can serve as a mixed-use, community-focused neighbourhood.

What **three priorities** would you set out in order to achieve the ambitions of the SPD?

4. Priority one

5. Priority two

6. Priority three

Back

Next

Mobility and Connectivity

The SPD has set out bold plans for mobility into the city centre, and the approach to movement and accessibility will focus on promoting walking, cycling and public transport.

In delivery of the SPD, what are the **three** key priorities to achieve the ambitious, sustainable connectivity and achieve maximum benefit for the city?

7. Priority one

8. Priority two

9. Priority three

10. Any further comments?

Back

Submit

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| Topic | Respondent 1 | Respondent 2 | Respondent 3 | Respondent 4 | Respondent 5 | Respondent 6 | Respondent 7 | Respondent 8 | Respondent 9 |
|-----------------------------|--|--|---|--|---|--|---|---|--|
| Green & Blue Infrastructure | <p>Priority 1: Removal of brick lining to bed and sides to enable natural river processes to begin.</p> | <p>Priority 1: How do we manage the various owners involved or it won't happen?</p> | <p>Priority 1: Committee approval of a Masterplan and design guide asap.</p> | <p>Priority 1: Greatly improving water quality, biodiversity and ecological value along the river corridor, as well as reducing flood risk.</p> | <p>Priority 1: Decreased flood risk.</p> | <p>Priority 1: Reducing flood risk.</p> | <p>Priority 1: River should have active frontages and become a focal point for amenity activities.</p> | <p>Priority 1: A more varied and rich landscape which can be of benefit to residents, local stakeholders and wildlife.</p> | <p>Priority 1: Using the SPD as an enabler to reduce Flood risk in the RVUQ considering mechanisms for funding upstream storage at Calthorpe Park to reduce the impacts of climate change. There is still a circa £15m funding gap.</p> |

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|--|---|--|---|---|---|--|--|---|---|
| | <p>Priority 2: Propose an easement distance from each bank of the river within which new development is not permitted, to give room for riparian habitats and for the river to move and re-naturalise.</p> | <p>Priority 2: Funding.</p> | <p>Priority 2: Ensuring the Development Control Unit are well aware of the project and its aspirations in dealing with planning applications in the area and adhere to the Masterplan and design guide detail.</p> | <p>Priority 2: Increasing the amount, and improving the quality of, open space provision in the city centre and particularly in Digbeth.</p> | <p>Priority 2: Sensitive development which adds value to the area.</p> | <p>Priority 2: Gaining access to the river.</p> | <p>Priority 2: The River should function as a continuous green/ blue corridor, with a restored river valley (Boston big dig style) connecting the parts of the river within the Rea SPD boundary with the wider blue/green corridor down to cannon hill park.</p> | <p>Priority 2: Maintenance of sound flood control methods.</p> | <p>Priority 2: Realising the ambition and measures identified in the Rea Landscape Visioning plan including reconnections in the valley and re-naturalisation or the concrete channel through Digbeth.</p> |
|--|---|--|---|---|---|--|--|---|---|

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|--|--|--|--|--|--|---|---|--|---|
| | <p>Priority 3: In-channel morphological improvements.</p> | <p>Priority 3: Quality and consistency of delivery.</p> | <p>Priority 3: Securing developer buy in to the Scheme re design and finance, also applying for Government finance.</p> | <p>Priority 3: Providing the catalyst for sustainable development growth along the River Rea corridor in Digbeth and Highgate, providing much needed homes, workspaces and amenities in this area of the city centre.</p> | <p>Priority 3: Focus on increased biodiversity and green space.</p> | <p>Priority 3: Green and blue infrastructure , promoting a sustainable living.</p> | <p>Priority 3: Creation of levels to add interest, and to create opportunity for micro hydro power generation.</p> | <p>Priority 3: Ensuring that there is a sustainable resource available to the riparian owners to ensure the river is maintained to the highest quality standards.</p> | <p>Priority 3: A joined-up engagement plan considering all partners ambitions which is integral to effective development of the SPD and any supporting infrastructure such as flood storage.</p> |
|--|--|--|--|--|--|---|---|--|---|

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|-------------------------------------|--|---|--|-----------------------------------|---|--|---|--|---|
| Placemaking & Social Infrastructure | <p>Priority 1: Create a high quality green and blue corridor that is easily accessible and regarded as a community asset.</p> | <p>Priority 1: Delivering the connections and new open spaces.</p> | <p>Priority 1: Committee/Board approval of a Masterplan and design guide.</p> | <p>Priority 1: N/A</p> | <p>Priority 1: Environment Agency support.</p> | <p>Priority 1: Reducing flood risk.</p> | <p>Priority 1: New neighbourhood should follow the 15-minute city principle, and the Healthy Living Zone work that is currently being tested by the Council.</p> | <p>Priority 1: Balancing naturalisation with other public open space play, sport and recreational activities.</p> | <p>Priority 1: Realising the ambitions of the Rea Landscape Vision by bringing partners together to deliver shared objectives.</p> |
|-------------------------------------|--|---|--|-----------------------------------|---|--|---|--|---|

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|--|---|---|--|-----------------------------------|---|--|--|---|-----------------------------------|
| | <p>Priority 2: Extend the environmental aspirations of the scheme both up and down stream.</p> | <p>Priority 2: Delivering ground floor activity.</p> | <p>Priority 2: Applying for Government funding.</p> | <p>Priority 2: N/A</p> | <p>Priority 2: Planning lead approach.</p> | <p>Priority 2: Access to the river.</p> | <p>Priority 2: Active retail and leisure frontages facing onto river corridor, but with a large enough easement between uses and the river corridor to allow for amenity activities, active travel and to support biodiversity.</p> | <p>Priority 2: Building a mixed-use urban fabric that focuses on the river to provide new homes and opportunities for employment and recreation.</p> | <p>Priority 2: N/A</p> |
|--|---|---|--|-----------------------------------|---|--|--|---|-----------------------------------|

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|--|---|--|--|-----------------------------------|---|---|--|--|-----------------------------------|
| | <p>Priority 3: Create connectivity between the blue infrastructure of the river and nearby green spaces.</p> | <p>Priority 3: Managing design quality.</p> | <p>Priority 3: Ensuring the Council's Development Control unit and developers are aware of the overall vision and stick to the principals of the Design Guide and Masterplan.</p> | <p>Priority 3: N/A</p> | <p>Priority 3: High quality development which adds, not detracts, to the area.</p> | <p>Priority 3: Green/blue infrastructure</p> | <p>Priority 3: River widening in parts to create a better amenity feature, which could be the central focus of the new neighbourhood.</p> | <p>Priority 3: Combining the need for residential and employment infrastructure with low carbon technologies.</p> | <p>Priority 3: N/A</p> |
|--|---|--|--|-----------------------------------|---|---|--|--|-----------------------------------|

Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

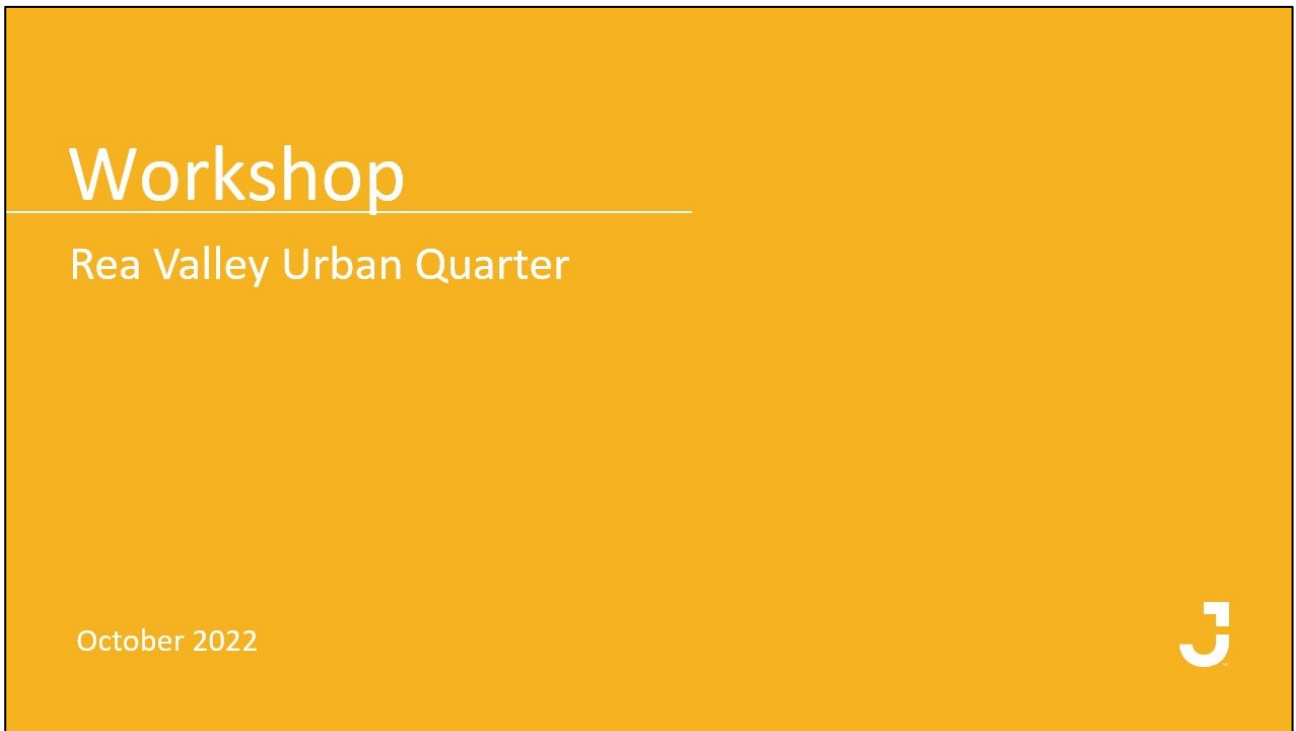
| | | | | | | | | | |
|------------------------------------|---|---|---|---------------------------|---|---|--|---|--|
| Mobility & Connectivity | Priority 1: Accessibility to and alongside the Rea for walking and cycling. | Priority 1: Delivering green routes and overcoming utilities. | Priority 1: Identification of safe routes for cycling and secure/visible areas for bike lock up. | Priority 1: N/A | Priority 1: Improved public realm. | Priority 1: Green connectivity. | Priority 1: Active corridors along river frontage for cycling and walking. | Priority 1: Fixing some of the biggest connectivity problems - investing in new bridges and improved junctions. | Priority 1: Creation of flood storage in Calthorpe Park and linkages in the channel and wider river corridor. Making the corridor more accessible to the public by opening up and creating access routes following the corridor all the way from source to city. |
| | Priority 2: Public transport. | Priority 2: Delivering SUDs. | Priority 2: Greening and environmental enhancement of identified walking routes for commuters and for leisure - citywide push to encourage usage. | Priority 2: N/A | Priority 2: Improved accessibility. | Priority 2: Promoting more sustainable transport. | Priority 2: Interchange points for transitioning between cycling/walking/ buses. | Priority 2: Integrated cycling and walking routes that connect neighbourhoods to green space and employment hubs. | Priority 2: N/A |

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Rea Valley Urban Quarter SPD Delivery Plan – Part 1: Stakeholder Engagement Workshop

| | | | | | | | | | |
|-----------------|--|---|---|---------------------------|---|---|--|---|---------------------------|
| | Priority 3: Electric charging. | Priority 3: Giving priority to pedestrians and cyclists over the private car. | Priority 3: Priority bus lanes where possible, fare incentivization. Ensuring a timely service. | Priority 3: N/A | Priority 3: A well-used and designed space. | Priority 3: More public open spaces | Priority 3: Provision of mobility hubs in line with the TfWM initiative. | Priority 3: Making the linkages fully accessible for all citizens, particularly those with mobility disabilities. | Priority 3: N/A |
| Comments | N/A | N/A | N/A | N/A | Aspirational SPD. | N/A | N/A | Prioritising the provision of well-designed and well managed green and blue infrastructure over other activities. | N/A |

5.6 Stakeholder Workshop Presentation



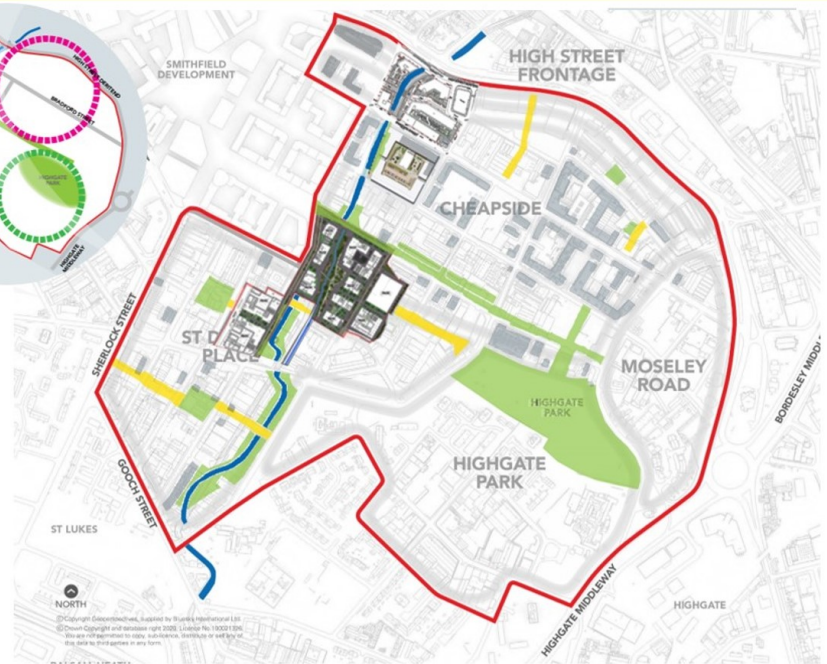
Funding and Delivery - Introduction

- Viability concerns
- limited S106 contributions.
- Funding gaps, market failure, impede realisation of some Big Moves.

How can we adopt a phased approach for delivery, with key landowners, for comprehensive development across RVUQ?

What delivery models or governance structures could be deployed to accelerate or ensure complementary development?

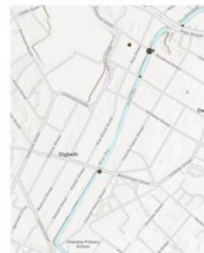
What funding mechanisms can be deployed to unlock regeneration?



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Green and Blue Infrastructure – Session 1

How can we build better **climate resilient adaptable neighbourhoods** and strengthen connections to other blue/green infrastructure?



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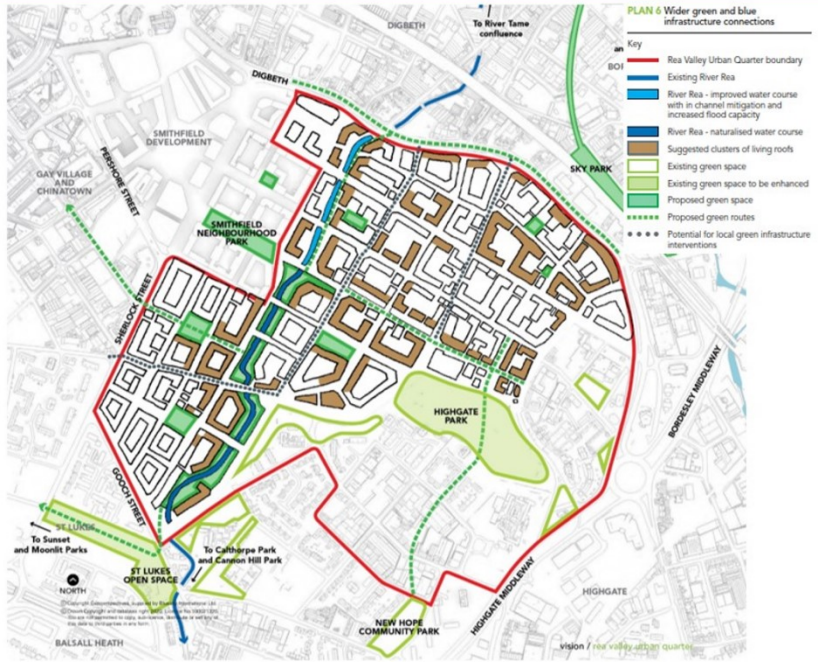
Green and Blue Infrastructure – Session 1

What is fundamental/necessary to achieve **high quality** connected Blue/Green space?

How do we ensure **sufficient space** is reserved to make green/blue space functional, adaptable and connected?



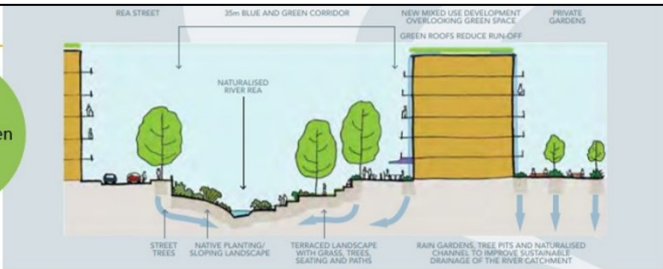
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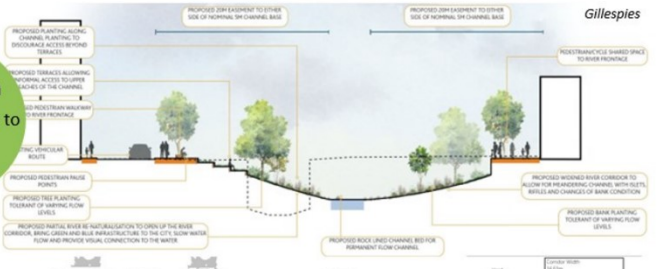
Green and Blue Infrastructure – Session 2

How do we influence and aid development to maximise quality and the future-proofing opportunity of the River Rea Park? **Multiagency partnership?** Particular delivery model/ **designcode/** minimum standards?

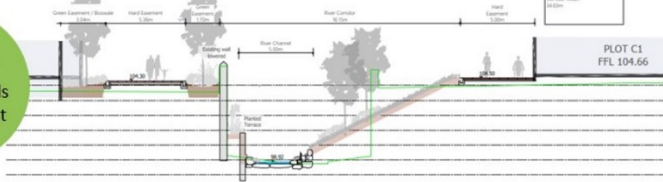
SPD
35m blue green corridor



EA vision
20m easement to either side

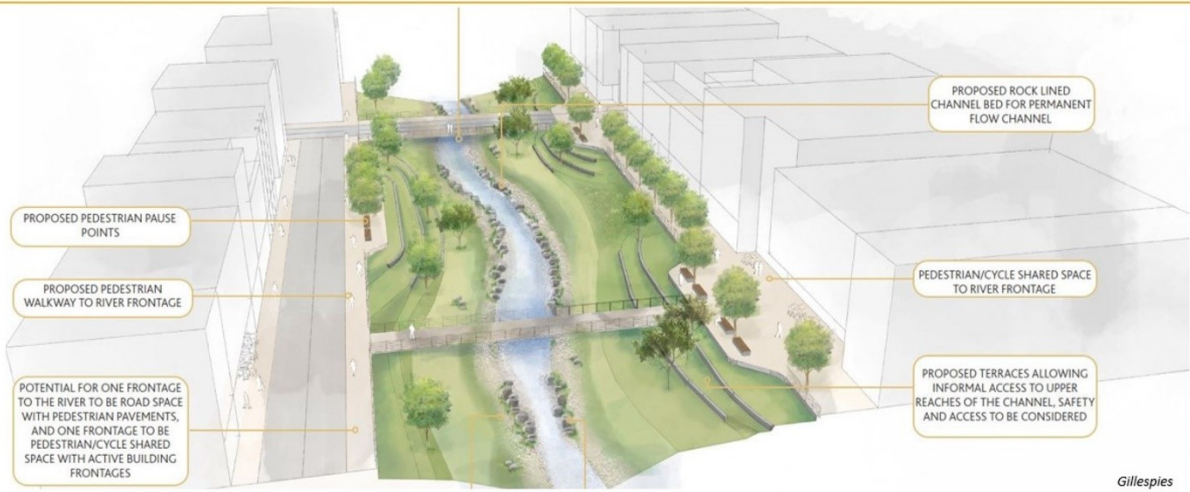


Dandara
Warner Fields development



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Green and Blue Infrastructure – Session 2



Gillespies

UK Government will fund projects in the River Rea catchment to reduce flooding to existing properties, but this will only go so far. How do we best use this **investment** as a catalyst to maximise opportunities along the river through the RVUQ?

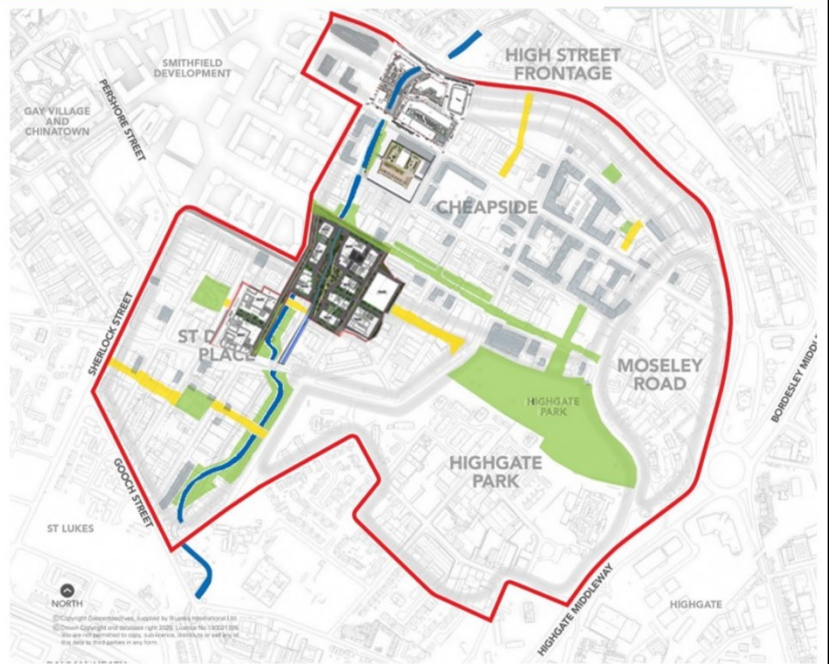
How do we ensure **management systems** are put in place to ensure its continued functionality?

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Placemaking and Social infrastructure – Session 1

How can we ensure **consistency** and cohesion in placemaking across RVUQ?

Would a **Design Code** help in strengthening (delivering) the vision?



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Placemaking and Social infrastructure – Session 1

How can we ensure provision of adequate and quality **social infrastructure**, across the phases of the development, without unit/floorspace numbers?

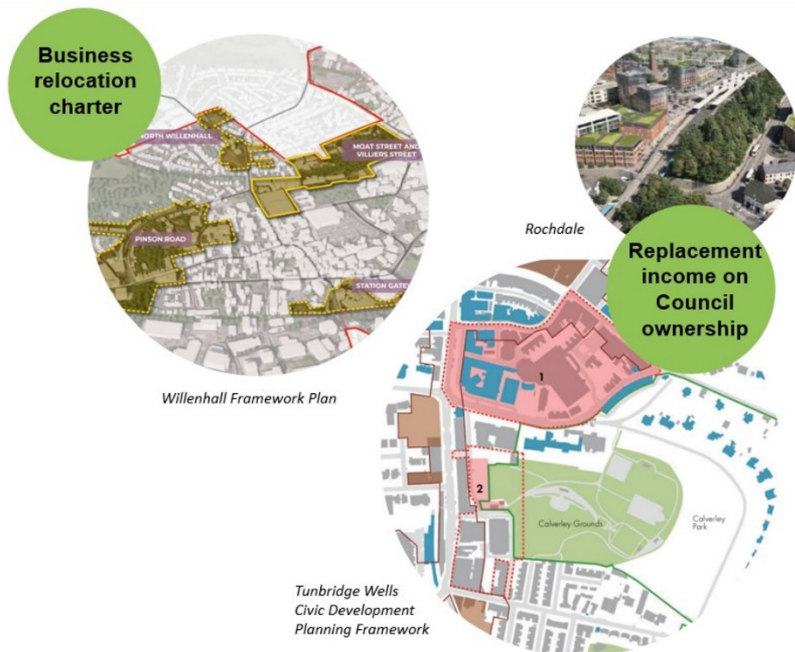
How can early engagement with **landowners and developers** help in bringing forward the development as per the vision?



Placemaking and Social infrastructure – Session 2

How can we tackle the challenges arising due to **fragmented land ownership** in the development? Are there opportunities for **collaborative planning**?

How should we deal with **existing businesses** on site? Opportunities and examples of business relocation-assistance/offers/charter used on other schemes?



Placemaking and Social infrastructure – Session 2



PoliNations, Birmingham City Centre



Christchurch, New Zealand



Meridian Water, London



Kings Cross, London



Could we develop a placemaking strategy for **micro projects** and meanwhile use, that engages the community and acts as a **catalyst** for development?

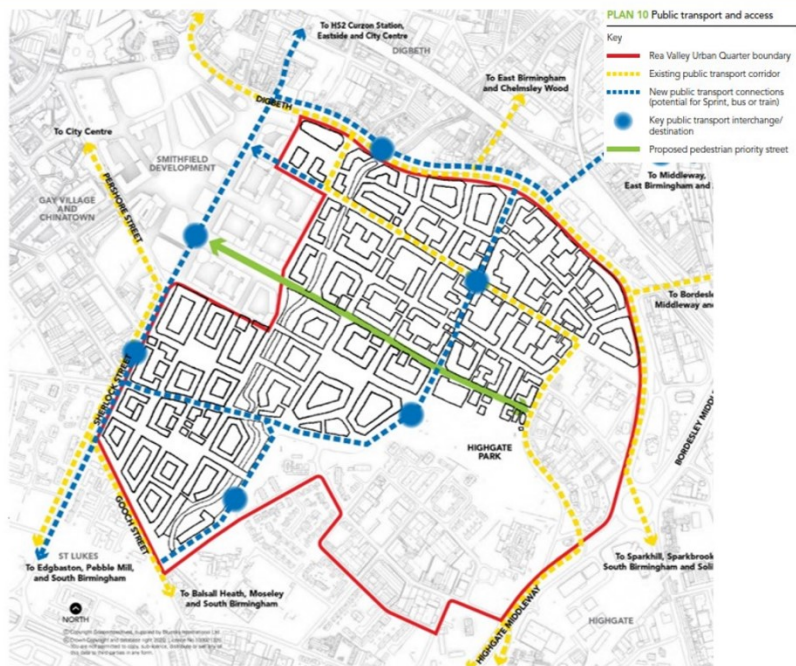
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Mobility and Connectivity – Session 1

What are the key transport and connectivity **challenges** in the area?

What are the opportunities for improved **public transport** and how can we deliver it?

How do you think the scheme objectives could guide a modal shift towards sustainable transport which is safe and reliable?



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Mobility and Connectivity – Session 1

What do you consider as the opportunities for active travel and how can we deliver them?

What do you think we should consider for on and off-site parking arrangements.

How do you think we should mitigate residual traffic impact?



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Mobility and Connectivity – Session 2

How do we go about **options** development?

How do we go about **delivery and funding**?

What are the challenges in **phased delivery**?

Previously tested high-level Options and Economic Analysis

Southern Gateway Metro Extension Route Alignment to UoB?

Southern Gateway Metro Extension Options to Access UHB



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Stakeholder Workshop Mural Board

Rea Valley Urban Quarter Workshop 12th October 2022 **Jacobs**

Introduction

Introduction

- Planning
- Landmarks
- Transport
- High Level Engagement Plan - collaborative approach through notice, consent and engagement
- Funding Strategy
- Governance Structure
- Local Authority
- Sustainability Framework
- Planning Framework

Key Points

- Collaborative to build team relationships - including 'back seat' analysis and materials case
- Design Code - and how this would be best implemented
- High Level Engagement Plan - collaborative approach through notice, consent and engagement
- Funding Strategy
- Governance Structure
- Local Authority
- Sustainability Framework
- Planning Framework

SESSION 1

Green and Blue Infrastructure

Opportunities/ comments

Opportunities/ comments

SESSION 2

Funding and Delivery - Introduction

Funding and Delivery - Introduction





- Viability concerns
- Limited £306 contributions
- Funding gaps, market failure, impacts realisation of some big Moves

How can we adopt a phased approach for delivery, with key landowners, for comprehensive development across RVOG?

What delivery models or governance structures could be deployed to accelerate or ensure complementary development?

What funding mechanisms can be deployed to unlock regeneration?

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-  Birmingham City Council
-  Commercial
-  Housing Association
-  Private

Leasehold Sites

